



A G E N D A

Regular Meeting of the
Idaho Transportation Board

February 17, 2022

District 3
8150 W. Chinden Blvd
Boise, Idaho

To listen:

Dial 1-415-655-0003 US Toll

- a. access code: 2451 711 0930
- b. meeting password: 1234

KEY:

ADM = Administration DIR = Director CD = Chief Deputy OP = Operations HR = Human Resources

| | | Page # | Time* |
|-------------------------|--|-----------|-------------|
| Action Item | 1. CALL MEETING TO ORDER | | 8:30 |
| Information Item | 2. SAFETY SHARE: Motor Vehicle Administrator Alberto Gonzalez | | |
| Action Items | 3. SELECT VICE CHAIR | | |
| | 4. REVIEW SUBCOMMITTEE ASSIGNMENTS | 4 | |
| | 5. BOARD MINUTES – January 13, 2022 | 6 | 8:40 |
| Info Item | 6. BOARD MEETING DATES | 19 | |
| | March 23 & 24 – Shoshone April 20 & 21 - Pocatello | | |
| | May 18 & 19 – Rigby June 15 & 16 - Boise | | |
| Action Items | 7. CONSENT CALENDAR | 20 | |
| OP | Freight Advisory Committee Membership Appointments | 21 | |
| OP | Advance SH-33 & LeGrand Pierre Pathway Extension to FY22 and delay | | |
| | Pathway Connector to FY23 | 23 | |
| OP | 2022 Children Pedestrian Safety Program | 26 | |
| OP | Contracts for award | 28 | |
| OP | Contracts to reject..... | 35 | |
| OP | Consultant agreements | 40 | |

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



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| Information Items | | | | |
| 8. INFORMATIONAL CALENDAR | | | | |
| OP | _____ | Contract award information and current advertisements | 45 | |
| OP | _____ | Professional services agreements and term agreement work tasks report..... | 51 | |
| ADM | _____ | Annual report on status of state-owned dwellings | 57 | |
| ADM | _____ | Non-construction professional service contracts..... | 60 | |
| ADM | _____ | Monthly report of federal formula program funding through February 1 st | 61 | |
| 9. MONTHLY REPORT ON ACTIVITIES | | | | 8:45 |
| - Director Ness - Chief Deputy Stokes | | | | |
| 10. LEGISLATIVE UPDATE: Chief External Affairs Officer McCarty | | | | 9:10 |
| 11. AGENDA ITEMS | | | | |
| Information Item | | | | |
| ADM | _____ | State Fiscal Year 2022 financial statements | 63 | 9:15 |
| Tolman | | | | |
| Action Items | | | | |
| CD | _____ | Transportation Expansion & Congestion Mitigation (TECM) Program bond sale | | |
| Schroeder/Tolman | | authorization (Resolution on page 85) | 83 | 9:30 |
| CD | _____ | Request for an exception to Board Policy 4001 for first group of TECM | | |
| Schroeder | | construction projects (Resolution on page 88) | 87 | 10:00 |
| 12. BREAK | | | | 10:10 |
| Information Item | | | | |
| OP | _____ | Excellence in Transportation Awards | 89 | 10:25 |
| McElhinney/McCarty | | | | |
| Action Items | | | | |
| OP | _____ | Linder Village (Orchard Park) Sales Tax Anticipated Revenue | 90 | 11:10 |
| Lakey/Huarte | | | | agreement amendment (Resolution on page 98) |
| OP | _____ | SH-19 Extension, Caldwell, ID | 99 | 11:15 |
| Kanownik | | | | (Resolution on page 100) |

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| Boise, Idaho | | # | |
| OP _____ | Proposed distribution of Federal Bridge Funds | 103 | 11:25 |
| Farrar/McElhinney | (Resolution on page 104) | | |
| Information Items | | | |
| 13. LOCAL RURAL HIGHWAY INVESTMENT PROGRAM UPDATE: | | | |
| | Local Highway Technical Assistance Council Administrator Kral | 104A | 11:35 |
| 14. LUNCH: informal lunch with Aeronautics Advisory Board | | | |
| | | | 11:50 |
| 15. AGENDA ITEMS, continued | | | |
| Information Item | | | |
| CD _____ | Aeronautics annual report | 105 | 1:15 |
| Sweeney/Marker | | | |
| 16. EXECUTIVE SESSION (District 3 conference room) | | | |
| PERSONNEL ISSUES [SECTION 74-206(a), (b)] | | | |
| LEGAL ISSUES [SECTION 74-206(c), (d), (f)] | | | |
| 17. AGENDA ITEMS, continued | | | |
| Action Item | | | |
| ADM _____ | ITD Headquarters facilities update | 106 | 2:35 |
| McArthur | | | |
| 18. ADJOURNMENT (estimated time) | | | |
| | | | 2:50 |

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IDAHO TRANSPORTATION BOARD SUBCOMMITTEES

Revised November 2021

Subcommittee on Adjustments to the State Highway System

The Board Subcommittee on Adjustments to the State Highway System was established in 1996 to review requests to add mileage to the state highway system and to relinquish miles from the state's system. Recommendations are made to the full Board.

Current Board Members: Jim Kempton (chair) and Bob Hoff and Jim Thompson, who will be the “floating” member. The “floating” member shall serve on the Subcommittee unless a non-appointed member has a route adjustment under consideration, then that non-appointed member shall participate on the Subcommittee. The intent is to ensure the board member in whose district a route is being discussed serves for that meeting or portion of meeting when his/her district's route is under consideration.

Subcommittee meets on an as-needed basis, but probably average one or two per year.

Subcommittee on Audits

The Board established an Audit Subcommittee in 2003. The charge is to interact with internal and external auditors and perform specific financial and internal control related assignments as the Subcommittee and Board deem appropriate, with periodic reports to the Board.

Current Board Members: Julie DeLorenzo (chair) and one vacancy.

The Subcommittee generally meets two or three times per year.

Subcommittee on Policies

Created in 2012 to review every Board Policy. Its charge was expanded to include review of Administrative Policies. Recommendations are made to the full Board.

Current Board Members: Bob Hoff (chair), Julie DeLorenzo, and Jim Thompson.

The Subcommittee meets on an as-needed basis, but probably average two or three per year.

Subcommittee on 129,000 Pound Truck Routes

The Board Subcommittee on 129,000 Pound Truck Routes was established in 2013 to implement Senate Bill 1117, allowing for permitted vehicles to haul up to 129,000 pounds on additional routes, and to oversee the process to consider additional routes. Recommendations are made to the full Board.

Current Board Members: Dwight Horsch (chair), and Jim Thompson. Julie DeLorenzo will serve as the “floating” member. The “floating” member shall serve on the Subcommittee unless a non-appointed member has a route under consideration, then that non-appointed member shall participate on the Subcommittee. The intent is to ensure the board member in whose district a route is being discussed serves for that meeting or portion of meeting when his/her district’s route is under consideration.

The Subcommittee meets on an as-needed basis.

REGULAR MEETING
OF THE IDAHO TRANSPORTATION BOARD

January 13, 2022

The Idaho Transportation Board met at 8:30 AM on Thursday, January 13, 2022, in at the State of Idaho Chinden Campus in Boise, Idaho. The following principals were present:

Bill Moad, Chairman
James R. Thompson, Member – District 1
Gary Osborn, Member – District 2
Jim Kempton, Member – District 4
Dwight Horsch, Member - District 5
Bob Hoff, Member – District 6
Scott Stokes, Chief Deputy
Tim Thomas, Lead Deputy Attorney General
Dan McElhinney, Chief Operations Officer
Lorraine Dennis, Executive Assistant to the Board

Julie DeLorenzo, Vice Chair – District 3, participated remotely.

Safety Share. District 2 Engineer Manager Bob Schumacher presented safety awareness information for winter and spring road hazards citing examples with falling trees, avalanche, rock falls, and mudslides.

Chairman Moad thanked D2E Manager Schumacher for the important message.

Board Minutes. Vice Chair DeLorenzo made a motion to approve the minutes of the regular Board meeting held on December 9, 2021, as submitted. Member Thompson seconded the motion and it passed unanimously by roll call vote.

Board Meeting Dates. The following meeting dates and locations are scheduled:
February 17, 2022 – Boise March 23 & 24, 2022 – Shoshone
April 20 & 21, 2022 – Pocatello

Consent Items. Member Kempton made a motion and seconded by Member Horsch to approve the consent calendar resolution and it passed unanimously by roll call vote.

The motion to approve the following resolution passed unopposed:
RES. NO. WHEREAS, consent calendar items are to be routine, non-controversial, self-
ITB22-01 explanatory items that can be approved in one motion; and

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

NOW THEREFORE BE IT RESOLVED, that the Board approves the Trucking Advisory Council membership appointment, to remove FY23 Roadway & ADA

Improvements and Holly ST & NW Nazarene from the Idaho Transportation Investment Program (ITIP), adjustments to the Local Safety Program, contracts for award, and consultant agreements.

1) Trucking Advisory Council Membership Appointment. In consultation with the trucking industry and TAC Chairman, staff requests approval to reappoint Tony Black in District 3 and Troy Thurgood in District 6 to a 3-year term, January 2022 through December 31, 2024.

2) Remove FY23 Roadway & ADA Improvements, Boise and Holly ST & NW Nazarene Roadway. Staff requests approval to remove two local projects: FY23 Roadway & ADA Improvements, Boise and Holly Street & NW Nazarene Roadway, Nampa, at the request of the Community Planning Association of Southwest Idaho (COMPASS) and the project sponsors. The COMPASS Regional Transportation Advisory Committee recommended the project removals on November 17, 2021 and the COMPASS Board approved on December 20, 2021. Staff requests the removal of these two projects from the approved FY22 – 28 ITIP.

3) Adjustments to the Local Safety Program. Staff requests approval for the following project adjustments to the Local Safety Program in the approved FY22 – 28 ITIP: KN22398 – delay construction (all phases) of \$378,000 from FY22 to FY23; and KN20109, KN20483, and KN21997 – increase construction and consultant services by \$378,000 in FY22.

4) Contracts for Award. The low bids on the following projects were more than ten percent over the engineer's estimate, requiring justification. On key #s 19526, 19653, and 19195, US-95, Jct. SH-6 Turnbay, WIR Bridge and Deep Creek Bridge, SH-167 improvements, District 2, the differences between the low bid and engineer's estimate were mainly in mobilization, and temporary shoring. On key #19848, SH-24 & SH-25, City of Rupert, District 4, the difference between the low bid and engineer's estimate was in superpave. On key #13873, Railroad Ave., St. Maries, LHTAC (1), the differences between the low bid and engineer's estimate were mainly in traffic control supervision and mobilization. On key #22260, FY21 Rockfall Mitigation, District 1, the differences between the low bid and engineer's estimate was in rock scaling. On key #21938, US-95 Ironwood to SH-53 signal upgrades, District 1, the differences between the low bid and engineer's estimate was in replacing a signal cabinet – fuel cell backup. On key #20159, FY21 capital maintenance, Phase 3, Boise area, ACHD (3), the differences between the low bid and engineer's estimate were mainly in mobilization and superpave.

The engineer's estimate were developed using the average bid costs of previous projects in the area and assumed price increases. The District, LHTAC and ACHD do not believe re-advertising the projects would result in lower bids, and recommends awarding the contracts. Low bidder, for key #s 19526, 19653, and 19195: M A DeAtley Construction Inc. - \$12,041,258.49; key #19848: Staker & Parson Companies - \$4,894,269.00; key #13873: Barcott Construction LLC - \$2,776,832.43; key #22260: Rock Supremacy LLC - \$638,399.00; key #21938: Thorco Inc. - \$2,986,458.00; and key #20159: Knife River Corporation-Mountain West - \$655,927.00.

5) Request to Approve Consultant Agreement. In accordance with Board Policy 4001, staff requests approval to exceed the \$1 million agreement limit for key #22638 – US-12,

Cherrylane Bridge, Nez Perce County, LHTAC, for construction engineering and inspection services of approximately \$2.0 million.

Informational Items.

Contract Awards and Advertisements. Key #20428, SH-21, Technology Way to Surprise Way, District 3. Low bidder: Sunroc Corporation - \$1,959,201.00

Key #19916, US-95, LaBrosse Hill Street to Alderson Lane, District 1. Low bidder: J7 Contracting Inc. – \$11,587,385.23.

Key #20032, US-95, CulDeSac Canyon Passing Lane, Phase 3, District 2. Low bidder: Knife River Corporation-Mountain West – \$11,201,122.00.

Key #s 22431, 22597, 22598, & 22599, S. Higbee Dr., Butte Arm Canal Bridge, LHTAC (5&6). Low bidder: Cannon Builders Inc. – \$4,633,049.30.

Key #s 20411 & 20379, US-26, Antelope Flats Passing Lane, District 6, Low bidder: Sunroc Corporation - \$6,198,424.38.

Key #19134, US-93, 100 South Road, District 4, Low bidder: Staker & Parson Companies - \$11,456,656.00.

Key #13014, Mountain View Road, Moscow, LHTAC (2), Low bidder: Western Construction of Lewiston Inc. - \$2,188,016.60.

The list of projects currently being advertised was provided.

2) Professional Services Agreements and Term Agreement Work Tasks Report. From November 13 through December 17, 2021, 27 new professional services agreements and work tasks were processed, totaling \$28,161,529. Four (4) supplemental agreements to existing professional services agreements were processed during this period in the amount of \$127,185.

3) Semi-annual Administrative Settlements Report. The Board delegated to staff, the authority to negotiate settlements for the acquisition of real property by ITD that do not exceed \$200,000 over the fair market value. In order to monitor settlements, reports are submitted twice each year summarizing administrative settlements. During the semi-annual period of July 1, 2021 through December 31, 2021, the Right of Way Section processed 88 parcels with a total value of \$13.9 million. Of the 88 parcels, 45 parcels had an Administrative Settlement.

4) Non-construction professional services report. In accordance with Board Policy 4001, there was one agreement to report. Staff executed one professional service agreement to High Street Consulting Group for a HQ Planning, System Modernization Performance Measure Study.

5) State FY22 Financial Statements. Revenues to the State Highway Account from all state sources were ahead of projections by 11% as of November 30. Receipts from the Highway Distribution Account were \$11.5 million more than forecast. State revenues to the State

Aeronautics Fund were ahead of projections by 64%, or \$762,000. The Department's expenditures were within planned budgets. Personnel costs had savings of \$1.9 million or 3.6% due to less vacancies and pay increases appropriated by the Legislature. Contract construction cash expenditures were \$216.1 million for July through November.

The balance of the long-term investments was \$112.8 million at the end of November. These funds are obligated against construction projects and encumbrances. The cash balance was \$155.4 million. Expenditures in the Strategic Initiatives Program Fund through the end of November were \$0.9 million. Deposits into the Transportation Expansion and Congestion Mitigation Fund of \$8.7 million is the fifth month of the new 4.5% of Sales Tax authorized during the last Legislative session. Expenditures in this fund were \$8.6 million year-to-date. The federal CARES Act provided \$27 million for public transportation. Expenditures totaled \$1.7 million year-to-date.

6) Monthly Reporting of Federal Formula Program Funding through December. Idaho received obligation authority of \$149.7 million through February 18, 2022 via a Continuing Appropriations Act signed on December 2, 2021. It includes \$2.0 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 Infrastructure Investment and Jobs Act (IIJA) was signed on November 15, 2021. Additional apportionments were allocated via the Appropriations Act. Idaho will receive apportionments of \$383.1 million. Currently, obligation authority is 35.3% of apportionments. As of February 18, 2022, \$161.6 million was allocated with \$88 million remaining program funding as of December 30, 2021.

Board's Subcommittees Update. Member Kempton reported there was one action recommended from the State Highway System Adjustments Subcommittee yesterday to change the signage for the proposed SH-19 realignment to include SH-19 and I-84B spur. Staff will present its recommendation for Board approval next month.

Member Hoff reported the Policies Subcommittee discussed next steps in the review of Policy 4028, the Allocation of Federal Formula Highway Apportionments to local public agencies. Staff has been asked to provide additional information on total local funding sources and on transportation management area boundaries.

Chairman Moad thanked the subcommittee chairs for the updates.

Monthly Report on Activities. Chief Deputy Stokes thanked staff for the efforts and coordination due to the Headquarters' building flood discovered on January 2. He reported on TECM bonding, project readiness, State Transportation Improvement Plan (STIP) update, construction forecast, DMV online services, and highway safety. Highlights from CD Stokes' report include staff's plan to present details on the first construction bonds proposal in the TECM program that is expected to occur this spring. The department will have \$300 million worth of projects ready for bid by June. These are early, ahead of schedule STIP projects. In addition, we will have \$200 million worth of STIP projects ready by December 2023, which is on top of the TECM program. With the expected increases in federal funding from the Infrastructure

Investment Jobs Act (IJA), and potential state funding, we expect to see opportunities to advance this work in the STIP. Governor Little has also proposed additional general funds for transportation of about \$120 million to ITD and \$80 million for locals. More than likely, there will be a supplemental workshop in April to discuss STIP opportunities. Aeronautics will be advancing \$4 million in airport work based on last year's surplus. Our teams are working to put everything in place to oversee the increased activity in construction. CD Stokes also reported on DMV's online improvements and innovations in use of the QR code and increased services for online and dealer transactions. In conclusion, he reported 271 people lost their lives on Idaho roads in 2021, but plan to significantly increase outreach this year.

Chairman Moad thanked CD Stokes for his report.

Legislative Update. Chief External Affairs Officer Mollie McCarty reported the 66th legislative session began January 10. Governor Little's budget proposal includes \$200 million for new ongoing transportation funding and \$200 million one-time funding for bridges exclusively from the general fund. Prior to 2015, general funds were not used for transportation. Included is 5% for change in employee compensation. She also stated the department's annual reports to the house transportation committee and senate transportation committee are this month, with the annual budget presented next month. It is the department's third year of the administrative rules reauthorization process. There are 42 total rules (35 non-fee and 7 fee), plus broadband. We have three legislative proposals: extended learners permit for truck drivers, eliminate the requirement to physically surrender a suspended driver's license, and update membership for the public transportation Interagency Working Group.

Chairman Moad thanked CEO McCarty for the report.

Board Unallocated Funds for SH-33 Rexburg Signal Interconnect Project. District 6 Engineer Jason Minzghor requested to begin negotiations to enter into an MOU with City of Rexburg to interconnect all the signals in Rexburg and set up an advanced transportation management center. The City of Rexburg is currently working on installing fiber around Rexburg and is willing to partner with ITD and share costs 50/50. The interconnect project is along the SH-33 business spur and US-20 North Rexburg Interchange.

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

RES. NO. WHEREAS, the Idaho Transportation Board supports the Idaho
ITB22-02 Transportation Department mission of safety, mobility, and
 economic opportunity; and

WHEREAS, it is in the public interest for ITD to fund the Rexburg Signal
Progression Project; and

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

NOW THEREFORE BE IT RESOLVED, that Rexburg Signal Interconnect project

be added to the ITIP at a cost of approximately \$500,000.00 using FY22 ITD Board Unallocated Funds; and

BE IT FURTHER RESOLVED, that the Idaho Transportation Board approves the staff to adjust the Program and amend the approved FY22-28 Statewide Transportation Improvement Program accordingly.

Proposed US-20 Exit 344 Interchange. DE-6 Minzghor requested the design of an interchange on US-20 at exit 344. The scope includes a grade-separated overpass, and on-and-off ramps on eastbound and westbound US-20 to reduce conflict points at the intersection. The estimated project development costs will use Transportation Expansion & Congestion Mitigation (TECM) pay-as-you-go funds for development. DE-6 Minzghor commented the project was originally contemplated as early as 1982. The project would be added to the ITIP Early Development Program with development funds in FY22, and could potentially utilize TECM pay-as-you-go or TECM bonding for construction.

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

RES. NO. WHEREAS, the Idaho Transportation Board is charged with determining
ITB22-03 the timeframe and scope of improvements for the State Transportation System; and

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

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

WHEREAS, the interchange on US-20 at exit 344 (E 400 N) has been identified as a priority for development and bid-readiness; and

WHEREAS, US-20 between Idaho Falls and Montana State Line is an approved Transportation Expansion & Congestion Mitigation (TECM) corridor.

NOW THEREFORE BE IT RESOLVED, that a project on US-20 at exit 344 (E 400 N) be added to FY22 of the Early Development Program for project development at a cost of \$2,500,000 using Transportation Expansion & Congestion Mitigation (TECM) funds; and

NOW THEREFORE BE IT FURTHER RESOLVED, that the Idaho Transportation Board authorize staff to adjust the program and amend the approved FY22 - 28 ITIP accordingly.

Board Unallocated Funds to Design Closure of Five At-Grade Crossing on US-20. DE-6 Minzghor requested funds for Preliminary Engineering Consultant and Preliminary Engineering

to study the feasibility, and to design the closure of five at-grade crossings on US-20 in Madison and Fremont Counties. It will also include collaborating with the City of St. Anthony and Fremont County to investigate the feasibility of turning over ownership of the US-20 business loop to the respective city and county.

In response to Member Horsch's questions about being able to build frontage roads and owning property, DE-6 Minzghor stated ITD does not own those roads or have the right-of-way, but would work with the county to enter into a MOU.

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

RES. NO. WHEREAS, it is in the public's interest for the Department to publish
ITB22-04 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, ITD is prepared to incorporate this project into the approved ITIP.

NOW THEREFORE BE IT RESOLVED, that project US-20, At-Grade Crossing, highway improvements including 5 at-grade crossings, frontage roads and county connectors to be reviewed and discussed with the counties involved as to devise the best plan for the people of Idaho, and to be added to the ITIP for project development at a cost of approximately \$500,000.00 using FY22 Board Unallocated Funds; and

BE IT FURTHER RESOLVED, that the Idaho Transportation Board approves staff to adjust the program and amend the approved FY22 - 28 ITIP accordingly.

Board Unallocated Funds for I-15 Devils Creek Landslide Project. District 5 Engineer Todd Hubbard requested funds to mitigate the I-15, Devils Creek Landslide. I-15 runs north south from the Utah border to Montana. The slide occurred on November 30, 2020. The head of the slide is in ITD right-of-way. Crews will install a horizontal drainpipe to remove the water, and would hire a consultant to help with design of the drains, collection pads, corresponding drainage, and monitoring equipment.

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

RES. NO. WHEREAS, the Idaho Transportation Board supports the Idaho
ITB22-05 Transportation Department mission of safety, mobility, and economic
opportunity; and

WHEREAS, it is in the public interest for ITD to mitigate the landslide on I-15; and

WHEREAS, ITD staff has identified options for the Devils Creek Landslide Mitigation; and

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

NOW THEREFORE BE IT RESOLVED, that the I-15, Devils Creek Landslide Mitigation be added to the ITIP at a cost of approximately \$1,000,000 using FY22 Board Unallocated Funds; and

BE IT FUTHER RESOLVED, that the Idaho Transportation Board approves staff to adjust the program and amend the approved FY22 - 28 ITIP accordingly.

Delay G Canal Replacement Project. District 4 Engineer Jesse Barrus is requesting to delay the G Canal Bridge Replacement project from FY23 to FY25. Delay is to allow time to partner with the City of Burley on a project they are constructing that will widen and increase the capacity of 27th Street that intersects with SH-27. The G Canal Bridge runs diagonally across this intersection and will need to be widened to accommodate this change. In addition, some major utilities will need to be relocated.

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

RES. NO. WHEREAS, the Idaho Transportation Board is charged with considering
ITB22-06 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 learned of a local widening project that would be a great opportunity for partnering with a local jurisdiction and be in the best interest for the mobility of the traveling public.

NOW THEREFORE BE IT RESOLVED, that project SH 27, G Canal Bridge (20456) be delayed from FY23 to FY25; and

BE IT FURTHER RESOLVED, that the Idaho Transportation Board approves staff to adjust the program and amend the approved FY22 - 28 ITIP accordingly.

FY23 Appropriation Request Status – Governor’s Recommendation. Financial Manager Chris Bray presented the department’s FY23 budget request incorporating the Governor’s recommendations released on January 10. Modifications include FY22 Supplemental totaling

\$252.9 million, and for FY23 Enhancements, \$200 million in contract construction and right-of-way and \$13 million in miscellaneous changes. In comparison to the department's revision #1A budget request submitted in November 2021 with the Governor's proposal, total FY23 program funding increased from \$963 million to \$1.2 billion.

In response to Vice Chair DeLorenzo's question about the lower cash balance amount, Financial Planning and Analysis Manager Collins replied they try to project that balance to zero; however, we have seen \$10 million maintained for revisions or unexpected expenses.

Transportation Expansion and Congestion Mitigation Program Bond Update. Controller Dave Tolman provided a TECM bonding finance update. ITD has worked with the finance team since July 2021 to develop the TECM bond structure. The team is comprised of the Tax Commission, Bond Counsel, Idaho Housing and Finance Association (IHFA) and Citigroup. The department has an MOU with the Tax Commission and Division of Financial Management for sales tax distributions to TECM. IHFA and Citigroup collaborated on the structure of debt service, reserve funds and scheduled rating agency presentations with Moody on January 19 and Fitch on January 21. Ratings are expected to be received mid-February with bonds ready to sell this spring. Controller Tolman reviewed the TECM funds distribution and program/bonding models. Staff recommends 25-year term for each bond series, bond as close as possible to contract award, and to evaluate risk at each bond issuance and award contracts in advance of bond sale if risk is low of not selling bonds.

In response to Chairman Moad's question about the bond term and project life, Controller Tolman stated theses would be major construction type projects that would exceed the 25-year bond term.

In response to Member Horsch's question about using remaining funds from the annual \$80 million, Controller Tolman responded we intend to pay-as-you-go; however, the intent is to use all the \$80 million for debt service in 4 – 5 years.

Vice Chair DeLorenzo made a motion, seconded by Member Thompson, and passed unopposed by roll call vote, to approve the following resolution:

RES. NO. WHEREAS, the Idaho Transportation Board is charged with determining the
ITB22-07 timeframe and scope of improvements for the State Transportation System; and

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

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

WHEREAS, the Idaho Transportation Board has approved a list of eligible Corridors to define the focus of the TECM expansion program and the advantages of this approach; and

WHEREAS, the Idaho Legislature , through Title 40, Chapter 7 of the Idaho Code, as amended, authorizes the Idaho Transportation Board to request the Idaho Housing and Finance Association to issue bonds for financing all aspects of highway projects eligible for TECM funding as recommended and approved by the Idaho Transportation Board.

NOW THEREFORE BE IT RESOLVED, by the Board the bonding approach for TECM shall be as follows:

1. The Idaho Transportation Board requests that the Idaho Housing and Finance Association issue bonds pursuant to the provisions of Title 40, Chapter 7.
2. The term of each series of bonds issued under this program is 25 years.
3. Each series of bonds issued for this program shall be based on project readiness with consideration of the cash flow requirements of the projects approved by the Idaho Transportation Board.
4. Contracts may be awarded on approved projects in advance of bonds being issued based on an evaluation of market risk by the TECM finance team.
5. Each bond series is issued according to Idaho Code and to meet all federal requirements in order to retain the highest bond rating for this program.

Transportation Program Manager Amy Schroeder reviewed a framework and draft scenario for the first TECM bond sale. They intend to pursue project development and be ready for various funding opportunities. The projects listed are the same as previously approved by the Board with the addition of three new projects. She highlighted there are two environmental and design groups – one will be included in the bond sale and the other will be pay-as-you-go. Included in the pay-as-you-go group is the newly added project, US-20 interchange south of St. Anthony.

TPM Schroeder reviewed the construction projects approved by the Board last May to be included in the first bond sale, US-20/26 from I-84 to Middleton Road and SH-16 from I-84 to US-20/26. One of three SH-16 projects, Franklin Road to Ustick Road, may be able to use GARVEE savings, so next month they will have a recommendation on how to finance it. The other two construction projects being proposed for inclusion in the first bond sale are within the approved TECM corridors and being proposed for advancement because of project readiness, I-86 and I-15 system interchange in Pocatello and I-90 and SH-41 interchange in Post Falls.

This scenario proposes that the first bond sale would be for approximately \$270 million in construction (75% of five construction contracts) and about \$30 million in environmental and

design (50% of current environmental and design services and 25% of additional future design that will be contracted later this year). It will not include any right-of-way. The remainder of the design, right-of-way and construction would utilize either TECM or ITIP pay-as-you-go. A resolution for Board approval will be presented next month. TPM Schroeder asked for feedback on the grouping and the design projects being proposed for the first bond sale.

In response to Vice Chair DeLorenzo's question about the risk of including the \$10.8 million for additional future design in this bond sale, TPM Schroeder stated there is some risk; however, there is also an opportunity to include it in future bond sales. Her team will review the draw down requirements and make a recommendation next month.

Member Kempton expressed concerns about the \$11 million for design of the I-84, Burley & Heyburn Interchanges in the pay-as-you-go grouping. Vice Chair DeLorenzo questioned if that project could be considered for inclusion in this bond sale. TPM Schroeder indicated she would look into the draw down timing and make a recommendation at the next Board meeting.

In response to Chairman Moad's question about bond size and risk, TPM Schroeder stated they are open to suggestions about the percentages for construction (currently at 75%). For every 5% increase it represents about \$15 million more bonds. She also stated the construction projects presented in this scenario are in the \$50-100 million range.

Vice Chair DeLorenzo commented \$295 million is a big bond series, but is okay with going a little higher based on risk assessment. Member Kempton concluded he is relying on staff's analysis to balance the risk and make decisions judiciously.

Chairman Moad thanked Controller Tolman and TPM Schroeder for their presentation.

Status of State Highway System ITIP Project Readiness. Chief Operations Officer Dan McElhinney discussed the ability for the department to advance over \$300 million worth of projects in the STIP by December 2022. Over \$500 million in total projects would be available to advance by the end of calendar year 2023. He indicated the department has the capacity to handle the increase in construction activity, as does our industry partners, based on the project status from each district and coordination with AGC on capacity over the next 5 years and past production, 2017 – 2021.

Chief Engineer Blake Rindlisbacher credited staff for their team effort, hard work and innovation in being able to get projects ready and deliver the program. There has also been great strides made in planning efforts with industry partners. He reviewed the State Highway System ITIP projects ready for advancement lists. There are 14 projects totaling \$85.9 million that are ready as of January 1, 2022, 20 projects totaling \$217.8 million projects ready by June 30, 2022, 13 projects totaling \$71.4 million ready by December 31, 2022, and 11 projects totaling \$111.5 million that could be ready by December 31, 2023. If future funds became available, staff would seek Board input on project selection.

Chairman Moad thanked COO McElhinney and CE Rindlisbacher for their presentation.

Highway Construction Workforce Partnership Funding Allocation to Implement On-the-Job Training Programs in Idaho. Chief Operations Officer Dan McElhinney and Chief Human Resource Officer Brenda Williams CHRO outlined the team focus on workforce development success. ITD's executive leadership met with Department of Labor's Director Revier and Workforce Development Council (WDC) Executive Director Secrist on partnering efforts to address workforce challenges. ITD staff learned about the Next Steps Idaho website at that meeting. ITD began posting jobs and videos on the website to help promote available jobs and build brand recognition with students.

Contract Compliance Officer Jessika Phillips highlighted the HCWP program and funding. In January 2021, Federal Highway Administration (FHWA) offered a grant opportunity to state departments of transportation to further establish and enhance highway construction workforce practices and programs through the HCWP. ITD was successfully awarded \$300,000 from FHWA, and received a supplemental match of \$65,000 from the WDC. Programs will be implemented in Idaho Falls, Boise and Rathdrum. It will be a five-week long program where Idaho residents would obtain education and experience in heavy equipment operating, concrete cement masonry work, welding, ironwork, rural first-aid and CPR, traffic control flagging, and occupational safety. The grant will pay for CDL certification costs.

In response to Member Hoff's question about participation rate, CCO Phillips responded this year they will have 60 participants with an anticipated 75% success rate.

Vice Chair DeLorenzo made a motion, seconded by Member Kempton, and passed unopposed by roll call vote, to approve the following resolution:

RES. NO. WHEREAS, the Idaho Transportation Board supports the Idaho
ITB22-08 Transportation Department mission of safety, mobility, and
economic opportunity; and

WHEREAS, it is in the public interest for ITD to implement the Highway Construction Workforce Partnership (HCWP) Training program; and

WHEREAS, ITD staff has secured grant funding of \$300,000 from the FHWA with a supplemental of \$65,000 from the Idaho Workforce Development Council (IWDC) and;

WHEREAS, ITD identified potential HCWP training vendors for the HCWP Training program; and

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

NOW THEREFORE BE IT RESOLVED, that the HCWP Training program be added to the ITIP at a total program cost of approximately \$365,000; and

BE IT FUTHER RESOLVED, that the Idaho Transportation Board approves the staff to adjust the program and amend the approved FY22- 28 ITIP accordingly.

Chairman Moad thanked staff for their presentation.

Executive Session on Legal and Personnel Issues. Member Hoff made a motion to meet in executive session at 11:15 AM to discuss issues as authorized in Idaho Code Section 74-206 (b) and in Idaho Code Section 74-206 (f). Member Kempton seconded the motion and it passed unanimously by roll call vote.

The discussion on legal matters related to highway and department operations.

The Board came out of executive session at 12:33 PM.

HQ Building Update. Chief Administrative Officer Char McArthur reported on the water damage discovered on January 2 at ITD's Headquarters building. The flooding was due to cracked coils on the rooftop HVAC unit located in the penthouse of the three-story building. Some areas had about two-inches of standing water. The Division of Public Works is leading the cleanup project and Risk Management the insurance claims process. Employees evacuated on January 3, are either working from home or relocated to other ITD buildings. Next steps include containing damage, assessing claim value, and identifying temporary relocation facilities. Precautions and mitigation is being taken for asbestos. CAO McArthur also reported on a break-in at ITD's Annex facility that occurred on January 7.

Chairman Moad thanked CAO McArthur for the report.

WHEREUPON, the Idaho Transportation Board's regular monthly meeting adjourned at 12:58 PM.

BILL MOAD, Chairman
Idaho Transportation Board

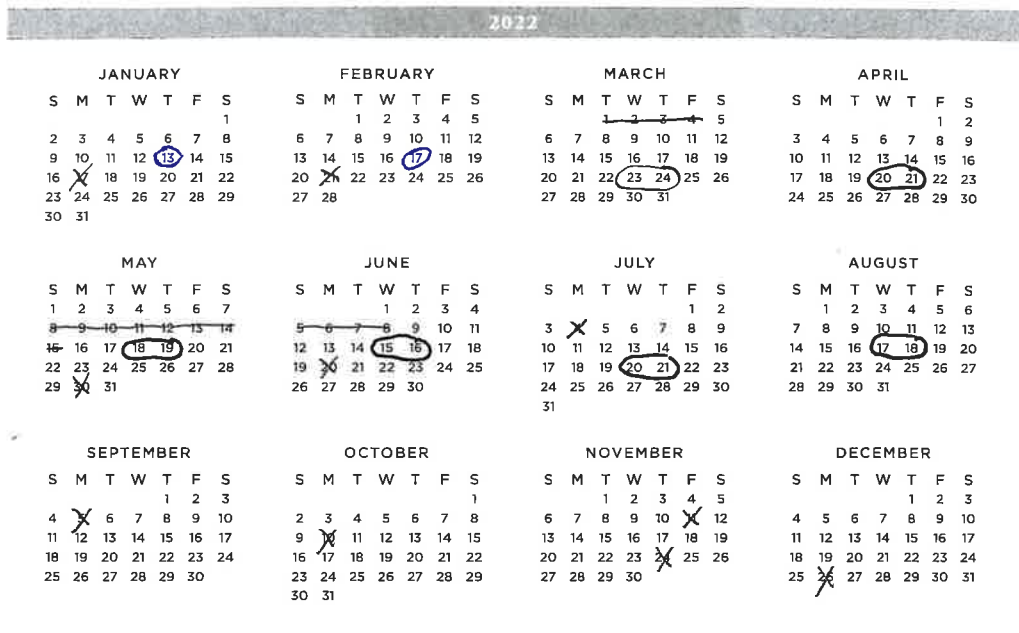
Read and Approved
_____, 2022
_____, Idaho

BOARD MEETING DATES

2022

March 23 & 24 – Shoshone
April 20 & 21 – Pocatello
May 18 & 19 – Rigby

June 15 & 16 – Boise
July 20 & 21 – Lewiston
August 17 & 18 – Coeur d'Alene



“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 - 44

RES. NO. ITB22-09 WHEREAS, consent calendar items are to be routine, non-controversial, self-explanatory items that can be approved in one motion; and

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

NOW THEREFORE BE IT RESOLVED, that the Board approves the Freight Advisory Committee membership appointment, to advance SH-33 & LeGrand Pierre Pathway Extension to FY22 and delay Pathway Connector to FY23, 2022 Children Pedestrian Safety Program, contracts for award, contracts to reject, and consultant agreements.



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date February 17, 2022Consent Item ☒Information Item ☐

Amount of Presentation Time Needed _____

| | | | |
|------------------------------------|--|-----------------|--------------------|
| Presenter's Name Scott Luekenga | Presenter's Title Freight Program Manager | Initials csl | Reviewed By LSS |
| Preparer's Name Scott Luekenga | Preparer's Title Freight Program Manager | Initials csl | |

Subject

| | | |
|--|----------|--------------|
| Freight Advisory Committee (FAC) - Membership Appointments | | |
| Key Number | District | Route Number |

Background Information

In April 2021, the Transportation Board updated Board policy 4048 to reorganize the FAC to six (6) members and a FAC Chair. The FAC consists of 6 District stakeholders who bring a statewide freight perspective from diverse stakeholder groups chartered with information sharing and working with ITD to incorporate freight interests into transportation planning and infrastructure improvement.

There are currently 5 vacancies. Through ITD public engagement, ITD received four new nominations. In addition, ITD recommends reappointing two current members.

Recommend the following persons:

| | | |
|------------|----------------|-------------------------------|
| District 1 | Alan Harper | February 2022 – February 2025 |
| District 3 | Rob Roe | February 2022 – February 2026 |
| District 4 | Gary Halverson | February 2022 – February 2026 |
| District 6 | Kurtis Lindsey | February 2022 – February 2025 |

Current FAC members recommended for reappointment:

| | | |
|------------|--------------------|------------------------------|
| Chair | Winston Inouye | February 2022 – January 2026 |
| District 2 | David Doeringsfeld | February 2022 – January 2027 |

One FAC positions remain vacant. The FAC and ITD continue recruitment efforts. Vacant positions include:

District 5

The FAC is an important council, which is entrusted to advise the Board on issues as it relates to the efficient and safe movement of multimodal freight transportation supporting Idaho's diverse economic interests.

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



Board Agenda Item

ITD 2210 (Rev. 10-13)

Recommendations

It is requested that the Board approve the appointment of the above mentioned individuals to the FAC per ITB Policy 4048.

Board Action

☐ Approved ☐ Deferred _____
☐ Other _____



Freight Advisory Committee (FAC) Application Form

Required for Submission

Please include the following information:

- Cover Letter
- Letters of recommendation and/or references
- Conflict of Interest Statement (attached)
- Resume that includes work experience, educational background, and any other relevant experience.

Contact Information

Full Name: Alan Harper

Street Address: _____ City/State/Zip: _____

Phone: _____ Email: _____

Organization Affiliation (if any):

Name: Idaho Forest Group

Street Address: 4447 E Chilco Rd City/State/Zip: Arhol, ID 83861

District you are applying for:

District 1 X District 2 ____ District 3 ____ District 4 ____ District 5 ____ District 6 ____

ALAN B. HARPER

EDUCATION

Humboldt State University
Bachelor of Science 1986 – Forest Production

PROFESSIONAL WORK EXPERIENCE

Idaho Forest Group

Director of Forest Operations

- Managing the resource department for all Western Operations of IFG
- Log Flow and procurement of 650 mmbf for the 6 IFG mills
- Manage 4 supply agreements with large industrial landowners
- Involvement with several local Forest Collaborative Groups
- Work with County, State and Federal Agencies to develop sound Forest Policies

Idaho Forest Group Chilco Idaho

Resource Manager Northern Division

- Managing the resource department for the Northern Operations of IFG
- Log flow and procurement of 380 mmbf for 4 mills
- Manage 3 supply agreements with large industrial landowners
- Marketing logs not used in IFG Operations
- Implement and manage Log Trades with other local mills to increase trucking efficiencies and lower log cost.
- Involvement with several local Forest Collaborative Groups
- Work with County, State and Federal Agencies to develop sound Forest Policies

Riley Creek Lumber Chilco Idaho

Timber Resource Manager

- Appraising and bidding all agency timber sales in the Eastern Washington, Western Montana, and Northern Idaho area
- Contract administration and quality control of logging operations
- Marketing of the log species not manufactured in our milling facilities
- Bonding of timber sales
- Post harvest sale closures
- Log inventory management

**Riley Creek/Plummer Forest Products
Resource Manager**

- Started the small log program for Riley Creek at the Plummer Mill
- Started the small log quality control program
- Worked with contractors to increase their utilization of forest products by harvesting to a 4" top
- Worked with the State of Idaho to develop a workable top wood policy (4" tops) on their State Timber Sale Contracts

**Timberwolf Enterprises Lake Almanor, CA
Owner operator of a contract Logging, in woods Chipping and Forestry Services Company**

- Operated on timber sales for local saw mills
- Bid and purchased Forest Service timber sales on the Lassen and Plumas National Forests
- Purchased and operated on USFS Service Contracts on the Lassen and Plumas N.F. this work included in woods chipping, sub soiling (soil decompaction), in woods slash piling, and slashing
- Fire fighting
- Writing of timber management plans
- Marketing timber for private landowners

**Northwest Forest Consultants Chico, CA
Owner/Partner Forest Consulting Company**

- Cruised and marked timber sales
- Contract cruised for the USFS
- Helped develop a biomass program for Roseburg Resources
- Marked and administered thinning and biomass timber sales
- Performed stocking surveys

**Diamond Lands, Red Bluff, CA
Forester**

- Worked on a marking crew out of Sterling City, CA
- Laying out and marking timber sales
- Inventory cruises
- Harvest inspections

**Pacific Gas and Electric, Red Bluff, CA
Forester**

- Worked on a four man inventory crew cruising PG&E timber holding through out Northern California

REFERENCES

- Available upon request



Freight Advisory Committee (FAC) Application Form

Required for Submission

Please include the following information:

- Cover Letter
- Letters of recommendation and/or references
- Conflict of Interest Statement (attached)
- Resume that includes work experience, educational background, and any other relevant experience.

Contact Information

Full Name: Robert K. Roe

Street Address: _____ City/State/Zip: _____

Phone: _____ Email: _____

Organization Affiliation (if any):

Name: Western Trailer Company

Street Address: 215 W. Gowen Road City/State/Zip: Boise, ID 83705

District you are applying for:

District 1 ____ District 2 ____ District 3 X District 4 ____ District 5 ____ District 6 ____

ROBERT K. ROE

4000 W. Greenbrier Drive
Boise, Idaho 83705

PROFESSIONAL EXPERIENCE

Western Trailer Company, Boise, ID Purchasing Manager

- Organize and direct work of the department to satisfy requirements for quality, on-time delivery and competitive price for a broad variety of raw materials, sub-assemblies and services
- Analyze the requirements of the commodity including preliminary specifications, preferred supplier and date commodity is needed
- Negotiate and manage supply contracts, confidentiality agreements, renewals, pricing, payment terms, terminations and closeouts that comply with company and government regulations
- Utilize and create tools cross corporation to determine future requirements and provide forecast data suppliers
- Develop cost savings projects for raw materials, purchased parts and assemblies
- Plan and implement supply chain strategies that allowed for flexibility in business environment consistent with the requirements of a Lean Manufacturing environment
- Manage sourcing and cost saving initiatives to keep projects within budgetary constraints
- Coordinate appropriate methods needed to transport and distribute commodity in a timely, yet cost effective manner
- Negotiate and manage logistics agreements, renewals, pricing, payment terms, terminations and closeouts that comply with company and government regulations
- Guide supplier relationships in a North American based supply chain with global inputs
- Improve supply chain performance in areas of quality, cost and delivery performance
- Rank and plan sustainable initiatives to improve bottom line profit
- Lead and conduct production readiness assessments and program management reviews
- Manage collaboration within departments to unite employees around unique operations plan to achieve enterprise wide goals
- Lead and participate in multi-functional product teams to develop and evaluate long term proposals
- Support and participate in supply chain integration into enterprise process improvement teams
- Recruit, hire, train and evaluate employees, recommend or initiate promotions, transfers and disciplinary action as required
- Provide written and oral training to develop and assist subordinates in supply chain process
- Integrate and coordinate internal and external customer requirements to establish and document procurement requirements consistent with customer expectations
- Provide support to Manufacturing Plant for supplier related issues
- Supervise corporate projects as identified by owner in alignment with key business objectives
- Utilize my extensive knowledge in MS Office, Visual Manufacturing, and Microsoft Dynamics NAV ERP Software

Western Trailer Company, Boise, ID
Purchasing Agent

- Interfaced with suppliers and engineering to insure timely and accurate communications of specifications
- Solicited and evaluated proposals for the requested commodity
- Maintained successful vendor relationships, timeliness and quality of shipments
- Assured the commodity was delivered on schedule, at the negotiated price and met the quality standards of the company
- Coordinated all activities related to procurement of a commodity beginning with intent to purchase through delivery
- Conducted proposal analysis process and selected best value source
- Negotiated the lowest possible cost for the commodity balanced against the optimum quality and schedule needs
- Maintained timely control of purchase orders, amendments, shipping notices and other documents to assure accurate retention of record
- Created logistics plan for inbound freight items to optimize freight cost and improve delivery

Western Trailer Company, Boise, ID
Purchasing Assistant

- Assisted Senior Purchasing Agent with MRP planning, order placement, order follow-up on items for fabricated and purchased parts
- Aided in the procurement and tracking of MRO items
- Worked closely with warehouse staff on inventory accuracy and integrity

EDUCATION

Boise State University, Boise ID
B.S. Production and Operations Management, 1996

University of Wyoming, Laramie, WY



Freight Advisory Committee (FAC) Application Form

Required for Submission

Please include the following information:

- Cover Letter
- Letters of recommendation and/or references
- Conflict of Interest Statement (attached)
- Resume that includes work experience, educational background, and any other relevant experience.

Contact Information

Full Name: Gary Halverson Street _____

Address: _____ City/ State/ Zip: _____

Phone: _____ Email: _____

Organization Affiliation (if any):

Name: Idaho Milk Products

Street Address: 2249 South Tiger Drive City/ State/ Zip: Jerome, Idaho 83338

Position with Organization: Director of Supply Chain

District you are applying for:

District 1 _____ District 2 _____ District 3 _____ District 4 X District 5 _____ District 6 _____

GARY HALVERSON

295 North Meridian
Rupert, Idaho 83350
(208) 644-0115
ghalverson@idahomilk.us

EMPLOYMENT and EXPERIENCE

Director of Supply Chain
Idaho Milk Products

- Transportation
 - Started a Transportation Department from the ground up
 - Facilitate the movement of 1.6B pounds of raw milk annually
 - Purchase and License equipment
 - Hire Employees and Supervisors
 - Created policies and SOPs
 - Created, tracked, and reported on KPIs
 - Created monthly P&L and annual budgets
 - Ensured DOT and FMCSA compliance
- Farm Liaison
 - Primary contact between the dairies and the plant
 - Facilitated and conducted animal welfare audits
 - Ensure USDA compliance on the dairies
 - Resolve any issues or complaints
- Warehousing
 - Facilitate the storage and movement of 120M pounds of Milk Protein and Milk Permeate Powder annually
 - Utilizing: Truck, rail, cargo ship, and air freight
 - Ensure safety and food safety requirements are met at internal and 3rd party warehouses
 - Maintain a carrier pool to meet our budget and customer service requirements
 - Ensure proper documentation for outbound loads

Transportation Manager
Glanbia Nutritionals

- Transportation Manager
 - Transportation Department
 - 120 hourly and 8 salaried employees
 - 40 trucks and 50 trailers
 - Serving a total of 140 dairies, plants, and warehouses
 - Over 5M miles driven and 4B pounds of product hauled annually

- Responsibility for creating and achieving the department's \$17M annual budget and P&L
- Oversee all departmental purchasing including RFP processes
- Responsible for DOT, OSHA, and USDA compliance
 - Achieved the lowest OSHA Recordable Incident Rate (RIR) of all the Idaho facilities in 2016
- Member of company Operations Leadership Team and Policy Committee
- Testified before the Idaho House and Senate on 129,000-pound truck weights
- Propose, prepare, and carry out capital expenditure projects
- Responsible for department safety, sustainability, quality, and housekeeping
- Work closely with Dairymen, Dairy Coops., Fieldmen, Warehouses, and Processing Plants
- Attend industry meetings and conferences
- Resolve conflicts between departments and outside stakeholders
- Resolve and eliminate patron and customer complaints
- Develop salaried and hourly employees
- Transportation Review and Implementation Teams
 - Worked with a cross-functional team to develop and implement a \$5M project to improve efficiencies in the company's transportation department
 - The department went from hauling 5.5M pounds of milk per day with 22 trucks to hauling 9M pounds of milk per day with 19 trucks
 - Changes in management structure, hourly payroll, and hourly work schedule
 - Equipment and dairy standardization
 - Moved from a paper system to an electronic system
 - Implemented GPS tracking and KPI reporting

Online Instructor
Eagle Gate College

- Online teaching of Business courses including: International Business, Principles of Management, Supply Chain Management, Sales and Customer Service, Small Business Entrepreneur, Project Management, Marketing, Organizational Behavior, E-commerce, HR Management, Leadership and Change, Strategic Management, and Economics
- Communication via discussion boards, e-mails, chats, and conference calls
- Evaluate student's performance on assignments and discussions

EDUCATION and ACHEIVEMENTS

Royal Agricultural University: Cirencester, UK
International MBA, October 2008

Utah State University: Logan, Utah
B.S. Degree in Ag Business, May 2006

Leadership Idaho Agriculture (LIA) class 34, 2014



Freight Advisory Committee (FAC) Application Form

Required for Submission

Please include the following information:

- Cover Letter
- Letters of recommendation and/or references
- Conflict of Interest Statement (attached)
- Resume that includes work experience, educational background, and any other relevant experience.

Contact Information

Full Name: Kurtis R Lindsey

Street Address: _____ City/State/Zip: _____

Phone: _____ Email: _____

Organization Affiliation (if any):

Name: Watco Companies, LLC

Street Address: 100 PFE Dr City/State/Zip: Nampa, ID 83651

District you are applying for:

District 1 ____ District 2 ____ District 3 _ District 4 ____ District 5 ____ District 6 XX ____

KURTIS R. LINDSEY

RAIL TRANSPORTATION PROFESSIONAL

KLindsey@Watco.com



719.289.6919



Boise, ID



PROFESSIONAL PROFILE

An eager willingness to watch, learn, and listen has propelled my career into transportation management. I am a Driven professional with an undeniably creative mix of experience and detailed understanding of all aspects of rail transportation. I possess an unquestionable ability to flexibly adapt while identifying problems and implementing solutions. Assertive and enthusiastic, with an undying desire to grow, while contributing positively to the communities in Idaho that I work, live, and play.

EXPERIENCE

Sales Director- Idaho and the Intermountain Northwest

Watco Companies

Responsible for Sales, Development, and customer accounts across a regional transportation network consisting of 6 Railroad Operations, 9 Industry Specific Rail Switching Operations, and 1 multi-modal warehouse transload facility.

- 68 customer accounts across 75 miles of railroad track within the boundaries of Idaho District 3.
- Regularly lead internal teams and local government agencies in determining solutions that solve new and existing customer's logistics problems and supported economic growth.
- Regularly perform detailed market analysis with input from Industries and coordinate adjustments to railroad resources to better align with customer needs and various growth strategies.

Commercial Manager- Permian Basin

Watco Companies

Managed customer accounts and development of a portfolio 60 unique rail customers representing \$50 Million in annual revenue. Regionally based covering three properties and 280 miles representing all West Texas and Southeastern New Mexico.

- Utilized industry partners and resources to identify and develop new business projects to include land procurement, engineering and construction, and service plan integration.
- Negotiated commercial agreements, sale transactions, legal contracts, and long-term commitments. Many of which involved multi-year terms more than \$1MM.
- Frequently lead ad-hoc teams with varying disciplines, backgrounds, and experience levels to accomplish project goals and meet deadlines.

Director of Permian Basin Logistics

Iowa Pacific Holdings

Internally promoted to a business development role for the Texas & New Mexico Railroad and West Texas & Lubbock Railway with a strong emphasis on operational logistics and customer service delivery. In this role, I coordinated the needs of our customer base with executive management to maintain expected levels of growth and efficiency.

- Served as primary point of contact for local government agencies involved in the development, recruitment, and retention of industry and economic growth.
- Implementation of expanded traffic into existing operations with minimal impact.
- Maintained all aspects of customer communication to ensure adequate alignment of needs and expectations.
- Utilized operational knowledge to attract and retain high-value customers.

KURTIS R. LINDSEY

RAIL TRANSPORTATION PROFESSIONAL

EXPERIENCE *continued*

General Superintendent Permian Basin – Railroad Operations

Iowa Pacific Holdings- Texas & New Mexico Railroad

Orchestrated the establishment of new operating division to support an overall freight business increase of 400%. In this role, my first challenge was to identify, establish, and execute an effective operating plan to accommodate traffic in a safe and cost-effective manner while maximizing fluidity. Responsible for the recruitment, hiring, and training of 30 full-time employees in the Transportation and Maintenance departments.

- Interfaced and coordinated with all departments, including Engineering and Mechanical, Operations, and Dispatch to execute the operations plan and deliver timely service.
- Managed the transportation efficiency testing program and recurrent field training to ensure a safe and efficient operation.
- Conducted all classroom training for all departments on relevant topics such as Air Brakes, Safety Rules, Roadway Worker Protection, and GCOR (General Code of Operating Rules).
- Administered and managed the annual budget to meet financial targets.
- Responsible for identifying capital improvement needs and coordinating completion to support sustainable efficiency.

Trainmaster – Railroad Operations

Iowa Pacific Holdings- San Luis & Rio Grande Railroad

Over my tenure at SLRG, I was afforded the unique opportunity to support the operation in multiple roles including Conductor, Engineer, Assistant trainmaster, and Trainmaster. This railroad had a unique and varying book of business to include simultaneously operated scheduled passenger trains and Mountain Grade Freight service.

- Coordinated Train Crew and Passenger Services briefings daily to relay important service advisories, promote safety and minimize risk to crew members and passengers.
- Worked with Mechanical, Passenger Services, and Reservations daily to ensure on-time performance.
- Complete oversight of the operation to ensure on-time performance and customer satisfaction.
- Maintained all aspects of the operation in compliance with all federal, state, local and company rules and regulations.
- Responded to service disruptions and incidents to minimize passenger inconvenience and train delays.
- Responsible for the instruction and oversight of 35 weekly crew starts and 18 full-time employees.



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date February 17, 2022

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

| | | | |
|---|---|----------|--------------------|
| Presenter's Name Blake Rindlisbacher, PE | Presenter's Title Chief Engineer | Initials | Reviewed By LSS |
| Preparer's Name Laila Kral, PE | Preparer's Title LHTAC Administrator | Initials | |

Subject

Advance LOCAL, SH33 & LEGRAND PIERRE PATHWAY EXTENSION, DRIGGS TO FY 2022 and Delay LOCAL, PATHWAY CONNECTOR, DOVER to FY 2023 of the approved FY 2022 - 2028 ITIP

| | | |
|-----------------------------|------------------|-----------------------|
| Key Number 23084 & 22958 | District 6, 1 | Route Number LOCAL |
|-----------------------------|------------------|-----------------------|

Background Information

The purpose of this consent item is to request the advancement of the **LOCAL, SH33 & LEGRAND PIERRE PATHWAY EXTENSION, DRIGGS to FY 2022** and delay the **LOCAL, PATHWAY CONNECTOR, DOVER to FY 2023** of the program, per the sponsors and policy 5011 *Idaho Transportation Investment Program (ITIP)*.

Both projects are included in the approved FY 2022 - 2028 ITIP in the Transportation Alternatives Program (TAP).

Key 23084 **LOCAL, SH33 & LEGRAND PIERRE PATHWAY EXTENSION, DRIGGS** is currently scheduled for construction in FY 2023 for **\$427,000**. The total project cost is \$488,321 and the design phase was funded in FY 2020 for \$61,101. The City of Driggs has requested to advance the construction of their project to FY 2022 in order to begin construction earlier.

Key 22958 **LOCAL, PATHWAY CONNECTOR, DOVER** is currently scheduled for construction in FY 2022 for **\$434,000**. The total cost of the project is \$507,761 and the design phase was funded in FY 2021 for \$74,062. The City of Dover has requested to delay their project to FY 2023 due to the need to complete a wetland delineation which can't be started until spring 2022.

The advancement for the Driggs Pathway project will be funded from the delay of the Dover Pathway project. The Dover Pathway project is expected to be constructed in FY 2023.

Recommendations

Approve the advance of **LOCAL, SH33 & LEGRAND PIERRE PATHWAY EXTENSION, DRIGGS** at a cost of **\$427,000 to FY 2022** and the delay of **LOCAL, PATHWAY CONNECTOR, DOVER** at a cost of **\$434,000 to FY 2023** and authorize staff to adjust the ITIP accordingly.

Board Action

☐ Approved ☐ Deferred _____
☐ Other _____



City of Driggs

Office of Mayor Hyrum F. Johnson

'The Heart of Teton Valley'
Inc. 1910

December 28, 2021

Idaho Transportation Department – Transportation Alternatives Program
3311 W State Street
Boise, Idaho 83707-1129

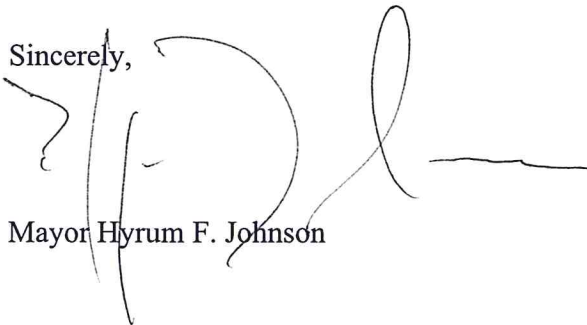
RE: City of Driggs TAP Project 23084 – Construction Advancement Support

To Whom It Concerns:

The City of Driggs understands that funding has become available in the TAP program and the City of Driggs project 23084 construction funding can be advanced from FY23 to FY22 project. The City of Driggs supports this change in the funding year for construction, to FY22 and will deliver PS&E and completed environmental documents as needed to support the schedule advancement in construction.

Please contact Doug Self, Community Development Director (208-354-2362, ext. 2111) if there are any questions regarding this letter.

Sincerely,



Mayor Hyrum F. Johnson



1/19/22

Amanda LaMott, P.E.

Safety TAP Engineer

LHTAC

3330 Grace St, Boise, ID 83703

RE: KN22958; Dover Pathway Connection – Project Delay

Dear Amanda,

As discussed in our last project meeting regarding the project environmental needs, I brought the new EPA permitting requirements, need for a wetland delineation report and resulting project delay to the council's attention at the regular January 13, 2022 council meeting via my monthly City Engineer report to the Mayor and Council. I received no questions or comments from council.

As such, this city is requesting a project construction funding delay by one fiscal year. This will provide time for the City to perform a wetland inventory and LHTAC to include the new information into permitting applications this spring or summer as needed.

Thank you for working with the City on this matter.

Sincerely,

A handwritten signature in blue ink, appearing to read "A. Jay Hassell".

A. Jay Hassell, PE

Contract City Engineer

c. Michele Hutchings, Dover City Clerk

Riannon Zender, PE, J-U-B Engineers, Project Manager

P.O. Box 115, 699 Lakeshore Ave., Dover, ID 83825

Phone: 208-265-8339

<https://cityofdover.id.gov>



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date February 17, 2022

Consent Item ☒

Information Item ☐

Amount of Presentation Time Needed _____

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

Subject

| | | |
|---|----------|--------------|
| 2022 Children Pedestrian Safety Program | | |
| Key Number | District | Route Number |

Background Information

During the 2017 Legislative Session, the Idaho Legislature passed House Bill 334 (H334) adding the category "Children pedestrian safety on the state and local system" to the existing Strategic Initiatives Program. The first year of the program funded 15 projects for \$1,977,053 and was administered by LHTAC. The second year of the program funded 11 projects for \$2,096,507. The legislature didn't renew the program in 2020.

In 2021, Governor Little requested funding for bicycle and pedestrian projects during his State of the State address. Subsequently, House Bill 308 provided \$2M in one-time money for the Children Pedestrian Safety Program. Due to the success and popularity of the program and extensive outreach and training by LHTAC, the 2021 Children Pedestrian Safety Program received applications for 50 projects totaling over \$10.2M in grant fund requests.

- ITD and LHTAC Council authorized staff to advertise 2021 Program guidelines which remained unchanged from the previous cycles;
- The call for Children Pedestrian Safety projects closed in December 2021
- Members of the Transportation Alternatives Program (TAP) scoring committee evaluated and ranked project applications in January 2022;
- The LHTAC Council approved project rankings February 2022;

The attached list of projects in order of ranking is attached. ITD and LHTAC staff are seeking IT Board approval of the rankings and to approve LHTAC to award projects.

Provided there is a savings in the cost of a project or a sponsor of an approved project is unable to proceed, the next highest ranked project from the attached list will be contacted for a full or partial award depending on the available funding.

Recommendations

ITD and LHTAC staff are seeking ITD Board approval of the project rankings, and to approve LHTAC to award \$2M for the top eight projects as shown in the project ranking attachment.

Board Action

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

2021-2022 Children Pedestrian Safety Projects

| ID | Project Name | Sponsor | Amount \$ Applied For | Average Application Score |
|------|--|-----------------|--------------------------|---------------------------------|
| CP10 | Challis 9th Street Sidewalk | Challis | \$250,000.00 | 78.67 |
| CP04 | Bannock Sidewalk Improvements | American Falls | \$250,000.00 | 77.33 |
| CP19 | Child Pedestrian Sidewalk & Safe Crossing Project | Horseshoe Bend | \$250,000.00 | 77.00 |
| CP06 | SH-54 RRBs & Mense Avenue Sidewalk | Athol | \$250,000.00 | 76.00 |
| CP29 | Mountain View Corridor | Moscow | \$250,000.00 | 75.67 |
| CP11 | N Main Street Sidewalk Project | Clark Fork | \$250,000.00 | 74.67 |
| CP21 | Rapid Creek/ Roosevelt Sidewalk | Inkom | \$250,000.00 | 74.67 |
| CP16 | S Iowa Ave, SW 3rd St to SW 7th St | Fruitland | \$250,000.00 | 73.33 |
| CP18 | Villa Drive School Pathway | Heyburn | \$250,000.00 | 73.00 |
| CP20 | Caribou St, Dale Dr & Stonebrook Lane Sidewalk Connections | Idaho Falls | \$247,320.00 | 72.00 |
| CP36 | City of Preston 2022 Sidewalk Project | Preston | \$250,000.00 | 72.00 |
| CP02 | Naples Elementary School Ped Safety Improvements | Boundary County | \$250,000.00 | 71.67 |
| CP07 | Main Street Sidewalk Rehabilitation Project | Bancroft | \$250,000.00 | 71.00 |
| CP15 | Sage Ave to Ponderosa Ave Sidewalk | Fairfield | \$250,000.00 | 71.00 |
| CP47 | St Maries Sidewalk Improvements - Phase II | St Maries | \$250,000.00 | 71.00 |
| CP13 | Booshtway Street Pathway Extension | Driggs | \$150,000.00 | 70.67 |
| CP26 | 19th Ave Sidewalk Infill: 15th St to 16th St | Lewiston | \$250,000.00 | 70.67 |
| CP46 | City of Spirit Lake School Zone Signage | Spirit Lake | \$33,000.00 | 70.33 |
| CP01 | North Bingham-Shelley Path | Bingham County | \$165,000.00 | 70.00 |
| CP31 | Lighted Crosswalk System | New Meadows | \$21,542.00 | 70.00 |
| CP12 | Boulevard Avenue and Division Avenue Sidewalk Reconstruction Project | Craigmont | \$126,000.00 | 69.67 |
| CP17 | Quigley Rd Pathway | Hailey | \$250,000.00 | 69.67 |
| CP22 | Kamiah Sidewalk Improvement & RRBs | Kamiah | \$250,000.00 | 69.67 |
| CP25 | Orchard Crossing | Kuna | \$230,000.00 | 69.67 |
| CP37 | Priest River Junior High and City Park Children's Safe Route | Priest River | \$250,000.00 | 69.67 |
| CP38 | 2 RRB on 12th West @ 7th South and Coyote Willow Way | Rexburg | \$65,000.00 | 69.00 |
| CP08 | Parke Avenue Sidewalk Connection | Burley | \$250,000.00 | 68.33 |
| CP48 | Sugar Salem Jr High Crossing/Sidewalk | Sugar City | \$64,383.79 | 68.33 |
| CP24 | 2nd Avenue Widening Project | Kootenai | \$250,000.00 | 67.67 |
| CP27 | E Deinhard Lane Pathway Maintenance and Safety Improvements | McCall | \$250,000.00 | 67.67 |
| CP33 | Connect Oldtown | Oldtown | \$93,791.52 | 67.67 |
| CP40 | Citywide Sidewalk Improvements | Rockland | \$250,000.00 | 66.67 |
| CP05 | Rimrock Elementary School Pathway | Ammon | \$250,000.00 | 66.00 |
| CP43 | Child Pedestrian Safety Improvement Project | Shelley | \$250,000.00 | 65.67 |
| CP42 | Division Avenue Corridor Safety Improvement Project, Phase 1 | Sandpoint | \$250,000.00 | 65.00 |
| CP44 | Get our Kids on the Bus Safely | Smelterville | \$250,000.00 | 64.33 |
| CP34 | Pedestrian Crossing Improvements | Orofino | \$197,000.00 | 64.00 |
| CP03 | City Wide Ped/Bike Path Phase 1 | Albion | \$225,000.00 | 63.67 |
| CP32 | S Plymouth Avenue Children Pedestrian Safety Improvements | New Plymouth | \$130,000.00 | 63.67 |
| CP39 | Elementary Sidewalk Improvements | Roberts | \$250,000.00 | 63.33 |
| CP50 | Meadows at West Mountain Pedestrian Safety Crossing | Valley County | \$10,500.00 | 62.33 |
| CP35 | Kids are the Priority | Pinehurst | \$250,000.00 | 62.00 |
| CP09 | Strand Trail Paving Project | Cascade | \$250,000.00 | 61.33 |
| CP49 | Madison Co Crosswalk Signage and Pedestrian Improvement Project | Madison County | \$225,940.00 | 61.33 |
| CP41 | Jr/Sr High School Bridge Street Sidewalk | Saint Anthony | \$75,000.00 | 59.33 |
| CP45 | Child Pedestrian Safety Project | Soda Springs | \$250,000.00 | 59.33 |
| CP14 | Child Pedestrian Safety Project | Dubois | \$250,000.00 | 58.67 |
| CP30 | Sherman Elementary Sidewalk Gap and Ramp Improvements | Nampa | \$250,000.00 | 58.33 |
| CP28 | Sidewalk Construction 9th Street/Heights Elementary School | Middleton | \$140,000.00 | 55.33 |
| CP23 | Flashing Safety Beacons and Crosswalk Installation Project | Kendrick | \$7,000.00 | 44.67 |

\$10,216,477.31

* Projects above the bold line are recommended to be funded



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date February 17, 2022Consent Item ☒Information Item ☐

Amount of Presentation Time Needed _____

| | | | |
|---------------------------------------|--|----------------|--------------------|
| Presenter's Name Dave Kuisti, P.E. | Presenter's Title Transportation Engineering Division Administrator | Initials DK | Reviewed By LSS |
| Preparer's Name Dana Dietz, P.E. | Preparer's Title Contracts Engineer | Initials DD | |

Subject

Board Approval of Contracts for Award

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

Background Information

INFORMATION

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

| Year to Date Bid Summary 10/1/21 to 01/31/22 | | | | | |
|--|-------|---|-------|--|-------|
| Contracts Bid | | Contracts Requiring Board Approval to Award | | Contracts Requiring Board Approval to Reject | |
| ITD | Local | ITD | Local | ITD | Local |
| 27 | 7 | 10 | 6 | 2 | 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 01/01/22 to 01/31/22 | |
|--|-------|
| ITD | Local |
| 2 | 0 |

Recommendations

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

Board Action

☐ Approved ☐ Deferred _____
☐ Other _____

Monthly Status Report to the Board

CONTRACT(S) FOR BOARD APPROVAL

| District | Key No. | Route | Opening Date | No. of Bids | Eng. Est. | Low Bid | Net +/- |
|--------------------------------------|--------------|-------|--------------|-------------|----------------|----------------|--------------|
| 5 | 21831 | SH-34 | 1/11/2022 | 3 | \$2,579,427.40 | \$2,898,977.16 | \$319,549.76 |
| SH-34, Soda Springs to Conda | | | | | State | | 112% |
| Contractor: Western Construction Inc | | | | | | | |

| District | Key No. | Route | Opening Date | No. of Bids | Eng. Est. | Low Bid | Net +/- |
|---|------------------|-------|--------------|-------------|--------------|--------------|-------------|
| 3 | 22258 SIA | US-20 | 1/11/2022 | 2 | \$135,765.47 | \$171,750.00 | \$35,984.53 |
| US-20, D3 Culvert Repair | | | | | State | | 127% |
| Contractor: Integrity Inspections Solutions Inc | | | | | | | |

DATE OF BID OPENING - JANUARY 11, 2022

IDAHO FINANCED PROJECT
SH-34, SODA SPRINGS to
CONDA Caribou County
Key No. 21831

DESCRIPTION: The work on this project consists of performing a 0.20' Mill and 0.30' Overlay
Superpave HMA on SH-34 between MP 59.25 To MP 63.5

BIDDERS:

| | |
|--|----------------|
| WESTERN CONSTRUCTION, INC. BOISE, ID | \$2,898,977.16 |
| H-K CONTRACTORS, INC. IDAHO FALLS, ID | \$3,272,287.00 |
| KNIFE RIVER CORPORATION - MOUNTAIN WEST Boise, ID | \$3,460,779.48 |

3 BIDS ACCEPTED

ENGINEER'S ESTIMATE - \$2,579,427.40

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

NET +/- OF EE \$319,549.76

(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: 2022.01.12
16:08:52 -07'00'

DANA DIETZ P.E.
Contracts Engineer



DATE: 1/25/2022

Program Number: A021(831)

TO: Dana Dietz, P.E.
Contracts Engineer

Key Number: 21831

FROM: Todd Hubbard, P.E.
D5 District Engineer

Program ID, County, Etc.:
SH-34, SODA SPRINGS TO CONDA, CARIBOU
CO
W.A. P195700

Todd
Hubbard

Digitally signed by Todd
Hubbard
Date: 2022.01.25
10:01:40 -07'00'

RE: Justification for Award of Bid

District Five has received and reviewed the three bids for the referenced project. The low bid received (\$2,898,977.16) exceeded the Engineer's Estimate (\$2,579,427.40) by 12.4 percent (\$319,549.76).

The main difference between the Engineer's Estimate and the low bid are encompassed within the following item:

| Item | Description | Quantity | Estimated Unit Price | Bid Unit Price | \$ Difference |
|--|-----------------------|------------|----------------------|----------------|---------------|
| 405-435A | SP-3 Asphalt Pavement | 19,500 Ton | \$87.50 | \$101.50 | \$273,000.00 |
| Total | | | | | \$273,000.00 |
| % of Difference from EE (\$319,549.76) | | | | | 85% |

Other differences in bid item costs were generally minor, or were balanced out between higher and lower unit prices.

The Engineer's Estimate was based on recent pricing for similar projects and the Average Unit Price Index and was updated prior to bidding to account for an anticipated increase in costs for the 405-435A pay item, but the low bid unit price is still higher than anticipated.

This project is needed to replace aging pavement to provide safety and mobility to the travelling public on this section of the state highway.

The additional funds needed will be obtained from project savings in other District 5 projects. The low bid is believed to be competitive and representative of the proposed work, and it is recommended by District 5 that the project be awarded.

ES:GR

CC: DE
EM-5

DATE OF BID OPENING – JANUARY 11, 2022

IDAHO STATE FINANCED PROJECT
US-20, D3 Culvert Repair
Canyon County
Key No. 22258

DESCRIPTION: The work on this project consists of Cleaning and lining various culverts to preserve and maintain the roadway infrastructure.

BIDDERS: Integrity Inspections Solutions, Inc \$171,750.00
Caldwell, Idaho

1 BIDS ACCEPTED (1 Irregular – Public Works)

BUDGET - \$135,765.47

NET +/- OF EE \$35,984.53

LOW BID – 127% Percent of the Budget

(AWARD)

(REJECT)

(REQUIRES BOARD APPROVAL)

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

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

Dana
Dietz

Digitally signed
by Dana Dietz
Date: 2022.01.12
15:09:08 -07'00'

Dana Dietz, P.E.
Contracts Engineer



DATE: 1/21/2022

Program Number(s) A022(258)

TO: Dana Dietz, P.E.
Contracts Engineer

Key Number(s) 22258

FROM: Caleb Lahey, P.E.
FOR: District 3 Engineer

Program ID, County, Etc. D3 Culvert Repair,
Canyon County, US 20 and SH-44

RE: Bid Justification for Award

Project No. 22258 received two bids of \$171,750.00 and \$425,048.84. The low bid is approximately 127% of the Engineer's Estimate (EE) (\$135,765.47).

Table of contract items that are primarily responsible for the difference in price:

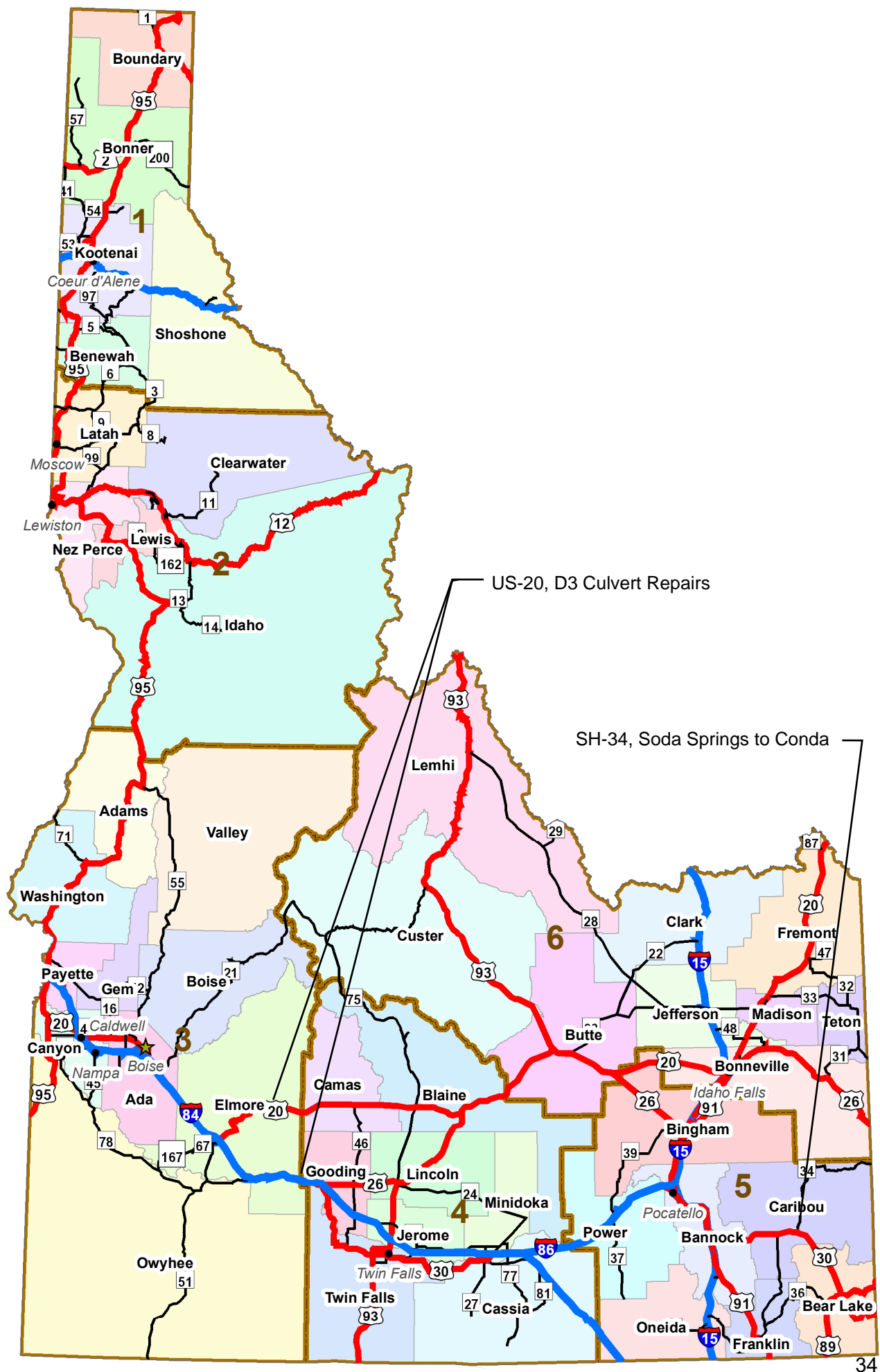
| Item | Description | Quantity | EE Unit Price | Bid Unit Price | \$ Difference |
|--|------------------------------|----------|---------------|----------------|---------------|
| S904-05A | SP Temporary Traffic Control | 1 LS | \$5,877.29 | \$15,000.00 | \$9,122.71 |
| S911-05A | SP Culvert End Replacement | 15 EA | \$197.50 | \$1,000.00 | \$12,037.50 |
| S911-05C | SP 24" CIPP | 100 FT | \$190.27 | \$275.00 | \$8,473.00 |
| Total Difference from these Items | | | | | \$29,633.21 |
| % of Difference in Engineer's Estimate (\$39,984.53) | | | | | 82% |

The low bidder's price is likely greater than the Engineer's Estimate due to market fluctuations caused by the pandemic and availability of a traffic control subcontractor. The CIPP Liner items are epoxy soaked liners that cure in deteriorated culverts. The Bureau of Labor Statistics shows that prices across the nation for "Finished Petroleum Products" are up 591% from January 2020 to December 2021. This is a general representation of the increase in price for petroleum products and is difficult to isolate epoxy for estimating. Resources for historical bid prices on CIPP Liner items are limited and those used for the EE were from 2016 and 2017. Had we increased prices accordingly, the EE may have been closer to the low bid price.

The Culvert End Replacement item is intended for potential large deformations in the culverts that would not be covered under the CIPP Liner items' point repairs. It is possible that the bidders foresee more labor or larger equipment being required for this work than was assumed by the EE.

Re-advertising the project is unlikely to result in a lower cost, and could result in a greater cost by causing construction to start after irrigation water is brought back into the culverts, making the work much more difficult; or by delaying the project until there is no water in the culverts. While the second bid is beyond a reasonable price for the project, the low bid appears to be a fair cost for this work, and in the District's opinion, is in the public interest for award of a contract.

The District recommends awarding the project to the low bidder. The additional cost would be covered through statewide balancing.





Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date February 17, 2022

Consent Item ☒

Information Item ☐

Amount of Presentation Time Needed _____

| | | | |
|-------------------------------------|--|----------------|--------------------|
| Presenter's Name Dave Kuisti, PE | Presenter's Title Transportation Engineering Division Administrator | Initials DK | Reviewed By LSS |
| Preparer's Name Dana Dietz, P.E. | Preparer's Title Contracts Engineer | Initials DD | |

Subject

| | | |
|--------------------------------------|----------|--------------|
| Board Approval of Contract to Reject | | |
| Key Number | District | Route Number |

Background Information

INFORMATION

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

| Year to Date Bid Summary 10/01/21 to 01/31/22 | | | | | |
|---|-------|---|-------|--|-------|
| Contracts Bid | | Contracts Requiring Board Approval to Award | | Contracts Requiring Board Approval to Reject | |
| ITD | Local | ITD | Local | ITD | Local |
| 27 | 7 | 10 | 6 | 2 | 0 |

ACTION

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

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

| Contracts requiring Board Approval to Reject- Justification received 01/01/22 to 01/31/22 | |
|---|-------|
| ITD | Local |
| 1 | 0 |

Recommendations

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

Board Action

☐ Approved ☐ Deferred _____

☐ Other _____

Monthly Status Report to the Board

CONTRACT(S) FOR BOARD REJECTION

| District | Key No. | Route | Opening Date | No. of Bids | Eng. Est. | Low Bid | Net +/- |
|---|--------------|-------------------------|--------------|-------------|--------------|----------------|--------------|
| | | | | | | | |
| | | SH-16, I-84, US-20/26 & | | | | | |
| 3 | 20788 | SH44 | 1/25/2022 | 2 | \$559,887.00 | \$1,061,069.00 | \$501,182.00 |
| SH-16, I-84 to US-20/26 & SH-44 IC Demolition Package | | | | | Federal | | 190% |
| Contractor: Winspear Construction LLC | | | | | | | |

DATE OF BID OPENING - JANUARY 25, 2022

IDAHO FEDERAL AID FINANCED PROJECT
SH-16, I-84 TO US 20/26, & SH-44 IC DEMOLITION PACKAGE
Ada & Canyon County
Key No. 20788

DESCRIPTION: The work on this project consists of demolishing structures in advance of the SH-16 construction project

BIDDERS:

WINSPEAR CONSTRUCTION LLC
BOISE, ID

\$1,061,069.00

1 BID ACCEPTED (1 IRREGULAR – PLAN HOLDERS
LIST,DBE & ELEC. \$ AMOUNT)

ENGINEER'S ESTIMATE - \$559,887.00

LOW BID - 190% Percent of the Engineer's Estimate

NET +/- OF EE \$501,182.00

(REQUIRES BOARD APPROVAL)

(AWARD)

(REJECT)

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: 2022.01.31
08:17:40 -07'00'

DANA DIETZ P.E.
Contracts Engineer

Department Memorandum

Idaho Transportation Department

**DATE:** January 31, 2022**Program Number(s)** A020(788)
TO: Dana Dietz, PE
Contracts Engineer
Key Number(s) 20788
FROM: Amy Schroeder, PE *A. Schroeder*
Transportation Program Manager

Program ID, County, Etc. SH-16 I-84 to US
20/26, & SH-44 IC
Demolition Package
RE: Justification for Rejection of Bid

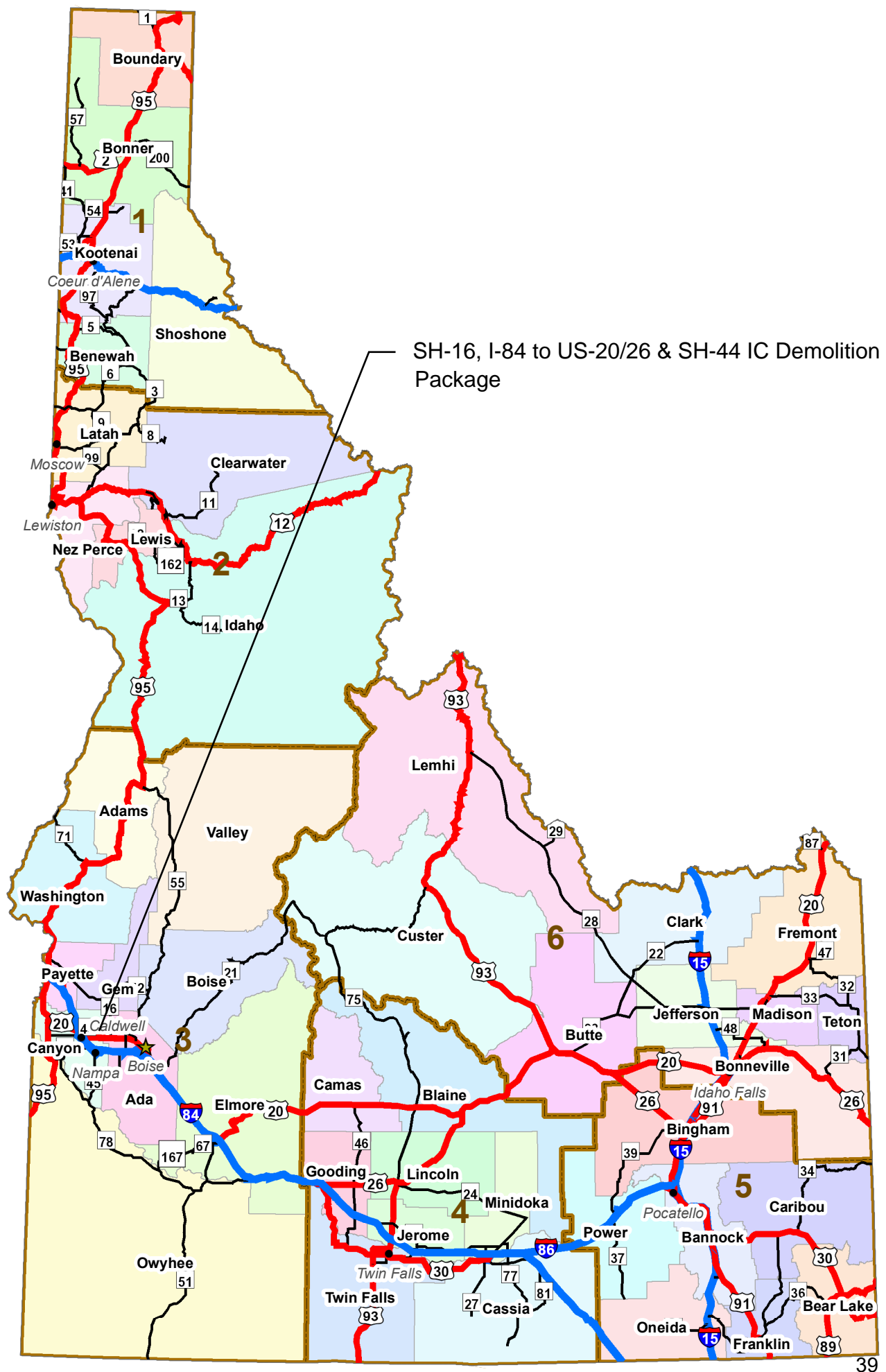
On January 25, 2022, two bids were opened for the above referenced project. The low bid of \$422,380.00 was 75% lower than the Engineer's estimate of \$559,887.00, but this bid was found to be irregular. The second bid was \$1,061,069.00 and is 190% of the Engineer's estimate and 251% of the low bid.

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

| Item | Description | Quantity | Estimated Unit Price | Bid Unit Price | \$ Difference |
|--|---|----------|----------------------|----------------|---------------|
| S904-05B | SP Building Removal and Site Cleanup (Parcel B) | 1 LS | \$35,000.00 | \$90,000.00 | \$55,000.00 |
| S904-05C | SP Building Removal and Site Cleanup (Parcel C) | 1 LS | \$35,000.00 | \$44,000.00 | \$9,000.00 |
| S904-05D | SP Building Removal and Site Cleanup (Parcel D) | 1 LS | \$35,000.00 | \$61,000.00 | \$26,000.00 |
| S904-05F | SP Building Removal and Site Cleanup (Parcel F) | 1 LS | \$35,000.00 | \$48,000.00 | \$13,000.00 |
| S904-05H | SP Building Removal and Site Cleanup (Parcel H) | 1 LS | \$35,000.00 | \$92,000.00 | \$41,000.00 |
| S904-05I | SP Building Removal and Site Cleanup (Parcel I) | 1 LS | \$35,000.00 | \$44,000.00 | \$9,000.00 |
| S904-05J | SP Building Removal and Site Cleanup (Parcel J) | 1 LS | \$35,000.00 | \$48,000.00 | \$13,000.00 |
| S904-05K | SP Building Removal and Site Cleanup (Parcel K) | 1 LS | \$35,000.00 | \$137,000.00 | \$102,000.00 |
| Total Difference from these Items | | | | | \$ 325,000.00 |
| % of Difference in Engineer's Estimate for these items | | | | | 203% |

The Engineer's Estimate was based on the average unit price index for similar projects and on observation of experience with similar projects. The second bid is beyond a reasonable percentage of the Engineer's Estimate. Since the low bid is considered irregular and the second bid is not reasonable, the Bonding Office recommends rejection of the bid.

This project was advertised in advance of the upcoming roadway projects for SH-16, with the intent of removing vacant structures from within the project limits prior to the full contract being awarded. However, the roadway projects will be advertised soon, and these parcels can be added to these projects and included in that bid. The window of opportunity for having the parcels removed prior to roadway construction has shortened and is no longer considered an advantage. The Bonding Office recommends not readvertising the demolition project.





Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date February 17, 2022

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

| | | | |
|---|--|----------------|--------------------|
| Presenter's Name Monica Crider, P.E. | Presenter's Title Contracting Services Engineer | Initials MC | Reviewed By LSS |
| Preparer's Name Holly McClure | Preparer's Title Contracts Officer | Initials HM | |

Subject

| | | |
|--|---------------------|-------------------------|
| REQUEST TO APPROVE CONSULTANT AGREEMENTS | | |
| Key Number various | District various | Route Number various |

Background Information

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

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

Recommendations

Approve: (see attached sheets for additional detail)

- KN 19129 – Cove Road Bridge, Washington County (LHTAC) – for design services of approximately \$1.2M
- KN 23121 – Sagle Rd to Long Bridge Interim Improvements, Phase 2 (District 1) – for design services including engineer of record services of approximately \$1.5M
- KN 19195, 19526, 19653, US-95, Jct SH-6 Turnbay, US-95 WIR Bridge, and US-95 Deep Creek Bridge (District 2) – for design services including engineer of record services of approximately \$1.5M
- KN 23348 – US95, Sagle to Lakeshore Dr, NEPA Study, Bonner County (District 1) – for design services of approximately \$3M

Board Action

☐ Approved ☐ Deferred _____
☐ Other _____

**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: February 3, 2022

Program Number(s) A019(129)

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

Key Number(s): 19129

From: Laila Kral, P.E.
LHTAC Administrator

Program ID, County, Etc.:
Cove Road Bridge, Washington Co.

RE: Request to Exceed Professional Services Agreement Amount of \$1,000,000 with HDR, Inc.

The purpose of this project, administered by LHTAC, is to improve safety and mobility across the Weiser River by replacing the one lane Cove Road Bridge to a current standard two-lane bridge in Washington County.

HDR, Inc. was selected by RFP in 2017 to complete the design of this bridge. This project has two phases:

Phase 1 provided fees to get the project Concept and Preliminary Design completed. Phase 1 also included the environmental evaluation. This phase was completed November 2017. The agreement total for phase 1 was \$500,000.

Phase 2 includes Final design of the roadway and bridge, Right-of-Way plans, and Plans, Specifications, & Estimate (PS&E) delivery. The negotiated agreement for Phase 2 design totaled \$545,000 bringing the approved total to approximately \$1.1 million.

The design firm is also likely to be retained for engineer of record services during construction, and those services are estimated to be \$100,000. This request includes Phase 2 fees and the opportunity to expedite the execution of an agreement for future services.

This request is for approval to exceed the professional services agreement amount on this project to an estimated \$1.2 million to cover the completion of the design services and the engineer of record services during construction.

Sincerely,

Laila Kral, P.E.
LHTAC Administrator

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



DATE: January 21, 2022

Program Number(s)A023(121)

TO: Monica Crider, PE
Contracting Services Engineer

Key Number(s)23121

FROM: Damon Allen, PE
District 1 Engineer

Program ID, County, Etc.
SAGLE RD TO LONG BRIDGE INTERIM IMPRV,
PH 2

RE: Request to increase professional services agreement amount to over \$1,000,000 -
Horrocks Consultants

Sagle to Long Bridge Interim Improvement, Phase 2 will improve the safety and mobility of the US-95/Lakeshore Dr. and US-95/Sagle Rd. intersections. This project will install a thru-U turn approx. 0.5 miles south of the US-95 Lakeshore Dr. intersection and a signal at US-95/Sagle Rd. With the current volume of traffic, this area has become a bottleneck to the local system and major safety concern.

Corridor improvements are broken into two phases.

Phase 1 of the project was completed under Key No. 23120. Construction of that phase is near completion

Phase 2, Key No. 23121 includes the installation of a thru-U turn approx. 0.5 miles south of the US-95 Lakeshore Dr. intersection and a signal at US-95/Sagle Rd with a construction year of 2022. Phase 2 design services have been broken into multiple agreements. Initial agreements for conceptual planning and Preliminary Design Review submittal totaled \$750,000. The second design agreement on this project bring design services to Final Design review, which totaled \$250,000. A third agreement is needed to bring design to PS&E and to retain consultant services for Engineer of Record duties, which has been negotiated at \$250,000. A fourth agreement for geotechnical and conceptual design for possible additional improvements has been negotiated at \$150,000. The completion of design of the additional improvements will be performed under a new project.

There are currently \$1,000,000 obligated in PC funds in this project. Additional funds will be transferred from unused CN on the project.

The purpose of this board item is to request approval to exceed the \$1M threshold up to \$1,5 M.



DATE: January 31, 2022
Program Number(s)A019(526), A019(653) & A019(195)
TO: Monica Crider, PE
Contracting Services Engineer
Key Number(s)19526, 19653 & 19195
FROM: Doral Hoff, PE
District Engineer
Program ID, County, Etc.US-95 JCT SH-6 Turnbay, US-95 WIR Bridge, and US-95 Deep Creek Bridge
RE: Request to Increase Professional Services Agreement Amount over \$1,000,000 for Engineer of Record (EOR) Services by HDR Engineering

The purpose for these US-95 Projects is to improve the safety, mobility, and economic opportunity on US-95 by replacing two aging bridges (Washington – Idaho Railroad Bridge and Deep Creek Bridge). These projects are companioned given their close proximity to help match bridge profiles and the adjacent roadway sections. The project will add turn and travel lanes, flatten horizontal curves, and reconstruct the road to meet AASHTO Standards.

In April 2017, through Request for Proposal (RFP), HDR Engineering was selected to provide design services in the amount of \$999,825. In December 2019, the Board approved additional design services bringing the total of the project to \$1.2 million. In November 2020, the board approved additional Environmental, Right-of-Way, and design services bringing the total for the project to \$1.3 million.

For this supplemental, HDR Engineering will complete tasks for Engineer of Record (EOR) services. The additional services is approximately \$200,000, bring the total to \$1.5 million. Funding for the additional work is coming from cost savings found on other projects with the Bridge Program and Headquarters Program Management Office.

The purpose of this board item is to request approval to increase the existing consultant services agreement amount of these projects to \$1.5 million to complete the additional work tasks for Engineer of Record services.



DATE: January 27, 2022

Program Number(s)A023(348)

TO: Monica Crider, PE
Contracting Services Engineer

Key Number(s)23348

FROM: Amy Schroeder, PE *A. Schroeder*
Transportation Program Manager

Program ID, County, Etc. US-95, Sagle to
Lakeshore Dr, NEPA Study, Bonner County

RE: Request to Increase Professional Services Agreement Amount to Over \$1,000,000 for
Corridor Study and Environmental Services by T-O Engineers

The purpose of the project is to study the safety and capacity improvements in the area between the town of Sagle and the southern side of the Long Bridge. There are two previous environmental documents that cover this area.

The project will re-evaluate one or both environmental documents, depending on the scope of the improvements, while staying true to the purpose and need of the document(s). This agreement includes initial field work, records research and FHWA coordination necessary to determine an agreed upon path forward to the full NEPA re-evaluation. Additional agreements may be negotiated to cover the re-evaluation tasks once there is more clarity on what needs to be done to accomplish it.

A request for proposals (RFP) was issued September 30, 2021 for professional services for planning, conceptual design, and environmental services. T-O was selected on November 12, 2021.

The agreement will be funded with state funds in the Early Development program. The project currently has available scheduled funds to cover this agreement.

The purpose of this board item is to request approval to exceed the \$1 million threshold and authorized up to \$3 million to complete the initial services.



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date February 17, 2022Consent Item ☐Information Item ☒

Amount of Presentation Time Needed _____

| | | | |
|---------------------------------------|--|----------------|--------------------|
| Presenter's Name Dave Kuisti, P.E. | Presenter's Title Transportation Engineering Division Administrator | Initials DK | Reviewed By LSS |
| Preparer's Name Dana Dietz, P.E. | Preparer's Title Contracts Engineer | Initials DD | |

Subject

Contract Awards and Advertisements

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

Background Information

INFORMATION

The following table summarizes the contracts bid since the start of the fiscal year by jurisdiction, along with those requiring Board approval to award and Board approval to reject. The attached chart only shows the ITD State Infrastructure Projects listed by Summary of Cost and Summary of Contract Count.

NOTE:

The table below shows year to date summaries for both ITD and Local contracts bid. These ITD Contracts and the ITD project numbers do not match as there are times that multiple projects are companioned and bid and awarded as one contract.

| Year to Date Bid Summary 10/01/21 to 01/31/22 | | | | | |
|---|-------|---|-------|--|-------|
| Contracts Bid | | Contracts Requiring Board Approval to Award | | Contracts Requiring Board Approval to Reject | |
| ITD | Local | ITD | Local | ITD | Local |
| 27 | 7 | 10 | 6 | 2 | 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 01/01/22 to 01/31/22 | |
|---|-------|
| ITD | Local |
| 6 | 0 |

FUTURE ACTIONS

The Current Advertisement Report is attached.

Recommendations

For Information Only.

Board Action

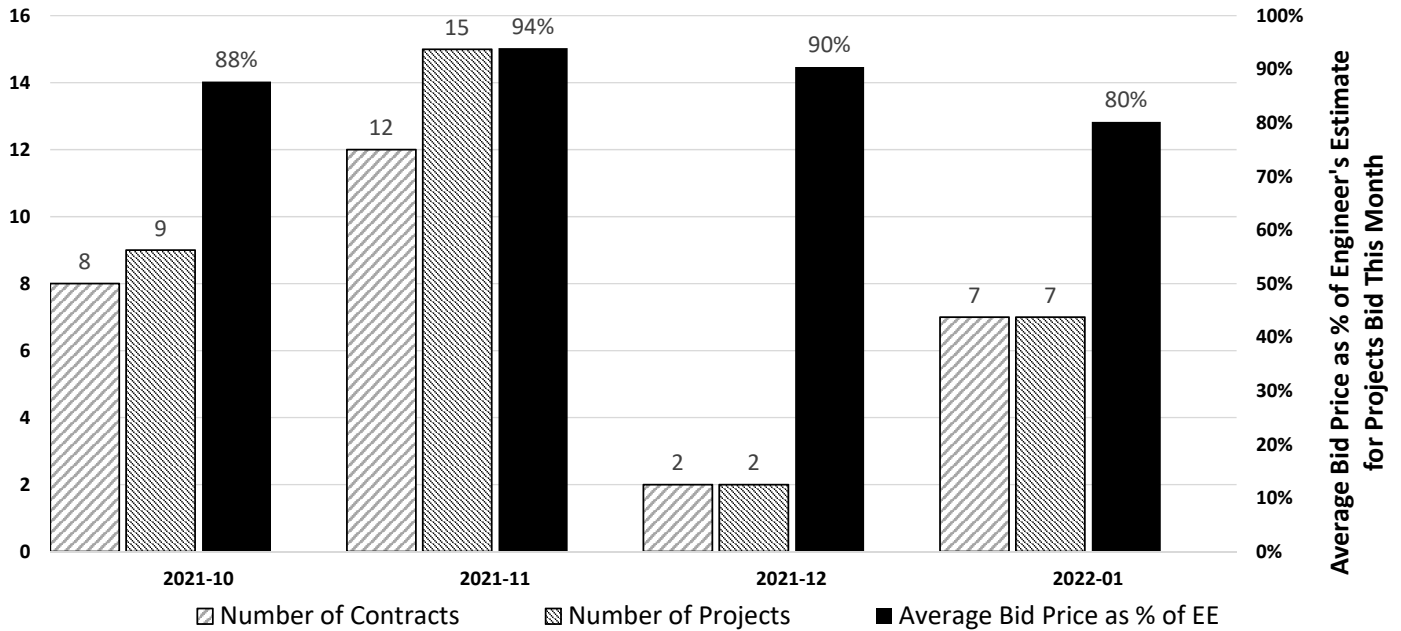
☐ Approved ☐ Deferred _____
☐ Other _____

FFY22 State Infrastructure Project Bid Results: YTD Summary By Cost

33 Projects YTD through January 31, 2022

YTD Total for all 33 projects:

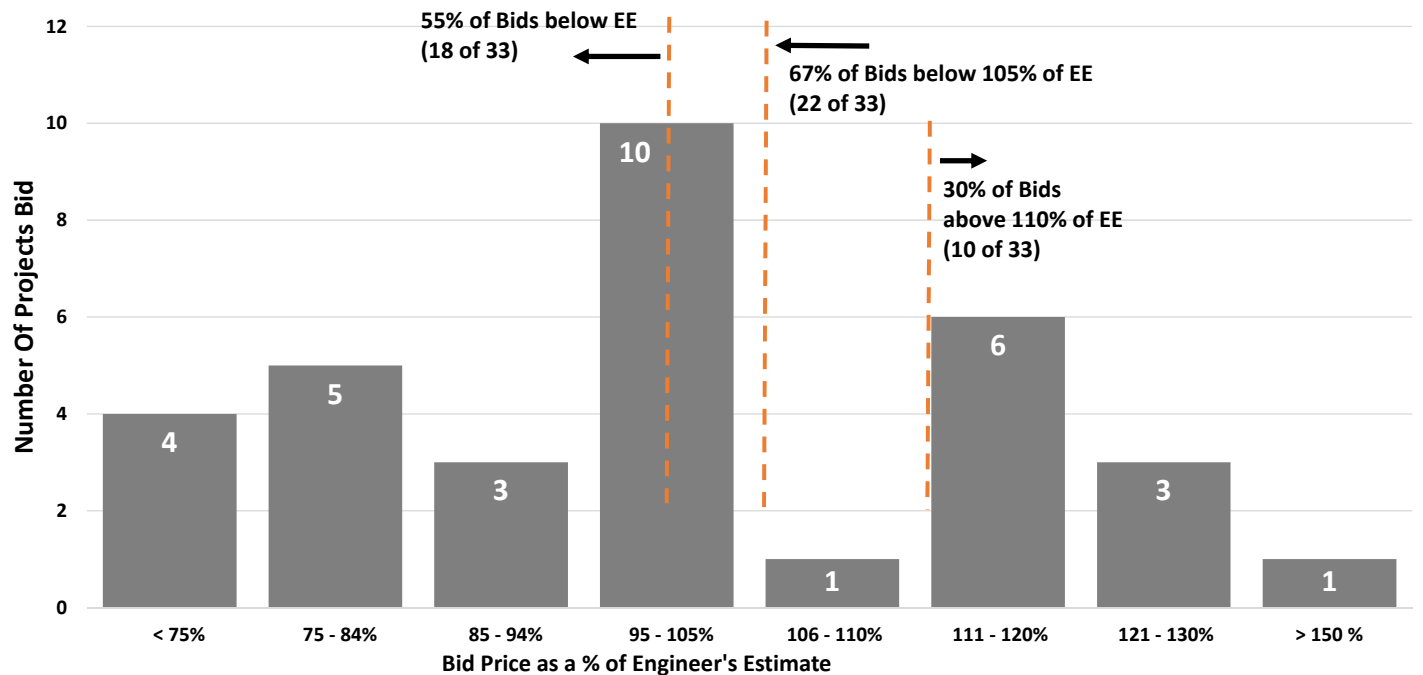
Ratio of Bid Costs / Engineer's Estimates = \$182.4 / \$200.4 M = 91.0%



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

33 Projects YTD through January 31, 2022



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 |
| 3 | 20403 | SH-21 | 1/11/2022 | 5 | \$2,701,956.99 | \$2,585,000.00 | (\$116,956.99) |
| SH-21, Lowman to South Avalanche Gates | | | | | | | 96% |
| Contractor: Geneva Rock Products Inc | | | | | Federal | | |

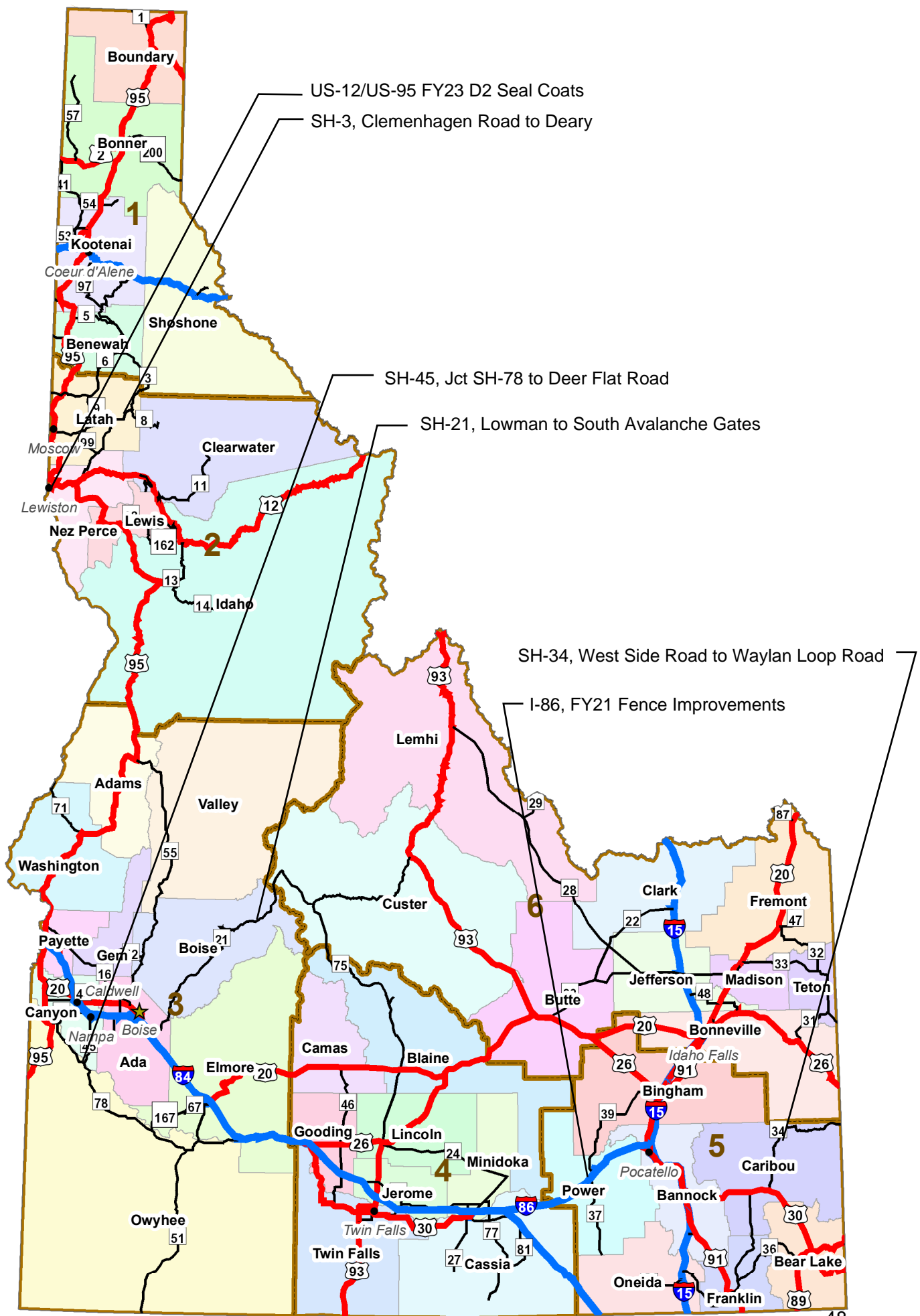
| District | Key No. | Route | Opening Date | No. of Bids | Eng. Est. | Low Bid | Net +/- |
|------------------------------------|--------------|-------|--------------|-------------|----------------|----------------|----------------|
| | | | | | | | % of EE |
| 2 | 20552 | SH-3 | 1/11/2022 | 2 | \$1,984,701.46 | \$1,423,734.49 | (\$560,966.97) |
| SH-3, Clemenhagen Road to Deary | | | | | | | 72% |
| Contractor: Poe Asphalt Paving Inc | | | | | State | | |

| District | Key No. | Route | Opening Date | No. of Bids | Eng. Est. | Low Bid | Net +/- |
|---|--------------|-------|--------------|-------------|----------------|----------------|----------------|
| | | | | | | | % of EE |
| 5 | 23332 | SH-34 | 1/11/2022 | 3 | \$1,276,764.50 | \$1,166,701.50 | (\$110,063.00) |
| SH-34, West Side Road to Waylan Loop Road | | | | | | | 91% |
| Contractor: Sunroc Corporation | | | | | State | | |

| District | Key No. | Route | Opening Date | No. of Bids | Eng. Est. | Low Bid | Net +/- |
|---|--------------|-------|--------------|-------------|----------------|----------------|------------------|
| | | | | | | | % of EE |
| 3 | 21849 | SH-45 | 1/25/2022 | 3 | \$8,331,226.75 | \$5,532,598.00 | (\$2,798,628.75) |
| SH-45, Jct. SH-78 to Deer Flat Road | | | | | | | 66% |
| Contractor: Knife River Corporation-Mountain West | | | | | Federal | | |

| District | Key No. | Route | Opening Date | No. of Bids | Eng. Est. | Low Bid | Net +/- |
|------------------------------------|--------------|-------------|--------------|-------------|----------------|--------------|----------------|
| | | | | | | | % of EE |
| 2 | 21901 | US-12/US-95 | 1/25/2022 | 2 | \$1,114,343.40 | \$841,354.87 | (\$272,988.53) |
| US-12/US-95 FY23 D2 Seal Coats | | | | | | | 76% |
| Contractor: Poe Asphalt Paving Inc | | | | | State | | |

| District | Key No. | Route | Opening Date | No. of Bids | Eng. Est. | High Bid | Net +/- |
|---------------------------------------|------------------|-------|--------------|-------------|---------------------------------------|--------------|---------------|
| | | | | | | | % of EE |
| 5 | 22487 SIA | I-86 | 1/25/2022 | 2 | 33,588 FT | 31,001 FT | (2,587.00 FT) |
| I-86, FY21 Fence Improvements | | | | | Fixed Price Variable Quantity Project | \$220,000.00 | 92% |
| Contractor: All Rail Construction LLC | | | | | State | | |



Monthly Contract Advertisement As of 01-31-2022

| District | Key No. | Route | Bid Opening Date |
|-----------------------------------|--------------|-------|------------------|
| 5 | 21895 | US-30 | 2/1/2022 |
| US-30, Nounan Road to Bennington | | | State |
| \$5,000,000.00 to \$10,000,000.00 | | | |

| District | Key No. | Route | Bid Opening Date |
|--|--------------|-------|------------------|
| 4 | 20693 | US-93 | 2/1/2022 |
| US-93, Marley Road to Jim Byrne Slough | | | State |
| \$5,000,000.00 to \$10,000,000.00 | | | |

| District | Key No. | Route | Bid Opening Date |
|--------------------------------------|--------------|-------|------------------|
| 6 | 20544 | SH-31 | 2/8/2022 |
| US-31, Overlay and Guardrail Upgrade | | | Federal |
| \$10,000,000.00 to \$15,000,000.00 | | | |

| District | Key No. | Route | Bid Opening Date |
|---|--------------|-------|------------------|
| 1 | 22792 | I-90 | 2/8/2022 |
| I-90, Golconda Access Road to Interchange West Bound Lane | | | State |
| \$500,000.00 to \$1,000,000.00 | | | |

| District | Key No. | Route | Bid Opening Date |
|--|--------------|-------|------------------|
| 3 | 20266 | SH-44 | 2/8/2022 |
| SH-44, Intersection SH-16 to Linder Road | | | |
| \$5,000,000.00 to \$10,000,000.00 | | | |

| District | Key No. | Route | Bid Opening Date |
|-------------------------------------|--------------|-------|------------------|
| 5 | 22697 | I-86 | 2/8/2022 |
| I-86, FY22 D5 Pavement Preservation | | | |
| \$2,500,000.00 to \$5,000,000.00 | | | |

| District | Key No. | Route | Bid Opening Date |
|--|--|---------|------------------|
| LHTAC (3&4) | 22593, 22594, 22595 & 22596 | OFF SYS | 3/1/2022 |
| S 4TH AVENUE, INDIAN CREEK BRIDGE, CALDWELL | | | |
| NORTH FORK BOULDER CREEK BRIDGE, OWYHEE COUNTY | | | |
| LITTLE WOOD RIVER BRIDGE, SHOSHONE HD | | | |
| 4200 N ROAD, DEEP CREEK BRIDGE, BUHL ID | | | |
| \$2,500,000.00 to \$5,000,000.00 | | | |

| District | Key No. | Route | Bid Opening Date |
|--|--------------|-------|------------------|
| 4 | 19973 | I-84 | POSTPONED |
| I-84, Declo POE East Bound \$10,000,000.00 to \$15,000,000.00 | | | |

| District | Key No. | Route | Bid Opening Date |
|---|--------------------|-------|------------------|
| 5 | 20643/21977 | I-86 | POSTPONED |
| FY22 D5 Bridge Repairs on I-86 and various counties \$2,500,000.00 to \$5,000,000.00 | | | |



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date February 17, 2022

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

| | | | |
|-------------------|-------------------------------|----------|-------------|
| Presenter's Name | Presenter's Title | Initials | Reviewed By |
| Monica Crider, PE | Contracting Services Engineer | MC | |
| Preparer's Name | Preparer's Title | Initials | LSS |
| Holly McClure | Grant/Contracts Officer | HM | |
| | | | |

Subject

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

Background Information

For all of ITD:

Consultant Services processed fifteen (15) new professional services agreements and work tasks totaling **\$4,875,297** and six (6) supplemental agreements to existing professional services agreements totaling **\$1,320,003** from December 18, 2021 to January 23, 2022.

New Professional Services Agreements and Work Tasks

| <i>Reason Consultant Needed</i> | <i>District</i> | | | | | | | | <i>Total</i> |
|-------------------------------------|-----------------|---|---|---|---|---|----|--|--------------|
| | 1 | 2 | 3 | 4 | 5 | 6 | HQ | | |
| | | | | | | | | | |
| Resources not Available | | | | | | | | | |
| Environmental | | | 1 | 2 | | | 1 | | 4 |
| Surveying | 1 | | | | | | | | 1 |
| Construction | 2 | 1 | | | | | | | 3 |
| Planning | | | 1 | | 1 | | | | 2 |
| Load Rating | | | | | | | 1 | | 1 |
| | | | | | | | | | |
| | | | | | | | | | |
| | | | | | | | | | |
| Local Public Agency Projects | 1 | 1 | 2 | | | | | | 4 |
| | | | | | | | | | |
| Total | 4 | 2 | 4 | 2 | 1 | | 2 | | 15 |



Board Agenda Item

ITD 2210 (Rev. 10-13)

For ITD Projects:

Eleven (11) new professional services agreements and work tasks were processed during this period totaling **\$3,355,402**. Three (3) supplemental agreements totaling **\$493,969** were processed.

District 1

| <i>Project</i> | <i>Reason Consultant Needed</i> | <i>Description</i> | <i>Selection Method</i> | <i>Consultant</i> | <i>Amount</i> |
|---|--|---|---------------------------------|--------------------|---|
| I90, Division Street Interchange Overpass and I90 Elizabeth Park Overpass | Resources not available: Construction | Construction Engineering, Inspection, Sampling and Testing Services | Individual Project Solicitation | HDR Engineering | \$965,293 |
| US 95, Granite North & Frontage Roads | Resources not available: Construction | Construction Engineering, Inspection, Sampling and Testing Services: Year 2 - 2022 | Individual Project Solicitation | HDR Engineering | Prev: \$1,809,027 This: \$1,069,982 Total: \$2,878,009 Board Approved \$3M at August 2020 Meeting |
| US 95, MP 515.5 to Junction SH 1 | Resources not available: Survey | Monument Preservation | Direct from Term Agreement | Meckel Engineering | \$62,028 |

District 2

| <i>Project</i> | <i>Reason Consultant Needed</i> | <i>Description</i> | <i>Selection Method</i> | <i>Consultant</i> | <i>Amount</i> |
|---|--|---|---------------------------------|-------------------|---------------|
| US 95, WIR Bridge; US 95, Junction SH 6 Turnbay; US 95, Deep Creek Bridge | Resources not available: Construction | Construction Engineering, Inspection, Sampling & Testing Services | Individual Project Solicitation | HMH | \$996,577 |



Board Agenda Item

ITD 2210 (Rev. 10-13)

District 3

| <i>Project</i> | <i>Reason Consultant Needed</i> | <i>Description</i> | <i>Selection Method</i> | <i>Consultant</i> | <i>Amount</i> |
|---|---|----------------------------------|-----------------------------|--------------------|---------------|
| SH 44, Corridor Study, Junction I 84 to Eagle | Resources not available: Planning | Independent Analysis of Corridor | Direct from Term Agreement | Horrocks Engineers | \$49,618 |
| I 84, Galloway Road Underpass Repair | Resources not available: Environmental | Asbestos and Lead Paint Testing | Direct from Term Agreement | Strata | \$6,000 |

District 4

| <i>Project</i> | <i>Reason Consultant Needed</i> | <i>Description</i> | <i>Selection Method</i> | <i>Consultant</i> | <i>Amount</i> |
|--|---|---|-----------------------------|--------------------------------|--|
| I 84, FY25 Bliss Rest Area Parking Expansion | Resources not available: Environmental | Additional sewage lagoon seepage testing services | Direct from Term Agreement | Valley Science and Engineering | Prev: \$25,500 This: \$3,260 Total: \$28,760 |
| US 30, Dry Creek Bridge | Resources not available: Environmental | Update 106 Report | Direct from Term Agreement | Bionomics Environmental | Prev: \$49,741 This: \$15,980 Total: \$65,721 |

District 5

| <i>Project</i> | <i>Reason Consultant Needed</i> | <i>Description</i> | <i>Selection Method</i> | <i>Consultant</i> | <i>Amount</i> |
|----------------------------|---|--|-----------------------------|-------------------|--|
| FY21 D5 Planning & Scoping | Resources not available: Planning | Additional Updates to District 5 GIS Planning Tool | Direct from Term Agreement | J-U-B Engineers | Prev: \$65,198 This: \$34,002 Total: \$99,200 |

District 6 - None



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> |
|--|---|--|-----------------------------|--------------------------|---|
| FY21 Local/Off System Bridge Inspection | Resources not available: Load Rating | Bridge Load Rating | RFI From Term Agreement | HDR Engineering | \$146,662 |
| FY21 Biological & Environmental Services | Resources not available: Environmental | Continue review of Biological Opinion and Completion of Consultation History Documentation | RFI From Term Agreement | Clay Fletcher Consulting | Prev: \$19,972 This: \$5,000 Total: \$24,972 |

Supplemental Agreements to Existing ITD Professional Service Agreements

| <i>District</i> | <i>Project</i> | <i>Consultant</i> | <i>Original Agreement Date/Description</i> | <i>Supplemental Agreement Description</i> | <i>Total Agreement Amount</i> |
|-----------------|--|--------------------------|--|--|--|
| 1 | US 95, North Corridor Access Improvements | Ruen-Yeager & Associates | 5/2020, Construction Engineering, Inspection, Sampling and Testing Services | Additional Construction Engineering, Inspection, Sampling and Testing Services | Prev: \$701,210 This: \$10,392 Total: \$711,602 |
| 1 | I 90, Old US-10 Wall Repair, Wallace | Ruen-Yeager & Associates | 8/2020, Construction Engineering, Inspection, Sampling and Testing Services | Additional Construction Engineering, Inspection, Sampling and Testing Services | Prev: \$246,205 This: \$14,600 Total: \$260,805 |
| 4 | I 84, South Jerome Interchange to Twin Falls Interchange | WHPacific, Inc. | 10/2021, Roadway Design Services | Design of Median Barrier Wall | Prev: 2,122,986 This: \$468,977 Total: \$2,591,963 Board Approved \$10M at July 2021 Meeting |



Board Agenda Item

ITD 2210 (Rev. 10-13)

For Local Public Agency Projects:

Four (4) new professional services agreements totaling **\$1,520,895** were processed during this period. Three (3) supplemental agreements totaling **\$826,034** were processed.

| <i>Project</i> | <i>Sponsor</i> | <i>Description</i> | <i>Selection Method</i> | <i>Consultant</i> | <i>Amount</i> |
|--|------------------|--|---------------------------------|----------------------------|--|
| Lakeshore Connection Planning, Ponderay | City of Ponderay | Planning Services, Phase 2 | Individual Project Solicitation | Welch Comer and Associates | Prev: \$87,200 This: \$420,785 Total: \$507,985 |
| Cherry Lane Bridge | Nez Perce County | Construction Engineering, Inspection, Sampling & Testing Services – Year 2 | Individual Project Solicitation | Civil Science | Prev: \$647,164 This: \$681,845 Total: \$1,329,009 Board Approved \$2M at January 2022 Meeting |
| Cherry Lane: Franklin Blvd. to 11 th Avenue North | City of Nampa | Roadway Design, Phase 2: Final Design through PS&E | RFI from Term Agreement | Keller Associates | Prev: \$156,920 This: \$95,801 Total: \$252,721 |
| East Lake Fork Road: East Lake Fork Creek Bridge to SH55 | Valley County | Roadway Design Services | RFI from Term Agreement | Horrocks Engineers | \$322,464 |

Supplemental Agreements to Existing Local Professional Services Agreements

| <i>District</i> | <i>Project</i> | <i>Consultant</i> | <i>Original Agreement Date/Description</i> | <i>Supplemental Agreement Description</i> | <i>Total Agreement Amount</i> |
|-----------------|---|--------------------------|--|---|---|
| 1 | Eastriver MP 10, 11, 11.2, Bonner County | David Evans & Associates | 6/2021, Construction Engineering and Inspection Services and Engineer of Record Services | Additional Construction Engineering and Inspection Services | Prev: \$184,212 This: \$34,642 Total: \$218,854 |
| 3 | Old Highway 30; West Plymouth Street Bridge | Forsgren Associates | 11/2017, Bridge/Roadway Design Services | Additional design services related to canal and bridge | Prev: \$1,513,578 This: \$743,590 Total: \$2,257,168 Board Approved \$2.9M at November 2021 Meeting |



Board Agenda Item

ITD 2210 (Rev. 10-13)

| | | | | | |
|---|----------------------------------|---------------|---|--|--|
| 6 | North Salem Road, Fremont County | Civil Science | 7/2021, Construction Engineering, Inspection, Sampling and Testing Services | Additional Construction Engineering, Inspection, Sampling and Testing Services | Prev: \$261,843 This: \$47,802 Total: \$309,645 |
|---|----------------------------------|---------------|---|--|--|

Recommendations

For Information Only

Board Action

☐ Approved ☐ Deferred _____
☐ Other _____



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date February 17, 2022Consent Item ☐Information Item ☒Amount of Presentation Time Needed NA

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

Subject

| | | |
|--|----------|--------------|
| Annual Report on Status of State-Owned Dwellings | | |
| Key Number | District | Route Number |

Background Information

Per Board Policy 4049 and Administrative Policy 5049, attached is the annual report on the status of state-owned dwellings.

The attached listing shows all dwellings (houses and trailer pads) provided to department employees. The department owns 3 stick framed houses, 17 manufactured homes, 6 bunkhouses, and 1 apartment each at Johnson Creek and Cavanaugh Bay Air Strips that are used seasonally. In addition to the houses, the department owns 19 trailer pads (11 have employee owned manufactured housing on them).

The policy allows the department to provide or rent state-owned dwellings to its employees in situations where the best interests of the department are served. The department has locations where employees reside in a state-owned dwelling as a condition of their employment. These locations are; Powell (District 2), Lowman and Riddle (District 3), and Cavanaugh Bay and Johnson Creek Airports (Aeronautics). Policy also allows the department to rent at a reduced amount state-owned dwellings to employees. The department withholds from the employee's earnings their monthly rent and an appropriate amount to cover taxes on the discounted rental value.

The department also owns 9 trailer pads and 3 houses at rest area locations around the state (see attached listing). Rest area maintenance contracts require the contractor to be available for daily conferences and on call for emergencies 24-7. Providing the state-owned dwellings is part of the consideration of the maintenance contract.

Recommendations

For informational purposes only.

Board Action

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

STATUS OF STATE OWNED DWELLINGS
JANUARY 2020

| <i>District</i> | <i>Building Number</i> | <i>Location</i> | <i>Fair Rental</i> | <i>Monthly Rental Fee</i> | <i>Status</i> |
|-----------------|------------------------|--------------------------------------|--------------------|---------------------------|--|
| 1 | | None | | | |
| 2 | 2642 | Benson Trailer House | \$500.00 | \$0.00 | Vacant |
| 2 | 2461 | Benson House | \$700.00 | \$0.00 | Vacant & Condemned |
| 2 | 2273 | Bovill Trailer Pad | \$100.00 | \$0.00 | Vacant |
| 2 | 2602 | Fleming House | \$200.00 | \$80.00 | In the process of removing/ vacant & condemned |
| 2 | 2606 | Fleming Trailer Pad | \$50.00 | \$30.00 | Occupied 9/15/2016 |
| 2 | 2642 | Powell House | \$50.00 | \$0.00 | Occupied 2/24/2016 |
| 2 | 2645 | Powell House | \$50.00 | \$0.00 | Occupied 7/1/2015 |
| 2 | 2651 | Powell N | | \$0.00 | Used as a bunkhouse |
| 2 | 2652 | Powell S | | \$0.00 | Used as a bunkhouse |
| 2 | 2922 | Lucile Trailer Pad | \$100.00 | \$45.00 | Occupied 7/1/2015 |
| 2 | 2923 | Lucile Trailer Pad | \$100.00 | \$45.00 | Occupied 7/1/2015 |
| 2 | 2925 | Lucile Trailer Pad | \$100.00 | \$45.00 | Occupied 7/1/2015 |
| 2 | 2933 | Reeds Bar House | | \$0.00 | Used as a bunkhouse |
| 2 | 2272 | Bovill Trailer Pad | \$100.00 | \$0.00 | Vacant |
| 3 | 3070 | Bruneau Trailer Pad | \$150.00 | \$0.00 | Vacant |
| 3 | 3071 | Bruneau Trailer Pad | \$150.00 | \$0.00 | Vacant |
| 3 | 3072 | Bruneau Trailer Pad | \$150.00 | \$0.00 | Vacant |
| 3 | 3053 | Lowman Trailer Pad and House | \$550.00 | \$0.00 | Vacant |
| 3 | 3052 | Lowman House | \$550.00 | \$0.00 | Vacant |
| 3 | 3195 | Lowman House MF | \$550.00 | \$0.00 | Occupied 10/1/2019 |
| 3 | 3196 | Lowman House MF | \$550.00 | \$0.00 | Occupied 10/1/2019 |
| 3 | 3197 | Lowman MFG House | \$550.00 | \$90.00 | Occupied 10/1/2019 |
| 3 | 3198 | Lowman MFG House | \$550.00 | \$125.00 | Occupied 10/1/2019 |
| 3 | 3199 | Lowman MFG House | \$550.00 | \$145.00 | Occupied 10/1/2019 |
| 3 | 3084 | Riddle House MF | \$550.00 | \$0.00 | Occupied 12/03/2021 |
| 3 | 3158 | Snake River View Res & Garage | | \$0.00 | Occupied 2021 |
| 4 | 4822 | Stanley Trailer Pad/Cover | \$400.00 | \$0.00 | Vacant 1/13/2022 looking to program new house |
| 4 | 4823 | Stanley Trailer Pad/Cover | \$400.00 | \$0.00 | Occupied 1/13/2022 |
| 4 | 4824 | Stanley Trailer Pad/Cover | \$400.00 | \$0.00 | Vacant 1/13/2022 Purchasing house onsite |
| 4 | 4828 | Stanley Trailer Pad/Cover | \$400.00 | \$0.00 | Occupied 1/13/2022 |
| 4 | 4809 | Hailey House | \$700.00 | \$0.00 | Occupied 1/13/2022 |
| 4 | 4810 | Hailey House | \$700.00 | \$0.00 | Occupied 1/13/2022 |
| 4 | 4808 | Hailey House | \$750.00 | \$0.00 | Occupied 1/13/2022 |
| 4 | 4813 | Hailey House | \$700.00 | \$0.00 | Occupied 1/13/2022 |
| 4 | 4814 | Hailey House | \$700.00 | \$0.00 | Occupied 1/13/2022 |
| 4 | 4843 | Hailey House | \$700.00 | \$0.00 | Occupied 1/13/2022 |
| 4 | 4506 | Carey House | \$500.00 | \$0.00 | Occupied 1/13/2022 |
| 4 | 4507 | Carey House | \$500.00 | \$0.00 | Occupied 1/13/2022 |
| 4 | 4511 | Carey House site #2 | \$250.00 | \$0.00 | Occupied 1/13/2022 Utilities only, no concrete pad |
| 4 | 4323 | Sublett Trailer Pad | \$250.00 | \$0.00 | Occupied 1/13/2022 |
| 4 | 4324 | Sublett Trailer Pad | \$250.00 | \$0.00 | Vacant 1/13/2022 Not operational |
| 4 | 4325 | Sublett Trailer Pad | \$250.00 | \$0.00 | Vacant 1/13/2022 Not operational |
| 5 | | None (Soda Springs Sites Out of Use) | | | |
| 6 | 6225 | Island Park Trailer Pad | \$250.00 | \$0.00 | Vacant |
| 6 | 6226 | Island Park Bunkhouse | | \$0.00 | Occupied by ITD Employee assigned to that location |
| 6 | 6222 | Island Park Bunkhouse | | \$0.00 | Used as Bunkhouse/No Information |
| 6 | 6113 | Gibbonsville Trailer Pad | \$230.00 | \$0.00 | Occupied by ITD Employee |
| 6 | 6228 | Island Park Trailer Pad | \$0.00 | \$0.00 | Loaned to ISP |
| 8 | 8020 | Cavanaugh Bay Airport | \$80.00 | \$0.00 | Occupied 4/24/2016 |
| 8 | 8011 | Johnson Creek Airport Apartment | \$80.00 | \$0.00 | Vacant/Seasonal |
| 8 | 8006 | Johnson Creek Airport | \$80.00 | \$0.00 | Occupied 5/22/2016 |
| | | TOTAL MONTHLY AMOUNT | \$15,470.00 | \$605.00 | |

**Rest Area Dwelling Summary
February 2022**

| | | |
|------------------------|-------------|---------|
| West Bound Huetter | Trailer pad | No rent |
| Mineral Mountain | Trailer pad | No rent |
| Sheep Creek | Residence | No Rent |
| Lenore | Trailer pad | No rent |
| Midvale Hill | Trailer pad | No rent |
| Snake River View | Residence | No rent |
| Blacks Creek (2ea.) | Trailer Pad | No rent |
| Juniper West Bound | Trailer pad | No rent |
| Cherry Creek | Residence | No rent |
| North Blackfoot (Lava) | Residence | No rent |
| Clark Hill (Seasonal) | Trailer pad | No rent |



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date February 17, 2022Consent Item ☐ Information Item ☒ Amount of Presentation Time Needed Information Only

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

Subject

Non-Construction Professional Service Contracts issued by Business & Support Management

| | | |
|-------------------|-----------------|---------------------|
| Key Number N/A | District N/A | Route Number N/A |
|-------------------|-----------------|---------------------|

Background Information

The purpose of this Board item is to comply with the reporting requirements established in Board Policy 4001 -'Each month the Chief Administrative Officer shall report to the Board all non-construction professional service agreements entered into by the Department during the previous month.'

Business and Support Management section executed the following professional service agreement in the previous month:

| Document Code | Document ID | Document Description | Legal Name | Commodity Description | Service From | Service To |
|---------------|-------------|---|------------------------------|---|--------------|------------|
| SC | T002756 | Bus Analysis for Replacement of OTIS Software | HIGH STREET CONSULTING GROUP | SERVICE, CONSULTING-NOT IT OR ENGINEERING | 1/15/2022 | 12/14/2022 |

Recommendations

Information only

Board Action

☐ Approved ☐ Deferred _____

☐ Other _____



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date February 17, 2022Consent Item ☐Information Item ☒

Amount of Presentation Time Needed _____

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

Subject

Monthly Reporting of Federal Formula Program Funding Through February 1st

| | | |
|-------------------|-----------------|---------------------|
| Key Number N/A | District N/A | Route Number N/A |
|-------------------|-----------------|---------------------|

Background Information

Idaho received obligation authority through February 18th via a Continuing Appropriations Act signed on December 2, 2021. Obligation authority through February 18th (141/365^{ths}) is \$194.7 million. This includes \$2 million of *Highway Infrastructure General Funds* carried over from last year in the Local Urban and Off-System Bridge Programs, \$45 million *IIJA Bridge formula* (General Fund) funds, 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.

The Infrastructure Investment and Jobs Act (IIJA) was signed on November 15, 2021. Additional apportionments were allocated via the Appropriations Act. Idaho will receive apportionments of \$468.3 million. Currently, obligation authority is 41.6% of apportionments.

The exhibits on the following page summarize these amounts and show allotments and remaining funds by program through February 1 2022.

Recommendations

For Information

Board Action

☐ Approved ☐ Deferred _____
☐ Other _____



Board Agenda Item

ITD 2210 (Rev. 10-13)

Exhibit One Actual Formula Funding for FY2022

| | |
|--|-----------|
| Per IJA FY2022 – Total Year | |
| Federal Aid Only | \$427,088 |
| Including Match | \$461,068 |
| Per Apportionments + COVID + Hwy Infra. | |
| Federal Aid Only | \$468,262 |
| Including Match | \$505,519 |
| Obligation Limits through 2/18/2022 | |
| Federal Aid Only | \$194,715 |
| Including Match | \$210,208 |

- 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 2/1/2022

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

| Program | Allotted Program Funding through 2/18/2022 | Program Funding Remaining as of 2/1/2022 |
|---|---|---|
| All Other SHS Program | \$122,823 | \$61,566 |
| GARVEE Formula Debt Service* | \$25,465 | \$10,849 |
| State Planning and Research* | \$2,735 | \$119 |
| Metropolitan Planning* | \$723 | \$564 |
| Railroad Crossings | \$344 | \$137 |
| Transportation Alternatives (Urban/Rural) | \$283 | \$346 |
| Recreational Trails | \$127 | \$363 |
| STBG - Local Urban+ | \$1,019 | \$551 |
| STBG - Transportation Mgt. Area | \$3,469 | \$2,108 |
| Transportation Alternatives (TMA) | \$36 | \$180 |
| STBG – Local Rural | \$1,065 | \$700 |
| Local Bridge+ | \$403 | \$334 |
| Off System Bridge | \$2,461 | \$491 |
| Local Safety | \$659 | \$490 |
| Total | \$161,613 | \$78,800 |
| | | |

- 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 February 1st.
- * These programs are provided 100% Obligation Authority. Other programs are reduced accordingly.



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date February 17, 2022

Consent Item ☐

Information Item ☐

Amount of Presentation Time Needed 15 min

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

Subject

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

Background Information

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

The financial operations of the Department as of December 21, 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 9.8%. Of that total, receipts from the Highway Distribution Account are ahead of forecast by \$12.4M. State revenues to the State Aeronautics Fund are ahead of forecast by 57% or \$830,000. Six months of the fiscal year has passed, the revenue picture looks very positive.
- Expenditures are within planned budgets YTD. The differences after six months are timing between planned and actual expenditures plus encumbrances. Personnel costs are ahead of last year by \$2.1M or 3.4% 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 December of this year are \$243.1M. This is less than the amounts for the first six months of the previous 3 years as shown: FY21= \$269.1M; FY20= \$308.7M; FY19= \$289.7M. Traditionally, August through November are ITD's highest construction payout months.

The balance of the long-term investments as of the end of December is \$173 Million after investing an additional \$60M of the cash balance in December. These funds are obligated against both construction projects and encumbrances. The long-term investments plus the cash balance (\$103.7M) totals \$276.7M.

Expenditures in the Strategic Initiatives Program Fund (GF Surplus), through the end of December, 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. The only additional receipts is interest earned of \$106k YTD based on the cash balance.

Deposits into the Transportation Expansion and Congestion Mitigation Fund of \$8.4M for December is the sixth month of revenues exceeding forecast. 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 \$11.3M year to date. Accelerated

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 \$2.2M.

Recommendations

Information only.



Board Agenda Item

ITD 2210 (Rev. 10-13)

Board Action

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

**FEBRUARY
ITD BOARD PACKET**

**DECEMBER
FINANCIAL STATEMENTS**

User ID: ddecker
 Report ID: AD-FN-GL-010
 Run Date: 7 Jan 2022
 % of Time
 Remaining: 50

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 12/31/2021
 (all amounts in '000)

Fiscal Year: 2022

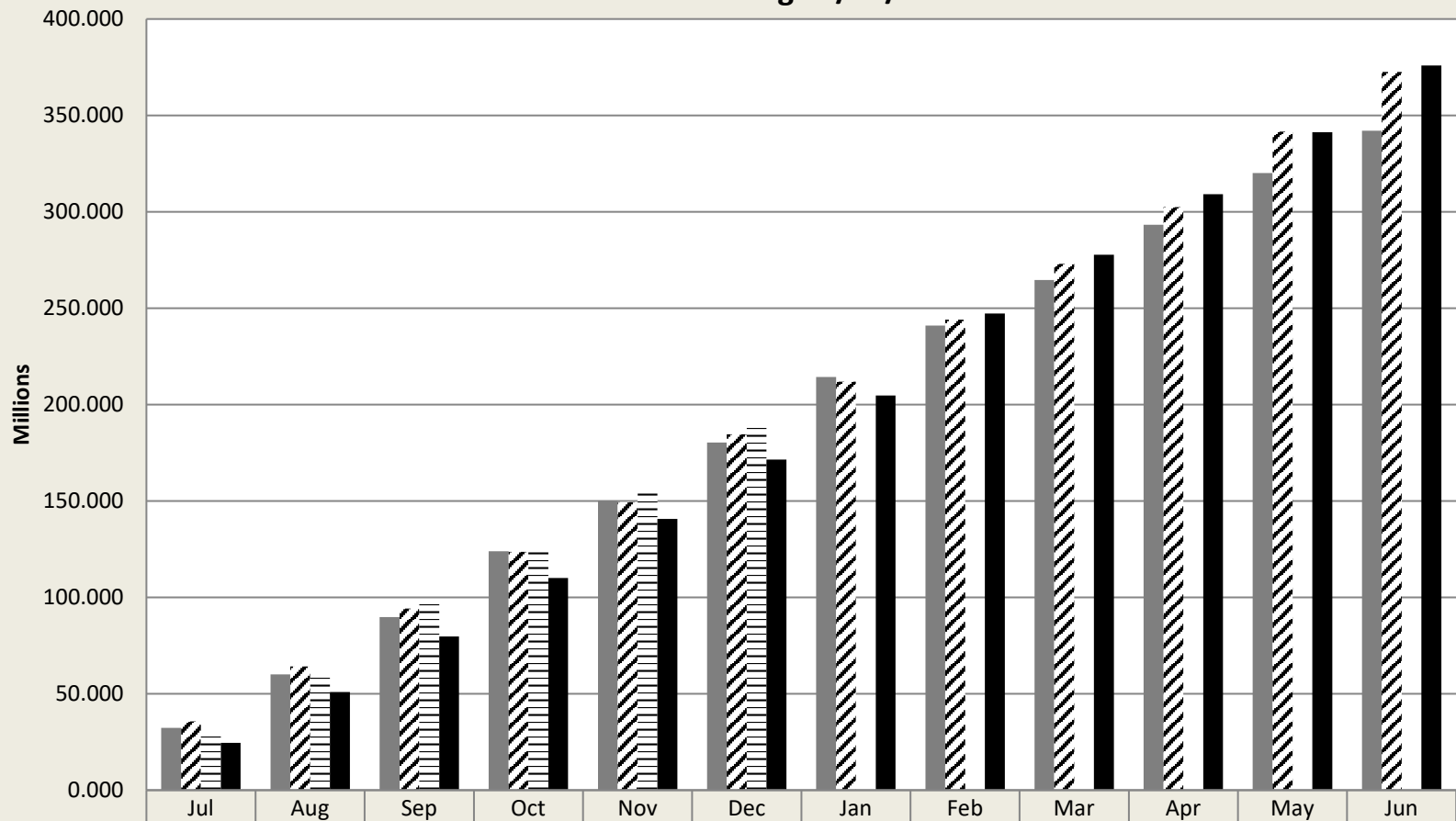
| Funds Received | | | | | |
|---------------------------------------|--------------------|--------------------|-------------------------|------------------------|----------------------|
| | FY21 Actual YTD | FY22 Actual YTD | FY22 Forecast YTD | FY22 to FY21 Actual | FY 22 to Forecast |
| <u>State Highway Account</u> | | | | | |
| Federal Reimbursements | 219,083 | 207,922 | 217,731 | -5.1% | -4.5% |
| State (Inc. H.D.A.) | 184,635 | 188,317 | 171,557 | 2.0% | 9.8% |
| Local | 4,757 | 6,874 | 3,000 | 44.5% | 129.1% |
| Total State Highway Account: | 408,474 | 403,114 | 392,289 | -1.3% | 2.8% |
| <u>State Aeronautics Fund</u> | | | | | |
| Federal Reimbursements | 333 | 131 | 170 | -60.6% | -22.8% |
| State | 1,438 | 2,277 | 1,447 | 58.3% | 57.4% |
| Total State Aeronautics Fund: | 1,771 | 2,408 | 1,616 | 36.0% | 49.0% |
| Total Fund Received: | 410,245 | 405,521 | 393,905 | -1.2% | 2.9% |
| | | | | | |
| Disbursements (includes Encumbrances) | | | | | |
| | FY21 Actual YTD | FY22 Actual YTD | FY22 Budget YTD | FY22 to FY21 Actual | FY 22 to Budget |
| Construction Payouts | 270,796 | 243,886 | 254,357 | -9.9% | -4.1% |
| <u>Operations Expenses</u> | | | | | |
| Highways | 100,234 | 103,001 | 115,187 | 2.8% | -10.6% |
| DMV | 18,824 | 17,968 | 18,797 | -4.5% | -4.4% |
| Administration | 14,788 | 16,398 | 16,291 | 10.9% | 0.7% |
| Facilities | 3,850 | 5,227 | 6,987 | 35.8% | -25.2% |
| Aeronautics | 1,623 | 1,633 | 2,919 | 0.6% | -44.1% |
| Total Operations Expenses: | 139,318 | 144,226 | 160,181 | 3.5% | -10.0% |
| <u>Transfers</u> | | | | | |
| Operating | 0 | 385 | 0 | 0.0% | 0.0% |
| Debt Service | 12,173 | 13,652 | 13,486 | 12.2% | 1.2% |
| Total Transfers: | 12,173 | 14,037 | 13,486 | 15.3% | 4.1% |
| Total Disbursements: | 422,288 | 402,149 | 428,024 | -4.8% | -6.0% |
| | | | | | |
| | FY21 Actual YTD | FY22 Actual YTD | FY22 Budget YTD | FY22 to FY21 Actual | FY 22 to Budget |
| <u>Expenditures by Type</u> | | | | | |
| Personnel | 62,299 | 64,426 | 67,160 | 3.4% | -4.1% |
| Operating | 51,730 | 49,810 | 54,647 | -3.7% | -8.9% |
| Capital Outlay | 18,152 | 22,410 | 26,920 | 23.5% | -16.8% |
| Sub-Grantee | 7,138 | 7,580 | 11,455 | 6.2% | -33.8% |
| Totals Operations Expenses: | 139,318 | 144,226 | 160,181 | 3.5% | -10.0% |
| Contract Construction | 270,796 | 243,886 | 254,357 | -9.9% | -4.1% |
| Totals (excluding Transfers): | 410,115 | 388,112 | 414,538 | -5.4% | -6.4% |

State Highway Fund 0260

Fiscal Year 2022

State Revenue Source Forecast vs Actual

December - For Period Ending 12/31/2021



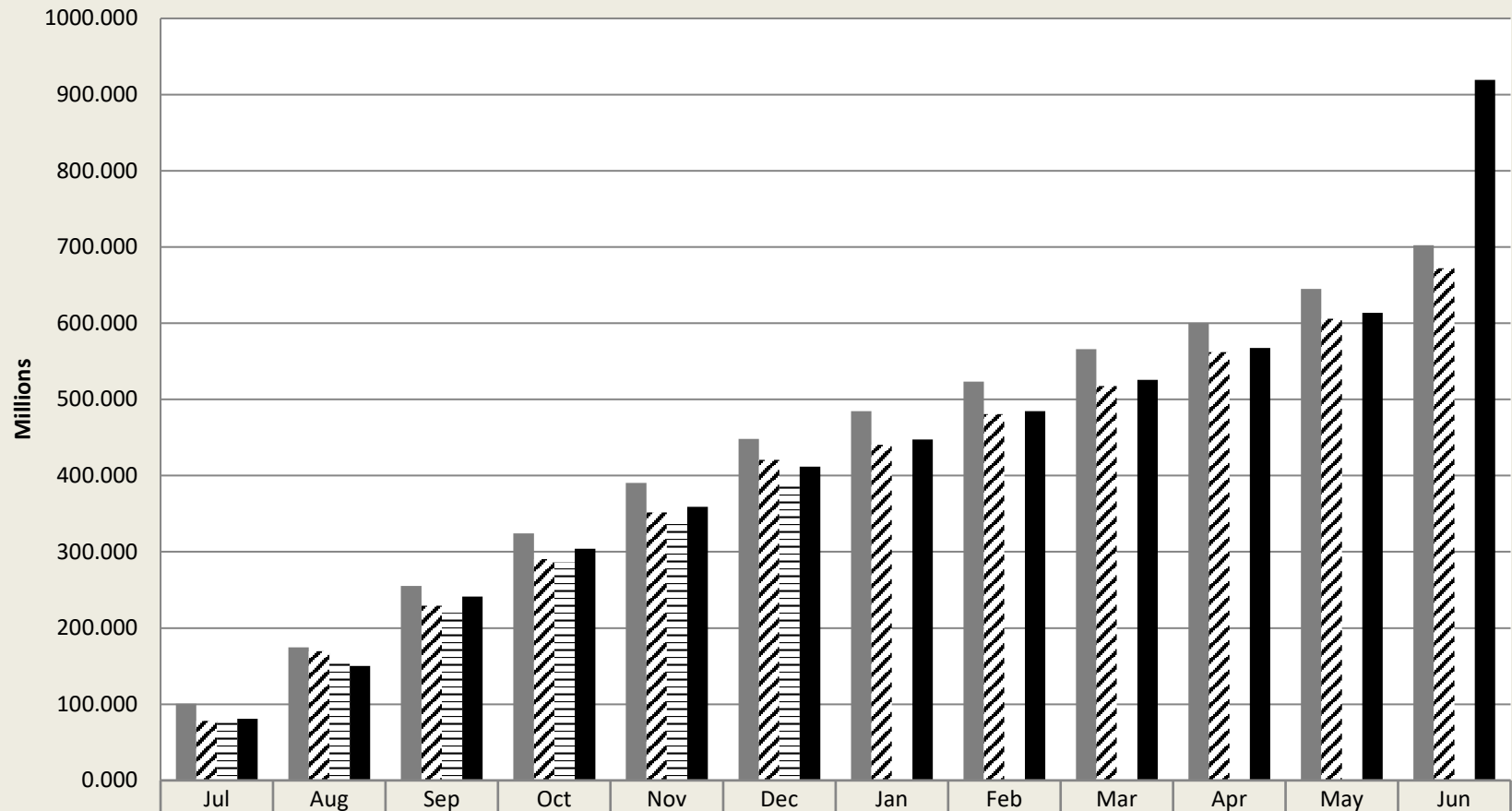
| | Jul | Aug | Sep | Oct | Nov | Dec | Jan | Feb | Mar | Apr | May | Jun |
|---------------------|--------|--------|--------|---------|---------|---------|---------|---------|---------|---------|---------|---------|
| FY20 Actual Revenue | 32.334 | 60.074 | 89.748 | 123.908 | 150.217 | 180.320 | 214.342 | 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 | 156.087 | 188.317 | | | | | | |
| FY22 Forecast | 24.492 | 50.866 | 79.745 | 110.061 | 140.676 | 171.557 | 204.695 | 247.298 | 277.696 | 309.097 | 341.332 | 375.836 |

State Highway Fund 0260

Fiscal Year 2022

Expenditures

December - For Period Ending 12/31/2021



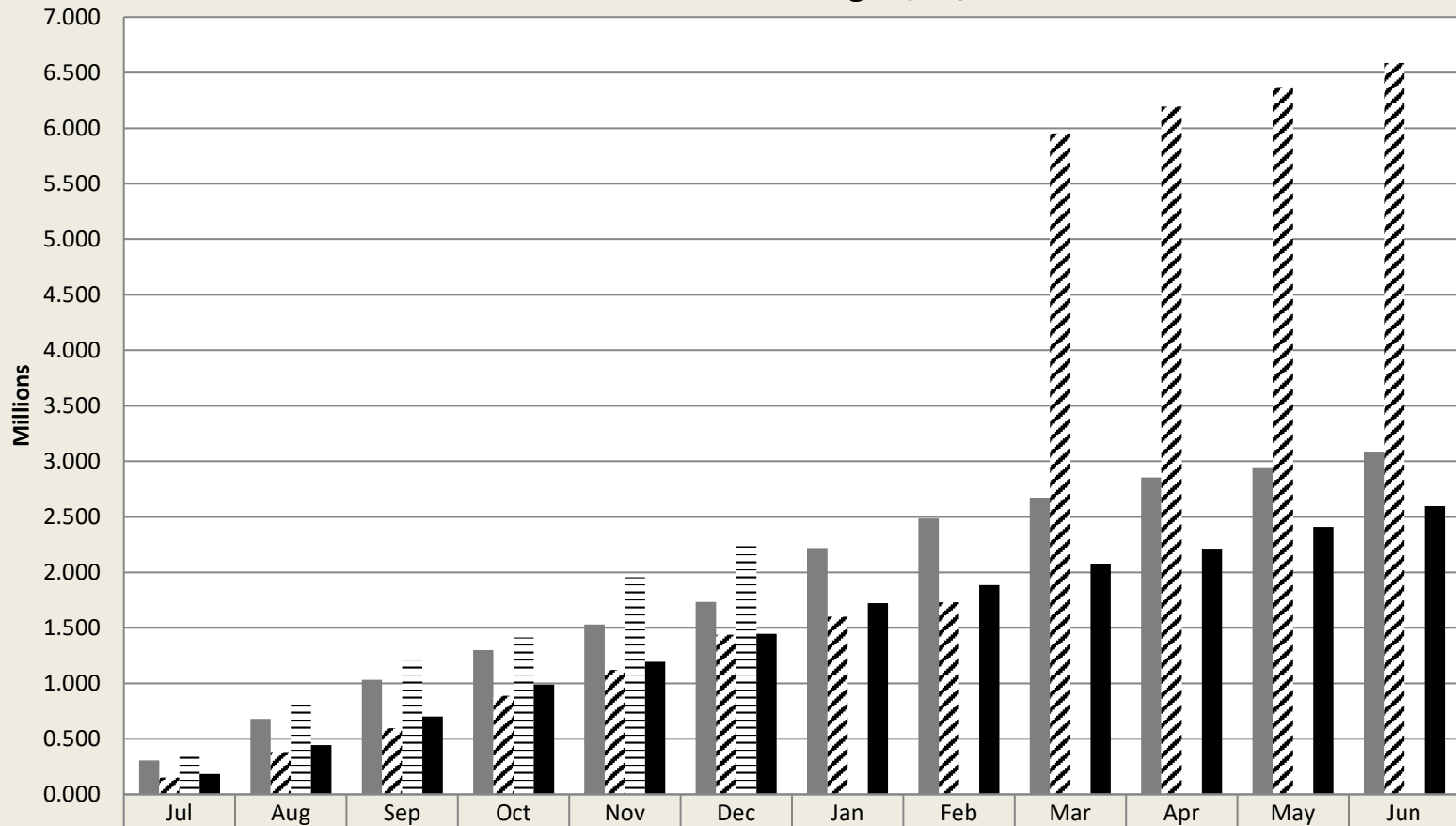
| | | | | | | | | | | | | |
|----------------------------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|
| ■ FY20 Actual Expenditures | 100.532 | 174.652 | 255.180 | 324.290 | 390.416 | 448.247 | 484.733 | 523.466 | 565.891 | 600.575 | 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 | 343.275 | 386.479 | | | | | | |
| ■ FY22 Forecast | 80.808 | 150.282 | 241.347 | 304.202 | 358.981 | 411.619 | 447.437 | 484.576 | 525.782 | 567.568 | 613.677 | 919.480 |

Aeronautics Fund 0221

Fiscal Year 2022

State and Interagency Revenue Sources Forecast vs Actual

December - For Period Ending 12/31/2021



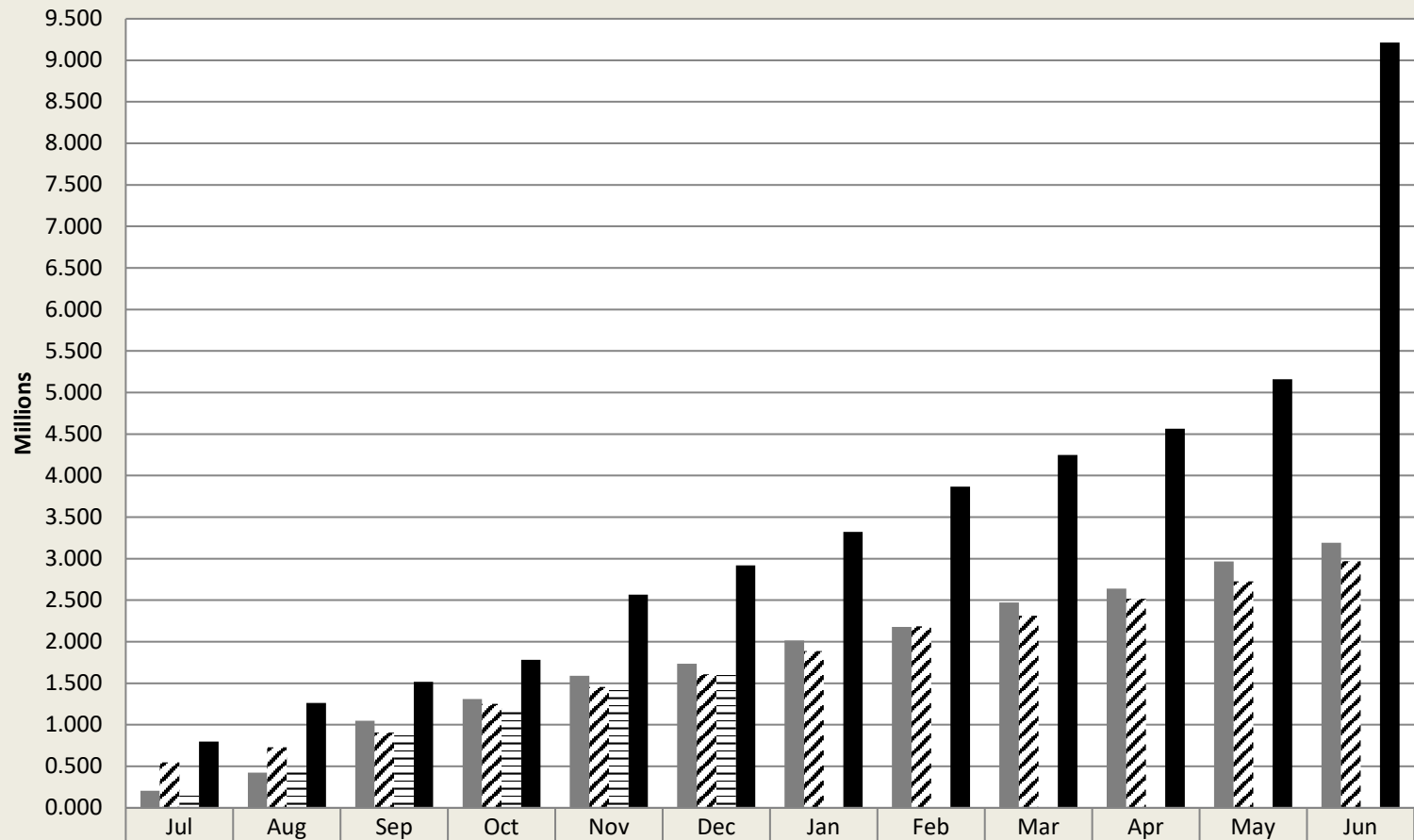
| | | | | | | | | | | | | |
|---------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| FY20 Actual Revenue | 0.306 | 0.679 | 1.033 | 1.301 | 1.531 | 1.733 | 2.211 | 2.486 | 2.673 | 2.853 | 2.947 | 3.087 |
| FY21 Actual Revenue | 0.149 | 0.382 | 0.596 | 0.888 | 1.121 | 1.438 | 1.602 | 1.732 | 5.952 | 6.193 | 6.361 | 6.588 |
| FY22 Current | 0.356 | 0.820 | 1.207 | 1.414 | 1.956 | 2.277 | | | | | | |
| 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

December - For Period Ending 12/31/2021



| | | | | | | | | | | | | |
|----------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| ■ 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 | 1.438 | 1.633 | | | | | | |
| ■ FY22 Forecast | 0.799 | 1.264 | 1.515 | 1.784 | 2.565 | 2.919 | 3.321 | 3.867 | 4.247 | 4.564 | 5.160 | 9.212 |

UserID: ddecker
Report ID: AD-FN-GL-002
Run Date: 07 Jan 2022

Idaho Transportation Department

OPERATING FUND BALANCE SHEET FOR THE PERIOD ENDED 12/31/2021

| | State Aeronautics Fund | | State Highway Fund | | Transportation Expansion and Congestion Mitigation Fund | |
|--|------------------------|------------------|--------------------|--------------------|--|-------------------|
| | 0221 | | 0260 | | 0269 | |
| | Nov-21 | Dec-21 | Nov-21 | Dec-21 | Nov-21 | Dec-21 |
| ASSETS | | | | | | |
| Cash on Hand (Change Fund) | 0 | 0 | 5,845 | 5,745 | 0 | 0 |
| Cash in Bank (Daily Operations) | 7,202,590 | 6,375,793 | 155,374,159 | 103,727,614 | 67,415,860 | 73,169,938 |
| Investments (Long Term: STO - Diversified Bond Fund) | 879,801 | 1,880,821 | 112,836,877 | 172,969,235 | 0 | 0 |
| Total Cash & Investments | 8,082,391 | 8,256,614 | 268,216,881 | 276,702,594 | 67,415,860 | 73,169,938 |
| Receivables - Other | 6,754 | 6,754 | 1,142,575 | 1,149,553 | 0 | 0 |
| - Due From Locals (Project Overruns) | 67,283 | 30,385 | 1,303,781 | 1,616,285 | 0 | 0 |
| - Inter Agency | 37,629 | 30,214 | 0 | 6,500 | 0 | 0 |
| Total Receivables | 111,666 | 67,353 | 2,446,356 | 2,772,339 | 0 | 0 |
| Inventory on Hand | 0 | 0 | 21,591,888 | 19,710,657 | 0 | 0 |
| Total Assets: | 8,194,056 | 8,323,967 | 292,255,125 | 299,185,589 | 67,415,860 | 73,169,939 |
| LIABILITIES | | | | | | |
| Vouchers Payable | 0 | 0 | (0) | 0 | 0 | 0 |
| Sales Tax Payable | 0 | 0 | 20,624 | 34,777 | 0 | 0 |
| Deferred Revenue (Local Projects Match) | 0 | 0 | 26,051,716 | 25,846,980 | 0 | 0 |
| Accounts Receivable Overpayment | 0 | 0 | 16,019 | 16,019 | 0 | 0 |
| Contractor Retained % (In Lieu Of Performance Bond) | 0 | 0 | 173,570 | 174,107 | 0 | 0 |
| Total Liabilities: | 0 | 0 | 26,261,929 | 26,071,882 | 0 | 0 |
| FUND BALANCE | | | | | | |
| Reserve for Encumbrance | 258,668 | 232,904 | 51,848,714 | 49,372,741 | 0 | 0 |
| Fund Balance | 7,935,389 | 8,091,063 | 214,144,483 | 223,740,966 | 67,415,860 | 73,169,938 |
| Total Fund Balance: | 8,194,056 | 8,323,967 | 265,993,197 | 273,113,707 | 67,415,860 | 73,169,938 |
| Total Liabilities and Fund Balance | 8,194,056 | 8,323,967 | 292,255,125 | 299,185,589 | 67,415,860 | 73,169,938 |

UserID: ddecker
 Report ID: AD-FN-GL-002
 Run Date: 07 Jan 2022

Idaho Transportation Department

OPERATING FUND BALANCE SHEET FOR THE PERIOD ENDED 12/31/2021

| | Strategic Initiatives Fund (State Share) 0270.02 | | Strategic Initiatives Fund (Local Share) 0270.05 | | Total Strategic Initiatives Fund 0270 | | CARES Act Covid-19 0345 | |
|--|---|-------------------|---|------------------|---|-------------------|-------------------------------|------------------|
| | Nov-21 | Dec-21 | Nov-21 | Dec-21 | Nov-21 | Dec-21 | Nov-21 | Dec-21 |
| ASSETS | | | | | | | | |
| Cash on Hand (Change Fund) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Cash in Bank (Daily Operations) | 75,475,897 | 75,493,230 | 2,003,550 | 2,004,010 | 77,479,446 | 77,497,240 | (709,656) | (250,195) |
| Investments (Long Term: STO - Diversified Bond Fund) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Cash & Investments | 75,475,897 | 75,493,230 | 2,003,550 | 2,004,010 | 77,479,446 | 77,497,240 | (709,656) | (250,195) |
| Receivables - Other | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| - Due From Locals (Project Overruns) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| - Inter Agency | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Receivables | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Inventory on Hand | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Assets: | 75,475,897 | 75,493,230 | 2,003,550 | 2,004,010 | 77,479,446 | 77,497,240 | (709,656) | (250,195) |
| LIABILITIES | | | | | | | | |
| Vouchers Payable | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sales Tax Payable | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Deferred Revenue (Local Projects Match) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Accounts Receivable Overpayment | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Contractor Retained % (In Lieu Of Performance Bond) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Liabilities: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| FUND BALANCE | | | | | | | | |
| Reserve for Encumbrance | 0 | 0 | 0 | 0 | 0 | 0 | -71,250 | 71,250 |
| Fund Balance | 75,475,897 | 75,493,230 | 2,003,550 | 2,004,010 | 77,479,446 | 77,497,240 | 0 | 0 |
| Total Fund Balance: | 75,475,897 | 75,493,230 | 2,003,550 | 2,004,010 | 76,769,790 | 77,497,240 | (709,656) | (250,195) |
| Total Liabilities and Fund Balance | 75,475,897 | 75,493,230 | 2,003,550 | 2,004,010 | 76,769,790 | 77,497,240 | (709,656) | (250,195) |

User ID: ddecker
 Report ID: AD-FN-GL-003
 Run Date: 07 Jan 2022
 % of Time
 Remaining: 50.0

Idaho Transportation Department

STATEMENT OF REVENUES AND EXPENDITURES

BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 12/31/2021

Fund: 0260 State Highway Fund

Fiscal Year: 2022
 Budget Fiscal Year: 2022
 REVENUES

| | Year to Date Allotment (A) | Year to Date Actual (B) | Current Month Activity (C) | Year to Date Encumbrance (D) | Variance Favorable / Unfavorable (E = A - B - D) | Percent Variance (F = E / A) | Annual Appropriation (G) | Appropriation Balance (H = G - B - D) | Percent Remaining (I = H / G) |
|------------------------------------|-------------------------------------|-------------------------------|-------------------------------------|------------------------------------|---|------------------------------------|--------------------------------|---|-------------------------------------|
| Federal Sources | | | | | | | | | |
| FHWA - Highway | 165,488,100 | 177,892,109 | 29,992,108 | 0 | 12,404,009 | 7.50 % | 377,401,500 | 199,509,391 | 52.86 % |
| FHWA - COVID Relief | 30,000,000 | 2,571,375 | 1,394,743 | 0 | (27,428,625) | -91.43% | 67,451,700 | 64,880,325 | 96.19 % |
| FHWA - Indirect Cost | 13,993,100 | 18,451,979 | 2,277,466 | 0 | 4,458,879 | 31.86 % | 25,000,000 | 6,548,021 | 26.19 % |
| Federal Transit Authority | 5,100,000 | 5,183,313 | 353,118 | 0 | 83,313 | 1.63 % | 15,512,600 | 10,329,287 | 66.59 % |
| NHTSA - Highway Safety | 2,550,000 | 3,642,371 | 1,600,373 | 0 | 1,092,371 | 42.84 % | 4,642,800 | 1,000,429 | 21.55 % |
| Other Federal Aid | 600,000 | 181,224 | 11,917 | 0 | (418,776) | -69.80% | 4,225,000 | 4,043,776 | 95.71 % |
| Total Federal Sources: | 217,731,200 | 207,922,371 | 35,629,725 | 0 | (9,808,829) | -4.51% | 494,233,600 | 286,311,229 | 57.93 % |
| State Sources | | | | | | | | | |
| Equipment Buy Back | 0 | 1,565,420 | 0 | 0 | 1,565,420 | 0.00 % | 10,194,200 | 8,628,780 | 84.64 % |
| Miscellaneous Revenues | 14,334,678 | 17,225,864 | 2,623,767 | 0 | 2,891,186 | 20.17 % | 28,275,399 | 11,049,535 | 39.08 % |
| Total State Sources: | 14,334,678 | 18,791,284 | 2,623,767 | 0 | 4,456,606 | 31.09 % | 38,469,599 | 19,678,315 | 51.15 % |
| Local Sources | | | | | | | | | |
| Match For Local Projects | 3,000,000 | 6,866,876 | 821,601 | 0 | 3,866,876 | 128.90 % | 6,323,300 | (543,576) | -8.60% |
| Other Local Sources | 0 | 7,500 | 0 | 0 | 7,500 | 0.00 % | 0 | (7,500) | 0.00 % |
| Total Local Sources: | 3,000,000 | 6,874,376 | 821,601 | 0 | 3,874,376 | 129.15 % | 6,323,300 | (551,076) | -8.72% |
| TOTAL REVENUES: | 235,065,878 | 233,588,031 | 39,075,093 | 0 | (1,477,847) | -0.63% | 539,026,499 | 305,438,468 | 56.66 % |
| TRANSFERS-IN | | | | | | | | | |
| Highway Distribution Account | 108,538,100 | 120,948,977 | 21,648,817 | 0 | 12,410,877 | 11.43 % | 243,110,000 | 122,161,023 | 50.25 % |
| Fuel/Registration Direct | 39,623,006 | 37,949,132 | 6,221,079 | 0 | (1,673,874) | -4.22% | 74,056,800 | 36,107,668 | 48.76 % |
| Ethanol Fuels Tax | 9,061,700 | 10,627,483 | 1,736,001 | 0 | 1,565,783 | 17.28 % | 20,200,000 | 9,572,517 | 47.39 % |
| TOTAL TRANSFERS-IN: | 157,222,806 | 169,525,593 | 29,605,897 | 0 | 12,302,786 | 7.83 % | 337,366,800 | 167,841,208 | 49.75 % |
| TOTAL REV AND TRANSFERS-IN: | 392,288,684 | 403,113,624 | 68,680,990 | 0 | 10,824,939 | 2.76 % | 876,393,299 | 473,279,676 | 54.00 % |

User ID: ddecker
 Report ID: AD-FN-GL-003
 Run Date: 07 Jan 2022
 % of Time
 Remaining: 50.0

Idaho Transportation Department

STATEMENT OF REVENUES AND EXPENDITURES

BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 12/31/2021

Fund: 0260 State Highway Fund

Fiscal Year: 2022

Budget Fiscal Year: 2022

EXPENDITURES

Operations Expense

| | Year to Date Allotment (A) | Year to Date Actual (B) | Current Month Activity (C) | Year to Date Encumbrance (D) | Variance Favorable / Unfavorable (E = A - B - D) | Percent Variance (F = E / A) | Annual Appropriation (G) | Appropriation Balance (H = G - B - D) | Percent Remaining (I = H / G) |
|----------------------------------|-------------------------------------|-------------------------------|-------------------------------------|------------------------------------|---|------------------------------------|--------------------------------|---|-------------------------------------|
| Permanent Staff Salaries | 44,909,011 | 43,727,922 | 6,685,980 | 0 | 1,181,089 | 2.63 % | 93,441,170 | 49,713,248 | 53.20 % |
| Board, Hourly, OT, Shift Diff | 1,151,071 | 489,172 | 126,725 | 0 | 661,899 | 57.50 % | 2,545,428 | 2,056,256 | 80.78 % |
| Fringe Benefits | 20,432,138 | 19,572,610 | 3,152,141 | 0 | 859,528 | 4.21 % | 42,066,802 | 22,494,192 | 53.47 % |
| In State Travel Expense | 908,206 | 748,626 | 82,493 | 0 | 159,580 | 17.57 % | 1,821,398 | 1,072,772 | 58.90 % |
| Out of State Travel Expense | 205,097 | 74,101 | 8,826 | 0 | 130,996 | 63.87 % | 437,453 | 363,352 | 83.06 % |
| Operating Expense | 39,138,346 | 24,672,121 | 3,941,463 | 10,140,731 | 4,325,494 | 11.05 % | 70,866,368 | 36,053,516 | 50.88 % |
| Technology Operating Expense | 13,927,139 | 7,429,254 | 611,972 | 6,245,940 | 251,945 | 1.81 % | 22,240,710 | 8,565,516 | 38.51 % |
| Capital Equipment Expense | 17,908,907 | 6,336,746 | 84,609 | 8,827,972 | 2,744,188 | 15.32 % | 23,732,823 | 8,568,104 | 36.10 % |
| Technology Equipment Expense | 2,381,394 | 1,613,012 | 277,573 | 752,496 | 15,886 | 0.67 % | 4,238,844 | 1,873,336 | 44.19 % |
| Capital Facilities Expense | 6,623,164 | 3,236,803 | 252,983 | 1,569,254 | 1,817,107 | 27.44 % | 7,288,164 | 2,482,107 | 34.06 % |
| Trustee & Benefit Payments | 9,677,516 | 7,156,614 | 678,957 | 0 | 2,520,902 | 26.05 % | 20,124,900 | 12,968,286 | 64.44 % |
| Total Operations Expense: | 157,261,988 | 115,056,982 | 15,903,721 | 27,536,394 | 14,668,614 | 9.33 % | 288,804,059 | 146,210,685 | 50.63 % |

Contract Construction

| | | | | | | | | | |
|-------------------------------------|--------------------|--------------------|-------------------|----------------|-------------------|---------------|--------------------|--------------------|----------------|
| In State Travel Expense | 0 | 539 | 0 | 0 | (539) | 0.00 % | 0 | (539) | 0.00 % |
| Operating Expense | 3,313,000 | 1,573,203 | 436,158 | 209,194 | 1,530,602 | 46.20 % | 10,600,000 | 8,817,602 | 83.18 % |
| Technology Operating Expense | 0 | 1,035,590 | 122,276 | 550,292 | (1,585,882) | 0.00 % | 0 | (1,585,882) | 0.00 % |
| Capital Projects | 250,639,700 | 240,283,745 | 26,404,580 | 14,862 | 10,341,093 | 4.13 % | 616,575,918 | 376,277,311 | 61.03 % |
| Trustee & Benefit Payments | 404,000 | 218,400 | 95,411 | 0 | 185,600 | 45.94 % | 3,499,800 | 3,281,400 | 93.76 % |
| Total Contract Construction: | 254,356,700 | 243,111,477 | 27,058,426 | 774,349 | 10,470,874 | 4.12 % | 630,675,718 | 386,789,892 | 61.33 % |

TOTAL EXPENDITURES:

| | | | | | | | | |
|--------------------|--------------------|-------------------|-------------------|-------------------|---------------|--------------------|--------------------|----------------|
| 411,618,688 | 358,168,458 | 42,962,146 | 28,310,743 | 25,139,488 | 6.11 % | 919,479,778 | 533,000,577 | 57.97 % |
|--------------------|--------------------|-------------------|-------------------|-------------------|---------------|--------------------|--------------------|----------------|

TRANSFERS OUT

| | | | | | | | | | |
|-----------|------------|------------|------------|---|-----------|---------|------------|------------|---------|
| Statutory | 0 | 493,655 | 384,755 | 0 | (493,655) | 0.00 % | 0 | (493,655) | 0.00 % |
| Operating | 13,485,894 | 13,542,895 | 13,542,895 | 0 | (57,001) | -0.42 % | 60,832,732 | 47,289,837 | 77.74 % |

TOTAL TRANSFERS OUT:

| | | | | | | | | |
|-------------------|-------------------|-------------------|----------|------------------|----------------|-------------------|-------------------|----------------|
| 13,485,894 | 14,036,550 | 13,927,650 | 0 | (550,656) | -4.08 % | 60,832,732 | 46,796,182 | 76.93 % |
|-------------------|-------------------|-------------------|----------|------------------|----------------|-------------------|-------------------|----------------|

TOTAL EXPD AND

TRANSFERS OUT:

| | | | | | | | | |
|--------------------|--------------------|-------------------|-------------------|-------------------|---------------|--------------------|--------------------|----------------|
| 425,104,582 | 372,205,008 | 56,889,796 | 28,310,743 | 24,588,832 | 5.78 % | 980,312,510 | 579,796,759 | 59.14 % |
|--------------------|--------------------|-------------------|-------------------|-------------------|---------------|--------------------|--------------------|----------------|

Net for Fiscal Year 2022:

(32,815,899) 30,908,616 11,791,194 35,413,771 (103,919,211) (106,517,083)

User ID: ddecker
 Report ID: AD-FN-GL-003
 Run Date: 07 Jan 2022
 % of Time
 Remaining: 50.0

Idaho Transportation Department

STATEMENT OF REVENUES AND EXPENDITURES

BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 12/31/2021

Fund: 0260 State Highway Fund

| | | Year to Date Allotment | Year to Date Actual | Current Month Activity | Year to Date Encumbrance | Variance Favorable / Unfavorable | Percent Variance | Annual Appropriation | Appropriation Balance | Percent Remaining |
|---|--------------|------------------------------|---------------------------|------------------------------|-----------------------------|--|---------------------|-------------------------|--------------------------|----------------------|
| | | (A) | (B) | (C) | (D) | (E = A - B - D) | (F = E / A) | (G) | (H = G - B - D) | (I = H / G) |
| Fiscal Year: | 2022 | | | | | | | | | |
| Budget Fiscal Year: | 2022 | | | | | | | | | |
| Contract Construction | | | | | | | | | | |
| Operating Expenditures | | | | | | | | | | |
| Operating Expenditures | Dedicated | 397,000 | 383,609 | 53,326 | 69,095 | (55,704) | -14.03% | 2,500,000 | 2,047,296 | 81.89 % |
| Operating Expenditures | Federal | 2,660,000 | 2,224,582 | 505,231 | 690,391 | (254,973) | -9.59% | 8,000,000 | 5,085,027 | 63.56 % |
| Operating Expenditures | Local | 256,000 | 603 | 12 | 0 | 255,397 | 99.76 % | 100,000 | 99,397 | 99.40 % |
| Total Operating Expenditures | | 3,313,000 | 2,608,793 | 558,570 | 759,486 | (55,279) | -1.67% | 10,600,000 | 7,231,721 | 68.22 % |
| In State Travel Expense | | | | | | | | | | |
| In State Travel Expense | Dedicated | 0 | 539 | 0 | 0 | (539) | 0.00 % | 0 | (539) | 0.00 % |
| Total In State Travel Expense | | 0 | 539 | 0 | 0 | (539) | 0.00 % | 0 | (539) | 0.00 % |
| Capital Outlay | | | | | | | | | | |
| Capital Outlay | Dedicated | 69,773,400 | 63,782,952 | 9,431,167 | 9,862 | 5,980,586 | 8.57 % | 242,609,889 | 178,817,075 | 73.71 % |
| Capital Outlay | Federal | 159,651,900 | 153,307,850 | 14,125,556 | 0 | 6,344,050 | 3.97 % | 275,709,029 | 122,401,179 | 44.40 % |
| Capital Outlay | FICR | 17,700,500 | 14,817,251 | 1,468,319 | 5,000 | 2,878,249 | 16.26 % | 25,000,000 | 10,177,749 | 40.71 % |
| Capital Outlay | Local | 3,513,900 | 5,990,508 | 170,896 | 0 | (2,476,608) | -70.48% | 5,805,300 | (185,208) | -3.19% |
| Capital Outlay | COVID Relief | 0 | 2,385,184 | 1,208,642 | 0 | (2,385,184) | 0.00 % | 67,451,700 | 65,066,516 | 96.46 % |
| Total Capital Outlay | | 250,639,700 | 240,283,745 | 26,404,580 | 14,862 | 10,341,093 | 4.13 % | 616,575,918 | 376,277,311 | 61.03 % |
| Trustee & Benefit Payments | | | | | | | | | | |
| Trustee & Benefit Payments | Dedicated | 6,000 | 0 | 0 | 0 | 6,000 | 100.00 % | 500,000 | 500,000 | 100.00 % |
| Trustee & Benefit Payments | Federal | 392,000 | 218,400 | 95,411 | 0 | 173,600 | 44.29 % | 2,899,800 | 2,681,400 | 92.47 % |
| Trustee & Benefit Payments | Local | 6,000 | 0 | 0 | 0 | 6,000 | 100.00 % | 100,000 | 100,000 | 100.00 % |
| Total Trustee & Benefit Payments | | 404,000 | 218,400 | 95,411 | 0 | 185,600 | 45.94 % | 3,499,800 | 3,281,400 | 93.76 % |
| Total Contract Construction: | | 254,356,700 | 243,111,477 | 27,058,561 | 774,349 | 10,470,875 | 4.12 % | 630,675,718 | 386,789,893 | 61.33 % |

User ID: ddecker
 Report ID: AD-FN-GL-003
 Run Date: 07 Jan 2022
 % of Time
 Remaining: 50.0

Idaho Transportation Department

STATEMENT OF REVENUES AND EXPENDITURES

BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 12/31/2021

Fund: 0269 Transportation Expansion and Congestion Mitigation Fund

| | Year to Date Allotment | Year to Date Actual | Current Month Activity | Year to Date Encumbrance | Variance Favorable / Unfavorable | Percent Variance | Annual Appropriation | Appropriation Balance | Percent Remaining |
|---|------------------------------|------------------------|------------------------------|-----------------------------|--|---------------------|-------------------------|--------------------------|----------------------|
| | (A) | (B) | (C) | (D) | (E = A - B - D) | (F = E / A) | (G) | (H = G - B - D) | (I = H / G) |
| Fiscal Year: 2022 | | | | | | | | | |
| Budget Fiscal Year: 2022 | | | | | | | | | |
| REVENUES | | | | | | | | | |
| Miscellaneous Revenues | 330,000 | 60,440 | 13,641 | 0 | (269,560) | -81.68% | 670,000 | 609,560 | 90.98 % |
| TOTAL REVENUES: | 330,000 | 60,440 | 13,641 | 0 | (269,560) | -81.68% | 670,000 | 609,560 | 90.98 % |
| TRANSFERS-IN | | | | | | | | | |
| Sales Tax | 40,617,000 | 53,927,779 | 8,451,154 | 0 | 13,310,779 | 32.77 % | 80,000,000 | 26,072,221 | 32.59 % |
| TOTAL TRANSFERS-IN: | 40,617,000 | 53,927,779 | 8,451,154 | 0 | 13,310,779 | 32.77 % | 80,000,000 | 26,072,221 | 32.59 % |
| TOTAL REV AND TRANSFERS-IN: | 40,947,000 | 53,988,219 | 8,464,795 | 0 | 13,041,219 | 31.85 % | 80,670,000 | 26,681,781 | 33.08 % |
| EXPENDITURES | | | | | | | | | |
| Contract Construction - Capital Projects | 8,000,000 | 11,281,726 | 2,710,716 | 0 | (3,281,726) | -41.02% | 94,145,045 | 82,863,319 | 88.02 % |
| TOTAL EXPENDITURES: | 8,000,000 | 11,281,726 | 2,710,716 | 0 | (3,281,726) | -41.02% | 94,145,045 | 82,863,319 | 88.02 % |
| TOTAL EXPD AND TRANSFERS OUT: | 8,000,000 | 11,281,726 | 2,710,716 | 0 | (3,281,726) | -41.02% | 94,145,045 | 82,863,319 | 88.02 % |
| Net for Fiscal Year 2022: | 32,947,000 | 42,706,492 | 5,754,079 | | 9,759,493 | | (13,475,045) | (56,181,538) | |

User ID: ddecker
 Report ID: AD-FN-GL-003
 Run Date: 07 Jan 2022
 % of Time
 Remaining: 50.0

Idaho Transportation Department

STATEMENT OF REVENUES AND EXPENDITURES

BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 12/31/2021

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

| | Year to Date Allotment | Year to Date Actual | Current Month Activity | Year to Date Encumbrance | Variance Favorable / Unfavorable | Percent Variance | Annual Appropriation | Appropriation Balance | Percent Remaining |
|---|------------------------------|------------------------|------------------------------|-----------------------------|--|---------------------|-------------------------|--------------------------|----------------------|
| | (A) | (B) | (C) | (D) | (E = A - B - D) | (F = E / A) | (G) | (H = G - B - D) | (I = H / G) |
| Fiscal Year: 2022 | | | | | | | | | |
| Budget Fiscal Year: 2022 | | | | | | | | | |
| REVENUES | | | | | | | | | |
| State Sources - Miscellaneous Revenues | 133,029 | 106,912 | 17,334 | 0 | (26,117) | -19.63% | 259,000 | 152,088 | 58.72 % |
| TOTAL REVENUES: | 133,029 | 106,912 | 17,334 | 0 | (26,117) | -19.63% | 259,000 | 152,088 | 58.72 % |
| TOTAL REV AND TRANSFERS-IN: | 133,029 | 106,912 | 17,334 | 0 | (26,117) | -19.63% | 259,000 | 152,088 | 58.72 % |
| EXPENDITURES | | | | | | | | | |
| Contract Construction - Capital Projects | 2,200,000 | 895,615 | 0 | 0 | 1,304,385 | 59.29 % | 77,354,956 | 76,459,341 | 98.84 % |
| TOTAL EXPENDITURES: | 2,200,000 | 895,615 | 0 | 0 | 1,304,385 | 59.29 % | 77,354,956 | 76,459,341 | 98.84 % |
| TOTAL EXPD AND TRANSFERS OUT: | 2,200,000 | 895,615 | 0 | 0 | 1,304,385 | 59.29 % | 77,354,956 | 76,459,341 | 98.84 % |
| Net for Fiscal Year 2022: | (2,066,971) | (788,703) | 17,334 | | 1,278,268 | | (77,095,956) | (76,307,253) | |

User ID: ddecker
 Report ID: AD-FN-GL-003
 Run Date: 07 Jan 2022
 % of Time
 Remaining: 50.0

Idaho Transportation Department

STATEMENT OF REVENUES AND EXPENDITURES

BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 12/31/2021

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

| | Year to Date Allotment | Year to Date Actual | Current Month Activity | Year to Date Encumbrance | Variance Favorable / Unfavorable | Percent Variance | Annual Appropriation | Appropriation Balance | Percent Remaining |
|--|------------------------------|------------------------|------------------------------|-----------------------------|--|---------------------|-------------------------|--------------------------|----------------------|
| | (A) | (B) | (C) | (D) | (E = A - B - D) | (F = E / A) | (G) | (H = G - B - D) | (I = H / G) |
| Fiscal Year: 2022 | | | | | | | | | |
| Budget Fiscal Year: 2022 | | | | | | | | | |
| REVENUES | | | | | | | | | |
| State Sources - Miscellaneous Revenues | 0 | 2,826 | 460 | 0 | 2,826 | 0.00 % | 0 | (2,826) | 0.00 % |
| TOTAL REVENUES: | 0 | 2,826 | 460 | 0 | 2,826 | 0.00 % | 0 | (2,826) | 0.00 % |
| TOTAL REV AND TRANSFERS-IN: | 0 | 2,826 | 460 | 0 | 2,826 | 0.00 % | 0 | (2,826) | 0.00 % |
| EXPENDITURES | | | | | | | | | |
| Contract Construction - Trustee & Benefit Payments | 2,000,781 | 0 | 0 | 0 | 2,000,781 | 100.00 % | 2,000,781 | 2,000,781 | 100.00 % |
| TOTAL EXPENDITURES: | 2,000,781 | 0 | 0 | 0 | 2,000,781 | 100.00 % | 2,000,781 | 2,000,781 | 100.00 % |
| TOTAL EXPD AND TRANSFERS OUT: | 2,000,781 | 0 | 0 | 0 | 2,000,781 | 100.00 % | 2,000,781 | 2,000,781 | 100.00 % |
| Net for Fiscal Year 2022: | (2,000,781) | 2,826 | 460 | | 2,003,607 | | (2,000,781) | (2,003,607) | |

User ID: ddecker
 Report ID: AD-FN-GL-003
 Run Date: 07 Jan 2022
 % of Time
 Remaining: 50.0

Idaho Transportation Department

STATEMENT OF REVENUES AND EXPENDITURES

BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 12/31/2021

Fund: 0345 CARES Act Covid-19

| | Year to Date Allotment | Year to Date Actual | Current Month Activity | Year to Date Encumbrance | Variance Favorable / Unfavorable | Percent Variance | Annual Appropriation | Appropriation Balance | Percent Remaining |
|--|------------------------------|------------------------|------------------------------|-----------------------------|--|---------------------|-------------------------|--------------------------|----------------------|
| | (A) | (B) | (C) | (D) | (E = A - B - D) | (F = E / A) | (G) | (H = G - B - D) | (I = H / G) |
| Fiscal Year: 2022 | | | | | | | | | |
| Budget Fiscal Year: 2022 | | | | | | | | | |
| REVENUES | | | | | | | | | |
| Federal Sources - Federal Transit Authority | 90,000 | 1,932,331 | 955,376 | 0 | 1,842,331 | 2047.03 % | 9,000,000 | 7,067,669 | 78.53 % |
| TOTAL REVENUES: | 90,000 | 1,932,331 | 955,376 | 0 | 1,842,331 | 2047.03 % | 9,000,000 | 7,067,669 | 78.53 % |
| TOTAL REV AND TRANSFERS-IN: | 90,000 | 1,932,331 | 955,376 | 0 | 1,842,331 | 2047.03 % | 9,000,000 | 7,067,669 | 78.53 % |
| EXPENDITURES | | | | | | | | | |
| Operating Expenditures | 454,536 | 55,048 | 0 | 71,250 | 328,238 | 72.21 % | 1,000,000 | 873,702 | 87.37 % |
| Trustee & Benefit Payments | 4,045,442 | 2,127,472 | 495,915 | 0 | 1,917,970 | 47.41 % | 8,000,000 | 5,872,528 | 73.41 % |
| TOTAL EXPENDITURES: | 4,499,978 | 2,182,520 | 495,915 | 71,250 | 2,246,208 | 49.92 % | 9,000,000 | 6,746,230 | 74.96 % |
| TOTAL EXPD AND TRANSFERS OUT: | 4,499,978 | 2,182,520 | 495,915 | 71,250 | 2,246,208 | 49.92 % | 9,000,000 | 6,746,230 | 74.96 % |
| Net for Fiscal Year 2022: | (4,409,978) | (250,189) | 459,461 | | 4,088,539 | | 0 | 321,439 | |

User ID: ddecker
 Report ID: AD-FN-GL-003
 Run Date: 07 Jan 2022
 % of Time
 Remaining: 50.0

Idaho Transportation Department

STATEMENT OF REVENUES AND EXPENDITURES

BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 12/31/2021

Fund: 0374 GARVEE Capital Project Fund

| | Year to Date Allotment | Year to Date Actual | Current Month Activity | Year to Date Encumbrance | Variance Favorable / Unfavorable | Percent Variance | Annual Appropriation | Appropriation Balance | Percent Remaining |
|--|------------------------------|------------------------|------------------------------|-----------------------------|--|---------------------|-------------------------|--------------------------|----------------------|
| | (A) | (B) | (C) | (D) | (E = A - B - D) | (F = E / A) | (G) | (H = G - B - D) | (I = H / G) |
| Fiscal Year: 2022 | | | | | | | | | |
| Budget Fiscal Year: 2022 | | | | | | | | | |
| REVENUES | | | | | | | | | |
| State Sources - Miscellaneous Revenues | 0 | 58,634,418 | 12,485,041 | 0 | 58,634,418 | 0.00 % | 0 | (58,634,418) | 0.00 % |
| TOTAL REVENUES: | 0 | 58,634,418 | 12,485,041 | 0 | 58,634,418 | 0.00 % | 0 | (58,634,418) | 0.00 % |
| TRANSFERS-IN | | | | | | | | | |
| Statutory | 0 | 384,755 | 384,755 | 0 | 384,755 | 0.00 % | 0 | (384,755) | 0.00 % |
| TOTAL TRANSFERS-IN: | 0 | 384,755 | 384,755 | 0 | 384,755 | 0.00 % | 0 | (384,755) | 0.00 % |
| TOTAL REV AND TRANSFERS-IN: | 0 | 59,019,173 | 12,869,796 | 0 | 59,019,173 | 0.00 % | 0 | (59,019,173) | 0.00 % |
| EXPENDITURES | | | | | | | | | |
| Operating Expenditures | 0 | 339,023 | 30,289 | 0 | (339,023) | 0.00 % | 0 | (339,023) | 0.00 % |
| Capital Projects | 0 | 62,231,535 | 14,464,809 | 0 | (62,231,535) | 0.00 % | 0 | (62,231,535) | 0.00 % |
| TOTAL EXPENDITURES: | 0 | 62,570,558 | 14,495,098 | 0 | (62,570,558) | 0.00 % | 0 | (62,570,558) | 0.00 % |
| TRANSFERS OUT | | | | | | | | | |
| Statutory | 0 | 384,755 | 384,755 | 0 | (384,755) | 0.00 % | 0 | (384,755) | 0.00 % |
| TOTAL TRANSFERS OUT: | 0 | 384,755 | 384,755 | 0 | (384,755) | 0.00 % | 0 | (384,755) | 0.00 % |
| TOTAL EXPD AND TRANSFERS OUT: | 0 | 62,955,313 | 14,879,853 | 0 | (62,955,313) | 0.00 % | 0 | (62,955,313) | 0.00 % |
| Net for Fiscal Year 2022: | 0 | (3,936,140) | (2,010,057) | | (3,936,140) | | 0 | 3,936,140 | |

User ID: ddecker
 Report ID: AD-FN-GL-003
 Run Date: 07 Jan 2022
 % of Time
 Remaining: 50.0

Idaho Transportation Department

STATEMENT OF REVENUES AND EXPENDITURES

BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 12/31/2021

Fund: 0375 GARVEE Debt Service Fund

| | Year to Date Allotment | Year to Date Actual | Current Month Activity | Year to Date Encumbrance | Variance Favorable / Unfavorable | Percent Variance | Annual Appropriation | Appropriation Balance | Percent Remaining |
|--|------------------------------|------------------------|------------------------------|-----------------------------|--|---------------------|-------------------------|--------------------------|----------------------|
| | (A) | (B) | (C) | (D) | (E = A - B - D) | (F = E / A) | (G) | (H = G - B - D) | (I = H / G) |
| Fiscal Year: 2022 | | | | | | | | | |
| Budget Fiscal Year: 2022 | | | | | | | | | |
| REVENUES | | | | | | | | | |
| State Sources - Miscellaneous Revenues | 0 | 8,876 | 1,077 | 0 | 8,876 | 0.00 % | 0 | (8,876) | 0.00 % |
| TOTAL REVENUES: | 0 | 8,876 | 1,077 | 0 | 8,876 | 0.00 % | 0 | (8,876) | 0.00 % |
| TRANSFERS-IN | | | | | | | | | |
| Statutory | 0 | 384,755 | 384,755 | 0 | 384,755 | 0.00 % | 0 | (384,755) | 0.00 % |
| Operating | 0 | 18,242,895 | 13,542,895 | 0 | 18,242,895 | 0.00 % | 0 | (18,242,895) | 0.00 % |
| TOTAL TRANSFERS-IN: | 0 | 18,627,650 | 13,927,650 | 0 | 18,627,650 | 0.00 % | 0 | (18,627,650) | 0.00 % |
| TOTAL REV AND TRANSFERS-IN: | 0 | 18,636,526 | 13,928,727 | 0 | 18,636,526 | 0.00 % | 0 | (18,636,526) | 0.00 % |
| EXPENDITURES | | | | | | | | | |
| Bond Principal / Interest | 0 | 48,684,252 | 423,903 | 0 | (48,684,252) | 0.00 % | 0 | (48,684,252) | 0.00 % |
| TOTAL EXPENDITURES: | 0 | 48,684,252 | 423,903 | 0 | (48,684,252) | 0.00 % | 0 | (48,684,252) | 0.00 % |
| TOTAL EXPD AND TRANSFERS OUT: | 0 | 48,684,252 | 423,903 | 0 | (48,684,252) | 0.00 % | 0 | (48,684,252) | 0.00 % |
| Net for Fiscal Year 2022: | 0 | (30,047,726) | 13,504,824 | | (30,047,726) | | 0 | 30,047,726 | |

User ID: ddecker
 Report ID: AD-FN-GL-003
 Run Date: 07 Jan 2022
 % of Time
 Remaining: 50.0

Idaho Transportation Department

STATEMENT OF REVENUES AND EXPENDITURES

BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 12/31/2021

Fund: 0221 State Aeronautics Fund

| Fiscal Year: 2022 | Year to Date Allotment | Year to Date Actual | Current Month Activity | Year to Date Encumbrance | Variance Favorable / Unfavorable | Percent Variance | Annual Appropriation | Appropriation Balance | Percent Remaining |
|--------------------------------------|------------------------|---------------------|------------------------|--------------------------|----------------------------------|------------------|----------------------|-----------------------|-------------------|
| Budget Fiscal Year: 2022 | (A) | (B) | (C) | (D) | (E = A - B - D) | (F = E / A) | (G) | (H = G - B - D) | (I = H / G) |
| REVENUES | | | | | | | | | |
| Federal Sources - FAA | 169,800 | 131,072 | 30,385 | 0 | (38,728) | -22.81% | 668,500 | 537,428 | 80.39 % |
| State Sources - Miscellaneous | 129,359 | 264,505 | 44,379 | 0 | 135,146 | 104.47 % | 341,000 | 76,495 | 22.43 % |
| Interagency Sources - | 152,900 | 269,328 | 31,838 | 0 | 116,428 | 76.15 % | 254,900 | (14,428) | -5.66% |
| TOTAL REVENUES: | 452,059 | 664,905 | 106,602 | 0 | 212,846 | 47.08 % | 1,264,400 | 599,495 | 47.41 % |
| TRANSFERS-IN | | | | | | | | | |
| Operating | 1,164,280 | 1,742,820 | 244,080 | 0 | 578,540 | 49.69 % | 2,000,000 | 257,180 | 12.86 % |
| TOTAL TRANSFERS-IN: | 1,164,280 | 1,742,820 | 244,080 | 0 | 578,540 | 49.69 % | 2,000,000 | 257,180 | 12.86 % |
| TOTAL REV AND TRANSFERS-IN: | 1,616,339 | 2,407,725 | 350,682 | 0 | 791,386 | 48.96 % | 3,264,400 | 856,675 | 26.24 % |
| EXPENDITURES | | | | | | | | | |
| Permanent Staff Salaries | 436,675 | 414,268 | 64,978 | 0 | 22,407 | 5.13 % | 873,369 | 459,101 | 52.57 % |
| Board, Hourly, OT, Shift Diff | 41,400 | 46,915 | 1,220 | 0 | (5,515) | -13.32% | 71,000 | 24,085 | 33.92 % |
| Fringe Benefits | 189,434 | 175,269 | 27,426 | 0 | 14,165 | 7.48 % | 377,031 | 201,762 | 53.51 % |
| In State Travel Expense | 34,232 | 29,737 | 2,186 | 0 | 4,495 | 13.13 % | 61,537 | 31,800 | 51.68 % |
| Out of State Travel Expense | 11,122 | 8,717 | 1,113 | 0 | 2,405 | 21.62 % | 20,526 | 11,809 | 57.53 % |
| Technology Operating Expense | 15,590 | 17,622 | 4,629 | 0 | (2,032) | -13.03% | 34,617 | 16,995 | 49.09 % |
| Operating Expense | 407,196 | 386,060 | 58,773 | 57,512 | (36,376) | -8.93% | 1,086,220 | 642,648 | 59.16 % |
| 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 | 1,777,131 | 423,141 | 60,447 | 0 | 1,353,990 | 76.19 % | 6,489,453 | 6,066,312 | 93.48 % |
| TOTAL EXPENDITURES: | 2,919,180 | 1,501,729 | 220,772 | 131,242 | 1,286,209 | 44.06 % | 9,181,835 | 7,548,864 | 82.22 % |
| TOTAL EXPD AND TRANSFERS OUT: | 2,919,180 | 1,501,729 | 220,772 | 131,242 | 1,286,209 | 44.06 % | 9,181,835 | 7,548,864 | 82.22 % |
| Net for Fiscal Year 2022: | (1,302,841) | 905,996 | 129,910 | | 2,077,595 | | (5,917,435) | (6,692,189) | |



Board Agenda Item

ITD 2210 (Rev. 10-13)

February 17, 2022

Meeting Date _____

Consent Item ☐

Information Item ☐

Amount of Presentation Time Needed 30 minutes

| | | | |
|--|--|----------|--------------------|
| Presenter's Name Amy Schroeder & David Tolman | Presenter's Title Program Manager/Controller | Initials | Reviewed By LSS |
| Preparer's Name Amy Schroeder | Preparer's Title Transportation Program Manager | Initials | |
| | | | |

Subject

| | | |
|---|-----------------------|-------------------------|
| Transportation Expansion & Congestion Mitigation (TECM) Program Bond Sale Authorization | | |
| Key Number n/a | District statewide | Route Number various |

Background Information

This presentation is to review the projects and amount to be included in the first TECM bond sale and approve a resolution that authorizes the Department to proceed with selling this new series of bonds series (called the "2022A Series").

Staff will describe the rationale for the projects and the total amount being recommended to be included in this first bond sale. It is the intention of the Department to advertise and open bids on at least three of the five construction projects included in this bond sale before determining the final bond amount and selling the bonds.

Rating agency presentations were made to Moody's on January 19th and Fitch on January 21st, with their ratings due back the week of February 14th. Investor presentations are tentatively scheduled for March 3rd, and we are targeting the pricing to happen the last week of March.

A resolution authorizing the Department to sell this first series of bonds for the projects listed and an amount not to exceed \$325 million is attached.

Recommendations

Approve resolution on page 85.

Board Action

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

Proposed TECM 2022A Series Bonds (February 17, 2022 Board Meeting)

Last revision: 2022 02 02

last revision: 2022-02-02

| Cost (\$ million) | | | | | | | |
|---------------------------|----------|--|-----------------------|---------|------------|------------------------|-------------|
| | District | LOCATION | CURRENT ENVR & DESIGN | CONSTR. | TECM BONDS | TECM PAUG ³ | STIP-FUNDED |
| BONDED DEVELOPMENT | 1 | I-90, Washington State Line to Coeur d'Alene | 6.2 | | 3.1 | 3.1 | |
| | 3 | US-20/26, Middleton Rd to Star Rd | 10.0 | | 5.0 | 5.0 | |
| | 3 | I-84, Centennial IC to Franklin IC (exit 27 -29) | 8.0 | | 4.0 | 4.0 | |
| | 3 | SH-55, Farmway to Middleton | 8.4 | | 4.2 | 4.2 | |
| | 4 | I-84, Burley & Heyburn Interchanges | 11.0 | | 5.5 | 5.5 | |
| | 5 | I-15, Pocatello to Blackfoot | 5.0 | | 2.5 | 2.5 | |
| PAY-AS-YOU-GO DEVELOPMENT | 2 | US-95, Spalding & US-12 Arrow Bridges | 3.0 | | | 3.0 | |
| | 3 | I-84, Karcher IC (exit 33) | 3.0 | | | 3.0 | |
| | 3 | I-84, SH-44 IC to Centennial Way IC (exit 25 - 27) | 2.0 | | | 2.0 | |
| | 4 | SH-75, Bellevue North to Timber Way | 3.0 | | | 3.0 | |
| | 4 | I-84, South Jerome IC to Twin Falls IC | 3.0 | | | 3.0 | |
| | 6 | US-20, 400 N Interchange (S St Anthony) | 2.5 | | | 2.5 | |
| CONSTRUCTION | 5 | I-86, I-15 Interchange ⁴ | | 111.5 | 89.2 | | 22.3 |
| | 3 | US-20/26, I-84 to Middleton Rd | | 41.0 | 32.8 | | 8.2 |
| | 1 | I-90, SH-41 Interchange ⁴ | | 82.5 | 66.0 | | 16.5 |
| | 3 | SH-16, I-84 to Franklin Road | | 54.5 | 43.6 | 10.9 | |
| | 3 | SH-16, Ustick Rd to Chinden | | 74.5 | 59.6 | 14.9 | |
| | 3 | SH-16, Franklin Road to Ustick Road * | | 59.3 | | | 59.3 |
| | | | 65.1 | 423.3 | 315.5 | 66.6 | 106.3 |

| | | |
|--|------|--------------|
| 1st TECM Bond Sale (2022A Series Bonds): | | |
| 50% Highlighted Current Environmental & Design | 24.3 | |
| 80% Construction | | 291.2 |
| | | 315.5 |
| Pay-As-You-Go (TECM & STIP): | | |
| 50% Current Environmental & Design | 40.8 | |
| 20% Construction | | 132.1 |
| | | 315.9 |

3. Portions currently shown as TECM Pay-As-You-Go may be included in future bond sales.

4. Projects currently programmed in FY23, 24 & 25 in the ITIP.

* STIP-Funded Direct Pay for SH-16 = potential GARVEE savings and other non-TECM fund sources.

WHEREAS, the Idaho Transportation Board (ITB) is charged with determining the timeframe and scope of improvements for the State Transportation System; and

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

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

WHEREAS, the ITB has approved a list of eligible Corridors to define the focus of the TECM expansion program and the advantages of this approach; and

WHEREAS, the Idaho Legislature, through Title 40, Chapter 7 of the Idaho Code, as amended, authorizes the ITB to request the Idaho Housing and Finance Association (IHFA) to issue bonds for financing all aspects of highway projects eligible for TECM funding as recommended and approved by the ITB; and

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

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

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

1. Pursuant to the Act, the ITB approves the Projects referenced and defined below and recommends to IHFA the financing thereof through the issuance of the bonds in an aggregate principal amount not to exceed \$325,000,000 comprising of the project costs listed below that are approximately:
 - I-90 Washington State line to Coeur d'Alene in the amount of \$69,100,000;
 - I-84, Centennial Interchange to Franklin Interchange (exit 27-29) in the amount of \$4,000,000;
 - SH-55 Farmway to Middleton in the amount of \$4,200,000;
 - US-20/26, I-84 to Star Road in the amount of \$37,800,000;
 - SH-16, I-84 to US-20/26 (Chinden) in the amount of \$103,200,000;
 - I-84, Burley and Heyburn Interchanges in the amount of \$5,500,000;

- I-15 Pocatello to Blackfoot including the I-86/I-15 System Interchange in the amount of \$91,700,000;

provided that if savings are determined on one or more projects, such savings may be allocated to any other projects listed above. Further, the said funds are necessary to meet program obligation requirements and are to be used and disbursed in accordance with US Treasury regulations for tax-exempt bonds. In addition, otherwise unobligated moneys are expected to be received and held in the TECM Fund as needed and subject to continuing appropriation to meet the bond debt service obligations. The bonds are to be issued at prevailing market rates of interest.

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

Master Financing Agreement

Final Official Statement

Supplemental to Master Financing Agreement

Master Trust Indenture

Series Trust Indenture

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



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date February 17, 2022

Consent Item ☐

Information Item ☐

Amount of Presentation Time Needed 10 minutes

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

Subject

| | | |
|---|-----------------------|-------------------------|
| Request for an exception to Board Policy 4001 for first group of TECM construction projects | | |
| Key Number n/a | District statewide | Route Number various |

Background Information

Board Policy 4001 indicates the Board shall approve the justification for award or rejection of contracts when the bid exceeds the engineer's estimate by more than ten percent (10%) or for bids that exceed the engineer's estimate by more than \$2 million.

This request is to maintain the 110% of engineer's estimate threshold for Board approval but not apply the additional qualifier of needing Board approval for a bid that is more than \$2 million above the engineer's estimate. The \$2 million over engineer's estimate is unnecessarily restrictive on projects of this size.

The first five TECM construction projects and their approximate construction cost are:

- I-86/I-15 System Interchange ~\$110 million
- US-20/26, I-84 to Middleton Road ~\$41 million
- I-90/SH-41 Interchange ~\$82 million
- SH-16, I-84 to Franklin Road ~\$55 million
- SH-16, Ustick to US-20/26 ~\$75 million

Any bids that exceed 110% of the engineer's estimate will be presented to the Board for approval/rejection.

Bid results of these projects will be included on the Department's regular monthly report.

Recommendations

Approve resolution on page 88.

Board Action

☐ Approved ☐ Deferred _____
☐ Other _____

WHEREAS, Board Policy 4001 indicates the Board shall approve the justification for award or rejection of contracts when the bid exceeds the engineer's estimate by more than ten percent (10%) or for bids that exceed the engineer's estimate by more than \$2 million; and

WHEREAS, five Transportation Expansion and Congestion Mitigation (TECM) projects will be advertised for construction, with bids being opened on all by late April 2022; and

WHEREAS, the estimated cost of these five TECM projects are substantial, ranging between \$45 million and \$110 million; and

WHEREAS, it is in the interest of the Department to expedite award of these construction projects; and

WHEREAS, this requested exception to Board Policy 4001 allows flexibility to expedite the award process while providing adequate controls for presenting approval or reject justifications to the Board if the bids are greater than 110% of the engineer's construction estimate.

NOW THEREFORE BE IT RESOLVED, that the Board allows an exception to Board Policy 4001 to remove the \$2 million dollar justification threshold amount for the following five TECM-funded projects:

I-86/I-15 System Interchange

US-20/26, I-84 to Middleton Road

I-90/SH-41 Interchange

SH-16, I-84 to Franklin Road

SH-16, Ustick to US-20/26



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date 2/17/2022Consent Item ☐Information Item ☐Amount of Presentation Time Needed 45 minutes

| | | | |
|---|---|-------------------|--------------------|
| Presenter's Name Dan McElhinney/Mollie McCarty | Presenter's Title COO/Communication Mgr. | Initials DM/MM | Reviewed By LSS |
| Preparer's Name Reed Hollinshead | Preparer's Title Public Info. Officer | Initials RH | |

Subject

| | | |
|-------------------------------------|----------|--------------|
| Excellence in Transportation Awards | | |
| Key Number | District | Route Number |

Background Information

COO McElhinney, and CEO McCarty, will be co-emcees, announcing this year's winners in the following categories:

Safety Person/Team of the Year

Maintenance Person/Team of the Year

Professional of the Year (non-engineer)

Engineer of the Year

Vanguard Award (recognized fast-rising star at ITD with fewer than five years of service)

Career Achievement Award (recognizes outstanding ITD employee with 20+ years of service)

Kimbol Allen Excellence in Innovation Award

Recommendations

Information.

Board Action

☐ Approved ☐ Deferred _____

☐ Other _____



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date February 17, 2022Consent Item ☐Information Item ☐Amount of Presentation Time Needed 5 min

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

Subject

| | | |
|--|---------------|--------------------------|
| Linder Village (Orchard Park) Sales Tax Anticipated Revenue (STAR) Agreement Amendment | | |
| Key Number na | District 3 | Route Number 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. The developer and District 3 would like board approval to proceed with an amendment to the current agreement.

Recommendations

See attached resolution on page 98.

Board Action

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

**AMENDMENT TO
SALES TAX ANTICIPATION REVENUE REIMBURSEMENT AGREEMENT
Linder Village – Meridian, Idaho**

This AMENDMENT TO THE SALES TAX ANTICIPATION REVENUE REIMBURSEMENT AGREEMENT (“**Amendment**”) is made and entered into this _____ day of _____ 2022 (“**Effective Date**”), by and among the IDAHO TRANSPORTATION DEPARTMENT, an executive department of the state of Idaho (“**ITD**”), the IDAHO TRANSPORTATION BOARD, a board created pursuant to the laws of the state of Idaho (“**ITD Board**”), the ADA COUNTY HIGHWAY DISTRICT (“**ACHD**”), a highway district created pursuant to the laws of the state of Idaho, and HIGH DESERT DEVELOPMENT, INC., an Idaho corporation (“**Developer**”). The entities entering into this Addendum may be identified individually as a “**Party**” and collectively as the “**Parties**”, as warranted under the circumstances.

RECITALS AND AGREEMENT

1. The Parties entered into that certain Sales Tax Anticipation Revenue Agreement (Linder Village – Meridian, Idaho) dated effective January 17, 2019 (the “**Agreement**”).
2. The Parties hereby agree to modify the Agreement as follows:

- 2.1. Section 1.11 of the Agreement shall be amended to include the **bolded and underlined** language below:

“1.11 Developer to Pay Agencies’ Project Related Expenses. Developer understands and agrees that each Agency is entitled to recoup all eligible expenses incurred by the Agency for the design, right-of-way, permitting and administering the Project; further, Developer understands and agrees that it will be responsible for the following expenses incurred by the Agency, which the Parties agree are reimbursable Project Costs pursuant to the STAR Act:

[Sub-parts (1) through (3) remain unchanged.]

- (4) Agency incurred appraisal fees including hiring external appraisers if required to establish the value of property as to address new, additional, modification in design or use, or the relocation of approaches or other encroachments; **notwithstanding, the provisions of the Agreement**

including those in Section 1.11 and in this sub-part (4), the Parties agree that ITD will NOT request and Developer will NOT pay to ITD those property-acquisition expenses related to acquiring the following properties: (i) a portion of that certain property identified as Chinden Zamzows LLC (also referred to as Parcel 21 / Parcel ID 51374), and (ii) a portion of that certain property identified as Friendship Celebration Lutheran Church of Ada County, Idaho, Inc. (also referred to as Parcel 22 / Parcel ID 51375); furthermore, the Parties agree that Developer will NOT seek STAR Act reimbursement for these same property-acquisition expenses;

- (5) Agency incurred acquisition, negotiation and closing fees to determine compensation of the property owner and process final paperwork; notwithstanding, the provisions of the Agreement including those in Section 1.11 and in this sub-part (5), the Parties agree that ITD will NOT request and Developer will NOT pay to ITD those property-acquisition expenses related to acquiring the following properties: (i) a portion of that certain property identified as Chinden Zamzows LLC (also referred to as Parcel 21 / Parcel ID 51374), and (ii) a portion of that certain property identified as Friendship Celebration Lutheran Church of Ada County, Idaho, Inc. (also referred to as Parcel 22 / Parcel ID 51375); furthermore, the Parties agree that Developer will NOT seek STAR Act reimbursement for these same property-acquisition expenses;
- (6) Agency incurred condemnation fees to pursue condemnation actions or legal possession actions; notwithstanding, the provisions of the Agreement including those in Section 1.11 and in this sub-part (6), the Parties agree that ITD will NOT request and Developer will NOT pay to ITD those property-acquisition expenses related to acquiring the following properties: (i) a portion of that certain property identified as Chinden Zamzows LLC (also referred to as Parcel 21 / Parcel ID 51374), and (ii) a portion of that certain property identified as Friendship Celebration Lutheran Church of Ada County, Idaho, Inc. (also referred to as Parcel 22 / Parcel ID 51375); furthermore, the Parties agree that Developer will NOT seek STAR Act reimbursement for these same property-acquisition expenses;
- (7) Agency incurred closing fees; notwithstanding, the provisions of the Agreement including those in Section 1.11 and in this sub-part (7), the Parties agree that ITD will NOT request and Developer will NOT pay to ITD those property-acquisition expenses related to acquiring the following properties: (i) a portion of that certain property identified as

Chinden Zamzows LLC (also referred to as Parcel 21 / Parcel ID 51374), and (ii) a portion of that certain property identified as Friendship Celebration Lutheran Church of Ada County, Idaho, Inc. (also referred to as Parcel 22 / Parcel ID 51375); furthermore, the Parties agree that Developer will NOT seek STAR Act reimbursement for these same property-acquisition expenses;

[Sub-parts (8) through (12) remain unchanged.]”

2.2. Section 2.6 of the Agreement shall be amended to include the **bolded and underlined** language below [or to remove the bolded and struck-thru language below]:

“2.6 Reimbursement of Agencies Expenses. Each of the Applicable Agencies shall agree to provided a monthly summary of expenses incurred on the part of the Project for eligible expenses as outlined above and be reimbursed by Developer for such no later than thirty (30) days after billing. Developer shall provide an appropriate method of expense submittal, which may include a designated recipient. **Notwithstanding, the provisions of the Agreement including those in this Section 2.6, ITD will continue to provide a monthly summary of expenses to be reimbursed by the Developer; however, ITD will forego receipt of payment until Phase 2 Developer financing is secured. Upon Phase 2 financing being obtained by the Developer, all previous invoices will be paid in full within thirty (30) days.**”

2.3. Section 7.1 of the Agreement shall be amended to change ITD’s designated recipient of Notices:

“7.1 Notices. All notices, requests, consents, approvals, payments in connection with this Agreement, or communications that any Party desires or is required or permitted to give or make to the other Party under this Agreement shall only be deemed to have been given, made and delivered, when made or given in writing and personally served, or deposited in the United States mail, certified and registered mail, postage prepaid, or sent by reputable overnight courier (e.g., Federal Express) and addressed to the parties as follows:

ITD or ITD Board:

Idaho Transportation Department
~~Attn: Larry Allen~~
Attn: Gary Luke
3311 W. State Street
P.O. Box 7129

3. Miscellaneous. All capitalized terms in this Amendment shall have the same meaning as set forth in the Agreement, except as modified herein. Except as expressly modified by this Amendment, all terms and conditions of the Agreement will remain in full force and effect.

[end of text; signature pages follow]

DRAFT

IN WITNESS WHEREOF, the parties have executed this Amendment, effective as of the Effective Date.

ITD:

IDAHO TRANSPORTATION DEPARTMENT, an executive department of the state of Idaho

By: _____
Its: _____

ITD BOARD:

IDAHO TRANSPORTATION BOARD, a political subdivision of the state of Idaho

By: _____
Its: _____

ACHD:

ADA COUNTY HIGHWAY DISTRICT, a highway district created under the laws of the state of Idaho

By: _____
Its: _____

DEVELOPER:

HIGH DESERT DEVELOPMENT, INC., an Idaho corporation

By: _____
Its: _____

STATE OF IDAHO)
 : ss.
County of Ada)

On this _____ day of _____, 20____, before me, a Notary Public in and for the State of Idaho, personally appeared _____, known to me to be the _____ of the Idaho Transportation Department, a division of the State of Idaho, and the person whose name is subscribed to the within instrument, and acknowledged to me that he executed the same on behalf of the Idaho Transportation Department.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my official seal the day and year first above written.

Notary Public for Idaho
Residing at: _____
My commission expires: _____

STATE OF IDAHO)
 : ss.
County of Ada)

On this _____ day of _____, 20____, before me, a notary public in and for the State of Idaho, personally appeared _____, the _____ of the Idaho Transportation Board, known to me to be the person whose name is subscribed to the within instrument, and acknowledged to me that executed the same on behalf of the Idaho Transportation Board.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my official seal the day and year first above written.

Notary Public for Idaho
Residing at: _____
My commission expires: _____

STATE OF IDAHO)
 : ss.
County of Ada)

On this _____ day of _____, 20____, before me, a Notary Public in and for the State of Idaho, personally appeared _____, known to me to be the _____ of the Ada County Highway District, a division of the State of Idaho, and the person whose name is subscribed to the within instrument, and acknowledged to me that he executed the same on behalf of the Ada County Highway District.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my official seal the day and year first above written.

Notary Public for Idaho
Residing at: _____
My commission expires: _____

STATE OF _____)
 : ss.
County of _____)

On this _____ day of _____, 20____, before me, a Notary Public in and for the State of _____, personally appeared _____, known or identified to me to be the _____ for High Desert Development, Inc. and who subscribed said name to the foregoing instrument, and acknowledged to me that he executed the same in said company name.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my official seal the day and year first above written.

Notary Public for _____
Residing at: _____
My commission expires: _____

**STAR Agreement Amendment, US-20/26, Linder to Locust Grove
Resolution**

WHEREAS, it is the intent of the Idaho Transportation Board (Board) to effectively utilize all available Federal, State, and Private highway funding; and

WHEREAS, Sales Tax Anticipation Revenue (STAR) legislation has been enacted by the Legislature which permits reimbursement, within established limits, of private funding of highway improvement construction projects with future sales tax reimbursements by the State; and

WHEREAS, the Board entered into a STAR agreement with High Desert Development, Inc. in January of 2019 to finance in its entirety the design, right-of-way acquisition, and construction for the improvement to US-20/26 (Chinden Rd.);

WHEREAS, real estate values and construction costs in the Treasure Valley have dramatically increased between the time the STARs Agreement was entered into in 2019 and the present time,

WHEREAS, due to the dramatically increased real estate values in the Treasure Valley, the parties are in agreement that two parcels of real estate should be removed from the STARs Agreement, and

NOW, THEREFORE BE IT RESOLVED that the Idaho Transportation Board approves the STAR Agreement Amendment between the Department and High Desert Development, Inc. for the Phase 2 improvements of US-20/26, Linder Rd. to Locust Grove.



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date February 17, 2022

Consent Item ☐

Information Item ☐

Amount of Presentation Time Needed 10 minutes

| | | | |
|----------------------------------|------------------------------------|-----------------|--------------------|
| Presenter's Name Ken Kanownik | Presenter's Title Acting D3 PDM | Initials KJK | Reviewed By LSS |
| Preparer's Name Ken Kanownik | Preparer's Title Acting D3 PDM | Initials KJK | |

Subject

| | | |
|------------------------------|----------|-----------------------|
| SH-19 Extension Caldwell, ID | | |
| Key Number | District | Route Number SH-19 |

Background Information

On June 20, 2019 the Board approved the relinquishment of a section of Business Loop I-84 (Caldwell Blvd.) to the City of Caldwell, with District 3 providing the long term objective of relinquishing other portions of Business Loop I-84 to the City of Nampa, alignment changes for other state highways and ultimately removing all Business Loop I-84 designations.

The current action presented by District 3 will extend the alignment of SH-19 from the current terminus at Caldwell Blvd to the I-84 interchange. This action does not abandon any state highway, change local roads or have a financial request. District 3 will fund any signage changes through currently programmed funds.

This is an intermediate step in the overall process of removing Business Loop I-84 designation and the realignment of State Highways in Nampa and Caldwell area. The Business Loop I-84 designation will remain for the entire alignment until all sections are relinquished or realigned to other state highways. Staff will then seek approval of the AASHTO Special Committee on U.S. Route Numbering for removing the Business Loop designation.

District 3 will continue to review realignment alternatives with the city of Nampa and will return to the Board Subcommittee for State Highway Adjustments with regular updates and continue the approval process outlined in policies B4061 and A5061.

Recommendations

District 3 recommends the Board approve the extension of SH-19. Resolution on page 100.

Board Action

☐ Approved ☐ Deferred _____
☐ Other _____

WHEREAS, On May 10, 2019 the Idaho Transportation Board Subcommittee on State Highway Adjustments authorized staff to negotiate an agreement with the City of Caldwell and negotiate with the City of Nampa regarding the relinquishment of Business Loop I-84; and

WHEREAS, On June 20, 2019 the Idaho Transportation Board authorized the state and local agreement for the transfer of right-of-way and compensation for the portion of Business Loop I-84; and

WHEREAS, Idaho Transportation Department District 3 staff has completed the transfer of right-of-way and funds to the City of Caldwell; and

WHEREAS, On January 12, 2022 the Idaho Transportation Board Subcommittee on State Highway Adjustments recommended advancing the proposed extension of SH-19 to the full Idaho Transportation Board for approval;

NOW, THEREFORE BE IT RESOLVED that the Idaho Transportation Board approves the extension of SH-19 through the intersection with Interstate 84.



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date February 17, 2022

Consent Item ☐

Information Item ☐

Amount of Presentation Time Needed 10 minutes

| | | | |
|--|--|-----------------|-------------|
| Presenter's Name Matt Farrar/Dan McElhinney | Presenter's Title State Bridge Engineer/COO | Initials MMF | Reviewed By |
| Preparer's Name Matt Farrar | Preparer's Title State Bridge Engineer | Initials MMF | |

Subject

| | | |
|---|-----------------------|--------------|
| Proposed Distribution of Federal Bridge Funds | | |
| Key Number | District Statewide | Route Number |

Background Information

Administrative Policy 5011 provides funds for Local and Off-System Bridge Programs consistent with federal funding provided pre 2009 in the SAFETEA-LU Act, such that, 35% of Bridge Formula Funds from SAFETEA-LU (\$8,832,124) were previously allocated to the Local and Off-System Bridge Programs administered by LHTAC, in the following proportions: Local Bridge Program 20% (\$5,047,119) and Off-System Bridge Program 15% (\$3,785,005). Subsequent federal transportation acts after 2009 did not include new provisions for federal formula funds for bridges.

Included within the 2021 IIJA (Infrastructure Investment Jobs Act) are updated Bridge Formula Funds with distribution of 15% of those funds to Off-System Bridges.

Idaho is designated to receive \$45,000,000 per year from IIJA. Recently these IIJA Bridge Formula funds became available for FY22, therefore it is proposed to immediately distribute those funds yearly as described below, as done previously for bridge and inspection work. In the future, staff will propose updates to Administrative Policy 5011 in follow up.

| | | |
|-------------------------------------|------------|---------------------|
| Local Bridge Program | 20% | \$9,000,000 |
| Off-System Bridge Program | 15% | \$6,750,000 |
| (Bridge Inspection budget included) | | |
| TOTAL | 35% | \$15,750,000 |

.

Recommendations

Approve the resolution on page 104.

Board Action

☐ Approved ☐ Deferred _____

☐ Other _____

RES. NO.

WHEREAS, Administrative Policy 5011 delineates the apportionment of federal funds to the Local Bridge and Off-System Bridge Programs to be administered by LHTAC; and

WHEREAS, that apportionment was based on funding levels found pre 2009 in the SAFETEA-LU Act; and

WHEREAS, the Federal IIJA (Infrastructure Investment Jobs Act) has dedicated bridge formula funds and \$45,000,000 per year is designated for Idaho and the funds are available now in FY22; and

WHEREAS, the Board would like to distribute those funds to the Local Highways Programs consistent with requirements in the IIJA and past practice; and

WHEREAS, the State Bridge Engineer presented in his proposal to the Board at its meeting on February 17, 2022 to distribute 35% of these IIJA Bridge Formula Funds to the Local Highways Programs in the following proportions: Off-System Bridge Program (15%) and Local Bridge Program (20%). The bridge inspection budget is included.

WHEREAS, the remaining 65% of IIJA Bridge Formula Funds would be distributed to the State Highway System – Bridge Preservation and Restoration Programs; and

NOW THEREFORE BE IT RESOLVED, that the Board accepts the proposal to direct \$15,750,000/year of IIJA Bridge Formula Funds to the Local Bridge Program and Off-System Bridge Program.



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date February 17, 2022Consent Item ☐Information Item ☒Amount of Presentation Time Needed 15 minutes

| | | | |
|-----------------------------------|------------------------------|----------|-------------|
| Presenter's Name | Presenter's Title | Initials | Reviewed By |
| Laila Kral, PE /Monica Crider, PE | LHTAC Administrator/ ITD CSE | LK/MC | |
| Preparer's Name | Preparer's Title | Initials | |
| Laila Kral, PE | LHTAC Administrator | LK | MC |

Subject

| | | |
|--|----------|--------------|
| Local Rural Highway Investment Program (LRHIP) Annual Report | | |
| Key Number | District | Route Number |

Background Information

Administrative Policy 5030, *Surface Transportation Block Grant Rural (STBGR) Exchange Program*, requires an annual report on this program to the Idaho Transportation Board.

The Idaho Transportation Board in conjunction with the Idaho Transportation Department and the Local Highway Technical Assistance Council (LHTAC) has developed the Local Rural Highway Investment Program to assist the small cities, counties, and highway districts in improving their investment in roadways. The program is funded by exchanging a maximum of \$5M Rural Federal-aid for ITD State Highway Account Funds at an 80 cents on a dollar exchange rate for State funds.

LHTAC's responsibilities include administering the program and accounting for the expenditures. This presentation will be an overview of the program as well as a report on the distribution of funds in 2021.

Recommendations

For Information only.

Board Action

☐ Approved ☐ Deferred _____
☐ Other _____



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date February 17, 2022Consent Item ☐Information Item ☒Amount of Presentation Time Needed 40 minutes

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

Subject

| | | |
|---------------------------|----------|--------------|
| Aeronautics Annual Report | | |
| Key Number | District | Route Number |

Background Information

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

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

Recommendations

None. Information only.

Board Action

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



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date February 17, 2022Consent Item ☐Information Item ☐Amount of Presentation Time Needed 15

| | | | |
|-----------------------------------|---|----------------|--------------------|
| Presenter's Name Char McArthur | Presenter's Title Chief Administrative Officer | Initials CM | Reviewed By LSS |
| Preparer's Name Char McArthur | Preparer's Title Chief Administrative Officer | Initials CM | |

Subject

| | | |
|--------------------------|----------|--------------|
| ITD HQ Facilities Update | | |
| Key Number | District | Route Number |

Background Information

The CAO will update the board on the progress of the HQ campus disaster recovery efforts.

Recommendations

Information only

Board Action

☐ Approved ☐ Deferred _____
☐ Other _____

HQ State St Campus Resolution

WHEREAS, the ITD campus on State Street in Boise is the central location for all ITD business support for DMV and Highways central functions and houses approximately 600 employees and contractors; and

WHEREAS, the ITD campus on State Street in Boise consists of over 44 acres of property close to downtown; and

WHEREAS, the January 3, 2022 flood event has rendered the largest building on campus uninhabitable; and

WHEREAS, the state Department of Administration has excess capacity of both land and existing facilities that can be renovated to accommodate ITD needs on the Chinden Campus; and

WHEREAS the department of Administration has requested a \$50,000,000 line item to be used for renovating a building on Chinden Campus for ITD's use.

NOW, THEREFORE BE IT RESOLVED that the Idaho Transportation Board approves staff explore the following options:

1. Determine feasibility of returning to the main building on State St.
2. Work with the Division of Administration to explore an option to relocate the ITD HQ campus to the Idaho Chinden Campus, including the option of using the \$50,000,000 to renovate the existing building 3 facility.
3. Explore potential opportunities and interdependencies with the sale and relocation of other facilities within similar regional geographies, such as District 3 and District 4.

Funding a Data Center Resolution

WHEREAS, the ITD data center on the State St Campus houses the hardware and connections that host the applications and data that supports the entirety of ITD operations, including highways, DMV and administration. In addition, support of key ISP activities are also dependent on this facility; and

WHEREAS, on January 3, 2022, the ITD HQ building where the server room is currently located flooded, rendering the facility uninhabitable and requiring the relocation of all HQ housed ITD employees. Although the server room was unaffected by the flood, it is being sustained by emergency equipment, leaving the data center more susceptible to failure; and

WHEREAS, the state ITS server room does not have sufficient capacity to absorb the current ITD equipment without significant expansion of their facility; and

WHEREAS, the entirety of ITD's business operation would be in jeopardy in the event of an unplanned, unexpected shutdown of the current facility. This would include phone, email, financial, timekeeping, DMV counties, DMV central operations, Ports of Entry, Construction project information and many other smaller tasks; and

WHEREAS, based upon the immediacy of the need to relocate, the ITD staff have prepared a phased migration plan beginning March 1, 2022, that will provide a methodical and safe path toward relocating the server room with minimal staff or operational disruption that could be completed by the end of 2023; and

WHEREAS, the phased migration plan depends on orders for key equipment be placed in the beginning of March to be completed by the end of 2023 timeline which will require a supplemental appropriation from the Idaho Legislature.

NOW, THEREFORE BE IT RESOLVED that the Idaho Transportation Board directs staff to pursue funding avenues for the current fiscal year in order to begin the process of ordering equipment necessary to initiate a phased migration of the data center and report to the board at the next available time with further details on the location of the main data center site and disaster recovery options.