



A G E N D A

District 4 Idaho Transportation Investment Program Outreach Workshop
and Regular Meeting of the Idaho Transportation Board

March 23 – 24, 2022

March 23, 2022

District 4, Best Western Hotel and Burley Convention Center
800 N. Overland Ave.
Burley, Idaho

District 4 Tour

- 10:30 Leave from Burley Airport for Declo Port of Entry
- 11:00 Tour Westbound I-84 Declo POE
- 11:30 Depart Burley and drive through Burley/Heyburn Interchanges
- 12:00 Arrive Burley Best Western Hotel-Convention Center
- 12:10 Board lunch

ITIP Outreach Workshop

- 1:30 ITD's District 4 Major Priorities
- 2:20 Project Display Boards - Review
 - Interact with Board and ITD staff
- 3:05 Transportation Partner Updates
 - Local partners update Board and ask questions
- 4:30 Adjourn (estimated time)

*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.

-Attendance is mandatory and lunch cannot be claimed on per diem.



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March 24, 2022

District 4, Best Western Hotel and Burley Convention Center, Cassia Room
800 N. Overland Ave.
Burley, Idaho

Business Meeting

To listen:

- Dial 1-415-655-0003 US Toll
 - a. access code: 2454 333 9552
 - b. meeting password: 1234

KEY:

ADM = Administration DIR = Director CD = Chief Deputy HWY = Highways HR = Human Resources

	Page #	Time*
Action Item 1. CALL MEETING TO ORDER		8:30
Info Item 2. SAFETY SHARE: Acting Design/Construction Engineer Capson		
Action Item 3. BOARD MINUTES – February 17, 2022	6	
Info Item 4. BOARD MEETING DATES.....	21	
	April 20 & 21 - Pocatello June 15 & 16 – Boise August 17 & 18 – Coeur d’Alene	
	May 18 & 19 – Rigby July 20 & 21 - Lewiston	
Action Items 5. CONSENT CALENDAR.....	22	
HWY ___ State institution road improvements.....	23	
HWY ___ Advance Slaughter House Bridge to FY22 and Eastside Drive Bridge to FY22 of Idaho Transportation Investment Program	29	
HWY ___ JUB Engineers individual task agreement extension	32	
HWY ___ Forsgren Associates individual task agreement extension.....	33	
HWY ___ Consultant agreements	35	
Info Items 6. INFORMATIONAL CALENDAR		
HWY ___ Contract award information and current advertisements	37	
HWY ___ Professional services agreements and term agreement work tasks report	43	
ADM ___ State Fiscal Year 2022 financial statements.....	51	
ADM ___ Monthly report of federal formula program funding through March 2.....	71	

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Burley, Idaho

Page # Time

Information Items

- 7. MONTHLY REPORT ON ACTIVITIES** **8:35**
- Director Ness - Chief Deputy Stokes
- 8. DISTRICT ENGINEER REPORT:** District 4 Engineer Barrus **9:15**
- 9. ADOPT-A-HIGHWAY PRESENTATION** **9:25**
Member Kempton: Wood River Men’s Group
- 10. AGENDA ITEMS**

Information Items

- ADM ___ Status of FY23 Appropriation Request – Joint Finance Appropriation73 **9:35**
Bray Committee recommendations
- ADM ___ Headquarter data center update75 **9:45**
McKinney

Action Item

- DIR ___ 2022 ITD omnibus temporary rulemaking notice76 **9:50**
Hobdey-Sanchez (Resolution on page 79)

11. BREAK **10:00**

Action Items

- CD ___ Request to increase consultant services agreement on TECM projects.....80 **10:15**
Schroeder (Resolution on page 83)
- CD ___ Public Transportation FY2023-2025 funding recommendations84 **10:30**
Duran (Resolution on page 86)
- HWY ___ Board Unallocated Funds, luminaire repair, District 487 **10:45**
Burbank (Resolution on page 90)
- HWY ___ Board Unallocated Funds, US-95, seal coat, Boundary County91 **10:50**
Allen (Resolution on page 93)
- HWY ___ Board Unallocated Funds, US-91, seal coat, City of Preston94 **10:55**
Staats (Resolution on page 96)

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Burley, Idaho

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12. AGENDA ITEMS, continued

Action Item

HWY ___ Board Unallocated Funds, US-95, rock fall mitigation, Idaho County97 **11:00**
Hoff (Resolution on page 99)

HWY ___ McMillen Jacobs individual task agreement extension, SH-5599A **11:05**
Lakey/McElhinney (Resolution on page 99B)

Information Items

HWY ___ Shift website and engaged driving awareness month100 **11:10**
Tomlinson/Bolin, ISP

13. LEGISLATIVE UPDATE: Chief External Affairs Officer McCarty 11:30

14. EXECUTIVE SESSION (Burley Convention Center, Minidoka Room) 11:40
PERSONNEL ISSUES [SECTION 74-206(a), (b)]
LEGAL ISSUES [SECTION 74-206(c), (d), (f)]

15. AGENDA ITEMS, continued

Action Items

HWY ___ Administrative settlement over \$200,000101 **12:30**
Pond (Resolution on page 102)

HWY ___ Administrative settlement over \$200,000103 **12:35**
Pond (Resolution on page 104)

Information Item

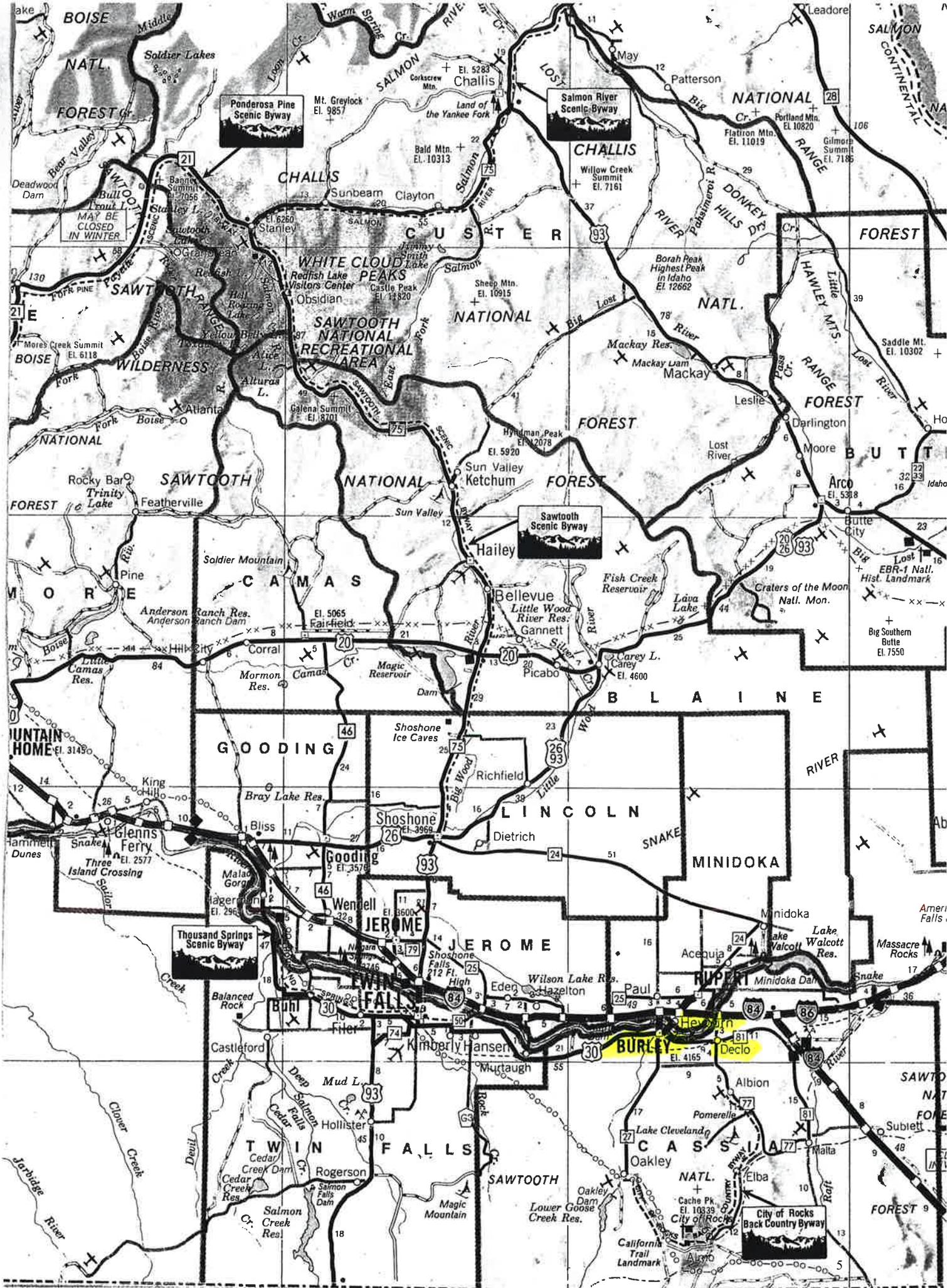
ADM ___ State Street Headquarter building update105 **12:40**
McArthur

Action Item

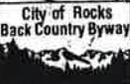
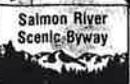
DIR ___ ITD’s FY23 Change in Employee Compensation plan106 **12:55**
Collins (Resolution on page 107)

16. ADJOURNMENT (estimated time) 1:05

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FRONT I MAY BE CLOSED IN WINTER



El. 9857

El. 5283

El. 10820

El. 10313

El. 7161

El. 12662

El. 6118

El. 8701

El. 10915

El. 5920

El. 10302

El. 5065

El. 4600

El. 7550

El. 3149

El. 3578

El. 3969

El. 3600

El. 4165

El. 2963

El. 2577

El. 212

El. 10335

El. 8701

El. 8701

El. 8701

REGULAR MEETING
OF THE IDAHO TRANSPORTATION BOARD

February 17, 2022

The Idaho Transportation Board met at 8:30 AM on Thursday, February 17, 2022, in at District 3 office in Boise, Idaho. The following principals were present:

Bill Moad, Chairman
James R. Thompson, Member – District 1
Gary Osborn, Member – District 2
Julie DeLorenzo, Vice Chair – District 3
Jim Kempton, Member – District 4
Dwight Horsch, Member - District 5
Bob Hoff, Member – District 6
Brian Ness, Director
Scott Stokes, Chief Deputy
Tim Thomas, Lead Deputy Attorney General
Dan McElhinney, Chief Operations Officer
Lorraine Dennis, Executive Assistant to the Board

Safety Share. Motor Vehicle Administrator Alberto Gonzalez presented safety awareness information regarding motor vehicles and cyclists sharing the road.

Chairman Moad thanked MVA Administrator for the important message.

Select Vice Chair. Chairman Moad called upon the Board for a vice chair nomination. Member Kempton made a motion seconded by Member DeLorenzo to elect Member Horsch as the vice chair and it passed unanimously.

Review Subcommittee Assignments. Chairman Moad reviewed the 2022 subcommittee assignments. New assignments are Member Thompson to chair the 129K truck routes with Member Horsch remaining on as a member, and Member Osborn's appointments to the Adjustments to the State System and Audit subcommittees.

Board Minutes. Member DeLorenzo made a motion to approve the minutes of the regular Board meeting held on January 13, 2022, as submitted. Member Horsch seconded the motion and it passed unanimously.

Board Meeting Dates. The following meeting dates and locations are scheduled:
March 23 & 24, 2022 – Burley May 18 & 19 - Rigby
April 20 & 21, 2022 – Pocatello June 15 & 16 - Boise

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

The motion to approve the following resolution passed unopposed:

RES. NO. 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.

1) Freight Advisory Committee Membership Appointments. Per Board Policy 4048, staff requests approval to reappoint Chair Winston Inouye (February 2022 – January 2026) and District 2 David Doeringsfeld (February 2022 – January 2027). And to approve the following four new nominations: District 1 Alan Harper (February 2022 – February 2025), District 3 Rob Roe (February 2022 – February 2026), District 4 Gary Halverson (February 2022 – February 2026), and District 6 Kurtis Lindsey (February 2022 – February 2025).

2) Advance SH-33 & Legrand Pierre Pathway Extension to FY22 and delay Pathway Connector to FY23. On behalf of the project sponsors, staff requests approval to advance the SH-33 & Legrand Pierre Pathway Extension, Driggs, to FY22 - cost of \$427,000, and delay the Pathway Connector, Dover, to FY23 - cost of \$434,000. Both projects are included in the approved FY22-28 ITIP in the Transportation Alternatives Program.

3) 2022 Children Pedestrian Safety Program. ITD and LHTAC staff requests approval of the Children Pedestrian Safety Program project rankings, and for LHTAC to award \$2 million for the top eight ranked 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 will be contacted for a full or partial award depending on available funding.

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 # 21831, SH-34, Soda Springs to Conda, Caribou County, District 5, the difference between the low bid and engineer's estimate is mainly in asphalt pavement. On key #22258, US-20 and SH-44, culvert repairs, Canyon County, District 3, the difference between the low bid and engineer's estimate was mainly in culvert end replacement and traffic control.

The engineer's estimate were developed using the average bid costs of previous projects in the area and assumed price increases. The District does not believe re-advertising the projects would result in lower bids, and recommends awarding the contracts. Low bidder, for key # 21831: Western Construction - \$2,898,977.16 and key #22258: Integrity Inspections Solutions Inc. - \$171,750.00.

5) Contract for Rejection. In accordance with Board Policy 4001, staff requests approval to reject the more than 10% over the engineer's estimate for key #20788 – SH-16, I-84 to US-

20/26 & SH-44 IC demolition package, District 3, Ada & Canyon Counties. Contractor – Winspear Construction LLC, \$1,061,069.00.

6) Request to Approve Consultant Agreement. In accordance with Board Policy 4001, staff requests approval to exceed the \$1 million agreement limit for key #19129 – Cove Road Bridge, Washington County (LHTAC), for design services of approximately \$1.2 million; key #23121 – Sagle Road to Long Bridge interim improvements, Phase 2 (District 1) for design service including engineer of record services of approx. \$1.5 million; key #s 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 approx. \$1.5 million; and key #23348 – US-95, Sagle to Lakeshore Dr., NEPA Study, Bonner County (District 1) for design services of approx. \$3 million.

Informational Items.

1) Contract Awards and Advertisements. Key #20403, SH-21, Lowman to South Avalanche Gates, District 3. Low bidder: Geneva Rock Products Inc. - \$2,585,000.00

Key #20552, SH-3, Clemenhagen Road to Deary, District 2. Low bidder: Poe Asphalt Paving Inc. – \$1,423,734.49.

Key #23332, SH-34, West Side Road to Waylan Loop Road, District 5. Low bidder: Sunroc Corporation – \$1,166,701.50.

Key #21849, SH-45, Jct. SH-78 Deer Flat Road, District 3. Low bidder: Knife River Corporation-Mountain West – \$5,532,598.00.

Key #21901, US-12/US-95, FY23 seal coats, District 2. Low bidder: Poe Asphalt Paving Inc. - \$841,354.87.

Key #22487, I-86, FY21 fence improvements, District 5. Low bidder: All Rail Construction LLC. - \$220,000.00.

The list of projects currently being advertised was provided.

2) Professional Services Agreements and Term Agreement Work Tasks Report. From December 18, 2021 to January 23, 2022, 15 new professional services agreements and work tasks were processed, totaling \$4,875,297. Six (6) supplemental agreements to existing professional services agreements were processed during this period in the amount of \$1,320,003.

3) Annual report on status of state-owned dwellings. Per Board Policy 4049, staff summarized the state-owned 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 used seasonally. In addition to the houses, the department owns 19 trailer pads (11 have employee-owned manufactured housing on them).

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).

The department also owns 9 trailer pads and 3 houses at rest area locations around the state. Rest area maintenance contracts require the contractor to be available for daily conferences and on call for emergencies 24-7.

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 business analysis of OTIS software replacement.

5) Monthly Reporting of Federal Formula Program Funding through February 1. Idaho received obligation authority of \$194.7 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, \$45 million of Infrastructure Investment and Jobs Act (IIJA) Bridge Formula funds, and \$39 million COVID Relief funds carried over from last year in the Transportation Management Area, Local Urban and SHS Programs. The 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. As of February 18, 2022, \$161.6 million was allocated with \$78.8 million remaining program funding as of February 1, 2022.

In response to Member DeLorenzo's question, and discussion, on why the board packet information is printed on color paper versus white paper, Chairman Moad instructed EAB Dennis to use white paper for future board meeting packets.

Monthly Report on Activities. Director Ness stated his remaining board reports will feature a past, present, and future theme. Each report will have five focal points: 1) setting the strategic direction; 2) empowering, developing and retaining employees; 3) building a culture of trust and innovation; 4) establishing good government using sound business principles; and 5) how we have changed the way we deliver our program and services to the citizens of Idaho.

Director Ness's report highlighted how the department has transformed over the last thirteen years under his tenure and the steps he took to accomplish them.

Chief Deputy Stokes reported on the various legislative presentations the department has made to the House and Senate Transportation Committees and Joint Finance and Appropriations Committee (JFAC). He shared staff received a few questions regarding the potential to reduce the state's fuel tax and contractor's capacity to handle increased construction with the additional funds.

On January 19, directors from multiple agencies testified at the Change of Employee Compensation (CEC) Committee. Each director had a unified message urging the committee to pass Governor Little's 5% pay increase recommendation. The committee recommended a 3%

increase across the board with a \$1.25/hour increase based on performance. CD Stokes announced in an effort to retain maintenance technicians and mechanics, which impacts over 500 employees, the department will implement a sign-on bonus of \$1,500 and retention bonus of \$5,000 (requiring a one-year commitment) for hard to fill maintenance positions, as well as a 10% pay increase effective February 20, 2022.

CD Stokes concluded his remarks stating staff is seeking Board approval this month to proceed with \$325 million bonding for the first five Transportation Expansion & Congestion Mitigation (TECM) corridor projects. He also invited the Board to work with their respective district engineer on priorities as they prepare for the draft State Transportation Improvement Program (STIP) update in June.

Director Ness presented the American Association of State Highway Transportation Officials (AASHTO) Meritorious Awards to Transportation Investment Program Manager Randy Gill – 39.2 years, Controller Dave Tolman – 31.8 years, and District 2 Engineer Doral Hoff – 25.9 years. Criteria includes at least 25 years of experience in a top managerial role.

Chairman Moad congratulated staff for their years of service and dedication.

Legislative Update. Chief External Affairs Officer Mollie McCarty reported on various legislative meetings held this week. Staff made its presentation to JFAC who had a question regarding the \$19 million facilities line item request. Staff is working on a response. ITB Member Osborn and Aeronautic Advisory Board Member Blakley had their senate confirmation hearings. They anticipate the Senate Transportation Committee will vote on the two appointments next week. House Transportation Committee Chairman Joe Palmer read HCR33 honoring Director Ness at its committee meeting. The department's budget setting hearing is scheduled for March 3. She has been hearing strong support for the Governor's recommendation of \$200 million (\$120 million to ITD) ongoing and \$200 million of one-time funding, plus additional supplemental program amounts. She also reported on a variety of house and senate bills the department is tracking, and concluded with an update on HB640, Broadband. The primary challenge is with the legislative intent clarity. Because dig once is a vague term stakeholders are interpreting it various ways. A hearing is expected next week.

Member Kempton commented on HB640 in respect to ITD managing future dig requirements and tracking events. He called upon Deputy Attorney General Rick Hart to provide background and discuss legislative concerns. DAG Hart stated the Broadband Advisory Board is aware of the various issues mentioned previously. The bill would require reimbursement to stakeholders; however, it is not clear on how it will occur and where the money comes from.

In response to Member Kempton's question if it would require legislative rulemaking, DAG Hart stated it would. Member Kempton commented it could delay the process, but reiterated the need for ITD to monitor the bill and make recommendation to amend, if need be, before it goes to the senate.

In response to Chairman Moad's question on the bill's target date moving from the house to senate and amending orders, CEO McCarty confirmed there is adequate time. She stated it is

challenging because of the complexity. The legislation needs to be clear to successfully facilitate rulemaking and it is difficult to reach consensus because of the diverse interest.

Chairman Moad thanked CEO McCarty for the report.

In the interest of time, Chairman Moad adjusted the agenda to do the Excellence in Transportation Awards next followed by the Linder Village STAR agreement amendment item.

Excellence in Transportation Awards. Chief Operations Officer Dan McElhinney and Chief External Affairs Officer Mollie McCarty presented awards honoring ITD outstanding personnel. Forty-four nominations were received from every division and district. Awards were presented 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 year of service), Career Achievement Award (recognizes outstanding ITD employee with 20+ years of service), and Kimbol Allen Excellence in Innovation Award.

Chairman Moad commended staff for a job well done.

Linder Village (Orchard Park) Sales Tax Anticipated Revenue Agreement (STAR) amendment. District 3 Engineer Caleb Lakey outlined the proposed changes to the STAR agreement to proceed with Phase 2 improvements for US-20/26, Linder Rd. to Locust Grove. Due to the increase in real estate value, the amendment removes the two highest parcels from the agreement – Chinden Zamzows LLC., and Friendship Celebration Lutheran Church of Ada County, Idaho, Inc. DE3 Lakey reported the Ada County Highway District would provide the initial signatory approval.

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

RES. NO. WHEREAS, the Idaho Transportation Board is charged with considering
ITB22-10 the safety and convenience of the highway users; and

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.); and

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; and

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.

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.

State Fiscal Year 2022 financial statement. Controller Dave Tolman provided the mid-year FY22 financial report. Revenues to the State Highway Fund is ahead of forecast in all state source categories. Receipts from the Highway Distribution Account are ahead of forecast by \$12 million. Expenditures are on track for the State Highway Fund – contract construction for July through December are \$243.1 million. Revenue to the State Aeronautics Fund is ahead of forecast by 57% and expenditures have increased in comparison to FY21. Revenue for TECM is over \$50 million, 14% ahead of forecast. Additional revenue exceeding ITD’s \$80 million cap will be transferred to the Locals. TECM expenditures for selected projects are \$11.3 million year to date. The Strategic Initiatives Program Fund’s balance as of December 31, 2021 is \$75.5 million. FY22 year-to-date expenses for GARVEE is \$62.6 million and ITD is on track to expend all bond proceed within the required timeframes. Idaho received \$27.3 million in CARES Act Funding for public transit and expenditures for FY22 are \$2.2 million. There were no audit findings for FY21. All previous findings are closed. The Federal compliance single audit is ongoing.

In response to Member Kempton’s question regarding the legislature’s interest in reducing the fuel tax, CEO McCarty clarified that proposal is presumably dead. It has been directed to the Ways and Means Committee; however, staff will continue to monitor it.

In response to Member Horsch’s question regarding if the \$18 million pay off for the GARVEE debt service is the best course of action, Controller Tolman stated if the Governor’s recommendation for the funds were not received, they would pursue refinancing the bonds. However, if received, it would free up funds to use for ITIP projects going forward.

Chairman Moad thanked Controller Tolman for the update.

Transportation Expansion & Congestion Mitigation Program bond sale authorization. Transportation Program Manager Amy Schroeder provided a review leading up to the first TECM bond series. Staff received feedback from the Board on its bond approach and reviewed the corridors/projects and phases for project readiness. Bond amounts were determined on the ability to meet cash flow requirements – both 6-months and 36-months. TPM Schroeder reviewed the proposed TECM 2022A Series Bonds plan, shown as in Exhibit 545, which is made a part hereof with like effect. The plan outlines specific projects, estimated costs, and funding

methods. The first TECM bond sale would fund 50% of the six designated projects currently in environmental and design development and 80% of the five designated projects in construction for a combined total of approximately \$315.5 million.

Member Horsch commented on his perception that I-15 is more congested north of Blackfoot and questioned why the current study only includes Northgate to Blackfoot. TPM Schroeder explained that the traffic analysis shows more traffic south of Blackfoot, and that the intent is to continue the traffic and environmental analysis north of Blackfoot, but that the corridor needed to be split down into more manageable study limits initially. Member Horsch also shared his experience using the Burley and Heyburn interchanges and that the length of the merge lanes are incredibly short. TPM Schroeder clarified that one of the primary concerns at these interchanges is the length of the acceleration lanes on I-84.

Member Kempton commented there was a lot of interest on both the Burley and Heyburn Interchanges with over 100 people in attendance at the public hearing, and believed the projects selected represents the right combination.

Controller Tolman reviewed the resolution noting rates have increased since January, and have since been in flux. The proposal is to enter the market in March. They are waiting on the rating agencies to share the provisional ratings, which mean ITD will be notified prior to it going public giving staff the opportunity to proceed or revisit. The issuance of the bond amount is not to exceed \$325 million.

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

RES. NO. WHEREAS, the Idaho Transportation Board is charged with determining
ITB22-11 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.

Request for an exception to Board Policy 4001 for first group of TECM construction projects. Transportation Program Manager Amy Schroeder requested approval to allow for the exception of Board Policy 4001, which requires Board approval for bids that exceed the engineer's estimate by more than 110% or by more than \$2 million. In an effort to expedite these large TECM projects, she is asking the Board to relax the \$2 million policy provision, but will continue to maintain the 110% threshold for board approval.

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

RES. NO. WHEREAS, Board Policy indicates the Board shall approve the
ITB22-12 justification for award or rejections 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 not to exceed amount for the following five TECM 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

Local Rural Highway Investment Program (LRHIP) Update. Local Highway Technical Assistance Council Administrator Laila Kral provided background on LHTAC and the LRHIP. LHTAC currently serves 191 cities, 63 highway districts and 33 counties. They provide technical assistance, training and project oversight. LHTAC was created by ITB Policy in 2004. Surface Transportation-Rural funds are exchanged for state highway funds. In FY21, they exchanged \$4.7 million Federal dollars for \$3.7 million in state dollars. Some highlights governing the LRHIP include Locals must collect local taxes or have alternate funding and funds cannot be used for wages or equipment. Funds are available to cities under 5,000 in population, county road and bridge departments and highway districts. Projects are application based which are posted in September for award in March the following year. There are four types of funding: construction – 75%, transportation plans – 15%, signs – 10%, and emergency - \$400,000 reserved annually. Some highlighted projects include Hillsdale Highway District, \$192,000 - Valley Road, and the City of Moyie Springs, \$48,000 - new transportation plan.

Chairman Moad thanked LHTAC Administrator Kral for her presentation.

Chairman Moad delayed the SH-19 Extension and proposed distribution of Federal Bridge Funds agenda items to follow the Aeronautics annual report after lunch.

The Board recessed at 12:20 p.m. to have an informal lunch with Aeronautics Advisory Board. Chairman Moad reconvened the meeting at 1:30 p.m.

Aeronautics annual report. Aeronautics Advisory Board Chairman Mark Sweeney provided an Aeronautics Advisory Board annual update. Highlights include discussions on 5G telecommunications interference in aviation and its hazards on flight operations. AAB members also reported the following: Member Chip Kemper (Rigby) – drones in agriculture use, Member John Blakley (Boise) – increase in recreational backcountry airstrip use, Member Todd Hitchcock (Twin Falls) – escalation in fires and resource shortages, and Member Chris Pomeroy (Hailey) – rise in public and commercial airports.

Aeronautics Administrator Jeff Marker gave an annual report for the Aeronautics Division. He provided updates on Aeronautics administration, flight operations, airport planning and development, the Unmanned Aircraft Systems (UAS) Program, airfield management, safety and education, and search and rescue. Highlights include a significant increase in the King Air and Kodiak flight operations, the Governor's recommended Leading Idaho Initiative of \$6.4 million, partnership with the division of highways in backcountry airfield management, and the Automatic Dependent Surveillance-Broadcast Initiative.

In response to Member Kempton's and Member DeLorenzo's questions and comments on the King Air's life cycle and ownership, AA Marker stated they are aware the plane's nearing maintenance benchmarks and are looking at all (purchasing and leasing) options.

Chairman Moad thanked AAB and AA Marker for their presentations.

SH-19 Extension, Caldwell, ID. Acting Planning Development Manager Ken Kanownik reported District 3 is seeking to extend SH-19, in the City of Caldwell, to I-84. Currently, SH-19 terminates at the intersection of Blaine Street and Centennial Way, I-84 Business Loop. In 2019, ITD relinquished portions of the Business Loop to the City of Caldwell creating a remnant less than 1-mile designated as a Business Spur. Ultimately, they will eliminate the business loop, but for now will provide signage for both the proposed SH-19 extension and Business Loop. The proposal has been reviewed the Board's Subcommittee on Adjustments to the State Highway System and they concur with staff's recommendation to extend SH-19.

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

RES. NO. WHEREAS, On May 10, 2019 the Idaho Transportation Board Subcommittee on
ITB22-13 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.

Proposed distribution of Federal Bridge Funds. Chief Operations Officer Dan McElhinney took a moment to acknowledge the maintenance retention and hiring plan reported earlier by CD Stokes and thanked the Board for its support, and CHRO Brenda Williams for her help. He introduced State Bridge Engineer Matt Farrar. He reported, as part of the passage of Infrastructure Investment Jobs Act (IIJA), Idaho recently received \$45 million Bridge Formula Funds for FY22. In an effort to be consistent with Administrative Policy 5011, they propose to allocate 20% for the Local Bridge Program (\$9 million) and 15% for the Off-System Bridge Program, which includes bridge inspection, (\$6.75 million) totaling 35% or \$15.75 million.

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

RES. NO. WHEREAS, Administrative Policy 5011 delineates the apportionment of federal
ITB22-14 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 IJA (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 IJA 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 IJA 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; and

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

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

Executive Session on Legal and Personnel Issues. Member Hoff made a motion to meet in executive session at 2:45 PM to discuss issues as authorized in Idaho Code Section 74-206 (b) and in Idaho Code Section 74-206 (f). Member Horsch 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 3:55 PM.

ITD Headquarters facilities update. Chief Administrative Officer Char McArthur reported on clean-up efforts. Because it was determined the dampers froze on the HVAC units, versus the pipes breaking, repair and replacement on the unit can be included in the cost. The insurance evaluation is still being assessed. Cleaning items in the building is an ongoing effort salvaging as much as can be cleaned. Temporary space is being sought for over 600 employees who were evacuated. About 100 employees have been relocated or are working from home. Beginning February 14, temporary leased space was secured at the Idaho Chinden Campus, Building 8, first

floor, for approximately 60 people. Efforts will continue to find additional temporary space for the remaining displaced employees. CAO McArthur outlined the process of identifying a final Headquarters location, which includes three options – restore the State Street Headquarters building and return to it, relocate to the Idaho Chinden Campus (potentially Building 3 coming available July 1), or build a new facility. A brokerage estimate obtained for the HQ building is \$60 million. Another broker’s opinion is in progress. In regards to Building 3, she noted it has about 20,000 more square footage than the HQ building and it has two data centers.

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

RES. NO. WHEREAS, the ITD campus on State Street in Boise is the central location for all
ITB22-15 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.

In response to Member Horsch’s and Member Osborn’s inquiry about building a new facility, Chairman Moad requested staff follow up with additional information.

CAO McArthur reviewed the resolution requesting funding for equipment procurement and relocation of the HQ data center and creation of a disaster recovery site.

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

RES. NO. ITB22-16 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.

Chairman Moad thanked CAO McArthur for the update.

WHEREUPON, the Idaho Transportation Board’s regular monthly meeting adjourned at 4:26 PM.

BILL MOAD, Chairman
Idaho Transportation Board

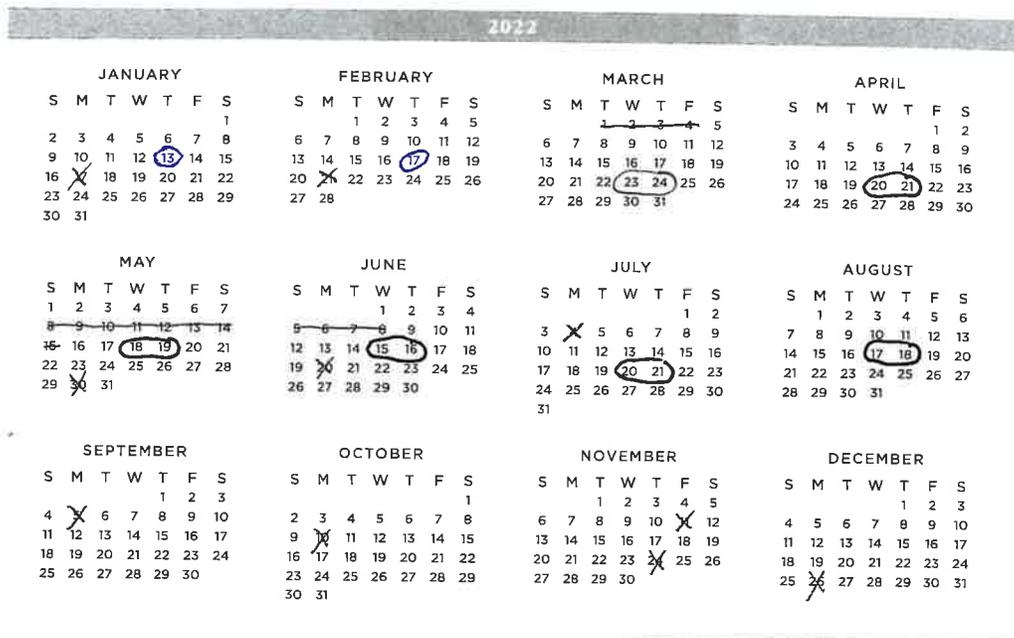
Read and Approved
_____, 2022
_____, Idaho

BOARD MEETING DATES

2022

**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)

Information: Board meeting dates scheduled.



IDAHO TRANSPORTATION BOARD

RESOLUTION FOR CONSENT ITEMS

Pages 23 - 36

RES. NO. ITB22-17 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 State institution road improvements, to advance Slaughter House Bridge to FY22 and Eastside Drive Bridge to FY22 of the ITIP, JUB Engineers individual task agreement extension, Forsgren Associates individual task agreement extension, and consultant agreements.



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date March 23, 24, 2022

Consent Item Information Item Amount of Presentation Time Needed N/A

Presenter's Name Steve Spoor	Presenter's Title Maintenance Services Manager	Initials SS	Reviewed By LSS
Preparer's Name Steve Spoor	Preparer's Title Maintenance Services Manager	Initials SS	

Subject

State Institution Road Improvement		
Key Number	District	Route Number

Background Information

Board Policy 4045 "State Institution Road Improvement" allocates \$30,000 annually for the construction, alteration, repair, and maintenance of roadways in, through, and around the grounds of state institutions. The Department of Administration, Division of Public Works (DPW), will solicit projects and acquires the Governor's endorsement of projects prior to submitting the projects to the Idaho Transportation Board for consideration.

For FY-23, the DPW recommended project for funding is a Department of Health and Welfare (DHW) project. The project is for complete replacement of asphalt on the South West Idaho Treatment Center campus. The total project cost is expected to be \$230,000. The Permanent Building Fund Advisory Council recommendation for FY-23 Alterations & Repairs included \$200,000 for this project. The additional \$30,000 ITD funding will bring the total funding to \$230,000.

In accordance with Idaho Code 40-310(14) this request is being made. If approved, DPW will receive the funds and administer or cause to be administered these improvement projects. The Governor has submitted the attached letter in support of this project.

Recommendations

Approval to transfer funding in the amount of \$30,000 to the DPW for the proposed project.

Board Action

Approved Deferred _____

Other _____



BRAD LITTLE
Governor
KEITH REYNOLDS
Director
FAT DONALDSON
Administrator

State of Idaho
Department of Administration
Division of Public Works

502 North 4th Street
Boise, ID 83720-0072
Telephone (208) 332-1900
www.dpw.idaho.gov

December 8, 2021

Office of the Governor
PO Box 83720
Boise, Idaho 83720-0034

Dear Mr. Hall,

The Division of Public Works is recommending one project request of the Idaho Transportation Department (ITD). This request is being made per Idaho Code 40-310(14) establishing a program for the construction, alteration, repair, and maintenance of roadways in, through and around the grounds of State institutions. The Idaho Transportation Board has authorized an amount up to \$30,000 annually for this program under ITD Board Policy 4045 and 5045.

The recommended project for FY2023 funding is for a Department of Health and Welfare (DHW) project. The project is for complete replacement of asphalt on the SWITC campus.

PBFAC recommendation for FY2023 A&R included \$200,000 for this project; the \$30,000 ITD grant funds will bring the total budget to \$230,000.

Enclosed is a draft letter for the Governor's signature. The letter is to the Idaho Transportation Board approving recommended project for FY2023. Please note the recommendation needs to be submitted to the Board on or before March 1, 2022.

Also enclosed is a copy of the signed Memorandum of Understanding between ITD and the Department of Administration, through its Division of Public Works.

Thank you for your assistance in processing this request. Should you have any questions, please contact me at 208-332-1912.

Sincerely,

A handwritten signature in blue ink, appearing to read "Pat Donaldson".

Pat Donaldson, Administrator
Division of Public Works

Enclosures

C: Keith Reynolds, Director, Department of Administration



BRAD LITTLE
GOVERNOR

February 28, 2022

Bill Moad, Chairman
Idaho Transportation Board
P.O. box 7129
Boise, ID 83707-1129

Dear Mr. Chairman,

The Division of Public Works is recommending one project request of the Idaho Transportation Department (ITD). This request is being made per Idaho Code 40-310(14) establishing a program for the construction, alteration, repair, and maintenance of roadways in, through and around the grounds of State institutions. The Idaho Transportation Board has authorized an amount up to \$30,000 annually for this program under ITD Board Policy 4045 and 5045.

The recommended project for FY2023 funding is for a Department of Health and Welfare (DHW) project. The project is for complete replacement of asphalt on the SWITC campus.

The total project cost is expected to be \$230,000. Upon project design, work in the amount of \$30,000 will be identified as payable with ITD grant funds. The remainder of the project cost will be paid by agency funds, or the project will be reduced in scope.

Idaho Code requires the Governor's approval of this request for the project to proceed. Therefore, I hereby approve the Department of Health and Welfare request. The Division of Public Works and the Permanent Building Fund Advisory Council concur in this decision.

Sincerely,

Brad Little
Governor

**MEMORANDUM OF UNDERSTANDING BETWEEN
THE IDAHO TRANSPORTATION DEPARTMENT AND THE
DEPARTMENT OF ADMINISTRATION, THROUGH ITS
DIVISION OF PUBLIC WORKS**

**I.
PURPOSE**

Idaho Code § 40-310(14) establishes a program for the construction, alteration, repair, and maintenance of roadways in, through, and around the grounds of state institutions. The Idaho Transportation Board ("Board") has authorized an amount up to thirty thousand dollars (\$30,000) annually for this program under Board Policy B-05-15. This Memorandum of Understanding ("MOU") provides the conditions under which the Department of Administration ("DOA"), through its Division of Public Works ("IDPW"), will oversee and implement such a program in conjunction with the Idaho Transportation Department ("ITD").

**II.
AUTHORITY**

Legal authority for this MOU includes Idaho Code §§ 40-310(14), 67-2326 through 67-2333, and 67-2339, and Board Policy B-05-15.

**III.
RESPONSIBILITIES AND PROCEDURES**

IT IS HEREBY AGREED THAT:

1. IDPW will accept requests from any appropriate board, commission, governing body or official head of any state institution that is seeking access to funds for the construction, alteration, repair, and maintenance of roadways in, through, and about the grounds of a state institution.
2. IDPW will process project requests annually, obtain the Governor's approval of recommended projects, and then pass on the recommendation(s) to the Board through the ITD Maintenance Engineer on or before March 1st annually. The final recommendation(s) will include project location information, type of work proposed, and a cost estimate.
3. The ITD Maintenance Engineer will submit the recommended project(s) to the Board at its monthly meeting in March each year for concurrence.

4. After receiving written notice of Board concurrence as to the recommended project(s), IDPW will send an invoice to the Controller, ITD, in the amount of that fiscal year's approved project list, which was agreed upon by the Board at the preceding March meeting.
5. ITD will then satisfy the invoice presented by IDPW from the Headquarters Maintenance budget using the STARS interagency billing process from the State Highway Fund. Such satisfaction of the invoice shall occur as close as is practicable to July 1st of the fiscal year in which the recommended projects shall be undertaken. Payment will cover the total amount of the approved project(s), but is not to exceed thirty thousand dollars (\$30,000) annually, in accordance with the provisions of this MOU.
6. IDPW will administer or cause to be administered the Board approved projects, including all phases of project development, construction, and final cost accounting. Project costs that exceed the Board approved amounts are the sole responsibility of IDPW. In the event that project costs are less than the approved amount, the remaining balance will constitute a credit pursuant to paragraph 7 of this MOU.
7. On or before June 30th of the fiscal year for which the payment has been made, IDPW will provide a full accounting of that fiscal year's project costs to ITD. Any unexpended and unencumbered project funds remaining shall be applied as a credit to the next fiscal year's approved project costs, and that amount may be deducted from the amount approved by the Board for the next fiscal year.

IV. LIMITATIONS

Nothing in this MOU between ITD and IDPW shall be construed as limiting or expanding the statutory or regulatory responsibilities of either agency or of any involved individual acting on behalf of the agency or in performing functions granted to them by law, or as requiring either agency to expend any sum in excess of its respective appropriation. Each and every provision of this MOU is subject to the laws and regulations of the State of Idaho and of the United States. Nothing in this MOU shall be construed as expanding the liability of either party. In the event of a liability claim, each party shall defend their own interests. Neither party shall be required to provide indemnification of the other party.

V. EFFECTIVE DATE

This MOU shall become effective upon signature of the Director of ITD and the Director of DOA.

MEMORANDUM OF UNDERSTANDING - 2

**VI.
METHOD OF TERMINATION**

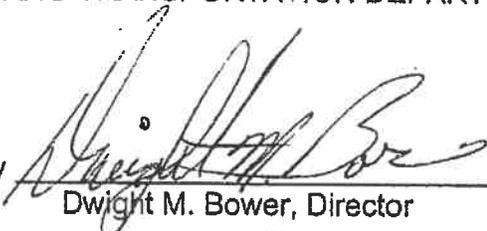
This MOU shall remain in force unless formally terminated by either party after thirty-(30) days' written notice to the other party.

**VII.
AMENDMENTS**

Amendments to this MOU shall become effective upon mutual agreement and written approval by the Director of ITD and the Director of DOA.

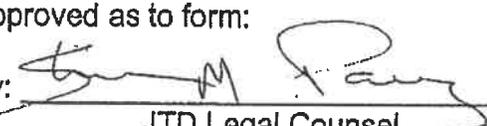
**VIII.
SIGNATURES**

IDAHO TRANSPORTATION DEPARTMENT

By  _____
Dwight M. Bower, Director

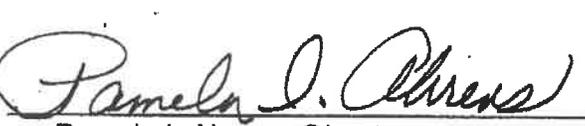
3-17-00
Date

Approved as to form:

By:  _____
ITD Legal Counsel

3/16/2000
Date

DEPARTMENT OF ADMINISTRATION

By  _____
Pamela I. Ahrens, Director

3/27/2000
Date

MEMORANDUM OF UNDERSTANDING - 3



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date March 24, 2022

Consent Item Information Item Amount of Presentation Time Needed _____

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

Subject

Advance SLAUGHTER HOUSE BR, BENEWAH CO TO FY 2022 and EASTSIDE DR BR, VALLEY CO to FY 2022 of the approved FY 2022 - 2028 ITIP

Key Number 18813 & 20230	District 1, 3	Route Number LOCAL
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Background Information

The purpose of this consent item is to request the advancement of the **SLAUGHTER HOUSE BR, BENEWAH CO and EASTSIDE DR BR, VALLEY CO to FY 2022** of the program, per the sponsors request and per policy 5011 *Idaho Transportation Investment Program (ITIP)*.

Both projects are included in the Approved FY 2022 - 2028 ITIP in the Bridge Off-system Program.

Key 18813 **SLAUGHTER HOUSE BR, BENEWAH COUNTY** is currently scheduled for construction in FY 2023 for **\$2,477,000**. The total project cost is \$3,110,000 and the design phase was funded in FY 2016 for \$633,000. Benewah County has requested to advance the construction of their project to FY 2022 in order to begin construction earlier.

Key 20230 **EASTSIDE DRIVE BRIDGE, VALLEY COUNTY** is currently scheduled for construction in FY 2025 for **\$3,500,000**. The total cost of the project is \$4,204,000 and the design phase was funded in FY 2020 for \$704,000. Valley County has requested to advance the construction of their project to FY 2022 in order to begin construction earlier.

The advancement for both projects will be funded from Bridge-off system program which was recently increased from the 2021 Infrastructure Investment Jobs Act (IIJA) Off-system Bridge Formula Funds. Both projects are expected to be constructed in FY 2023.

Recommendations

Approve the advance of **SLAUGHTER HOUSE BR, BENEWAH CO and EASTSIDE DR BR, VALLEY CO to FY 2022** and authorize staff to adjust the ITIP accordingly.

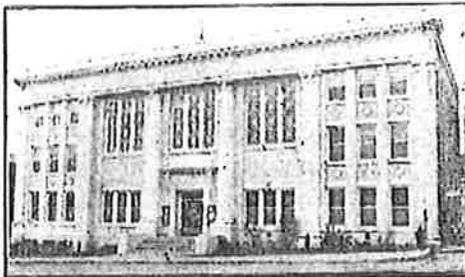
Board Action

Approved Deferred _____
 Other _____

**Board of
County Commissioners**
245-2234

**Clerk District Court
Auditor and Recorder**
245-3212

**Treasurer and
Tax Collector**
245-2421



Prosecuting Attorney
245-2564

Assessor
245-2821

Sheriff
245-2555

Coroner
245-2611

County of Benewah
701 W. College Avenue
St. Maries, Idaho 83861

March 8, 2022

Idaho Transportation Department
3311 W State Street
Boise ID 83707-1129

RE: KN 18813; Slaughter House Bridge, Benewah County

Benewah County understands that funding has become available in the off-system bridge program and the Slaughter House Bridge project can be advanced from FY23 to FY22. Benewah County supports this change in the funding year for construction to FY22 and will help to deliver PS&E as needed to support the scheduled advancement in construction.

Please contact Philip Lampert, Benewah County Commissioner at 208-699-4804 if there are any questions.

Sincerely,
Philip Lampert, Chairman


By: Deanna Bramblett, Clerk

March 4, 2022

Idaho Transportation Department
3311 W State Street
Boise ID 83707-1129

RD: KN 20230; Eastside Drive Bridge, Valley County

Valley County understands that funding has become available in the off-system bridge program and the Eastside Drive Bridge project can be advanced from FY24 to FY22. Valley County supports this change in the funding year for construction to FY22 and will help to deliver PS&E as needed to support the scheduled advancement in construction.

Please contact Jeff McFadden, Valley County Road & Bridge Director at 208-382-7195 if there are any questions.

Sincerely,

A handwritten signature in blue ink, appearing to read "Jeff McFadden", is written over a light blue horizontal line.

Jeff McFadden



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date March 24, 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 MC
Preparer's Name Jesse Barrus, P.E.	Preparer's Title D4 District Engineer	Initials JB	LSS

Subject

JUB Engineers Individual Task Agreement Extension		
Key Number 19134	District 4	Route Number US-93, 100 South Road, Jerome County

Background Information

The purpose of this Board Agenda Item is to request approval to exceed the consultant individual task agreement limit of \$500,000 for consultants selected from the term agreement list set by Board Policy 4001 for JUB Engineers on the US-93 100 South Road Project, Key No. 19134.

In October 2015, JUB Engineers was initially selected from the term agreement list with a Request for Information (RFI) to develop preliminary design plans for \$285,000. Following completion of initial contract, a supplemental agreement was completed to develop final design and a PS&E package for \$200,000 bringing the total agreement amount to \$485,000. Work was completed in March 2021 and has proceeded to construction.

An initial engineer of record agreement for \$15,000 was initiated in February to match the beginning of construction. This request is to allow JUB Engineers to continue to perform engineer of record services through the remainder of the construction project and is estimated at \$40,000 increasing the total combined agreement amount to \$540,000. JUB Engineers have extensive institutional knowledge of the project and would be extremely difficult to replace with another consultant.

Additional services by JUB Engineers are estimated at \$40,000 for a total of \$540,000. The cost of this additional work will be covered by funds that have already been obligated within the project.

Recommendations

Approve request for JUB Engineers to exceed the consultant individual task agreement limit of \$500,000 for consultants selected from the term agreement list, up to \$540,000.

Board Action

Approved Deferred _____
 Other _____



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date March 24, 2022

Consent Item Information Item Amount of Presentation Time Needed _____

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

Subject

Forsgren Associates Individual Task Agreement Extension		
Key Number 19622	District 5	Route Number Bannock Street, Malad City

Background Information

The purpose of this Board Agenda Item is to request approval to exceed the consultant individual task agreement limit of \$500,000 for consultants selected from the term agreement list set by Board Policy 4001 for Forsgren Associates on the Bannock Street Project, Key No. 19622.

In February 2018, Forsgren Associates was initially selected from the term agreement list with a Request for Information (RFI) for project alternatives analysis and materials investigation services for \$119K. In June 2019, they were selected to prepare Preliminary Design through Plans, Specifications and Estimate (PS&E) services for \$371K, bringing the total agreement amount to \$490K. During design additional analysis was needed to evaluate different design options that affected adjacent properties for \$50K, bringing the total agreement amount to \$540K. In April 2021, the Board approved to exceed the consultant individual task agreement limit to \$540K for this project.

During the final design, three parallel sanitary sewer lines were discovered at the proposed 36 inch storm drain location. The sewer lines were unforeseen because the City of Malad's as-builts did not record the three sewer lines due to the age of the system. The removal of the old sewer line and the need for a new one has caused the need for additional design services. The existing plan sheets will be impacted and 20 new plan sheets will be added to the package along with the capacity analysis and sizing of the new sewer line for \$50K, bringing the total agreement amount to \$590K.

This project is at the final design stage, and Forsgren Associates have extensive institutional knowledge of the project and would be extremely difficult to replace with another consultant. They are needed to complete the project by providing final PS&E package, record of survey and engineer of record.

Additional services by Forsgren Associates are estimated at \$50,000 for a total of \$590,000. The cost of this additional work will be covered by funds that have already been obligated within the project.

Recommendations

Approve request for Forsgren Associates to exceed the consultant individual task agreement limit of \$540,000 for consultants selected from the term agreement list, up to \$590,000.

Board Action

Approved Deferred _____

Other _____



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date March 24, 2022

Consent Item Information Item Amount of Presentation Time Needed _____

Presenter's Name Monica Crider, PE	Presenter's Title Contracting Services Engineer	Initials MC	Reviewed By MC
Preparer's Name Caleb Lakey, PE	Preparer's Title District 3 Engineer	Initials CL	LSS

Subject

McMillen Jacobs Individual Task Agreement Extension		
Key Number 01004	District 3	Route Number SH-55, Smith's Ferry to Round Valley

Background Information

The purpose of this Board Agenda Item is to request approval to exceed the consultant individual task agreement limit of \$500,000 for consultants selected from the term agreement list set by Board Policy 4001 for McMillen Jacobs on the SH-55, Smith's Ferry to Round Valley Project, Key No. 01004.

Considering their in-depth working knowledge of the site and the work in progress status pending on all cut slopes, McMillen Jacobs is the clear choice for a consultant firm to finish these tasks. These additional services are estimated at \$805,900.00 bringing the total agreement to \$1,590,968.00.

Recommendations

Approve request for McMillen Jacobs to exceed the consultant individual task agreement limit of \$500,000 for consultants selected from the term agreement list, up to \$1,590,968.00

Board Action

Approved Deferred _____
 Other _____



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date March 24, 2022

Consent Item Information Item Amount of Presentation Time Needed _____

Presenter's Name Monica Crider, PE	Presenter's Title Contracting Services Engineer	Initials MC	Reviewed By
Preparer's Name Chaz Fredrickson	Preparer's Title Prjt Manager Consultant Services	Initials CZ	

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 22689, I-15, US20/26 Connector, Idaho Falls - for project development services of \$2.5M.
- KN 19916, US-95, Labrosse Hill Street to Alderson Lane, Bonners Ferry – for CE&I/EOR services of \$1.9M

Board Action

Approved Deferred _____

Other _____



DATE: February 10, 2022

Program Number(s) A022(689)

TO: Monica Crider, PE
Contracting Services Engineer

Key Number(s) 22689

FROM: Jason Minzghor, PE
District 6 Engineer

Program ID, County, Etc. I-15, US20/26
Connector, Idaho Falls

RE: Request to exceed professional services agreement amount of \$1,000,000 – Project Development Services

With the existing US-26 nearing the end of its service life combine with substantial growth and increasing traffic volumes, the purpose of this project is to improve safety and mobility by constructing a new bypass just north of Idaho Falls. The proposed new 5 lane roadway is located in the proximity of Telford Road (49th N) and connects US-20 (St. Leon) to US-26 (Beaches Corner) just north of Idaho Falls.

The Request for Proposal (RFP) is currently underway. For Phase 1, the Consultant selected will provide project development services to include environmental services, public involvement and preliminary design services. For Phase 2, the consultant development services will include Right-of-Way Involvement and design all the way through PS&E.

Currently, \$1.0M has been scheduled for Phase 1 of these services and is expected to begin around May 2022. The project currently has \$1.1M in obligated funds. The District is currently programing the additional funding in FY23 bringing the project total to \$2.5M.

The purpose of this board item is to request approval to exceed the existing consultant services agreement amount of this project to \$2.5M to cover the full development costs.



DATE: March 15, 2022

Program Number(s) A019(916)

TO: Monica Crider, PE
Contracting Services Engineer

Key Number(s) 19916

FROM: Damon Allen, PE
D1 Engineer

Program ID, County, Etc. US 95, Labrosse Hill
Street to Alderson Lane, Bonners Ferry

RE: Request to Increase Professional Services Agreement Amount to Over \$1,000,000 for
Services with HMH

The purpose of this project is to improve safety and mobility along the US 95, Labrosse Hill Street to Alderson Lane, Bonners Ferry. This project expands the two-lane roadway in the business area into three lanes to include bicycle lanes and Americans with Disabilities Act (ADA) improvements.

In May 2017, through Request for Proposal (RFP), HMH was selected to provide roadway design services in the amount of \$616K. The project required additional design and survey services in the amount of \$273K bringing the current total to \$889K.

In April 2021, the Board approved a request to purchase right-of-way (ROW) and ROW monuments from 47 properties for \$181K bringing the total to \$1.07M.

The estimated construction, engineering and Inspection (CE&I) services and engineer of record (EOR) services is \$830K for the total estimated agreement amount of \$1.9M.

The project currently has available obligated funds to cover this request.

The purpose of this board item is to request approval to exceed the existing consultant services agreement amount of \$1.9M to complete CE&I and EOR for this project.



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date March 24, 2022

Consent Item Information Item Amount of Presentation Time Needed _____

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

Subject

Contract Awards and Advertisements		
Key Number	District	Route Number

Background Information

INFORMATION

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

NOTE:

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

Year to Date Bid Summary 10/01/21 to 02/28/22					
Contracts Bid		Contracts Requiring Board Approval to Award		Contracts Requiring Board Approval to Reject	
ITD	Local	ITD	Local	ITD	Local
33	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 02/01/22 to 02/28/22	
ITD	Local
6	0

FUTURE ACTIONS

The Current Advertisement Report is attached.

Recommendations

For Information Only.

Board Action

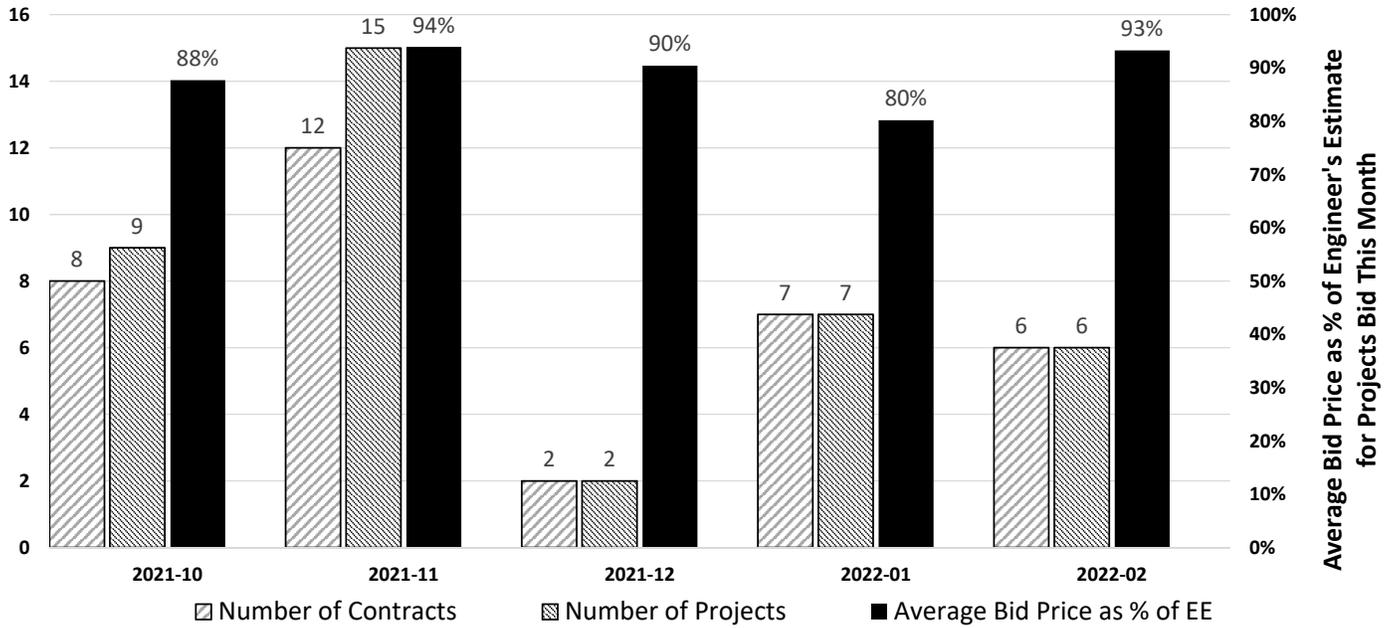
Approved Deferred _____
 Other _____

FFY22 State Infrastructure Project Bid Results: YTD Summary By Cost

39 Projects YTD through February 28, 2022

YTD Total for all 39 projects:

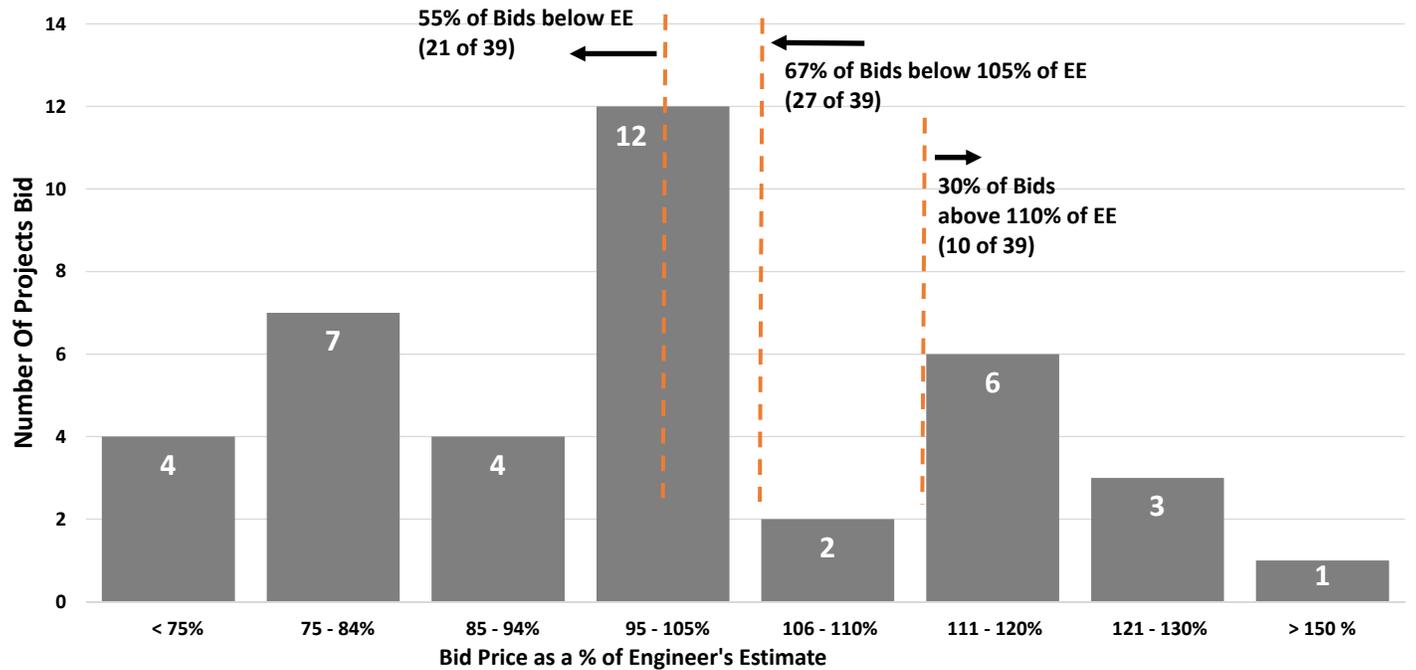
Ratio of Bid Costs / Engineer's Estimates = \$212.7 / \$232.9 M = 91.3%



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

39 Projects YTD through February 28, 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
5	21895	US-30	2/1/2022	1	\$6,659,069.25	\$6,666,660.00	\$7,590.75
US-30, Nounan Road to Bennington							100%
Contractor: Western Constuction Inc							State

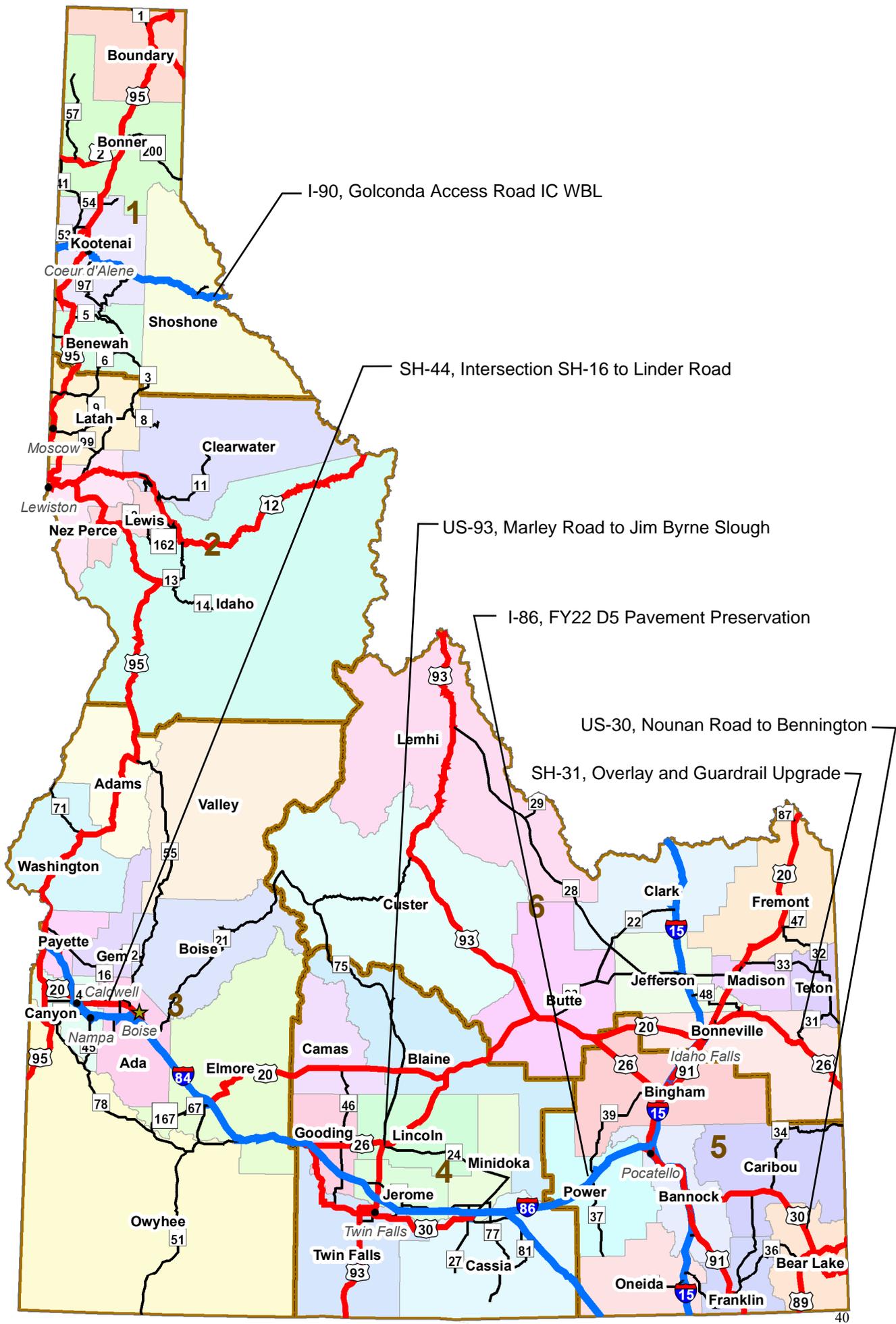
District	Key No.	Route	Opening Date	No. of Bids	Eng. Est.	Low Bid	Net +/-
							% of EE
4	20693	US-93	2/1/2022	2	\$5,521,389.10	\$4,496,052.33	(\$1,025,336.77)
US-93, Marley Road to Jim Byrne Slough							81%
Contractor: Western Constuction Inc							State

District	Key No.	Route	Opening Date	No. of Bids	Eng. Est.	Low Bid	Net +/-
							% of EE
6	20544	SH-31	2/8/2022	2	\$10,423,639.30	\$10,598,677.69	\$175,038.39
SH-31, Overlay and Guardrail Upgrade							102%
Contractor: H-K Contractors Inc							Federal

District	Key No.	Route	Opening Date	No. of Bids	Eng. Est.	Low Bid	Net +/-
							% of EE
1	22792	I-90	2/8/2022	1	\$878,228.80	\$937,287.50	\$59,058.70
I-90, Golconda Access Road IC WBL							107%
Contractor: N A Degerstrom Inc							State

District	Key No.	Route	Opening Date	No. of Bids	Eng. Est.	Low Bid	Net +/-
							% of EE
5	22697	I-86	2/8/2022	4	\$2,287,589.56	\$1,951,784.73	(\$335,804.83)
I-86, FY22 D5 Pavement Preservation							85%
Contractor: Geneva Rock Products Inc							Federal

District	Key No.	Route	Opening Date	No. of Bids	Eng. Est.	Low Bid	Net +/-
							% of EE
3	20266	SH-44/SH-16	2/15/2022	3	\$6,677,217.55	\$5,622,187.00	(\$1,055,030.55)
SH-44, Intersection SH-16 to Linder Road							84%
Contractor: Staker & Parson Companies DBA Idaho							State
Materials Construction							



Monthly Contract Advertisement As of 02-28-2022

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
6	19358	US-20	3/1/2022
US-20, Intersection SH-47 Improvements, Ashton \$2,500,000.00 to \$5,000,000.00			

District	Key No.	Route	Bid Opening Date
5	20643/21977	I-15/I-86	3/8/2022
I-15/I-86 FY22 D5 Bridge Repairs \$2,500,000.00 to \$5,000,000.00			

District	Key No.	Route	Bid Opening Date
LHTAC(1)	21990	OFF SYS	3/15/2022
RRX Near Sandpoint \$500,000.00 to \$1,000,000.00			

District	Key No.	Route	Bid Opening Date
LHTAC(2)	18770	OFF SYS	3/15/2022
STC-4792, Beech/Chestnut Street Reconstruction, Genesee \$1,000,000.00 to \$2,500,000.00			

District	Key No.	Route	Bid Opening Date
2	20704	US-12	3/15/2022
US-12, Orofino to Greer \$5,000,000.00 to \$10,000,000.00			

District	Key No.	Route	Bid Opening Date
3	23099	I-84	3/15/2022
I-84, Exit 25 Improvement \$1,000,000.00 to \$2,500,000.00			

District	Key No.	Route	Bid Opening Date
LHTAC(6)	14024	OFF SYS	3/22/2022
SMA-7406, Intersection E 17th Street & S Woodruff Avenue, Idaho Falls \$2,500,000.00 to \$5,000,000.00			

District	Key No.	Route	Bid Opening Date
5	20597	US-26/SH-39	3/22/2022
US-26/SH-39, FY22 W Bingham County Pavement Preservation \$2,500,000.00 to \$5,000,000.00			

District	Key No.	Route	Bid Opening Date
5	20589	I-86/I-15	3/29/2022
I-86/I-15 System IC, Pocatello \$25,000,000 or greater			

District	Key No.	Route	Bid Opening Date
2	23090	US-95	4/5/2022
US-95, Aht'Wy Plaza Interchange \$15,000,000.00 to \$25,000,000.00			

District	Key No.	Route	Bid Opening Date
3	22647	SH-55	4/5/2022
US-55, Round Valley to Clear Creek \$15,000,000.00 to \$25,000,000.00			

District	Key No.	Route	Bid Opening Date
4	19973	I-84	POSTPONED
I-84,Declo POE East Bound \$5,000,000.00 to \$10,000,000.00			



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date March 24, 2022

Consent Item Information Item Amount of Presentation Time Needed _____

Presenter's Name Monica Crider, PE	Presenter's Title Contracting Services Engineer	Initials MC	Reviewed By LSS
Preparer's Name Chaz Fredrickson	Preparer's Title Consultant Services Project Manager	Initials CF	

Subject

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

Background Information

For all of ITD:

Consultant Services processed forty-nine (48) new professional services agreements and work tasks totaling **\$13,919,330** and two (2) supplemental agreements to existing professional services agreements totaling **\$1,419,080** from January 24, 2022 to March 4, 2022.

New Professional Services Agreements and Work Tasks

Reason Consultant Needed	District								Total
	1	2	3	4	5	6	HQ		
Resources not Available									
Environmental	3	1		1		1			6
Surveying	1				1				2
Construction	3	2		1					6
Design	1								1
Roadway				1					1
Bridge	2		1	2	1	1	7		14
Materials				4	1		1		6
Planning							1		1
Public Involvement			2	1					3
Local Public Agency Projects	3	1	2	0	0	2	0		8
Total	13	4	5	10	3	4	9		48



Board Agenda Item

For ITD Projects:

Forty-one (40) new professional services agreements and work tasks were processed during this period totaling **\$12,591,176**. One (1) supplemental agreements totaling **\$1,261,415** were processed.

District 1

<i>Project</i>	<i>Reason Consultant Needed</i>	<i>Description</i>	<i>Selection Method</i>	<i>Consultant</i>	<i>Amount</i>
US 95, Sagle Road to Long Bridge Interim Improvements, Phase 2	Resources not available: Design	Roadway Design, Phase 2: Final Design Services	Individual Project Solicitation	Horrocks	Prev: \$747,459 This: \$252,145 Total: \$999,604
SH 3, Goosehaven Road to Round Lake Road, Benawah County	Resources not available: Construction	Staff Augmentation for Construction Inspection & Project Close-out Services	Individual Project Solicitation	Ruen-Yeager & Associates	Prev: \$86,777 This: \$313,638 Total: \$400,415
FY24 D4/D1 Bridge Repair	Resources not available: Bridge	FY24 Bridge Repairs	Individual Project Solicitation	HDR Engineering	\$565,000
US 95 Sagle to Lakeshore Drive, National Environmental Policy Act (NEPA) Study, Bonner County	Resources not available: Environmental	Environmental Re-evaluation, Phase 1: Review of Available Information and Update Project Charter	Individual Project Solicitation	T-O Engineering	\$1,534,595 Board Approved \$3M at February 2022 Meeting
SH 41, Mullan Ave to Prairie Ave, Post Falls	Resources not available: Construction	Construction Engineering, & Inspection Services, Year 2	Individual Project Solicitation	HMH, LLC	Prev: \$375,097 This: \$462,665 Total: \$837,762
I 90, Ramp Mill & Inlay/I 90 Big Creek to Mile Post 58.5, Shoshone County/SH 41 Mill & Overlay, Bonner County	Resources not available: Survey	Monument Preservation Services	Direct from Term Agreement	Keller Associates	\$49,595



Board Agenda Item

ITD 2210 (Rev. 10-13)

I 90, Division Street Interchange Overpass, Kellogg/I 90, Elizabeth Park Overpass, Shoshone County	Resources not available: Construction	Public Involvement Services During Construction	Direct from Term Agreement	Horrocks Engineers	\$33,319
SH 3, Goosehaven Road to Round Lake Road, Benewah County	Resources not available: Environmental	Archaeological & Ethnographic Studies	Direct from Term Agreement	Lahren Associates	\$23,191
FY22 D1 Bridge Repair	Resources not available: Bridge	Construction Engineering, Inspection, Sampling & Testing Services	RFI From Term Agreement	Ruen-Yeager & Associates	\$400,808
US 95, McArthur Lake, Boundary County	Resources not available: Environmental	Archaeological Data Recovery Analysis & Reporting	RFI From Term Agreement	Archaeological and Historical Services - EWU	Prev: \$240,503 This: \$225,873 Total: \$466,376

District 2

<i>Project</i>	<i>Reason Consultant Needed</i>	<i>Description</i>	<i>Selection Method</i>	<i>Consultant</i>	<i>Amount</i>
US 12, Orofino to Greer, Clearwater County	Resources not available: Construction	Construction Engineering, Inspection, Sampling & Testing Services	Individual Project Solicitation	HMH, LLC	\$772,007
US 95, Washington-Idaho Railroad Bridge/Junction SH 6 Turnbay/Deep Creek Bridge, Latah County	Resources not available: Construction	Engineer of Record Services	Individual Project Solicitation	HDR Engineering	Prev: \$1,233,540 This: \$137,126 Total: \$1,370,666 Board Approved \$1.5M at February 2022 Meeting
US 95, Lower Lewiston Port of Entry Water Supply	Resources not available: Environmental	Waterline Design	Direct from Term Agreement	TD&H Engineering	\$54,900



Board Agenda Item

District 3

<i>Project</i>	<i>Reason Consultant Needed</i>	<i>Description</i>	<i>Selection Method</i>	<i>Consultant</i>	<i>Amount</i>
US 95, Weiser River Railroad Bridge, Adams County	Resources not available: Bridge	Bridge Mitigation Services	Direct from Term Agreement	TAG Historical Research & Consulting	\$20,500
SH 45, Junction SH 78 to Deer Flat Road, Canyon County	Resources not available: Public Involvement	Public Involvement Services	Direct from Term Agreement	Rosemary Brennan Curtin	\$36,807
SH 21, Wildlife Overpass at Cervidae Peak, Boise County/Technology Way to Surprise Way, Boise	Resources not available: Public Involvement	Public Involvement Services	Direct from Term Agreement	J-U-B Engineers	\$60,606

District 4

<i>Project</i>	<i>Reason Consultant Needed</i>	<i>Description</i>	<i>Selection Method</i>	<i>Consultant</i>	<i>Amount</i>
FY24 D1/D4 Bridge Repair	Resources not available: Bridge	FY24 Bridge Repairs	Individual Project Solicitation	HDR Engineering	\$565,000
US 30, Bickell Overpass, Twin Falls County	Resources not available: Bridge	Bridge Design, Phase 1: Preliminary Design Services	Individual Project Solicitation	Forsgren Associates	\$227,030
US 93, Blue Lakes Boulevard; Poleline Road to Perrine Bridge	Resources not available: Materials	Inspection & Materials Testing Services	Individual Project Solicitation	Horrocks Engineering	\$99,655
US 93, Blue Lakes Boulevard; Poleline Road to Perrine Bridge	Resources not available: Public Involvement	Public Involvement Services	Direct from Term Agreement	HDR Engineering	\$79,790



Board Agenda Item

ITD 2210 (Rev. 10-13)

FY17 D4 Material Sources	Resources not available: Environmental	Archaeological Services	Direct from Term Agreement	Mitzi Rossillon, Consulting Archaeologist, LLC	\$13,107
SH 27, Main Street to Overland Bridge, Burley	Resources not available: Roadway	Traffic Signal Design	Direct from Term Agreement	Keller Associates	\$99,445
US 93, 100 South Road, Jerome County	Resources not available: Materials	Inspection, Sampling & Testing Services	RFI from Term Agreement	Horrocks Engineering	\$398,720
US 93, 100 South Road, Jerome County	Resources not available: Construction	Engineer of Record Services	RFI from Term Agreement	J-U-B Engineers	Prev: \$484,300 This: \$14,310 Total: \$498,610
SH 21, Elk Creek Bridge, Custer County	Resources not available: Materials	Materials Testing, Inspection, & Ticket Taking Services	RFI from Term Agreement	Civil Science	\$313,813
SH 46, Bid Wood River Bridge, Gooding County	Resources not available: Materials	Inspection & Material Services	RFI from Term Agreement	Horrocks Engineers	\$150,879

District 5

<i>Project</i>	<i>Reason Consultant Needed</i>	<i>Description</i>	<i>Selection Method</i>	<i>Consultant</i>	<i>Amount</i>
SH 39, Wasteway Canal, Power County	Resources not available: Bridge	Bridge Design, Phase 1: Development of Draft Type, Size & Location (TS&L) Report	Individual Project Solicitation	Kimley-Horn and Associates	\$173,266
D5 Aerial Photography Data Transfer	Resources not available: Survey	Aerial Photography Data Transfer Services	Direct from Term Agreement	Aero-Graphics	\$29,500
I 15, Arimo Road Interchange #40, Bannock County	Resources not available: Materials	Materials Testing & Precast Girder Testing &	RFI from Term Agreement	Atlas Technical Consultants LLC	\$224,699



Board Agenda Item

ITD 2210 (Rev. 10-13)

		Inspection Services			
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District 6

<i>Project</i>	<i>Reason Consultant Needed</i>	<i>Description</i>	<i>Selection Method</i>	<i>Consultant</i>	<i>Amount</i>
US 20, Ashton to SH 87, Fremont County	Resources not available: Environmental	Planning & Environmental Linkage (PEL) Study	Individual Project Solicitation	Horrocks Engineers	Prev: \$830,237 This: \$2,617,680 Total: \$3,447,917 Board Approved \$5M at July 2021 Meeting
US 20, Chester to Ashton, Fremont County	Resources not available: Bridge	Bridge Design Services, Phase 1	Individual Project Solicitation	David Evans and Associates	Prev: \$197,700 This: \$331,411 Total: \$529,111

Headquarters

<i>Project</i>	<i>Reason Consultant Needed</i>	<i>Description</i>	<i>Selection Method</i>	<i>Consultant</i>	<i>Amount</i>
TECM Planning & Administration	Resources not available: Planning	Program Wide Risk Assessment	Individual Project Solicitation	WSP USA	\$257,917
FY22 Strategic Management Agreement	Resources not available: Materials	Support of ITD's Hot Mix Asphalt Program	Minor Agreement Procedure	Mike Robinson, LLC	\$25,000
FY22 Local/Offsystem Bridge Inspection	Resources not available: Bridge	Bridge Inspection Services	RFI from Term Agreement	Burgess & Niple	\$224,262
FY22 Local/Offsystem Bridge Inspection	Resources not available: Bridge	Bridge Inspection Services	RFI from Term Agreement	Collins Engineers	\$441,938
FY22 Local/Offsystem Bridge Inspection	Resources not available: Bridge	Bridge Inspection Services	RFI from Term Agreement	Eixenberger Group, LLC	\$300,771
FY22 Local/Offsystem Bridge Inspection	Resources not available: Bridge	Bridge Inspection Services	RFI from Term Agreement	Extreme Access	\$296,597
FY22 Local/Offsystem Bridge Inspection	Resources not available: Bridge	Bridge Inspection Services	RFI from Term Agreement	Hughes Engineering, P.C.	\$214,564



Board Agenda Item

ITD 2210 (Rev. 10-13)

FY22 Strategic Management Agreement	Resources not available: Bridge	Bridge Inspection Services	RFI from Term Agreement	Murphy Pavement Technology	\$50,140
FY22 Strategic Management Agreement	Resources not available: Bridge	Bridge Inspection Services	RFI from Term Agreement	Mott MacDonald	\$498,907

Supplemental Agreements to Existing ITD Professional Service Agreements

District	Project	Consultant	Original Agreement Date/Description	Supplemental Agreement Description	Total Agreement Amount
1	I 90, Coeur d'Alene River Bridge Eastbound Lane & Westbound Lane, Kootenai County	HDR Engineering	3/2021, Roadway/Bridge Design, Geotechnical & Survey Services	Completion of Design through PS&E	Prev: \$943,750 This: \$1,261,415 Total: \$2,205,165 Board Approved \$2.3M at November 2021 Meeting

For Local Public Agency Projects:

Eight (8) new professional services agreements totaling **\$1,328,154** were processed during this period. One (1) supplemental agreements totaling **\$157,665** were processed.

Project	Sponsor	Description	Selection Method	Consultant	Amount
Railroad Ave, St Maries	City of St Maries	Construction Engineering, Inspection, Sampling & Testing Services	Individual Project Solicitation	HMH, LLC	\$438,040
Intersection Prairie Ave & Idaho Road, Post Falls Highway District	Post Falls Highway District	Construction Engineering, Inspection & Sampling Services	RFI From Term Agreement	Keller Associates	Prev: \$138,760 This: \$136,709 Total: \$275,469
School House Road Improvement, Boundary County	Boundary County	Roadway Design Services	RFI From Term Agreement	HMH, LLC	\$303,879
Main Street Sidewalk & Americans with Disabilities Act	City of Lapwai	Construction Engineering & Inspection Services	Direct From Term Agreement	Keller Associates	Prev: \$30,000 This: \$44,767 Total: \$74,767



Board Agenda Item

ITD 2210 (Rev. 10-13)

(ADA), City of Lapwai					
FY21 Capital Maintenance, Phase 2, Ada County Highway District	Ada County Highway District	Materials Testing Services During Construction	Direct From Term Agreement	GeoTek	\$48,170
US 20, Chinden; Intersection 43 rd Street Pedestrian Improvements, Garden City	Ada County Highway District	Pedestrian Crossing Design	RFI From Term Agreement	Six Mile Engineering	\$120,000
Transportation Plan, City of Rigby	City of Rigby	Transportation Plan	RFI From Term Agreement	Harper-Leavitt Engineering	\$103,189
Transportation Plan, City of Rupert	City of Rupert	Citywide Transportation Plan	RFI From Term Agreement	Forsgren Associates	\$133,400

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>
2	Southwick Road Safety Improvements, Nez Perce County	David Evans & Associates	6/2020, Construction Engineering & Inspection Services	Additional Inspection Services	Prev: \$22,677 This: \$157,665 Total: \$180,342

Recommendations

For Information Only

Board Action

Approved Deferred _____
 Other _____



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date March 24, 2022

Consent Item Information Item Amount of Presentation Time Needed N/A

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 January 31, 2022, Fiscal Year 2022 Financial Statements

The financial operations of the Department as of January 31, 2022 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 8.8%. Of that total, receipts from the Highway Distribution Account are ahead of forecast by \$12.7M. State revenues to the State Aeronautics Fund are ahead of forecast by 42% or \$727,000. Seven months of the fiscal year has passed, the revenue picture continues to look very positive.
- Expenditures are within planned budgets YTD. The differences after seven months are timing between planned and actual expenditures plus encumbrances. Personnel costs are ahead of last year by \$2.6M or 3.6% and is due to less vacancies and pay increases appropriated by the Legislature. Management is working diligently to keep vacancies as low as possible.
- Contract construction expenditures in the State Highway Account for July through January of this year are \$263.9M. This is less than the amounts for the first seven months of the previous 3 years as shown: FY21= \$283.9M; FY20= \$327.6M; FY19= \$309.9M. Traditionally, August through November are ITD's highest construction payout months.

The balance of the long-term investments as of the end of January is \$173.1 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 (\$114.9M) totals \$288M.

Expenditures in the Strategic Initiatives Program Fund (GF Surplus), through the end of January, 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 \$124k YTD based on the cash balance.

Deposits into the Transportation Expansion and Congestion Mitigation Fund of \$9.8M for January is the seventh 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 \$13.1M year to date.

As part of the CARES Act, ITD received a federal grant from the Federal Transit Administration of \$27M. The activity year to date for this grant had expenses of \$2.5M.

Recommendations



Board Agenda Item

ITD 2210 (Rev. 10-13)

Board Action

Approved Deferred _____

Other _____

**MARCH
ITD BOARD PACKET**

**JANUARY
FINANCIAL STATEMENTS**

User ID: ddecker
 Report ID: AD-FN-GL-010
 Run Date: 7 Feb 2022
 % of Time
 Remaining: 41.67

Idaho Transportation Department

SUMMARY OF RECEIPTS AND DISBURSEMENTS
 STATE HIGHWAY ACCOUNT AND STATE AERONAUTICS FUND
 BUDGET TO ACTUAL
 FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDING 1/31/2022
 (all amounts in '000)

Fiscal Year: 2022

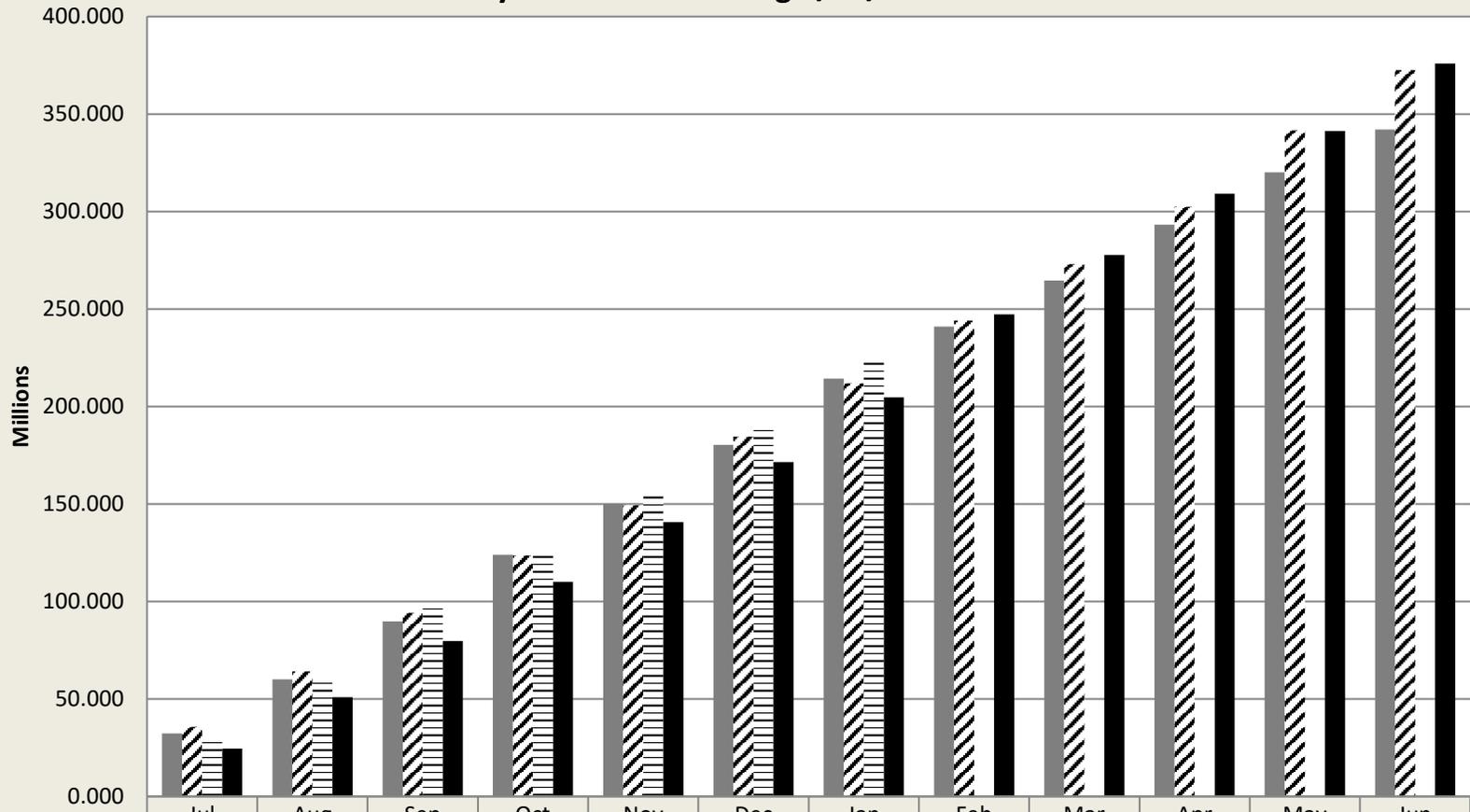
Funds Received					
	FY21 Actual YTD	FY22 Actual YTD	FY22 Forecast YTD	FY22 to FY21 Actual	FY 22 to Forecast
<u>State Highway Account</u>					
Federal Reimbursements	235,012	223,595	232,952	-4.9%	-4.0%
State (Inc. H.D.A.)	211,939	222,664	204,695	5.1%	8.8%
Local	5,868	7,052	3,500	20.2%	101.5%
Total State Highway Account:	452,819	453,311	441,147	0.1%	2.8%
<u>State Aeronautics Fund</u>					
Federal Reimbursements	404	154	180	-61.9%	-14.6%
State	1,602	2,451	1,724	53.0%	42.2%
Total State Aeronautics Fund:	2,005	2,605	1,904	29.9%	36.8%
Total Fund Received:	454,825	455,916	443,051	0.2%	2.9%
Disbursements (includes Encumbrances)					
	FY21 Actual YTD	FY22 Actual YTD	FY22 Budget YTD	FY22 to FY21 Actual	FY 22 to Budget
Construction Payouts	285,268	264,578	270,814	-7.3%	-2.3%
<u>Operations Expenses</u>					
Highways	115,324	120,121	130,854	4.2%	-8.2%
DMV	19,434	19,641	21,310	1.1%	-7.8%
Administration	16,382	18,008	18,507	9.9%	-2.7%
Facilities	4,037	5,305	7,037	31.4%	-24.6%
Aeronautics	1,903	1,810	3,321	-4.8%	-45.5%
Total Operations Expenses:	157,079	164,884	181,029	5.0%	-8.9%
<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:	454,520	443,499	465,329	-2.4%	-4.7%
<u>Expenditures by Type</u>	FY21 Actual YTD	FY22 Actual YTD	FY22 Budget YTD	FY22 to FY21 Actual	FY 22 to Budget
Personnel	72,320	74,933	77,786	3.6%	-3.7%
Operating	54,526	58,124	61,623	6.6%	-5.7%
Capital Outlay	20,798	22,934	28,300	10.3%	-19.0%
Sub-Grantee	9,435	8,893	13,320	-5.8%	-33.2%
Totals Operations Expenses:	157,079	164,884	181,029	5.0%	-8.9%
Contract Construction	285,268	264,578	270,814	-7.3%	-2.3%
Totals (excluding Transfers):	442,347	429,462	451,843	-2.9%	-5.0%

State Highway Fund 0260

Fiscal Year 2022

State Revenue Source Forecast vs Actual

January - For Period Ending 1/31/2022



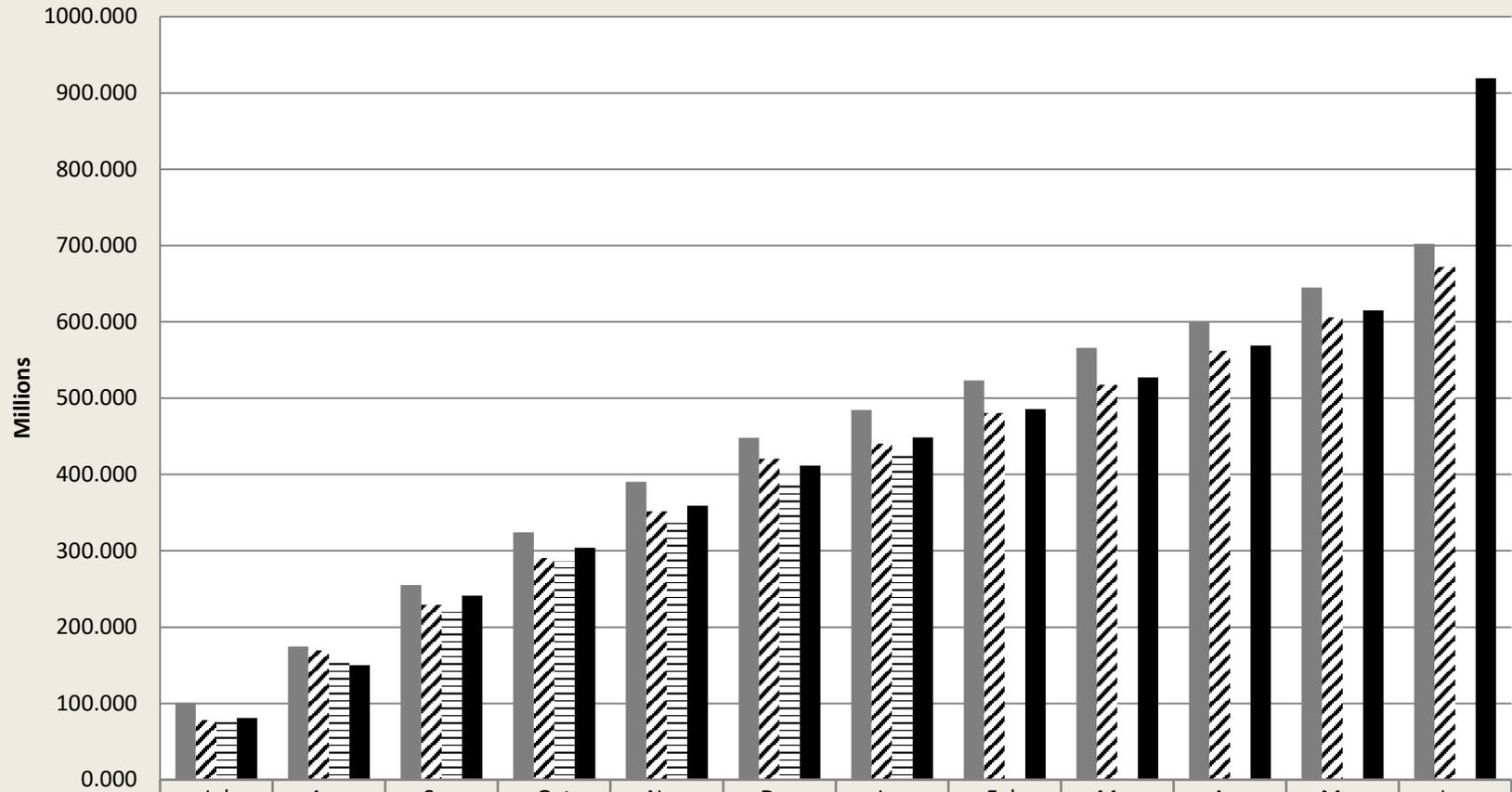
	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
■ FY20 Actual Revenue	32.334	60.074	89.748	123.908	150.217	180.320	214.342	240.972	264.584	293.293	320.052	342.120
▨ FY21 Actual Revenue	35.679	64.171	94.151	123.596	149.350	184.635	211.939	244.099	272.992	302.353	341.648	372.590
◻ FY22 Current	29.335	61.151	97.126	124.843	156.087	188.317	222.664					
■ 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

January - For Period Ending 1/31/2022



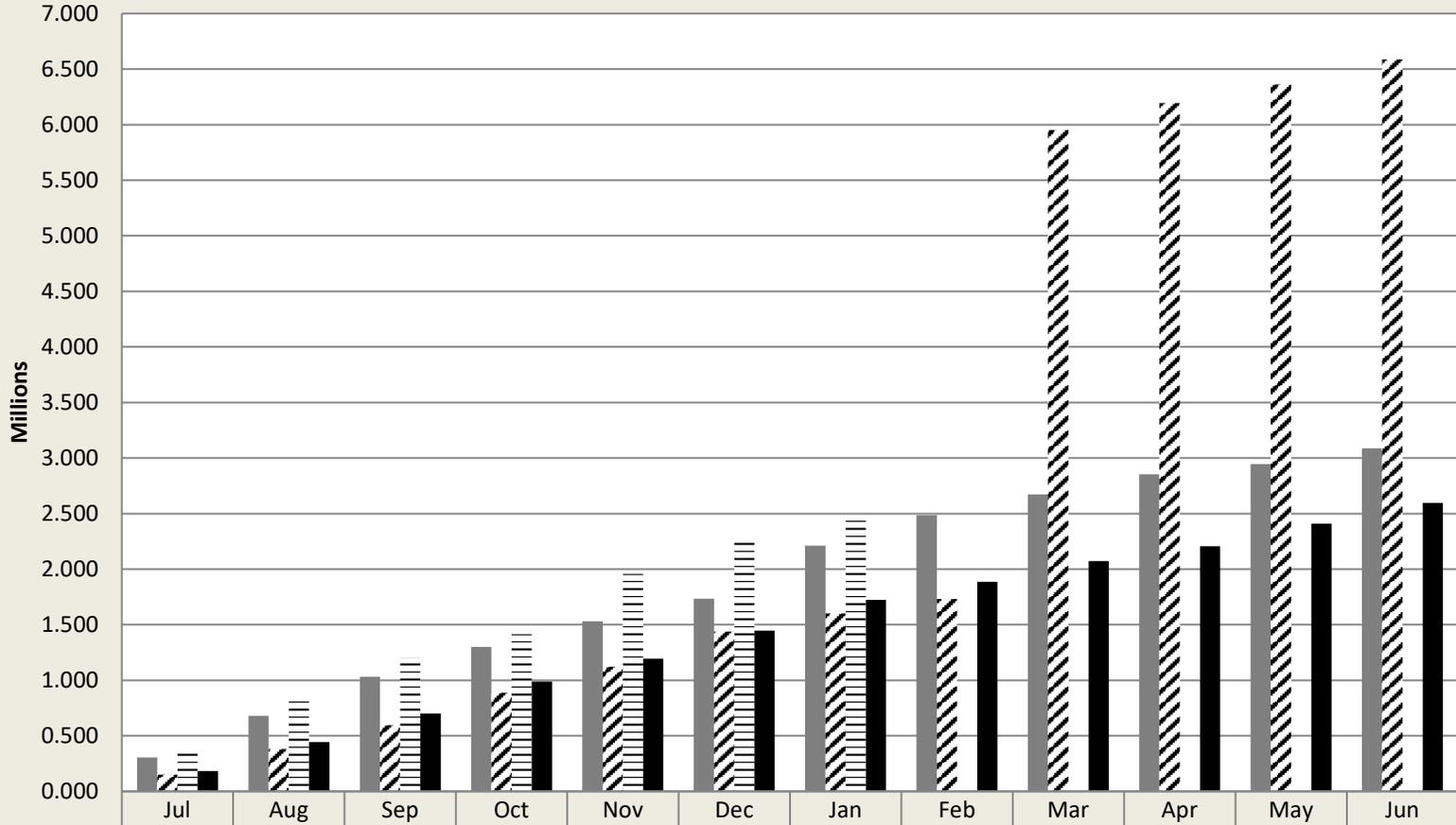
	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
■ FY20 Actual Expenditures	100.532	174.652	255.180	324.290	390.416	448.247	484.733	523.466	565.891	600.575	645.173	702.364
▨ FY21 Actual Expenditures	78.041	169.582	229.279	290.676	351.690	420.679	440.459	480.646	517.509	562.101	605.748	672.238
= FY22 Current	75.916	154.865	219.859	286.037	343.275	386.479	427.652					
■ FY22 Forecast	80.808	150.282	241.347	304.202	358.981	411.619	448.522	485.786	527.081	568.953	615.101	919.480

Aeronautics Fund 0221

Fiscal Year 2022

State and Interagency Revenue Sources Forecast vs Actual

January - For Period Ending 1/31/2022



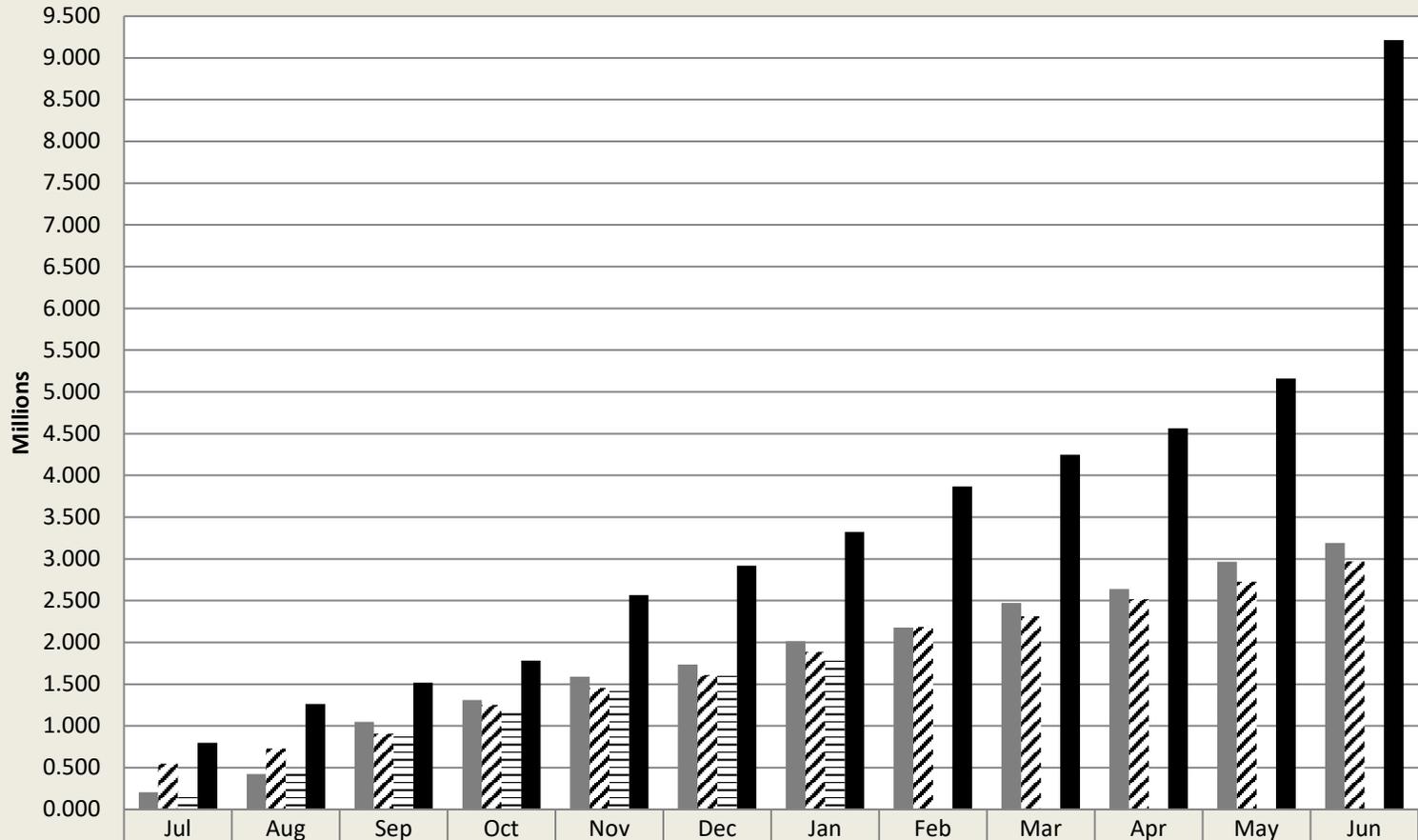
	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
■ FY20 Actual Revenue	0.306	0.679	1.033	1.301	1.531	1.733	2.211	2.486	2.673	2.853	2.947	3.087
▨ FY21 Actual Revenue	0.149	0.382	0.596	0.888	1.121	1.438	1.602	1.732	5.952	6.193	6.361	6.588
▬ FY22 Current	0.356	0.820	1.207	1.414	1.956	2.277	2.451					
■ FY22 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

January - For Period Ending 1/31/2022



	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
■ 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	1.810					
■ 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 Feb 2022

Idaho Transportation Department

OPERATING FUND BALANCE SHEET FOR THE PERIOD ENDED 1/31/2022

	State Aeronautics Fund		State Highway Fund		Transportation Expansion and Congestion Mitigation Fund	
	0221		0260		0269	
	Dec-22	Jan-22	Dec-22	Jan-22	Dec-22	Jan-22
ASSETS						
Cash on Hand (Change Fund)	0	0	5,745	5,495	0	0
Cash in Bank (Daily Operations)	6,375,793	6,365,363	103,727,614	114,931,721	73,169,938	81,121,884
Investments (Long Term: STO - Diversified Bond Fund)	1,880,821	1,881,858	172,969,235	173,098,876	0	0
Total Cash & Investments	8,256,614	8,247,221	276,702,594	288,036,092	73,169,938	81,121,884
Receivables - Other	6,754	6,754	1,149,553	1,142,218	0	0
- Due From Locals (Project Overruns)	30,385	30,971	1,616,285	1,612,330	0	0
- Inter Agency	30,214	22,997	6,500	6,500	0	0
Total Receivables	67,353	60,721	2,772,339	2,761,049	0	0
Inventory on Hand	0	0	19,710,657	17,939,158	0	0
Total Assets:	8,323,967	8,307,942	299,185,589	308,736,299	73,169,938	81,121,884
LIABILITIES						
Vouchers Payable	0	0	(0)	129	0	0
Sales Tax Payable	0	0	34,777	20,521	0	0
Deferred Revenue (Local Projects Match)	0	0	25,846,980	27,008,543	0	0
Accounts Receivable Overpayment	0	0	16,019	16,019	0	0
Contractor Retained % (In Lieu Of Performance Bond)	0	0	174,107	132,821	0	0
Total Liabilities:	0	0	26,071,882	27,178,032	0	0
FUND BALANCE						
Reserve for Encumbrance	232,904	197,439	49,372,741	50,476,083	0	0
Fund Balance	8,091,063	8,110,503	223,740,966	231,082,184	73,169,938	81,121,884
Total Fund Balance:	8,323,967	8,307,942	273,113,707	281,558,267	73,169,938	81,121,884
Total Liabilities and Fund Balance	8,323,967	8,307,942	299,185,589	308,736,299	73,169,938	81,121,884

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 Run Date: 07 Feb 2022

Idaho Transportation Department

OPERATING FUND BALANCE SHEET FOR THE PERIOD ENDED 1/31/2022

	Strategic Initiatives Fund (State Share) 0270.02		Strategic Initiatives Fund (Local Share) 0270.05		Total Strategic Initiatives Fund 0270		CARES Act Covid-19 0345	
	Dec-22	Jan-22	Dec-22	Jan-22	Dec-22	Jan-22	Dec-22	Jan-22
	ASSETS							
Cash on Hand (Change Fund)	0	0	0	0	0	0	0	0
Cash in Bank (Daily Operations)	75,493,230	75,498,950	2,004,010	2,004,476	77,497,240	77,503,426	(250,195)	(234,675)
Investments (Long Term: STO - Diversified Bond Fund)	0	0	0	0	0	0	0	0
Total Cash & Investments	75,493,230	75,498,950	2,004,010	2,004,476	77,497,240	77,503,426	(250,195)	(234,675)
Receivables - Other	0	0	0	0	0	0	0	0
- Due From Locals (Project Overruns)	0	0	0	0	0	0	0	67,750
- Inter Agency	0	0	0	0	0	0	0	0
Total Receivables	0	0	0	0	0	0	0	67,750
Inventory on Hand	0	0	0	0	0	0	0	0
Total Assets:	75,493,230	75,498,950	2,004,010	2,004,476	77,497,240	77,503,426	(250,195)	(166,925)
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	3,500
Fund Balance	75,493,230	75,498,950	2,004,010	2,004,476	77,497,240	77,503,426	(321,445)	(170,425)
Total Fund Balance:	75,493,230	75,498,950	2,004,010	2,004,476	77,497,240	77,503,426	(250,195)	(166,925)
Total Liabilities and Fund Balance	75,493,230	75,498,950	2,004,010	2,004,476	77,497,240	77,503,426	(250,195)	(166,925)

User ID: ddecker
 Report ID: AD-FN-GL-003
 Run Date: 07 Feb 2022
 % of Time
 Remaining: 41.7

Idaho Transportation Department

STATEMENT OF REVENUES AND EXPENDITURES BUDGET TO ACTUAL FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 1/31/2022

Fund: 0260 State Highway Fund

	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)
Fiscal Year: 2022									
Budget Fiscal Year: 2022									
REVENUES									
Federal Sources									
FHWA - Highway	173,238,900	190,036,883	12,144,774	0	16,797,983	9.70 %	377,401,500	187,364,617	49.65 %
FHWA - COVID Relief	35,000,000	3,311,322	739,947	0	(31,688,678)	-90.54%	67,451,700	64,140,378	95.09 %
FHWA - Indirect Cost	14,762,900	20,663,919	2,211,940	0	5,901,019	39.97 %	25,000,000	4,336,081	17.34 %
Federal Transit Authority	6,600,000	5,661,453	478,140	0	(938,547)	-14.22%	15,512,600	9,851,147	63.50 %
NHTSA - Highway Safety	2,650,000	3,723,305	80,934	0	1,073,305	40.50 %	4,642,800	919,495	19.80 %
Other Federal Aid	700,000	197,758	16,535	0	(502,242)	-71.75%	4,225,000	4,027,242	95.32 %
Total Federal Sources:	232,951,800	223,594,640	15,672,270	0	(9,357,160)	-4.02%	494,233,600	270,638,960	54.76 %
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	16,497,304	19,853,389	2,627,525	0	3,356,085	20.34 %	28,275,399	8,422,010	29.79 %
Total State Sources:	16,497,304	21,418,809	2,627,525	0	4,921,505	29.83 %	38,469,599	17,050,790	44.32 %
Local Sources									
Match For Local Projects	3,500,000	7,044,837	177,960	0	3,544,837	101.28 %	6,323,300	(721,537)	-11.41%
Other Local Sources	0	7,500	0	0	7,500	0.00 %	0	(7,500)	0.00 %
Total Local Sources:	3,500,000	7,052,337	177,960	0	3,552,337	101.50 %	6,323,300	(729,037)	-11.53%
TOTAL REVENUES:	252,949,104	252,065,786	18,477,755	0	(883,318)	-0.35%	539,026,499	286,960,713	53.24 %
TRANSFERS-IN									
Highway Distribution Account	132,190,900	144,881,170	23,932,193	0	12,690,270	9.60 %	243,110,000	98,228,830	40.41 %
Fuel/Registration Direct	45,217,979	44,121,527	6,172,395	0	(1,096,452)	-2.42%	74,056,800	29,935,273	40.42 %
Ethanol Fuels Tax	10,788,800	12,242,786	1,615,302	0	1,453,986	13.48 %	20,200,000	7,957,214	39.39 %
TOTAL TRANSFERS-IN:	188,197,679	201,245,483	31,719,890	0	13,047,804	6.93 %	337,366,800	136,121,317	40.35 %
TOTAL REV AND TRANSFERS-IN:	441,146,783	453,311,269	50,197,645	0	12,164,486	2.76 %	876,393,299	423,082,030	48.28 %

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 Report ID: AD-FN-GL-003
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Idaho Transportation Department

STATEMENT OF REVENUES AND EXPENDITURES BUDGET TO ACTUAL FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 1/31/2022

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								
EXPENDITURES									
Operations Expense									
Permanent Staff Salaries	51,833,285	50,417,202	6,689,280	0	1,416,083	2.73 %	93,441,170	43,023,968	46.04 %
Board, Hourly, OT, Shift Diff	1,481,332	987,776	498,604	0	493,556	33.32 %	2,545,428	1,557,652	61.19 %
Fringe Benefits	23,701,983	22,801,845	3,229,235	0	900,139	3.80 %	42,066,802	19,264,957	45.80 %
In State Travel Expense	1,037,578	825,320	76,694	0	212,258	20.46 %	1,821,398	996,078	54.69 %
Out of State Travel Expense	223,616	79,353	5,252	0	144,263	64.51 %	437,453	358,100	81.86 %
Operating Expense	44,700,874	28,999,613	4,327,492	12,502,036	3,199,225	7.16 %	70,859,518	29,357,869	41.43 %
Technology Operating Expense	15,159,654	8,969,047	1,539,793	6,217,355	(26,748)	-0.18%	22,247,560	7,061,158	31.74 %
Capital Equipment Expense	18,711,907	6,415,457	78,710	8,968,675	3,327,775	17.78 %	23,732,823	8,348,691	35.18 %
Technology Equipment Expense	2,908,631	1,644,922	31,911	819,890	443,819	15.26 %	4,238,844	1,774,032	41.85 %
Capital Facilities Expense	6,673,164	3,889,930	653,127	989,077	1,794,157	26.89 %	7,288,164	2,409,157	33.06 %
Capital Projects	0	132,745	132,745	0	(132,745)	0.00 %	0	(132,745)	0.00 %
Trustee & Benefit Payments	11,275,982	8,413,701	1,257,087	0	2,862,281	25.38 %	20,124,900	11,711,199	58.19 %
Total Operations Expense:	177,708,006	133,576,910	18,519,928	29,497,033	14,634,063	8.23 %	288,804,059	125,730,116	43.53 %
Contract Construction									
Operating Expense	3,559,000	1,607,405	34,202	401,150	1,550,445	43.56 %	10,600,000	8,591,445	81.05 %
Technology Operating Expense	0	1,378,808	343,218	220,867	(1,599,675)	0.00 %	0	(1,599,675)	0.00 %
Capital Projects	266,779,100	260,686,929	20,403,184	15,986	6,076,184	2.28 %	616,575,918	355,873,002	57.72 %
Trustee & Benefit Payments	476,000	266,977	48,577	0	209,023	43.91 %	3,499,800	3,232,823	92.37 %
Total Contract Construction:	270,814,100	263,940,119	20,829,181	638,003	6,235,977	2.30 %	630,675,718	366,097,595	58.05 %
TOTAL EXPENDITURES:	448,522,106	397,517,029	39,349,110	30,135,036	20,870,040	4.65 %	919,479,778	491,827,711	53.49 %
TRANSFERS OUT									
Statutory	0	493,655	0	0	(493,655)	0.00 %	0	(493,655)	0.00 %
Operating	13,485,894	13,542,895	0	0	(57,001)	-0.42%	60,832,732	47,289,837	77.74 %
TOTAL TRANSFERS OUT:	13,485,894	14,036,550	0	0	(550,656)	-4.08%	60,832,732	46,796,182	76.93 %
TOTAL EXPD AND TRANSFERS OUT:	462,008,000	411,553,579	39,349,110	30,135,036	20,319,384	4.40 %	980,312,510	538,623,893	54.94 %
Net for Fiscal Year 2022:	(20,861,217)	41,757,690	10,848,535		32,483,870		(103,919,211)	(115,541,863)	

User ID: ddecker
 Report ID: AD-FN-GL-003
 Run Date: 07 Feb 2022
 % of Time Remaining: 41.7

Idaho Transportation Department

STATEMENT OF REVENUES AND EXPENDITURES

BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 1/31/2022

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	442,000	415,291	31,682	191,819	(165,109)	-37.36%	2,500,000	1,892,891	75.72 %
Operating Expenditures	Federal	2,810,000	2,570,248	345,667	430,198	(190,446)	-6.78%	8,000,000	4,999,554	62.49 %
Operating Expenditures	Local	307,000	674	71	0	306,326	99.78 %	100,000	99,326	99.33 %
Total Operating Expenditures		3,559,000	2,986,213	377,420	622,017	(49,230)	-1.38%	10,600,000	6,991,770	65.96 %
Capital Outlay										
Capital Outlay	Dedicated	72,936,200	69,499,530	5,716,578	9,945	3,426,725	4.70 %	242,609,889	173,100,415	71.35 %
Capital Outlay	Federal	171,319,400	165,579,934	12,272,084	1,042	5,738,424	3.35 %	275,709,029	110,128,053	39.94 %
Capital Outlay	FICR	18,584,500	15,511,942	694,691	5,000	3,067,558	16.51 %	25,000,000	9,483,058	37.93 %
Capital Outlay	Local	3,939,000	6,748,595	758,087	0	(2,809,595)	-71.33%	5,805,300	(943,295)	-16.25%
Capital Outlay	COVID Relief	0	3,346,928	961,744	0	(3,346,928)	0.00 %	67,451,700	64,104,772	95.04 %
Total Capital Outlay		266,779,100	260,686,929	20,403,184	15,986	6,076,184	2.28 %	616,575,918	355,873,002	57.72 %
Trustee & Benefit Payments										
Trustee & Benefit Payments	Dedicated	7,000	0	0	0	7,000	100.00 %	500,000	500,000	100.00 %
Trustee & Benefit Payments	Federal	462,000	266,977	48,577	0	195,023	42.21 %	2,899,800	2,632,823	90.79 %
Trustee & Benefit Payments	Local	7,000	0	0	0	7,000	100.00 %	100,000	100,000	100.00 %
Total Trustee & Benefit Payments		476,000	266,977	48,577	0	209,023	43.91 %	3,499,800	3,232,823	92.37 %
Total Contract Construction:		270,814,100	263,940,119	20,829,181	638,003	6,235,978	2.30 %	630,675,718	366,097,596	58.05 %

User ID: ddecker
 Report ID: AD-FN-GL-003
 Run Date: 07 Feb 2022
 % of Time Remaining: 41.7

Idaho Transportation Department

STATEMENT OF REVENUES AND EXPENDITURES BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 1/31/2022

Fund: 0269 Transportation Expansion and Congestion Mitigation Fund

Fiscal Year: 2022	Year to Date Allotment	Year to Date Actual	Current Month Activity	Year to Date Encumbrance	Variance Favorable / Unfavorable	Percent Variance	Annual Appropriation	Appropriation Balance	Percent Remaining
Budget Fiscal Year: 2022	(A)	(B)	(C)	(D)	(E = A - B - D)	(F = E / A)	(G)	(H = G - B - D)	(I = H / G)
REVENUES									
Miscellaneous Revenues	385,000	75,937	15,498	0	(309,063)	-80.28%	670,000	594,063	88.67 %
TOTAL REVENUES:	385,000	75,937	15,498	0	(309,063)	-80.28%	670,000	594,063	88.67 %
TRANSFERS-IN									
Sales Tax	56,293,544	63,726,218	9,798,439	0	7,432,674	13.20 %	80,000,000	16,273,782	20.34 %
TOTAL TRANSFERS-IN:	56,293,544	63,726,218	9,798,439	0	7,432,674	13.20 %	80,000,000	16,273,782	20.34 %
TOTAL REV AND TRANSFERS-IN:	56,678,544	63,802,155	9,813,936	0	7,123,611	12.57 %	80,670,000	16,867,845	20.91 %
EXPENDITURES									
Contract Construction - Capital Projects	9,000,000	13,143,717	1,861,991	0	(4,143,717)	-46.04%	94,145,045	81,001,328	86.04 %
TOTAL EXPENDITURES:	9,000,000	13,143,717	1,861,991	0	(4,143,717)	-46.04%	94,145,045	81,001,328	86.04 %
TOTAL EXPD AND TRANSFERS OUT:	9,000,000	13,143,717	1,861,991	0	(4,143,717)	-46.04%	94,145,045	81,001,328	86.04 %
Net for Fiscal Year 2022:	47,678,544	50,658,438	7,951,945		2,979,894		(13,475,045)	(64,133,483)	

User ID: ddecker
 Report ID: AD-FN-GL-003
 Run Date: 07 Feb 2022
 % of Time Remaining: 41.7

Idaho Transportation Department

STATEMENT OF REVENUES AND EXPENDITURES

BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 1/31/2022

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

	Year to Date Allotment	Year to Date Actual	Current Month Activity	Year to Date Encumbrance	Variance Favorable / Unfavorable	Percent Variance	Annual Appropriation	Appropriation Balance	Percent Remaining
Fiscal Year: 2022	(A)	(B)	(C)	(D)	(E = A - B - D)	(F = E / A)	(G)	(H = G - B - D)	(I = H / G)
Budget Fiscal Year: 2022	(A)	(B)	(C)	(D)	(E = A - B - D)	(F = E / A)	(G)	(H = G - B - D)	(I = H / G)
REVENUES									
State Sources - Miscellaneous Revenues	155,218	124,493	17,581	0	(30,725)	-19.79%	259,000	134,507	51.93 %
TOTAL REVENUES:	155,218	124,493	17,581	0	(30,725)	-19.79%	259,000	134,507	51.93 %
TOTAL REV AND TRANSFERS-IN:	155,218	124,493	17,581	0	(30,725)	-19.79%	259,000	134,507	51.93 %
EXPENDITURES									
Contract Construction - Capital Projects	2,300,000	907,476	11,861	0	1,392,524	60.54 %	77,354,956	76,447,480	98.83 %
TOTAL EXPENDITURES:	2,300,000	907,476	11,861	0	1,392,524	60.54 %	77,354,956	76,447,480	98.83 %
TOTAL EXPD AND TRANSFERS OUT:	2,300,000	907,476	11,861	0	1,392,524	60.54 %	77,354,956	76,447,480	98.83 %
Net for Fiscal Year 2022:	(2,144,782)	(782,984)	5,720		1,361,799		(77,095,956)	(76,312,973)	

User ID: ddecker
 Report ID: AD-FN-GL-003
 Run Date: 07 Feb 2022
 % of Time Remaining: 41.7

Idaho Transportation Department

STATEMENT OF REVENUES AND EXPENDITURES

BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 1/31/2022

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	3,293	467	0	3,293	0.00 %	0	(3,293)	0.00 %
TOTAL REVENUES:	0	3,293	467	0	3,293	0.00 %	0	(3,293)	0.00 %
TOTAL REV AND TRANSFERS-IN:	0	3,293	467	0	3,293	0.00 %	0	(3,293)	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)	3,293	467		2,004,074		(2,000,781)	(2,004,074)	

User ID: ddecker
 Report ID: AD-FN-GL-003
 Run Date: 07 Feb 2022
 % of Time Remaining: 41.7

Idaho Transportation Department

STATEMENT OF REVENUES AND EXPENDITURES

BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 1/31/2022

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	105,000	2,346,924	414,593	0	2,241,924	2135.17 %	9,000,000	6,653,076	73.92 %
TOTAL REVENUES:	105,000	2,346,924	414,593	0	2,241,924	2135.17 %	9,000,000	6,653,076	73.92 %
TOTAL REV AND TRANSFERS-IN:	105,000	2,346,924	414,593	0	2,241,924	2135.17 %	9,000,000	6,653,076	73.92 %
EXPENDITURES									
Operating Expenditures	545,445	123,015	67,967	3,500	418,930	76.81 %	1,000,000	873,485	87.35 %
Trustee & Benefit Payments	4,704,529	2,390,828	263,356	0	2,313,701	49.18 %	8,000,000	5,609,172	70.11 %
TOTAL EXPENDITURES:	5,249,974	2,513,843	331,323	3,500	2,732,631	52.05 %	9,000,000	6,482,657	72.03 %
TOTAL EXPD AND TRANSFERS OUT:	5,249,974	2,513,843	331,323	3,500	2,732,631	52.05 %	9,000,000	6,482,657	72.03 %
Net for Fiscal Year 2022:	(5,144,974)	(166,919)	83,270		4,974,555		0	170,419	

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 % of Time Remaining: 41.7

Idaho Transportation Department

STATEMENT OF REVENUES AND EXPENDITURES

BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 1/31/2022

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	65,641,159	7,006,741	0	65,641,159	0.00 %	0	(65,641,159)	0.00 %
TOTAL REVENUES:	0	65,641,159	7,006,741	0	65,641,159	0.00 %	0	(65,641,159)	0.00 %
TRANSFERS-IN									
Statutory	0	384,755	0	0	384,755	0.00 %	0	(384,755)	0.00 %
TOTAL TRANSFERS-IN:	0	384,755	0	0	384,755	0.00 %	0	(384,755)	0.00 %
TOTAL REV AND TRANSFERS-IN:	0	66,025,914	7,006,741	0	66,025,914	0.00 %	0	(66,025,914)	0.00 %
EXPENDITURES									
Operating Expenditures	0	366,238	27,215	0	(366,238)	0.00 %	0	(366,238)	0.00 %
Capital Projects	0	66,580,076	4,348,541	0	(66,580,076)	0.00 %	0	(66,580,076)	0.00 %
TOTAL EXPENDITURES:	0	66,946,315	4,375,757	0	(66,946,314)	0.00 %	0	(66,946,314)	0.00 %
TRANSFERS OUT									
Statutory	0	384,755	0	0	(384,755)	0.00 %	0	(384,755)	0.00 %
TOTAL TRANSFERS OUT:	0	384,755	0	0	(384,755)	0.00 %	0	(384,755)	0.00 %
TOTAL EXPD AND TRANSFERS OUT:	0	67,331,070	4,375,757	0	(67,331,069)	0.00 %	0	(67,331,069)	0.00 %
Net for Fiscal Year 2022:	0	(1,305,156)	2,630,984	0	(1,305,155)	0.00 %	0	1,305,155	0.00 %

User ID: ddecker
 Report ID: AD-FN-GL-003
 Run Date: 07 Feb 2022
 % of Time Remaining: 41.7

Idaho Transportation Department

STATEMENT OF REVENUES AND EXPENDITURES

BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 1/31/2022

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	10,247	1,371	0	10,247	0.00 %	0	(10,247)	0.00 %
TOTAL REVENUES:	0	10,247	1,371	0	10,247	0.00 %	0	(10,247)	0.00 %
TRANSFERS-IN									
Statutory	0	384,755	0	0	384,755	0.00 %	0	(384,755)	0.00 %
Operating	0	18,242,895	0	0	18,242,895	0.00 %	0	(18,242,895)	0.00 %
TOTAL TRANSFERS-IN:	0	18,627,650	0	0	18,627,650	0.00 %	0	(18,627,650)	0.00 %
TOTAL REV AND TRANSFERS-IN:	0	18,637,897	1,371	0	18,637,897	0.00 %	0	(18,637,897)	0.00 %
EXPENDITURES									
Bond Principal / Interest	0	62,594,049	13,909,796	0	(62,594,049)	0.00 %	0	(62,594,049)	0.00 %
TOTAL EXPENDITURES:	0	62,594,049	13,909,796	0	(62,594,049)	0.00 %	0	(62,594,049)	0.00 %
TOTAL EXPD AND TRANSFERS OUT:	0	62,594,049	13,909,796	0	(62,594,049)	0.00 %	0	(62,594,049)	0.00 %
Net for Fiscal Year 2022:	0	(43,956,152)	(13,908,425)		(43,956,152)		0	43,956,152	

User ID: ddecker
 Report ID: AD-FN-GL-003
 Run Date: 07 Feb 2022
 % of Time
 Remaining: 41.7

Idaho Transportation Department

STATEMENT OF REVENUES AND EXPENDITURES

BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 1/31/2022

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	179,800	153,632	22,560	0	(26,168)	-14.55%	668,500	514,868	77.02 %
State Sources - Miscellaneous	251,106	292,040	27,535	0	40,934	16.30 %	341,000	48,960	14.36 %
Interagency Sources -	174,900	291,797	22,469	0	116,897	66.84 %	254,900	(36,897)	-14.48%
TOTAL REVENUES:	605,806	737,469	72,564	0	131,663	21.73 %	1,264,400	526,931	41.67 %
TRANSFERS-IN									
Operating	1,298,017	1,867,160	124,341	0	569,143	43.85 %	2,000,000	132,840	6.64 %
TOTAL TRANSFERS-IN:	1,298,017	1,867,160	124,341	0	569,143	43.85 %	2,000,000	132,840	6.64 %
TOTAL REV AND TRANSFERS-IN:	1,903,823	2,604,630	196,904	0	700,806	36.81 %	3,264,400	659,771	20.21 %
EXPENDITURES									
Permanent Staff Salaries	503,856	474,680	60,412	0	29,176	5.79 %	873,369	398,689	45.65 %
Board, Hourly, OT, Shift Diff	46,400	50,722	3,807	0	(4,322)	-9.31%	71,000	20,278	28.56 %
Fringe Benefits	219,056	201,260	25,991	0	17,796	8.12 %	377,031	175,771	46.62 %
In State Travel Expense	36,919	30,074	337	0	6,845	18.54 %	61,537	31,463	51.13 %
Out of State Travel Expense	14,478	9,220	503	0	5,258	36.32 %	20,526	11,306	55.08 %
Technology Operating Expense	22,301	20,056	2,434	2,029	216	0.97 %	34,617	12,532	36.20 %
Operating Expense	427,417	419,588	33,528	49,967	(42,137)	-9.86%	1,086,220	616,666	56.77 %
Technology Equipment Expense	6,400	0	0	0	6,400	100.00 %	6,400	6,400	100.00 %
Capital Equipment Expense	0	0	0	73,730	(73,730)	0.00 %	103,000	29,270	28.42 %
Capital Facilities Expense	0	0	0	0	0	0.00 %	58,682	58,682	100.00 %
Trustee & Benefit Payments	2,044,307	479,109	55,969	0	1,565,198	76.56 %	6,489,453	6,010,344	92.62 %
TOTAL EXPENDITURES:	3,321,134	1,684,709	182,980	125,726	1,510,700	45.49 %	9,181,835	7,371,401	80.28 %
TOTAL EXPD AND TRANSFERS OUT:	3,321,134	1,684,709	182,980	125,726	1,510,700	45.49 %	9,181,835	7,371,401	80.28 %
Net for Fiscal Year 2022:	(1,417,311)	919,921	13,925		2,211,506		(5,917,435)	(6,711,630)	



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date March 24, 2022

Consent Item Information Item Amount of Presentation Time Needed _____

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

Subject

Monthly Reporting of Federal Formula Program Funding Through March 2nd		
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 March 2, 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 3/2/2022

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

Program	Allotted Program Funding through 3/2/2022	Program Funding Remaining as of 3/2/2022
All Other SHS Program	\$154,364	\$89,333
GARVEE Formula Debt Service*	\$25,465	\$10,849
State Planning and Research*	\$2,735	\$26
Metropolitan Planning*	\$751	(\$117)
Railroad Crossings	\$344	\$136
Transportation Alternatives (Urban/Rural)	\$283	\$327
Recreational Trails	\$127	\$363
STBG - Local Urban+	\$1,019	(\$3,115)
STBG - Transportation Mgt. Area	\$3,469	\$2,108
Transportation Alternatives (TMA)	\$36	\$180
STBG – Local Rural	\$1,065	(\$2,491)
Local Bridge+	\$10,116	\$10,047
Off System Bridge	\$9,211	\$7,241
Local Safety	\$659	\$566
Total	\$209,643	\$115,454

- 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 March 2nd.
- * These programs are provided 100% Obligation Authority. Other programs are reduced accordingly.



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date March 24, 2022

Consent Item Information Item Amount of Presentation Time Needed 10 Minutes

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

Subject

Status: FY2023 Appropriation Request - Joint Finance Appropriate Committee Recommendations		
Key Number	District	Route Number

Background Information

The Joint Finance Appropriation Committee (JFAC) set the department's FY23 Appropriation on Thursday March 3rd. This agenda items highlights the changes between the Governor's Recommendation and JFAC actions.

The department's budget will now be drafted in bill form and moved to both chambers of the Legislature for review and vote.

The FY2023 JFAC Appropriation includes these changes from the Governors Recommendation

FTP's	Spending Authority	
1,648.0	\$1,119,009,200	FY23 Governors Recommendation (1-10-22)
	2,953,500	Increased Change in Employee Compensation (3% + \$1.25 Merit)
	(24,900)	Decreased IT Contract Payment
	400,000	Increased Highways Line Item: Office of Highway Safety
	(80,000,000)	Decreased Contract Construction and Right of Way Line Item: Originally \$200M, Now \$80M Direct to Local Distribution
	210,000,000	Increased One-Time Reappropriation Authority for Unspent FY22 Local Supplementals
0.0	133,328,600	Net Change
1,648.0	\$1,252,337,800	FY23 JFAC Recommendation (3-3-22)

Summary values carried in the FY23 Appropriation set by JFAC on 3-3-22

\$ 605,694,300	FY23 Base
<u>41,677,800</u>	Base Adjustments
\$ 647,372,100	Adjusted FY23 Base
<u>604,965,700</u>	Line Items
\$ 1,252,337,800	Total FY23 Spending Authority
80,537,000	Debt Service
\$ 1,332,875,000	FY23 Total Program Funding



Board Agenda Item

ITD 2210 (Rev. 10-13)

Additional Items of Note – FY22 Supplemental Requests

- 8,000,000 - Railroad Projects
- 6,400,000 - Airport Improvements
- 200,000,000 - Local Bridge Maintenance
- 10,000,000 - Pedestrian Safety
- 10,000,000 - Port of Lewiston
- 18,485,000 - GARVEE Bond 2012 Debt Payoff

\$ 252,885,000 - Total in FY22

Exhibits

- Comparison FY23 JFAC Appropriation (3-3-22) to Governor’s Recommendation (1-10-22)
- Appropriation Request Summary

Recommendations

Information Item for the Board.

Board Action

Approved Deferred _____

Other _____

IDAHO TRANSPORTATION DEPARTMENT
March 2022 Board Meeting
Joint Finance Appropriation Committee FY23 Appropriation

	<u>Funding</u>	<u>FTE's</u>
FY23 BASE	605,694,300	1,648.0
Adjustments		
Change in Employee Compensation (3.0% Base + \$1.25 Merit)	\$8,585,200	
Replacement Equipment	\$33,030,100	
Statewide Cost Allocation Program (SWCAP)	(\$1,198,200)	
ETS CGI Advantage Cost Inflationary Increase	\$55,500	
Internet/Network Security (IT Contract Payment)	\$700	
Variable Benefits	\$1,204,500	
	\$41,677,800	
FY23 ADJUSTED BASE	647,372,100	1,648.0
Line Items (Grouped by Division)		
Administration: LUMA Project Support	\$560,000	
Administration: 7 Year Construction Planning Management Software Replacement	\$1,000,000	
Administration: Infrastructure Investment and Jobs Act	\$300,000	
Aeronautics: Base Increase and Equipment	\$381,000	
Capital Facilities: Aeronautics Capital Base Fund Increase	\$50,000	
Capital Facilities Base Fund Increase	\$19,000,000	
Highway Operations: New Equipment Statewide	\$2,900,900	
Highway Operations: Federal Spending Authority NHTSA, BLM, FTA & CARES	\$10,325,000	
Highway Operations: Infrastructure Investment and Jobs Act	\$3,705,000	
Contract Construction & Right of Way: Contract Construction Funds	\$111,859,700	
Contract Construction & Right of Way: Infrastructure Investment and Jobs Act	\$124,884,100	
Contract Construction & Right of Way: Leading Idahos Future	\$120,000,000	
Contract Construction & Right of Way: One-time Carryover Authority	\$210,000,000	
Contract Construction & Right of Way: TECM	\$100,000,000	
	\$704,965,700	
FY23 TOTAL APPROPRIATION (Spending Authority)	1,352,337,800	1,648.0
GARVEE Bond Debt Service	\$64,867,000	
TECM Bond Debt Service	\$15,670,000	
FY23 TOTAL PROGRAM FUNDING (Rounded)	1,432,875,000	1,648.0

IDAHO TRANSPORTATION DEPARTMENT
 Joint Finance Appropriation Committee FY23 APPROPRIATION REQUEST - March 2022 Board Meeting
 as of: 03-16-2022
 (\$ in millions, rounded)

		March Board Meeting			
		Governors Rec Jan 10, 2022	JFAC Approp Mar 3, 2023	\$ Change	Description of Change from Governors Recommendation 01-10-22 to JFAC 03-3-22
1	Cash, Beginning	37.2	37.2	-	
	One-Time Carryover Authority		210.0	210.0	+ \$210,000,000 One-Time Carryover of FY22 Supplemental
	Revenue			-	
2	Federal	470.2	470.6	0.4	+ \$400,000 Hwy Safety to Address Traffic Fatalities
3	Fed - Obligated Unspent	-	-	-	
4	State	469.8	469.8	-	
5	Interagency	0.3	0.3	-	
6	Local	7.9	7.9	-	
7	TECM	15.0	115.0	100.0	+ \$100,000,000 TECM
9	SIPF	200.0	120.0	(80.0)	(\$80,000,000) in SIPF Appropriated Directly to Locals
8	Total Revenue	1,163.1	1,183.5	20.4	Total Increase in Revenue
				-	
9	Expenditures			-	
10	Personnel	146.3	149.2	3.0	+ \$3,000,000 CEC Increase 3% + up to \$1.25/hr Merit
11	Operating	97.2	97.5	0.4	+ \$400,000 Hwy Safety to Address Traffic Fatalities
12	Capital Facilities	22.7	22.7	-	
13	Equipment	36.5	36.5	-	
14	Trustee & Benefits	30.8	30.8	-	
15	Contract Construction	785.6	1,015.6	230.0	(\$80,000,000) in SIPF Appropriated Directly to Locals + \$210,000,000 in SIPF Reappropriation Spending Authority + \$100,000,000 TECM
16	Total Expenditures	1,119.0	1,352.3	233.3	Total Increase in Expenditure
				-	
17	Anticipated Holdback	-	-	-	
18	Debt Service	80.5	80.5	-	
				-	
19	Total Program Funding	1,199.5	1,432.9	233.3	Total Increase to Program Funding
				-	
20	Projected Cash, Ending	0.7	(2.2)	(2.9)	~(\$2,200,000) Ending Projected Cash Balance due to Increased CEC Costs (*Not an Actual Cash Balance*)



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date 3/24/22

Consent Item Information Item Amount of Presentation Time Needed 5 minutes

Presenter's Name Mark McKinney	Presenter's Title Chief Information Officer	Initials MM	Reviewed By LSS
Preparer's Name Mark McKinney	Preparer's Title Chief Information Officer	Initials MM	

Subject

Update regarding Data Center Resolution		
Key Number	District	Route Number

Background Information

During the February 2022 board meeting, Char McArthur presented a resolution regarding funding and planning of a data center migration including disaster recovery options. The resolution established a timeline for presenting an update to the board on progress.

This item will provide the board with a status update on progress and preliminary planning options based upon ITD HQ building short- and long-term options.

Recommendations

Information only.

Board Action

Approved Deferred _____

Other _____



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date March 24, 2022

Consent Item Information Item Amount of Presentation Time Needed 10 Minutes

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

Subject

2022 ITD Omnibus Temporary Rulemaking Notice		
Key Number	District	Route Number

Background Information

In 2019, 2020 and 2021, the Idaho Legislature did not reauthorize the Idaho Administrative Procedure Act.

As such, without efforts by the Governor’s Division of Financial Management (DFM) and Idaho Transportation Board, the Department’s administrative rules would have expired following each respective session. In support of the Governor, the Department and Idaho Transportation Board have worked together to protect the legal authority of IDAPA Title 39 through a series of administrative actions, Board actions and legal notices.

In an effort to be proactive and protect ITD’s fee rules from expiration, the Department respectfully requests that the Board approve the attached Notice for publication, as a contingency, if the Idaho Legislature again does not reauthorize the Idaho Administrative Procedure Act at the end of the 2022 legislative session.

This will ensure that the Department’s 8 fee rules will continue to carry the full force-and-effect of the law shall any unforeseen or unique circumstances occur over the next several weeks and months.

Recommendations

Please see the accompanying resolution on page 79.

Board Action

Approved Deferred _____

Other _____

IDAPA 39 – IDAHO TRANSPORTATION DEPARTMENT

DOCKET NO. 39-0000-2200 (Fee Rule)

NOTICE OF OMNIBUS RULEMAKING - ADOPTION OF TEMPORARY FEE RULE

EFFECTIVE DATE: The effective date of the temporary rule being adopted through this omnibus rulemaking as listed in the descriptive summary of this notice is upon the adjournment date of the second regular session of the 66th Idaho State Legislature (*sine die*).

AUTHORITY: In compliance with Section 67-5226, Idaho Code, notice is hereby given this agency has adopted a temporary rule. The action is authorized pursuant to Sections 40-312 and 49-201, Idaho Code.

DESCRIPTIVE SUMMARY: The following is the required finding and concise statement of its supporting reasons for adopting a temporary rule:

This temporary rulemaking adopts and publishes the following rule chapter(s) previously submitted to and reviewed by the Idaho Legislature under IDAPA Title 39, rules of the Idaho transportation Department:

IDAPA Title 39

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

TEMPORARY RULE JUSTIFICATION: Pursuant to Sections 67-5226(1)(a)-(c), Idaho Code, the Governor has found that temporary adoption of the rule is appropriate for the following reasons:

This temporary rule is necessary to protect the public health, safety, and welfare of the citizens of Idaho and confer a benefit on its citizens. The temporary rule chapters implement the duly enacted laws of the state of Idaho, provide citizens with the detailed rules and standards for complying with those laws, and assist in the orderly execution and enforcement of those laws. The expiration of these rule chapters without due consideration and processes would undermine the public health, safety and welfare of the citizens of Idaho and deprive them of the benefit intended by these rules.

FEE SUMMARY: Pursuant to Section 67-5226(2), the Governor has found that the fee or charge being imposed through this rulemaking is justified and necessary to avoid immediate danger and the fee is described herein

The fees or charges, authorized in Title 40 and Title 49, Idaho Code, are part of the agency's 2023 budget that relies upon the existence of the fees or charges to meet the state's obligations and provide necessary state services. Failing to reauthorize these temporary rule chapters would create immediate danger to the state budget, immediate danger to necessary state functions and services, and immediate danger of a violation of Idaho's constitutional requirement that it balance its budget. The following is a specific description of the fees or charges:

39.02.04, Rules Governing Manufacturer and New Vehicle Dealer Hearing Fees: ITD is required to collect filing fees for hearings when requested by a franchised dealer over disputes with a manufacturer. The Department is required to collect the fees, appoint a hearing officer and ensure all legal expenses including a court reporter, hearing transcripts and witness fees are reimbursed to the Department. Although the Department is not a party

to the dispute, Idaho Code and this rule facilitate the hearing process between franchisees and manufacturers. The deposited fee of \$2,000 is utilized to cover initial expenses incurred by the Department. Any remaining part of the deposit is refunded to the dealer and additional expenses are billed to the responsible party. (See §49-1617, Idaho Code)

- 39.02.05, Rules Governing Issuance of Certificate of Title: The \$25 fee assessed under this rule is for an inspection of a vehicle to be performed by the Department's Motor Vehicle Investigators on vehicles with a special construction; including glider kits, replicas, street rods, replica street rods, assembled vehicles and specially constructed vehicles. This fee covers administrative costs of the Motor Vehicle Investigator for the physical inspection of the vehicle and preparation of necessary documents for the owner to obtain a title from the Department with the correct physical classification of the vehicle. (See §49-504 and §49-525, Idaho Code)
- 39.02.22, Rules Governing Registration & Permit Fee Administration: This rule provides for installment payment plans for commercial motor vehicle registrations. It covers administrative costs for services provided by the Department, which includes a \$50 fee for setting up each installment payment plan. To reinstate a payment plan that has been suspended, a \$40 fee is required. If there are insufficient funds, the rule allows the Department to collect a \$20 insufficient funds fee and provides the Department with the ability to collect a \$40 fee for reinstatement of a revoked or suspended commercial motor vehicle registration. (See §49-434, Idaho Code)
- 39.02.26, Rules Governing Temporary Vehicle Clearance for Carriers: This rule allows the Department to authorize and issue temporary clearance for a carrier who needs to immediately operate a commercial motor vehicle and who is in the process of obtaining and submitting requirements for full issuance of vehicle registration and license plates. This temporary permit provides for a 45-day intermediate clearance at a cost of \$18. (See §49-501, Idaho Code)
- 39.02.41, Rules Governing Special Provisions Applicable to Fees for Services: This rule includes fees associated with the costs of providing records (typically bulk data) for requestors other than law enforcement and specified state agencies which receive records free of charge. Depending on the format and nature of the records requested, there is a base charge of \$75. (See §49-201, Idaho Code)
- 39.02.60, Rules Governing License Plate Provisions: This rule encompasses several license plate programs and their identifiers/formats. It provides for dealer and loaner license plates, standard license plates, restricted vehicle license plates, transporter and wrecker license plates, the personalized plate program criteria, legislatively sponsored license plates and many others. Most fees for plate programs are set in Idaho Code; however there are two that are not and they are established by rule. For vehicle dealer registration and plates, the fee is \$15 annually or the dealer may purchase single trip permits. These are only valid on boat and utility trailers for demonstration purposes. The other fee within this rule is \$12 for standard sample plates to pay for the production of the plate and administrative fees. (See §49-202, Idaho Code)
- 39.03.03, Rules Governing Special Permits – General Conditions and Requirements: This is a new rule that was part of the Department's efforts to consolidate and streamline commercial motor vehicle permit rules and was presented during the 2019 legislative session. The fees set in this rule cover a variety of commercial motor vehicle permits. These fees simply cover administrative costs for processing, issuing and enforcing special permits. This program is revenue-neutral. (See §49-1004, Idaho Code)
- 39.03.43, Rules Governing Utilities on State Highway Right-of-Way: The fees in this chapter relate to the installation and location of small wireless facilities in the state's ROW. The assessed fees are in accordance with the Federal Communications Commission's Declaratory Ruling and Third Report and Order, WT Docket No. 17-79, WC Docket No. 17-84, FCC 18-133, (Sept. 26, 2018). The fees address the review and processing of applications for access and new installations. (See §40-312(3), Idaho Code)

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

DATED this February 28, 2022.

Res. No.

WHEREAS, the Idaho Transportation Department's 8 fee rules are currently pending, awaiting approval by the 2nd Regular Session of the 66th Idaho Legislature; and

WHEREAS, final legislative action to adopt the Department's pending rules has not yet occurred; and

WHEREAS, pursuant to Section 67-5226, Idaho Code, the Governor has found that temporary adoption of these rules is appropriate to protect the public health, safety and welfare of the citizens of Idaho and confer a benefit on its citizens; and

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

WHEREAS, the expiration of these rules without due consideration and processes would undermine the public health, safety and welfare of the citizens of Idaho and deprive them of the benefit intended by these rules; and

WHEREAS, the Governor has also found that the fees or charges being imposed or increased are justified and necessary to avoid immediate danger to the Department's budget, to the state budget, to necessary state functions and services, and to avoid immediate danger of a potential violation of Idaho's constitutional requirement that it balance its budget; and

NOW, THEREFORE BE IT RESOLVED, that the Idaho Transportation Board is adopting these temporary fee rules to be effective upon *sine die* of the 2022 session of the Idaho Legislature. This approval and action is conditional and will only become effective if the rules are not otherwise approved or rejected in part by the Legislature.



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date March 24, 2022

Consent Item Information Item Amount of Presentation Time Needed 15 minutes

Presenter's Name Amy Schroeder	Presenter's Title Transportation Program Manager	Initials	Reviewed By LSS
Preparer's Name Mark Campbell	Preparer's Title Project Manager	Initials	

Subject

Request to increase consultant services agreement (Board Policy 4001) on TECM projects		
Key Number	District	Route Number

Background Information

The Board approved funding for the initial phases of work on various TECM projects in July 2021. The initial agreements allowed fieldwork to proceed on an accelerated schedule last fall and has provided clarity on scope of work for these projects.

Two TECM-funded projects are ready for the next phase of work and require Board approval to exceed the threshold put forth in Board Policy 4001:

- US-95 Spalding Bridge & US-12 Arrow Bridge (KN 23333 & 23334)
- SH-75, Timmerman Junction to Timber Way (KN 23342)

The following two pages provide details of dates, amounts and scope associated with this request for Board approval to further exceed the \$1 million threshold.

Recommendations

Approve the resolution on page 83.

Board Action

Approved Deferred _____

Other _____

US-95, Spalding Bridge and US-12 Arrow Bridge over the Clearwater River in District 2 (Key Numbers 23333 & 23334)

In May 2021, the Board authorized \$3 million to begin the planning and environmental stage, and in July the Board approved a request to exceed the \$1 million agreement threshold up to the full \$3 million authorized. WSP was selected in August 2021 through a Request for Proposals (RFP) to perform environmental and design services for all or a portion of the project at ITD's sole discretion.

November 19, 2021 the Notice to Proceed was issued to WSP. The initial phase of work was negotiated at \$2,999,672 and includes tasks that allowed the project to begin as quickly as possible and gather field data before the winter season. Progress to date includes the terrestrial, aerial, and bathymetry survey; preliminary hydraulics analysis; public involvement; environmental field work and reconnaissance; preliminary geotechnical investigation; conceptual design; and a value engineering workshop in January. These activities have provided clarity of the scope of these bridge replacements.

This request to increase funding for the Arrow and Spalding Bridges by \$2 million will provide funding for the supplemental services to accomplish the next critical phases of work:

Subsurface Geotechnical Exploration: This task includes obtaining subsurface data for each structure by drilling test holes and logging each test hole, performing geophysical surveys, and laboratory tests. The subsurface information that is derived from the data will provide recommendations for design and construction that will be part of the Geologic Reconnaissance Report and Geotechnical Engineering Report.

Cultural Resource and Ethnographic Studies: These bridges are within the territory of the Nez Perce Reservation. More detailed information from coordination with the Tribe clarified the next steps, which includes completing two Archaeological and Historic Survey Reports. The AHSRs will include a detailed account of archeological resources as well as historic resources of the built environment. This work will consist of three parts including; 1) background research, 2) fieldwork, 3) final report.

Railroad Right of Entry: The Bountiful Grain and Craig Mountain Railroad owns property directly under the Arrow and Spalding bridges. This supplement will cover the fees required to gain access to their property for survey and geotechnical investigations, as well as engineering fees to review the proposed design plans.

The additional money needed to fully fund this supplemental will be offset from within the TECM program.

Additional requests will be presented to the Board for approval as the next phases of work are ready to advance.

State Highway 75, Timmerman Junction to Timber Way in District 4 (Key Number 23342)

In May 2021, the Board authorized \$3 million to begin the planning and environmental re-evaluation, and in July 2021 the Board approved a request to exceed the \$1 million agreement threshold up to the full \$3 million authorized. AECOM was selected in September 2021 through a Request for Proposals (RFP) to perform environmental and design services for all or a portion of the project at ITD's sole discretion.

December 15, 2021 the Notice to Proceed was issued to AECOM. The initial phase of work was negotiated at \$2,998,156 and includes tasks that allowed the project to begin as quickly as possible and gather field data before the winter season. Progress to date includes terrestrial and aerial survey; public involvement; environmental field work, reconnaissance, and multiple discipline-specific reports that support the re-evaluation; traffic/safety analysis; and conceptual design.

This request to increase funding for the SH-75 corridor by \$1 million will provide funding for the supplemental services to accomplish the next critical phases of work:

Traffic Counts: Additional information is needed for the traffic movements at the SH-75 and Ohio Gulch Road intersection, which will include vehicle movements as well as pedestrian movements.

Preliminary Design: Refinement and advancement of the conceptual design to include the Preliminary Design Submittal and Review.

Type, size and Location Report: Defines the structure types at each of the proposed pedestrian underpasses.

Geotechnical Investigation & Reports: Field work necessary to provide recommendations for the roadway design. Once the field work is complete the laboratory and engineering analysis will be complete. This work is part of the Geotechnical Engineering Report.

The additional money needed to fully fund this supplemental will be offset from within the TECM program.

Additional requests will be presented to the Board for approval as the next phases of work are ready to advance.

WHEREAS, the Idaho Transportation Board approved multiple TECM projects to be added to the Idaho Transportation Investment Program (ITIP) in May 2021 in order to advance their development and readiness; and

WHEREAS, the Board previously approved exceeding the threshold in Board Policy 4001 for initial phases of work in July 2021, which allowed field work to begin and significant progress on those tasks has been made; and

WHEREAS, the next phase of work has been negotiated and is needed to continue to move the following projects through the development phase; and

WHEREAS, Board Policy 4001 requires Board approval to exceed \$1 million on professional services agreements.

NOW THEREFORE BE IT RESOLVED, that the Board approves an additional \$2 million for the supplemental agreement for the next phase of work on the Spalding and Arrow Bridges (KN 23333 & 23334), which increases the total approval up to \$5 million for this project; and

NOW THEREFORE BE IT FURTHER RESOLVED, that the Board approves an additional \$1 million for the supplemental agreement for the next phase of work on the SH-75, Timmerman to Timber Way project (KN 23342), which increases the total approval up to \$4 million for this project.



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date March 24, 2022

Consent Item Information Item Amount of Presentation Time Needed 15 Minutes

Presenter's Name Ron Duran	Presenter's Title Public Transportation Manager	Initials RD	Reviewed By LSS
Preparer's Name Taylor Bothke	Preparer's Title Grants/Contracts Officer	Initials TB	

Subject

Public Transportation 2023-2025 Congressional Application Funding Recommendations		
Key Number N/A	District Statewide	Route Number N/A

Background Information

ITD-Public Transportation Office issued a Congressional competitive application process for the following programs:

5310 Enhanced Mobility of Seniors and Individuals with Disabilities, 5311 Formula Grant for Rural Areas, 5339 Bus and Bus Facilities, and the Vehicle Investment Program (VIP).

Using Federal Transit Administration scope eligibility and priorities, ITD PT staff made funding recommendations for the applications.

On March 10, the ITD PT staff presented subrecipient grant applications to the Public Transportation Advisory Council (PTAC), and asked for their comments and concurrence on funding recommendations made by ITD PT staff.

ITD PT seeks approval from the Idaho Transportation Board on the two year awards for the applications, which will become available upon approval from the Federal Transit Administration. All funding agreements will begin October 1, 2022.

Per Board Policy 4038, the Public Transportation Officer hereby brings forth the aforementioned funding recommendations and requests the Idaho Transportation Board's approval of proposed recommendations.

Recommendations

Approval of public transportation funding recommendations in the amount of \$22,147,248 for the 2023-2025 rural awards.

Resolution on page 86.

Board Action

Approved Deferred _____

Other _____

5310 Elderly & Disabled Program

District	Applicant	Score	Scope	Federal Request	Recommendation	Notes
2	Disability Action Center	91	Purchase of Service	\$188,160	\$188,160	
3	Kuna Senior Center	65	Operating	\$47,802	\$30,745	
3	Treasure Valley Transit	87	Purchase of Service	\$320,000	\$282,919	
3	Valley Regional Transit	85	Purchase of Service	\$231,869	\$99,388	
4	Living Independent Network Corp.	86	Purchase of Service	\$266,860	\$266,860	

Total Available	\$868,072
Total Recommended	\$868,072
Remaining Balance	\$0

5311 Rural Area Formula Program

District	Applicant	Score	Scope	Federal Request	Recommendation	Notes
1	SPOT	90	Admin, Ops, Preventative Maintenance	\$1,351,852	\$1,122,076	
1	Shoshone County	84	Admin, Ops, Preventative Maintenance	\$231,482	\$231,482	
1	CDA Tribe	88	Admin, Ops, Preventative Maintenance	\$1,277,771	\$660,598	
2	Appaloosa Express	85	Ops and Preventative Maintenance	\$297,414	\$151,032	
2	SMART (RPT)	89	Admin, Ops, Preventative Maintenance	\$1,480,825	\$1,229,518	
3	Treasure Valley Transit	90	Admin, Ops, Preventative Maintenance	\$4,380,198	\$3,147,546	
4	Mountain Rides Transportation Authority	91	Admin, Ops, Preventative Maintenance	\$5,294,566	\$3,632,309	
5	Shoshone Bannock Tribe	75	Admin, Ops, Preventative Maintenance	\$357,987	\$216,595	
5	Pocatello Regional Transit	90	Admin, Ops, Preventative Maintenance, Marketing	\$1,474,029	\$1,447,712	
6	START - Commuter	85	Admin, Ops, Preventative Maintenance,	\$1,155,749	\$1,155,749	
6	START - GTR	78	Admin, Ops, Preventative Maintenance,	\$369,124	\$369,124	
6	Lemhi Ride	78	Admin, Ops, Preventative Maintenance, Marketing	\$291,435	\$291,435	

Total Available	\$13,655,176
Total Recommended	\$13,655,176
Remaining Balance	\$0

5339 Bus & Bus Facilities

District	Applicant	Score	Scope	Federal Request	Recommendation	Notes
1	Kootenai County	91	5 cutaway buses	\$475,000	\$475,000	
2	SMART (RPT)	84	2 medium duty cutaway buses	\$284,800	\$284,800	
3	ACHD	83	12 hybrid 10 passengar minivans	\$530,720	\$530,720	
3	Treasure Valley Transit	92	5 ADA medium duty cutaway buses	\$605,800	\$605,800	
3	Treasure Valley Transit	92	3 ADA conversion vans	\$210,669	\$210,669	
4	Mountain Rides Transportation Authority	78	construction and equipping of a new facility	\$1,340,000	\$1,340,000	
5	Pocatello Regional Transit	88	4 light duty mid sized buses & 1 medium duty bus	\$420,000	\$420,000	

Total Available	\$7,000,000
Total Recommended	\$3,866,989
Remaining Balance	\$3,133,011

Vehicle Investment Program (VIP)

District	Applicant	Score	Scope	Federal Request	Recommendation	Notes
1	Evangelical Lutheran Society	67	ADA Accessible Van	\$55,888	\$55,888	
1	Shoshone County	91	12+2 ADA Cutaway vehicle	\$69,479	\$69,479	
3	Kuna Senior Center	71	Routine annual maintenance on vehicle	\$4,536	\$4,536	
3	Mountain Home Senior Center	88	12 +2 ADA shuttle bus	\$85,000	\$85,000	Applied in 5310; Recommend VIP to fund vehicle
4	Filer Senior Haven	47	12 passenger van	\$12,100	\$12,100	
6	Lemhi Ride	64	ADA accessible van	\$60,000	\$60,000	

Total Available	\$624,000
Total Recommended	\$287,003
Remaining Balance	\$336,997

WHEREAS, the Public Transportation Office is charged with soliciting, reviewing, and programming public transportation projects in the rural areas of Idaho; and

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

WHEREAS, the funding sources include three Federal Transit Administration grants, the 5310 Elderly and Persons with Disabilities Program, 5311 Rural Formula Program, and 5339 Bus and Bus Facilities Program, and one State grant Vehicle Investment Program; and

WHEREAS, the Public Transportation Office has solicited, reviewed, provided for public comment, presented and received unanimous concurrence from the Public Transportation Advisory Council on the proposed projects.

NOW THEREFORE BE IT RESOLVED, that the Board acknowledges the projects proposed as submitted, and approves the rural funding amount of \$22,147,248 for submittal to the Federal Transit Administration for final approval; and

BE IT FURTHER RESOLVED, that these projects are submitted for inclusion in the FY22 - 28 Statewide Transportation Investment Program and programmed in FY22.



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date March 24, 2022

Consent Item Information Item Amount of Presentation Time Needed 5 Minutes

Presenter's Name Bryan Burbank	Presenter's Title Traffic Engineer	Initials BB	Reviewed By LSS
Preparer's Name Kandace Stewart, PE	Preparer's Title D4 Traffic & Materials Engineer	Initials KS	

Subject

D4 Luminaire Repair		
Key Number 22709	District 4	Route Number US93/30

Background Information

The purpose of this agenda item is to seek Board approval to advance the **D4 Luminaire Repair** in the *Idaho Transportation Investment Program (ITIP)*.

This project will repair and upgrade the highway lighting for the US93/30 interchange area and the US93 and 2400 East Road flyover interchange.

The illumination at US93/30 interchange has had maintenance issues for several years. The district continually fields complaints about the lack of lighting. Our maintenance forces have been able to make some periodic repairs, however, more recently the entire lighting system has failed. Upon a comprehensive inspection, it was found that rodent infestation has destroyed the conduit and wiring systems. Many of the components of the luminaires will need to be completely rewired and replaced to get the lighting back into working order.

The system was installed in the 1990's and needs to be brought to current standards including LED lights. The lighted signs along this section also need to be updated to the reflective standard signs which in turn will increase the reliability and efficiency.

The US93 and 2400 East Road flyover interchange nearby is also failing. It is suspected there are some failed components that need replaced. This project will inspect these problems and make needed repairs if the funding is sufficient to do so.

Originally this project was scoped as a Supporting Infrastructure Assets Project. However, after conducting inspections we found that the estimated cost for this project exceeded the targets of the Supporting Infrastructure Assets program.

District 4 would like to advance this project from FY 2023 to FY 2022 and construct it this coming summer. We are asking for Board Unallocated funds to build this early and remove it from the Supporting Infrastructure Program.

This project is estimated to be \$1.5 Million.



Board Agenda Item

ITD 2210 (Rev. 10-13)

Recommendations

Approve attached resolution to advance **D4 Luminaire Repair. Resolution on page 90.**

Board Action

- Approved Deferred _____
- Other _____

**IDAHO TRANSPORTATION BOARD
STATE FUNDED UNALLOCATED ACCOUNT**

State Fiscal Year 2022

***Beginning Balance* \$ 10,000,000**

<u>Date</u>	<u>District</u>	<u>Key No.</u>	<u>Project Route, Name</u>	<u>Cost</u>
12/09/21	3	23456	I-84, Meridian Rd IC to Eagle Rd IC, Design, Meridian	\$ 1,325,000
01/13/22	5	23471	I 15, Devils Creek Landslide	\$ 1,000,000
01/13/22	6	23472	US 20, At Grade Crossing Closures	\$ 500,000
01/13/22	6	23473	SH 33, Rexburg Signal Interconnect	\$ 500,000
03/24/22	4	22709	State, D4 Luminaire Repair	\$ 1,500,000
				Total \$ 4,825,000

***Ending Balance* \$ 5,175,000**

RESOLUTION

WHEREAS, the Idaho Transportation Board supports the ITD mission of safety, mobility, and economic opportunity.

WHEREAS, it is in the public interest for ITD to construct D4 Luminaire Repair; and

WHEREAS, ITD is prepared to advance this project in the approved ITIP.

NOW THEREFORE BE IT RESOLVED that the D4 Luminaire Repair be advanced in the ITIP to FY 2022 at a cost of approximately \$1.5 Million using FY 2022 ITD Board Unallocated Funds;

BE IT FURTHER RESOLVED, that the Idaho Transportation Board approves staff to adjust the program and amend the approved FY 2022 – FY 2028 Statewide Transportation Investment Program accordingly.



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date March 24, 2022

Consent Item Information Item Amount of Presentation Time Needed _____

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

Subject

US-95, MP 526 to MP 536 Seal Coat, Boundary Co.		
Key Number N/A	District 1	Route Number US 95

Background Information

The purpose of this agenda item is to seek Board approval to advance the D1 US-95 Seal Coat and Guard rail project in the Idaho Transportation Investment Program (ITIP).

Last month, Chief Brad Lowther of the Hall Mountain Fire Department submitted a written request to the department asking to fund a surface friction project due to several serious accidents including a recent rollover, and one that was a fatal crash.

The District is requesting a seal coat pavement preservation project to be added to the FY22 Transportation Improvement Program on NHS route US-95 between mile post 526 to 536 in Boundary County. The primary purpose of this request is to add a seal coat at this location to increase the friction of the roadway to help reduce winter related crashes.

The District is requesting to add the project to the FY22 ITIP to advance the seal coat and guardrail improvements on NHS route US-95 between mile post 526 to 536 - to the pavement preservation program.

The District request's \$940,000.00 for a total project cost.

Recommendations

Approve adding this project to the ITIP in the FY2022 State Unallocated with a total cost of \$940,000.00 of state funds. The funds will come from the FY2022 Board Unallocated Fund. Resolution on page 93.

Board Action

Approved Deferred _____

Other _____

IDAHO TRANSPORTATION BOARD STATE FUNDED UNALLOCATED ACCOUNT

State Fiscal Year 2022

Beginning Balance **\$ 10,000,000**

<u>Date</u>	<u>District</u>	<u>Key No.</u>	<u>Project Route, Name</u>	<u>Cost</u>
12/09/21	3	23456	I-84, Meridian Rd IC to Eagle Rd IC, Design, Meridian	\$ 1,325,000
01/13/22	5	23471	I 15, Devils Creek Landslide	\$ 1,000,000
01/13/22	6	23472	US 20, At Grade Crossing Closures	\$ 500,000
01/13/22	6	23473	SH 33, Rexburg Signal Interconnect	\$ 500,000
03/24/22	4	22709	State, D4 Luminaire Repair	\$ 1,500,000
03/24/22	1	New	US 95, MP 526 to MP 536 Seal Coat, Boundary Co	\$ 940,000
Total				\$ 5,765,000

Ending Balance **\$ 4,235,000**

RES. NO. WHEREAS, the Idaho Transportation Board is authorized to expend funds appropriated for construction, maintenance and improvement of state highways; and

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

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

WHEREAS, it is the intent of the Board to effectively utilize all available federal, state, and local funding.

NOW THEREFORE BE IT RESOLVED, that project US-95, MP 526 to MP 536 Seal Coat, Boundary County will be added to FY22 of the FY22-28 ITIP in the State Unallocated at a total project cost of \$940,000; and

BE IT FURTHER RESOLVED, that funding for the design engineering be added to FY22 of the FY22-28 ITIP and that funds will come from the FY22 Board Unallocated Fund; and

BE IT FURTHER RESOLVED, that the Board authorizes staff to amend the FY22-28 Statewide Transportation Investment Program accordingly.



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date March 24, 2022

Consent Item Information Item Amount of Presentation Time Needed 5 minutes

Presenter's Name Eric Staats, PE	Presenter's Title District 5 Engineer Manager	Initials	Reviewed By
Preparer's Name Todd Hubbard, PE	Preparer's Title District 5 Engineer	Initials TH	

Subject

US-91 City of Preston Seal Coat		
Key Number N/A	District 5	Route Number US-91

Background Information

The purpose of this agenda item is to seek Board approval to add the **US-91 CITY OF PRESTON SEAL COAT** to the program, per policy 5011 *Idaho Transportation Investment Program (ITIP)*.

US-91 functions as the main through street of the City of Preston in Southeast Idaho, US-91 is known as State Street within the city limits. Preston is approximately 8 miles north of the Utah border. It has a population of about 5,500 people. In 2017, the City of Preston and the Idaho Transportation Department (ITD) agreed to implement a road diet on US-91 and SH-36 for a 3-year pilot, the implementation took place in 2018. Prior to 2018, US-91 had a four-lane configuration, with two through lanes each direction. As part of the road diet the typical section changed to a three-lane configuration, one through lane each direction and center turn lane.

In October, the Mayor of Preston requested that ITD revisit the issue of the pilot road diet on US-91 and requested that we look at going back to the previous four-lane configuration. After meeting with the Mayor and City staff over the last four months and looking at solutions that would work for the City of Preston and ITD, we agreed that the road diet pilot has unexpected congestion results for the community. In support of the community and businesses, we will revise the US-91 lane striping configuration of the road diet pilot, from the three lanes back to the original four lanes configured as it was prior to the pilot. This will remove turn lanes at the signals due to limited right-of-way, but the city is looking at options to be able to add the turn lanes in the future. The road diet on SH-36 will remain.

The project scope is to seal coat the roadway covering the existing markings and restripe the lanes to the 2018 four-lane configuration, with two through lanes each way, to be completed this spring.

Recommendations:

Approve attached resolution with funding from Board Unallocated. Resolution on page 96.

Board Action

Approved Deferred _____

Other _____

IDAHO TRANSPORTATION BOARD STATE FUNDED UNALLOCATED ACCOUNT

State Fiscal Year 2022

Beginning Balance **\$ 10,000,000**

<u>Date</u>	<u>District</u>	<u>Key No.</u>	<u>Project Route, Name</u>	<u>Cost</u>
12/09/21	3	23456	I-84, Meridian Rd IC to Eagle Rd IC, Design, Meridian	\$ 1,325,000
01/13/22	5	23471	I 15, Devils Creek Landslide	\$ 1,000,000
01/13/22	6	23472	US 20, At Grade Crossing Closures	\$ 500,000
01/13/22	6	23473	SH 33, Rexburg Signal Interconnect	\$ 500,000
03/24/22	4	22709	State, D4 Luminaire Repair	\$ 1,500,000
03/24/22	1	New	US 95, MP 526 to MP 536 Seal Coat, Boundary Co	\$ 940,000
03/24/22	5	New	US 91, City of Preston Seal Coat	\$ 700,000
Total				\$ 6,465,000

Ending Balance **\$ 3,535,000**



Board Agenda Item

ITD 2210 (Rev. 10-13)

RESOLUTION

WHEREAS, the Idaho Transportation Board supports the ITD mission of safety, mobility, and economic opportunity; and

WHEREAS, it is in the interest for ITD to work the City of Preston to meet the needs of the community; and

WHEREAS, ITD staff was identified an options for the CITY OF PRESTON SEAL COAT; and

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

NOW THEREFORE BE IT RESOLVED that the US-91, CITY OF PRESTON SEAL COAT be added to the ITIP at a cost of approximately \$700,000 using FY 2022 ITD Board Unallocated Funds; and

BE IT FUTHER RESOLVED, that the Idaho Transportation Board approves the staff to adjust the program and amend the approved FY 2022- 2028 Statewide Transportation Investment Program accordingly.



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date March 24, 2022

Consent Item Information Item Amount of Presentation Time Needed _____

Presenter's Name Doral J Hoff, PE	Presenter's Title District 2 Engineer	Initials	Reviewed By LSS
Preparer's Name Bob Schumacher, PE	Preparer's Title Engineering Manager	Initials	

Subject

US-95, Rock Fall Mitigation, MP 195.3 and 196.5, Idaho County		
Key Number N/A	District 2	Route Number US95

Background Information

“Slab Rock” US-95, MP 195.3

History: There has been no reported rock fall or evidence of rock fall.

Geology: This site is a vertical rock slab, 10 feet thick, 50 feet wide, and 110 feet high and appears prone to a toppling failure. Measurements of all of the fractures are needed to determine stability. Before failure were to occur, movement should be measurable except in the case of a large seismic event.

Accidents: No rock fall related vehicular accidents have been reported in this area. Operations personnel have responded to four call-outs from State Communications for this area since 2016.

Proposed Work: Stabilization of this area will be completed by rock bolting of a 2,500 square feet area.

Estimate Total= \$414,100.00

Bulls Eye, US-95, MP 196.5

History: In 2021, two slides originated at approximately 35 feet above the roadway. The first slide in May 2021, consisted of one dislodged large slab and several smaller ones. This slab was removed in August by hand scaling. In December 2021, another large block, with several smaller ones, slid approximately 50 feet away. Further up the slope are potentially unstable blocks that have wide release fractures. Technical rope skills are needed to access these blocks to determine stability and to measure the fractures. There is also clear evidence of a historic rock slide, several hundred feet long, immediately adjacent to current slides.

Geology: The rock layers dip or slope toward the road. Fractures form along these rock layers and are steep allowing for rock blocks to slide. Some of these areas act as release fractures, which allows blocks to detach and then slide.

Accidents: There have been eight vehicular accidents in the past five years in this area. Operations personnel have responded to ten call-outs from State Communications for this area since 2016.

Proposed Work: Blocks and slabs that calculate to have low factors of safety from sliding are to be rock bolted. Smaller unstable rocks will be hand scaled from the slope. No rock fencing is anticipated.

Estimate Total = \$797,504.00

Project Estimate Total = \$1,211,604.00

Recommendations

Approve addition of this project to the ITIP for FY2022 State Unallocated with a total estimated cost of \$1,500,000. Funding source to be from FY2022 Board Unallocated Fund. Resolution on page 99.

Board Action

Approved Deferred _____

Other _____

IDAHO TRANSPORTATION BOARD STATE FUNDED UNALLOCATED ACCOUNT

State Fiscal Year 2022

Beginning Balance

\$ 10,000,000

<u>Date</u>	<u>District</u>	<u>Key No.</u>	<u>Project Route, Name</u>	<u>Cost</u>
12/09/21	3	23456	I-84, Meridian Rd IC to Eagle Rd IC, Design, Meridian	\$ 1,325,000
01/13/22	5	23471	I 15, Devils Creek Landslide	\$ 1,000,000
01/13/22	6	23472	US 20, At Grade Crossing Closures	\$ 500,000
01/13/22	6	23473	SH 33, Rexburg Signal Interconnect	\$ 500,000
03/24/22	4	22709	State, D4 Luminaire Repair	\$ 1,500,000
03/24/22	1	New	US 95, MP 526 to MP 536 Seal Coat, Boundary Co	\$ 940,000
03/24/22	5	New	US 91, City of Preston Seal Coat	\$ 700,000
03/24/22	2	New	US 95, Rock Fall Mitigation, Idaho County	\$ 1,500,000
Total				\$ 7,965,000

Ending Balance

\$ 2,035,000

RES. NO. WHEREAS, the Idaho Transportation Board is authorized to expend funds appropriated for construction, maintenance and improvement of state highways; and

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

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

WHEREAS, it is the intent of the Board to effectively utilize all available federal, state, and local funding.

NOW THEREFORE BE IT RESOLVED, that project US-95, Rock Fall Mitigation, MP 195.3 and 196.5, Idaho County will be added to FY22 of the FY22-28 ITIP in the State Unallocated at a total project cost of \$1,500,000; and

BE IT FURTHER RESOLVED, that funding for the design engineering be added to FY22 of the FY22-28 ITIP and that funds will come from the FY22 Board Unallocated Fund; and

BE IT FURTHER RESOLVED, that the Board authorizes staff to amend the FY22-28 Statewide Transportation Investment Program accordingly.



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date March 24, 2022

Consent Item Information Item Amount of Presentation Time Needed 5 min

Presenter's Name Caleb Lakey/Dan McElhinney	Presenter's Title DE/COO	Initials CL	Reviewed By
Preparer's Name Caleb Lakey	Preparer's Title District 3 Engineer	Initials CL	

Subject

McMillen Jacobs Individual Task Agreement Extension		
Key Number 01004	District 3	Route Number SH-55, Smith's Ferry to Round Valley

Background Information

The purpose of this Board Agenda Item is to request approval to exceed the consultant individual task agreement limit of \$500,000 for consultants selected from the term agreement list set by Board Policy 4001 for McMillen Jacobs on the SH-55, Smith's Ferry to Round Valley Project, Key No. 01004.

Considering their in-depth working knowledge of the site and the work in progress status pending on all cut slopes, McMillen Jacobs is the clear choice for a consultant firm to finish these tasks. These additional services are estimated at \$805,900.00 bringing the total agreement to \$1,590,968.00.

Recommendations

See attached resolution on page 99B.

Board Action

Approved Deferred _____

Other _____

**Consultant Task Agreement Amendment, SH-55, Smith's Ferry to Round Valley
Resolution**

WHEREAS, the SH-55 Smith's Ferry to Round Valley project (KN1004) is under construction and;

WHEREAS, additional geotechnical expertise is proposed by District 3 to independently review the project and the actual field conditions and provide related consulting and;

WHEREAS, McMillen Jacobs has already provided geotechnical consultant help on this project and is familiar with the plans, work site and constraints.

NOW, THEREFORE BE IT RESOLVED that the Idaho Transportation Board approves the request for McMillen Jacobs to exceed the consultant individual task agreement limit of \$500,000 for consultants selected from the term agreement list, up to \$1,590,968.00



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date March 24, 2022

Consent Item Information Item Amount of Presentation Time Needed 20 minutes

Presenter's Name John Tomlinson	Presenter's Title Highway Safety Manager	Initials JT	Reviewed By LSS
Preparer's Name John Tomlinson/Bill Kotowski	Preparer's Title Hwy Safety Manager/Grants Officer	Initials JT/BK	

Subject

Shift Website and Engaged Driving Awareness Month		
Key Number	District	Route Number

Background Information

After originally being launched in October 2017, the Shift website (shift-idaho.org) has gone through a complete overhaul. This new website is easier to navigate and allows the user to jump to the specific behavioral safety programs that they want to explore. We've taken the silos of each program out and incorporated all our media content and information in one place.

Distracted driving crashes made up 19% of all crashes in 2020 and were responsible for 10% of all fatalities. While 71% of all distracted driving crashes occurred on urban roadways, 85% of the fatal distracted driving crashes occurred on rural roadways in 2020. There were 22 people killed in distracted driving crashes in 2020, and the preliminary data for 2021 shows 26 people were killed.

April is national Distracted Driving Awareness Month, and in Idaho we call it Engaged Driving Awareness Month. National Work Zone Safety Awareness Week is also in April.

Recommendations

Information only.

Board Action

Approved Deferred _____

Other _____



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date March 24, 2022

Consent Item Information Item Amount of Presentation Time Needed 10 min.

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

Subject

Administrative Settlement over \$200,000.00		
Key Number 20575	District 1	Route Number SH-53

Background Information

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

Recommendations

Approve:
KN 20575 – Hauser Lake Rd. to N Bruss Rd., Kootenai County - for administrative settlement in the amount of \$414,922.00. Resolution on page 102.

Board Action

Approved Deferred _____
 Other _____

RES. NO.
ITB _____

WHEREAS, the Idaho Transportation Department is acquiring right-of-way along SH-53, Hauser Lake Rd. to N. Bruss Rd., Kootenai Co. for Project No. A020(575); and

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

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

NOW THEREFORE BE IT RESOLVED, that the Idaho Transportation Board approves an Administrative Settlement in the amount of \$414,922.00



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date March 24, 2022

Consent Item Information Item Amount of Presentation Time Needed 10 min.

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

Subject

Administrative Settlement over \$200,000.00		
Key Number 22196	District 3	Route Number I-84

Background Information

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

Recommendations

Approve:
KN 22196 – I-84, Franklin IC to Karcher IC, Canyon County - for administrative settlement in the amount of \$251,344.74. Resolution on page 104.

Board Action

Approved Deferred _____
 Other _____

RES. NO. WHEREAS, the Idaho Transportation Department is acquiring right-
ITB _____ of-way along I-84, Franklin IC to Karcher IC, Canyon Co. for Project
No. A022(196); and

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

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

NOW THEREFORE BE IT RESOLVED, that the Idaho Transportation Board approves an Administrative Settlement in the amount of \$251,344.74



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date March 23-24, 2022

Consent Item

Information Item

Amount of Presentation Time Needed 15 Min

Presenter's Name Char McArthur	Presenter's Title CAO	Initials CM	Reviewed By LSS
Preparer's Name David Tolman	Preparer's Title Controller	Initials DT	

Subject

State Street HQ Building Update		
Key Number	District	Route Number

Background Information

This Board item will provide an update on the ITD State Street Campus and the options presented to the Board in February.

Recommendations

Information only.

Board Action

Approved Deferred _____

Other _____



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date March 24, 2022

Consent Item Information Item Amount of Presentation Time Needed 10 minutes

Presenter's Name Justin Collins	Presenter's Title Financial Officer	Initials JC	Reviewed By
Preparer's Name Brenda Williams	Preparer's Title Chief Human Resources Officer	Initials BW	

Subject

ITD's FY23 Change in Employee Compensation Plan		
Key Number	District	Route Number

Background Information

Background: The Idaho Transportation Department (ITD) is committed to becoming the best organization by investing in our employees. In alignment with the Legislature, Division of Human Resources, and ITD's Compensation Policy, it is proposed we implement the following pay components:

Component 1: 3% Salary Increase

For FY23, the legislature has approved an upward adjustment of the pay schedules by 3% and an ongoing 3% salary increase for permanent positions, regardless of probation status.

Additionally, it is the policy of ITD to pay a minimum hourly rate of 80% of the salary range midpoint. All employee pay rates that fall below 80% of the midpoint of the FY23 pay schedule will move to ITD's 80% minimum rate of pay, effective June 12, 2022.

Component 2: Performance-Based (Merit) Pay Increases

Permanent employees with a performance evaluation on file (within the last 12 months) of an "Achieves" or better performance rating will be eligible for an increase based on their performance rating and compa-ratio.

Component 3: Consideration for Classifications with Compression, High Turnover, and Retention Challenges

ITD recognizes that certain classifications continue to be difficult to recruit and retain. Therefore, ITD will address agency-specific issues in the CEC plan.

Recommendations

Approve and implement the FY23 employee compensation components early. Resolution on page 107.

RES. NO.

WHEREAS, the Idaho Transportation Department's FY23 CEC plan has been developed in accordance with ITD's compensation policy, Legislature, Division of Human Resources, Division of Financial Management; and

WHEREAS, Department staff presented the components of the plan for the proposed CEC plan, including eligibility requirements, to the Idaho Transportation Board at its March 24, 2022 meeting.

NOW THEREFORE BE IT RESOLVED, that the Board approves the Department's FY23 CEC Plan to be implemented early, with the basic components as follows:

- For FY23, the legislature has approved an upward adjustment of the pay schedules by 3% and an ongoing 3% salary increase for permanent positions, regardless of probation status;
- Permanent employees with a performance evaluation on file (within the last 12 months) of an "Achieves" or better performance rating will be eligible for an increase based on their performance rating and compa-ratio;
- ITD recognizes that certain classifications continue to be difficult to recruit and retain. Therefore, ITD will address agency-specific issues in the CEC plan; and

BE IT FURTHER RESOLVED, that the Board approves the Department to implement the CEC plan early, funded with salary savings.