



## **A G E N D A**

### **District 5 Idaho Transportation Investment Program Outreach Workshop and Regular Meeting of the Idaho Transportation Board**

**April 20 – 21, 2022**

#### **April 20, 2022**

**District 5, Grand Idaho Inn & Suites  
1399 Bench Road  
Pocatello, Idaho**

#### **District 5 Tour**

- 10:00** District staff and local board members convene to begin tour
- 10:30** Leave from Pocatello Airport for Savage Railport
- 10:45** Tour Savage Railport
- 11:45** Depart Savage Railport to Grand Idaho Inn and Suites
- 12:00** Board lunch

#### **ITIP Outreach Workshop**

- 1:30** Welcoming – Chairman Moad and Vice Chair Horsch
- 1:35** ITD's District 5 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
- 4:00** 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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**April 21, 2022**  
District 5, Idaho State Police  
5255 S 5<sup>th</sup> Ave  
Pocatello, Idaho

**Business Meeting**

To listen:

Dial 1-415-655-0003 US Toll

- a. access code: 2464 095 8394
- b. meeting password: 1234

KEY:

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

	Page #	Time*
<b>Action Item    1.    CALL MEETING TO ORDER</b>		<b>8:30</b>
<b>Info Item        2.    SAFETY SHARE: Operations Engineer Wright</b>		
<b>Action Item    3.    BOARD MINUTES – March 23 - 24, 2022 .....</b>	<b>6</b>	
<b>Action Item    4.    BOARD MEETING DATES .....</b>	<b>21</b>	
May 18 & 19 – Rigby		<i>September <u>21 &amp; 22</u>, Boise (proposed)</i>
June 15 & 16 – Boise		<i>October <u>19 &amp; 20</u>, Boise (proposed)</i>
July 20 & 21 – Lewiston		<i>November <u>16 &amp; 17</u>, Boise (proposed)</i>
August 17 & 18 – Coeur d’Alene		<i>December <u>14 &amp; 15</u>, Boise (proposed)</i>
<b>Action Item    5.    CONSENT CALENDAR .....</b>	<b>22</b>	
HWY        _____ Approve 2021 Transportation Alternatives Program (TAP) Rankings .....	23	
HWY        _____ Advance existing and add new TAP projects to FY22-28 ITIP .....	25	
HWY        _____ Consultant agreements .....	27	
HWY        _____ Contract awards .....	30	
HWY        _____ Contract to reject .....	37	
<b>Info Item        6.    INFORMATIONAL CALENDAR</b>		
HWY        _____ Contract awards and current advertisements .....	42	
HWY        _____ Professional services agreements and term agreement work tasks report .....	47	
ADM        _____ Non-construction professional service contracts .....	53	
ADM        _____ State Fiscal Year 2022 financial statements .....	54	
ADM        _____ Monthly report of federal formula program funding through April 4 .....	73	

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Pocatello, Idaho

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**Information Items**

- |  |             |
|--|-------------|
| <b>7. BOARD SUBCOMMITTEE ON ADJUSTMENTS UPDATE</b>               | <b>8:40</b> |
| - Member Kempton   |             |
| <b>8. MONTHLY REPORT ON ACTIVITIES</b>                           | <b>8:45</b> |
| - Director Ness      - Chief Deputy Stokes                       |             |
| <b>9. ADOPT-A-HIGHWAY PRESENTATION</b>                           | <b>9:25</b> |
| Vice Chair Horsch: Grace Grizzlies Football Team                 |             |
| <b>10. DISTRICT ENGINEER REPORT: District 5 Engineer Hubbard</b> | <b>9:35</b> |
| <b>11. AGENDA ITEMS</b>  |             |

DIR _____ Office of Communication 2021 review .....	75	<b>9:45</b>
McCarty/Tomlinson		

<b>12. BREAK</b>	<b>10:15</b>
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**Action Item**

CD _____ Request to increase consultant services agreement on TECM projects .....	76	<b>10:30</b>
Schroeder (Resolution on page 86)		

**Information Item**

HWY _____ Inflation and rising construction cost trends update .....	87	<b>10:50</b>
McElhinney/Kuisti		

**Action Items**

HWY _____ State Highway System ITIP project advancement, additions and funding .....	88	<b>11:05</b>
Rindlisbacher/Gill distribution (Resolution on page 94)		

HWY _____ Board Unallocated Funds, US-20 MP 353 to South Ashton, District 6 .....	95	<b>11:25</b>
Allen (Resolution on page 97)		

**Information Item**

HWY _____ Zero Fatalities Award .....	98	<b>11:35</b>
Losness/Kotowski		

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**Information Item**

- 13. EXECUTIVE SESSION** (Idaho State Police) **11:40**  
PERSONNEL ISSUES [SECTION 74-206(a), (b)]  
LEGAL ISSUES [SECTION 74-206(c), (d), (f)]

**14. AGENDA ITEMS, continued**

**Action Item**

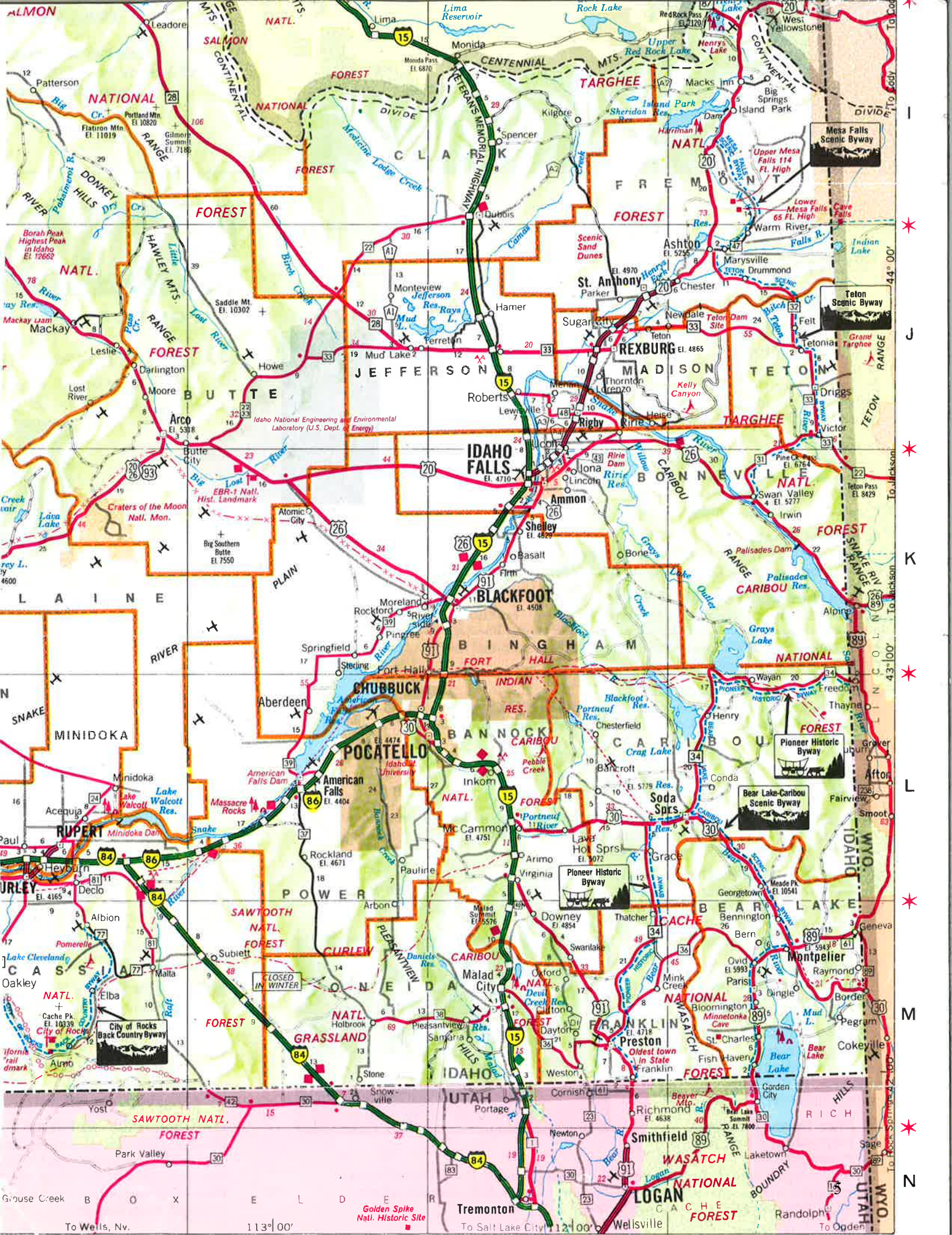
CD      State Street Headquarter building update .....99 **12:45**  
Stokes      (Resolutions on page 100 and 101)

- 15. ADJOURNMENT** (estimated time) **1:00**

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REGULAR MEETING AND DISTRICT FOUR TOUR AND OUTREACH WORKSHOP  
OF THE IDAHO TRANSPORTATION BOARD

March 23 - 24, 2022

The Idaho Transportation Board met at 10:30 AM on Wednesday, March 23, 2022, at the Convention Center in Burley, Idaho. The following principals were present:

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

District 4 Tour and Outreach Workshop. The Board toured the new westbound I-84 Port of Entry facility in Declo and drove through the Burley and Heyburn Interchanges.

Following the tour, the Board convened at the Burley Convention Center for the Idaho Transportation Investment Outreach Workshop. Chairman Moad and Member Kempton gave opening remarks. District 4 Engineer Jesse Barrus presented the Governor's Leading Idaho Initiative and major District 4 priority projects. Participants had time to review several project displays arranged around the room and interact with ITD staff and the Board. The Workshop concluded with comments from local transportation officials.

WHEREUPON, the Idaho Transportation Board's regular monthly meeting recessed at 4:00 PM.

March 24, 2022

The Idaho Transportation Board convened at 8:30 AM on Thursday, March 24, 2022 in Burley, Idaho. All members were present. Lead Deputy Attorney General Tim Thomas was also in attendance.

Safety Share. Acting Design/Construction Engineer Capson presented safety information regarding driving for the conditions of the road and awareness. Drive Safe. Drive Aware.

Chairman Moad thanked Acting DCE Capson for the important message.

Board Minutes. Member DeLorenzo made a motion to approve the minutes of the regular Board meeting held on February 17, 2022, as submitted. Vice Chair Horsch seconded the motion and it passed unanimously.

Board Meeting Dates. The following meeting dates and locations are scheduled:  
April 20 & 21, 2022 – Pocatello      June 15 & 16 – Boise      August 17 & 18 - CDA  
May 18 & 19 – Rigby      July 20 & 21 - Lewiston

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

The motion to approve the following resolution passed unopposed:  
RES. NO.      WHEREAS, consent calendar items are to be routine, non-controversial, self-  
ITB22-17      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 improvement, 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.

1) State Institution Road Improvement. Per Board Policy 4045, staff requests approval for the Division of Public Works' recommended FY23 road improvement project. Funding is for a Department of Health and Welfare project to replace asphalt on the South West Idaho Treatment Center campus. The Permanent Building Fund Advisory Council's recommendation for FY23 Alterations & Repairs included \$200,000 for this project. The additional \$30,000 ITD funding will bring the total funding to \$230,000.

2) Advance Slaughter House Bridge and Eastside Drive Bridge to FY22 of the ITIP. On behalf of the project sponsor, staff request's approval to advance the Slaughter House Bridge in Benewah County from FY23 to FY22. The total project cost is \$3.1 million. They also request to advance the Eastside Drive Bridge in Valley County from FY25 to FY22. The total project cost is \$4.2 million. Both projects will be funded from the Off-system Bridge program.

3) JUB Engineers Individual Task Agreement Extension. Per Board Policy 4001, staff request's approval to exceed the consultant individual task agreement limit of \$500,000 for JUB Engineers on the US-93 South Road project. It allows them to continue to perform engineer of record services through the remainder of the construction project and is estimated at \$40,000 bringing the combined agreement amount to \$540,000.

4) Forsgren Associates Individual Task Agreement Extension. Per Board Policy 4001, staff request's approval to exceed the consultant individual task agreement limit for Forsgren Associates on the Bannock Street project. In April 2021, the Board approved to exceed the agreement limit to \$540,000 for this project. The removal of an old sewer line created the need for additional design services, which is estimated at \$50,000 for a total of \$590,000.

5) Request to Approve Consultant Agreement. In accordance with Board Policy 4001, staff request's approval to exceed the \$1 million agreement limit for key #22689 – I-15, US-20/26 Connector, Idaho Falls, for project development services of \$2.5 million and key #19916 – US-95, Labrosse Hill Street to Alderson Lane, Bonners Ferry, for construction, engineering and inspection and engineer of record services of \$1.9 million.

Informational Items.

1) Contract Awards and Advertisements. Key #21895, US-30, Nounan Road to Bennington, District 5. Low bidder: Western Construction - \$6,666,660.00

Key #20693, US-93, Marley Road to Jim Byrne Slough, District 4. Low bidder: Western Construction – \$4,496,052.33.

Key #20544, SH-31, overlay and guardrail upgrade, District 6. Low bidder: H-K Contractors – \$10,598,677.69.

Key #22792, I-90 Golconda Access Road IC westbound, District 1. Low bidder: N A Degerstrom Inc. – \$937,287.50.

Key #22697, I-86, FY22 pavement preservation, District 5. Low bidder: Geneva Rock Products - \$1,951,784.73.

Key #20266, SH-44, Intersection SH-16 to Linder Road, District 3. Low bidder: Staker & Parson Companies DBA Idaho Materials Construction - \$5,622,187.00.

The list of projects currently being advertised was provided.

2) Professional Services Agreements and Term Agreement Work Tasks Report. From January 24, 2022 to March 4, 2022, 48 new professional services agreements and work tasks were processed, totaling \$13,919,330. Two supplemental agreements to existing professional services agreements were processed during this period in the amount of \$1,419,080.

3) State FY22 Financial Statements. Revenues to the State Highway Account from all state sources were ahead of projections by 8.8% as of January 31. Receipts from the Highway Distribution Account were \$12.7 million more than forecast. State revenues to the State Aeronautics Fund were ahead of projections by 42%, or \$727,000. The Department's expenditures were within planned budgets. Personnel costs had savings of \$2.6 million or 3.6% due to less vacancies and pay increases appropriated by the Legislature. Contract construction cash expenditures were \$263.9 million for July through January.

The balance of the long-term investments was \$173.1 million at the end of January. These funds are obligated against construction projects and encumbrances. The cash balance was \$114.9 million. Expenditures in the Strategic Initiatives Program Fund through the end of January were \$0.9 million. Deposits into the Transportation Expansion and Congestion Mitigation Fund of \$9.8 million is the seventh month of revenues exceeding forecast. Funds are from the 4.5% of Sales Tax authorized during the last Legislative session. Expenditures in this



fund were \$13.1 million year-to-date. The federal CARES Act provided \$27 million for public transportation. Expenditures totaled \$2.5 million year-to-date.

4) Monthly Reporting of Federal Formula Program Funding through March 2. 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 March 2, 2022, \$209.6 million was allocated with \$115.5 million remaining program funding as of March 2, 2022.

Monthly Report on Activities. Director Ness announced his Management Assistant Beth Schiller, is retiring this month and thanked her for all she has done.

In continuation of a three-part series, Director Ness reported his remarks would focus on the “now” and how the Board can help ITD sustain success. Next month he will share thoughts on the future. The approach is based on five focal points. Highlights include: developing a strategic plan that includes a vision of being the best transportation department in the country, empowering employee work teams to collaborate on how best to do their job, employee driven innovations resulting in more than \$40 million and 550,000 hours in savings, providing better customer service at a lower cost and with fewer employees, such as the DMV modernization, conducting employee culture surveys, gaining credibility resulting in increased revenues, and effective project delivery. In order to sustain this success, Director Ness asked for the Board’s support for incoming Director Stokes, and the employees, in continuing to reduce bureaucracy, improving ITD’s culture, and transforming into an agency focused on customer needs.

Chief Deputy Stokes reported the legislature unanimously passed the department’s appropriation bill and thanked staff for the hard work and efforts. He reported the department has submitted its Change in Employee Compensation Plan to the Division of Human Resources for early implementation and is awaiting approval. He highlighted the Governor’s investment FY22 Supplemental, which includes \$200 million for local bridges, and FY23 appropriation that includes \$200 ongoing funding for road and bridge maintenance (\$120 million – State and \$80 million – Locals). He stated the revenue is not a growth in the agency but a pass through to projects that directly benefit communities and citizens. CD Stokes reported on preparation efforts for the State Transportation Improvement Program update adds approximately \$180 million per year - not including the bonding program, and on ITD’s external outreach efforts.

Chief Operations Officer McElhinney elaborated on the department’s public outreach and partnering efforts. Highlights include meetings with Eagle Banbury group regarding a sound wall, St. Anthony Interchange project, Work Zone Safety Task Force’s efforts to improve best practices, SH-75 Ohio Gulch request for a traffic signal, \$200 million investment in local bridges, the ADA transition plan, 2021 legislative outreach, SH-55 stakeholder meetings, US-20

Ashton to Montana state line, Burley and Heyburn Interchanges, variable speed zones on I-84, third bridge crossing in District 4, and the Arrow and Spalding bridge projects. He emphasized the importance of customer service, safety and project delivery.

Chairman Moad thanked staff for their report.

District Engineer Report. District 4 Engineer Jesse Barrus gave his annual report focusing on ITD's strategic goals on safety, mobility, employee experience, and innovation. He reported on snowplow strikes this winter and shared a story about how Bliss Shed staff helped a co-work's family with a medical emergency. Other highlights include the completion of the Snake River crossing origin and destination study, various 2021 construction projects, such as, Hailey Main Street, and FY22 projects delivered – eight projected will be delivered by May, and another three ready for advertisement by July. He also reported on repairs made at the District 4 office and building challenges, the Carey shed expansion project, and gave an update on the 3-day Program Delivery conference. DE4 Barrus concluded by stating they had 10 innovations in 2021 and won two ITD Best of the Best awards.

Adopt-A-Highway Presentation. Member Kempton presented the award to the Wood River Men's Group from Wood River Valley. They have been removing debris from SH-75 from milepost 110.8 to 112.8 since November 2009. ITD staff accepted the award on their behalf.

Status of FY23 Appropriation Request – Joint Finance Appropriation Committee Recommendations. Financial Manager Chris Bray reported on ITD's FY22 Supplemental totaling \$252 million. As of March 16, JFAC proposed an additional \$100 million for the TECM program bring the grand total to \$352.9 million. FY23 Enhancements total \$233.4 million, which includes \$100 million for TECM and an additional \$3 million for Change in Employee Compensation. As of March 2022, actual receipts (\$490.1 million) in comparison to the forecast allotments (\$450.9 million) is a positive \$39.2 million variance. With an adjusted base of \$647 million, plus \$704.9 million in line items, the total appropriation for FY23 is \$1.35 billion. Adding debt service of \$80.5 million brings the total program to \$1.43 billion.

Chairman Moad acknowledged there was sound issues with FM Bray's remote presentation. The PowerPoint slides will be shared with the Board members.

Headquarter Data Center Update. Chief Information Officer Mark McKinney provided a background on the Headquarter data center and assessments to date. The three options for consideration are remain at State Street Headquarters location using a colocation secondary data center, colocate the primary data center and use Chinden Campus building as a backup site, or construct a new building, which would be a backup data center to the second option and require a colocation. Next steps require ordering equipment and software, contracting staff resources, and selecting a local data center colocation firm.

Chairman Moad thanked CIO McKinney for the update.

2022 ITD Omnibus Temporary Rulemaking Notice. Governmental Affairs Project Manager Ramon Hobdey-Sanchez reported on the Department's eight fee administrative rules,

which are pending legislative approval. Since 2019, it is the first time staff was able to present them to the legislature. There is one new fee rule for small wireless facilities. This approval is conditional and will only become effective if the rules are not reauthorized by the legislature.

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

Res. No. WHEREAS, the Idaho Transportation Department's 8 fee rules are  
ITB22-18 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.

Chairman Moad thanked GAPM Hobdey-Sanchez for the update.

Request to Increase Consultant Services Agreement on Transportation Expansion & Congestion Mitigation Projects. Transportation Program Manager Amy Schroeder reported on the request to exceed the \$1 million threshold for consultant services agreements per Board Policy 4001 for two TECM-funded projects. The Board approved funding for the initial phases of work on various TECM projects last summer. The request is for \$5 million for two bridges, US-95 Spalding Bridge and US-12 Arrow Bridge, and \$4 million for SH-75 Timmerman

Junction to Timber Way. She also reported they anticipate having eight more contracts next month.

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

RES. NO. WHEREAS, the Idaho Transportation Board approved multiple TECM projects to  
ITB22-19 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.

Public Transportation FY23 - FY25 Funding Recommendations. Public Transportation Manager Ron Duran reviewed Public Transportation's funding application timeline. The application process began in September. Applications are evaluated based on eight criteria. Total available funding for the two-year period, October 1, 2022 – September 30, 2024, is \$22,147,248. Funding recommendations for the following programs are 5310 Elderly and Individuals with Disabilities, \$868,072; 5311 Rural Formula, \$13,655,176; 5339 Bus and Bus Facilities, \$3,866,989; and Vehicle Investment Program (VIP), \$287,003. All of the 5339 programs were fully funded and has a remaining program balance.

In regards to the VIP, PTM Duran explained this is the first time the Public Transportation Advisory Council concurred with the funding recommendations with comments, and there was also one non-concurrence. The comment given is for a project in District 4, Filer Senior Haven regarding inadequate funding. PTAC instructed them to work with PT office. The non-concurrence was based on an incomplete application. The project is still recommended for funding because the funding is based on reimbursement and is considered a low risk. Also, staff plans to revise the minimum required score for next year's applications.



In response to Member DeLorenzo's question regarding if PTAC can recommend higher funding amounts for projects, PTM Duran stated they cannot because of policy compliance requirements.

In response to Member Kempton's question regarding how PTAC's voting works and if additional funds can be added, PTM Duran responded, ultimately the Board has approval for these requests. Members can concur, concur with comment or not concur with staff's recommendations. Only one PTAC member did not concur for a VIP project. In regards to additional funding, after the one-time funding cycle, there is an opportunity later to use the unallocated funds.

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

RES. NO. WHEREAS, the Public Transportation Office is charged with soliciting,  
ITB22-20 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 Unallocated Funds, Luminaire Repair, District 4. Chief Operations Officer McElhinney lead by stating these next four requests are a result of listening to local officials and the community and being flexible. If all the projects are funded, that leaves about \$2 million available in FY22 Board Unallocated Funding. Staff anticipates bring two more requests to the Board next month.

Traffic Engineer Bryan Burbank reported the project is to advance a luminaire repair from FY23 to FY22 to construct this summer. The project will repair and upgrade the highway

lighting for the US-93/30 Interchange area and the US-93 and 2400 East Road flyover Interchange. During an inspection, a rodent infestation was found that 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. Funding request is for \$1.5 million.

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

RES. NO. WHEREAS, the Idaho Transportation Board supports the ITD mission of safety,  
ITB22-21 mobility, and economic opportunity.

WHEREAS, it is in the public interest for ITD to construct District 4 Luminaire Repair; and

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

NOW THEREFORE BE IT RESOLVED that the District 4 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 Unallocated Funds, US-95, Seal Coat, Boundary County. District Engineer Damon Allen reported the request is to add the US-95 seal coat and guardrail project between mile post 526 to 536 to the FY22 ITIP, pavement preservation program. 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 a fatal crash. The project will help reduce winter related crashes. Funding request is for \$940,000.

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

RES. NO. WHEREAS, the Idaho Transportation Board is authorized to expend funds  
ITB22-22 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 Unallocated Funds, US-91, Seal Coat, City of Preston. Engineer Manager Eric Staats reported the request is to add the US-91 City of Preston seal coat to the FY22 ITIP. In 2017, the City of Preston and the Department agreed to implement a road diet on US-91 and SH-36 for a 3-year pilot, the implementation took place in 2018. At the request of the community and businesses, the project will return US-91 lane striping configuration, from the three lanes back to the original four lanes configuration prior to the pilot. The project will seal coat the roadway, covering the existing markings, and restripe the lanes, with two through lanes each way, this spring. Funding request is for \$700,000.

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

RES. NO.        WHEREAS, the Idaho Transportation Board supports the ITD mission of safety,  
ITB22-23        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 Unallocated Funds, US-95, Rock Fall Mitigation, Idaho County. District 2 Engineer Doral Hoff reported the request is to add the US-95 rock fall mitigation at milepost 195.3 and 196.5 in Idaho County to the FY22 ITIP. The proposed work for MP 195.3 involves rock stabilization by rock bolting a 2,500 square feet area. The proposed work at MP 196.5 will

rock-bolt the slabs and large rock blocks that are less likely to slide. Smaller unstable rocks will be hand-scaled from the slope. Rock fencing is not anticipated. Funding request is for \$1.5 million.

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

RES. NO. WHEREAS, the Idaho Transportation Board is authorized to expend funds  
ITB22-24 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.

McMillen Jacobs Individual Task Agreement Extension, SH-55. Chief Operations Officer McElhinney reported on the SH-55 Smith's Ferry to Round Valley project, which experienced three different rockslides. They have brought in McMillen Jacobs Associates who are national experts on rock slope stability and geotechnical engineering to reanalyze and perform an enhanced assessment. Because of changing conditions and decomposed granite found in the bedrock, flatter slopes of 45-degrees, are being designed to decrease future slides. Field-testing is currently being performed on each slope with the anticipated recommendations forthcoming in April. This month through August, the contractor will continue construction and implementing supplemental retaining systems; such as, flatter slopes, rock dowels, rock bolts, and steel mesh as needed. In May, the Board will be updated on final geotechnical engineering recommendations, progress, and costs. The project is scheduled to be completed by November 2022.

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



RES. NO. ITB22-25 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.

Shift website And Engaged Driving Awareness Month. Highway Safety Manager John Tomlinson announced its launch of the upgraded Shift Idaho website ([www.shift-idaho.org](http://www.shift-idaho.org)) and provided a demonstration. The website now houses program information, such as, motorcycle awareness, teen driver safety and aggressive driving. It also provides statistics, road-trip Idaho, links to social media and 511 road conditions, and specific marketing material for Idaho. On behalf of Idaho State Police, HSM Tomlinson also reported on two PSA campaigns – one on distracted driving and the other on seat belts. Both promote safe driving behaviors and support April's Distracted Driving Awareness Month campaign in the region.

Chairman Moad thanked HSM Tomlinson for his presentation.

Legislative Update. Chief External Affairs Officer Mollie McCarty stated the legislature is wrapping up its final week with intent to Sine Die. She reported SB1359, FY22 Supplemental funding, was signed into law last week and HB772, agency budget, passed the House and Senate. She commented the passage of the department's capital facilities line item for \$19 million was a tremendous win for managing ITD facilities. HB787, an additional \$100 million, was an effort from the Joint Finance Appropriation Committee to minimize the amount needed for bonding. The department is expected to initiate bond issuance this month. The bill will not impede on the Board's ability to choose projects or bonding capacity. The Governor signed all three of the department's legislative proposals. Concerns with HB640, broadband, were addressed in the House. The bill was amended in the Senate to expand the definition of a broadband provider. It passed the Senate, with the House's concurrence, and is expected to be signed by the Governor. She also reported on a variety of House and Senate bills the department was tracking.

CEAO McCarty thanked the Governmental Affairs' team for all their hard work and efforts, and staff who took on additional tasks during the legislative session. She also announced the new Governmental Affairs Manager, Colby Cameron, who introduced himself to the Board.

Chairman Moad thanked CEO McCarty for the report.

Executive Session on Legal and Personnel Issues. Member DeLorenzo made a motion to meet in executive session at 11:57 AM to discuss issues as authorized in Idaho Code Section 74-206 (b) and in Idaho Code Section 74-206 (f). Member Hoff 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 1:22 PM.

Administrative settlement over \$200,000. Right of Way Manager Justin Pond presented an administrative settlement for KN 20575 – Hauser Lake Road to N Bruss Road, Kootenai County for an amount of \$414,922.

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

RES. NO. ITB22-26 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 approve an Administrative Settlement in the amount of \$414,922.00.

Administrative settlement over \$200,000. Right of Way Manager Justin Pond presented an administrative settlement for KN 22196 – I-84, Franklin IC to Karcher IC, Canyon County.

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

RES. NO. ITB22-27 WHEREAS, the Idaho Transportation Department is acquiring right-of-way along I-84, Franklin IC to Karcher IC, Canyon County, 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 approve an Administrative Settlement in the amount of \$251,344.74.

State Street Headquarter building update. Chief Deputy Scott Stokes reported on the status of the clean-up, temporary relocation and long-term location decisions. Damage and cost assessment of \$1.6 million are still early estimates. Staff began recovering personal property as of March 15. Currently, there are about 30 people at the Chinden Campus Building 8, first floor. Additional temporary space has been secured on the 3<sup>rd</sup> floor coming available April 1. A team of senior leaders is developing a space plan for about 280 people. There will still be some people working from home. He also reported on success factors to relocating, such as, retaining sale of proceeds, continuous customer service, employee contentment, decisions in the best interest of taxpayers, and timely decisions. Staff will continue to relocate into temporary space, recover items, document resources and options and refine insurance estimates.

In response to Member DeLorenzo's question about how the Board can help, CD Stokes stated the success factors are key. It would be helpful to identify and document them to ensure they are part of the decision making process.

Chairman Moad thanked CD Stokes for the update.

ITD's FY23 Change in Employee Compensation Plan. Financial Officer Justin Collins reported on the department's Compensation Policy. He reviewed the Plan's three 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. 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 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 High Turnover and Retention Challenges. ITD recognizes that certain classifications continue to be difficult to recruit and retain. Lower-earnings, under \$20 per hour, will be eligible for an additional increase, and the Horizontal Career Path will be aligned with the 3% increase for each level.

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

RES. NO. WHEREAS, the Idaho Transportation Department's FY23 CEC plan has been  
ITB22-28 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.

WHEREUPON, the Idaho Transportation Board’s regular monthly meeting adjourned at 1:45 PM.

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WILLIAM H. MOAD, Chairman  
Idaho Transportation Board

Read and Approved  
\_\_\_\_\_, 2022  
\_\_\_\_\_, Idaho



# BOARD MEETING DATES

**2022**

**May 18 & 19 – Rigby  
June 15 & 16 – Boise**

**July 20 & 21 – Lewiston  
August 17 & 18 – Coeur d'Alene**

2022

JANUARY

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“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 - 41**

RES. NO.      WHEREAS, consent calendar items are to be routine, non-controversial, self-explanatory items that can be approved in one motion; and  
ITB22-29

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 2021 Transportation Alternatives Program (TAP) rankings, to advance existing and add new TAP projects to FY22-28 ITIP, consultant agreements, contract awards and contract to reject.



## Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date April 21, 2022Consent Item ☒Information Item ☐

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

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

### Subject

Approve 2021 Transportation Alternatives Program Application Rankings		
Key Number New	District Varies	Route Number Varies

### Background Information

The purpose of this consent item is to request the approval of the 2021 Transportation Alternatives Program (TAP) application rankings.

The 2021 TAP application was due January 20, 2022 and LHTAC received 41 infrastructure applications requesting over \$21M. Another nine (9) non-infrastructure applications were also submitted for \$993K. Three scorers reviewed and scored the applications – one from ITD, one from LHTAC, and one from the Twin Falls School District.

With increased funding to the TAP program due to the Infrastructure Investment and Jobs Act (IIJA) funding, all 41 infrastructure and 9 non-infrastructure projects will be funded in FY22-25.

Staff requests that the attached application rankings be approved

### Recommendations

Approve the TAP application rankings as submitted by the TAP scoring committee.

### Board Action

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

## Transportation Alternatives Program

2022 Application Cycle

Rank	Local Sponsor	Project Name	Federal Funds	Average Score
1	City of Orofino	US Highway 12 Sidewalk Project, Phase 1	\$ 500,000	95.3
2	City of Victor	Highway 31 Missing Link Pathway	\$ 500,000	92.0
3	City of Driggs	Wallace Avenue Sidewalks	\$ 500,000	91.3
4	City of Idaho Falls	Meppen Canal Trail, Idaho Canal to 25th East	\$ 1,000,000	91.3
5	City of Fairfied	Soldier Road-Sage to ponderosa	\$ 500,000	91.0
6	City of Pocatello	Monte Vista to Pocatello Creek Road	\$ 500,000	90.7
7	City of Rexburg	Railroad Pathway-Riverside Park to Yellowstone Highway	\$ 500,000	89.0
8	Teton County	Teton County Highway 33 Multi- Modal Pathway	\$ 500,000	88.7
9	City of Craigmont	Division Avenue and Main Street Sidewalk Project	\$ 416,000	87.0
10	City of Idaho Falls	Westside Path Connections, Idaho Falls	\$ 500,000	86.7
11	City of Cascade	Strand Trail Paving and Pedestrian/Cyclist Safety Project	\$ 392,000	86.3
12	City of Lewiston	17th Street Sidewalk	\$ 500,000	86.3
13	City of Inkom	Main St. West, I-15 B to Roosevelt	\$ 500,000	84.7
14	City of Inkom	I-15 B, Main St to Old Hwy 91 Phase 2	\$ 500,000	84.3
15	City of St. Maries	St. Maries Sidewalk Improvements-Phase II	\$ 488,000	84.3
16	City of Buhl	Buhl School Pedestrian Pathway Ph.2	\$ 436,000	83.3
17	City of Stites	Stites Main Street Sidewalk,Phase I	\$ 474,000	82.3
18	Malad City Idaho	Bannock Street Sidealks TAP Grant	\$ 463,000	82.3
19	City of Moscow	North Mt. View Pedesrian Improvement	\$ 500,000	82.0
20	City of Challis	Challis-9th Street Sidewalk	\$ 382,680	81.7
21	City of Pocatello	Brennan Trail Extension and Pedestrian Bridge	\$ 1,000,000	81.3
22	City of Chubbuck	Chubbuck Canal Trail-Philbin to Hawthorne	\$ 480,000	81.0
23	City of Rupert	Improved Walkways in Rupert	\$ 500,000	80.7
24	City of New Plymouth	Horseshoe Park Pathway, Phase 3	\$ 500,000	79.3
25	City of Cambridge	US Highway 95 Sidwalk & Drainage Imporvements Phase 3	\$ 500,000	79.0
26	Boundary County	Naples Elementary School Pedestrian Safety Imporments	\$ 500,000	78.7
27	City of Ponderay	McNearney Road Paths	\$ 500,000	76.0
28	City of Pocatello	Center Street Pedestrian Bridge	\$ 500,000	76.7
29	City of New Plymouth	Horseshoe Park Pathway, Phase 4	\$ 500,000	76.7
30	City of American Falls	Highway 39 Bike/Ped Tunnel Phase 1	\$ 1,000,000	73.7
31	City of American Falls	Highway 39 Bike/Ped Tunnel Phase 2	\$ 1,000,000	73.7
32	City of Ammon	49th Street Community Trail Project	\$ 325,000	72.7
33	City of Nampa	Canyon St Bicycle & Pedestrian Pathway Phase 1	\$ 500,000	71.3
34	City of Dubois	Blaine Warning Memorial Park Pathway	\$ 380,000	70.3
35	City of Nampa	Canyon St Bicycle & Pedestrian Pathway Phase 2	\$ 320,000	69.3
36	City of Rexburg	River Pathway Underpasses at 2nd East	\$ 603,000	69.0
37	Sugar City Idaho	Sugar City Alternative Transportation System	\$ 500,000	68.0
38	City of Kamiah	Kamiah Sidewalk Improvements-Connecting Community Faci	\$ 477,000	65.7
39	City of Ashton	Main St. Sidewalk Safety Improvements	\$ 500,000	64.7
40	City of Shoshone	MLGMP South Sidewalk and Crossing	\$ 167,000	64.0
41	Madison County R&B	Hibbard Bike Lane	\$ 500,000	63.3

**Total Amount Requested: \$ 21,303,680**



# Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date April 21, 2022

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

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

## Subject

Advance existing and add new TAP projects to the approved FY 2022 - 2028 ITIP

Key Number New	District Varies	Route Number LOCAL
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## Background Information

The purpose of this consent item is to request the addition of ten (10) projects and advancement of two (2) projects in the Transportation Alternatives Program (TAP), at the request of the Local Highway Technical Assistance Council (LHTAC), per policy 5011 *Idaho Transportation Investment Program (ITIP)*.

With approval of the new IIJA bill, the annual funding for the TAP program more than doubled in size starting with current year FY22. Previously, the program funded approximately \$3.5M in infrastructure and non-infrastructure projects, but the funding target with the new bill increases to \$7.5M+ for the life of the bill.

The priorities for spending the additional FY22 funding are:

1. Add funding to existing projects
2. Add new projects from the 2022 application cycle
3. Advance projects from within the approved 2022-2028 ITIP

	Key No.	DIST	PROJECT NAME	Sponsor	2022				2023	
					PE	PC	CE	CN	CE	CN
New Projects	NEW	5	Inkom Sidewalk Phase 2	City of Inkom	\$ 10	\$ 40	\$ 40	\$ 445		
	NEW	5	Inkom Sidewalk Phase 3	City of Inkom	\$ 10	\$ 40	\$ 40	\$ 445		
	NEW	5	Highway 39 Bike/Ped Tunnel Phase 1	City of American Falls	\$ 30	\$ 1,036				
	NEW	9	Local Law Enforcement	Statewide				\$ 250		
	NEW	9	FY22/23 TAP Pre-Project Planning	LHTAC & ITD	\$ 700					
	NEW	6	Highway 31 Missing Link Pathway	City of Victor	\$ 15	\$ 40			\$ 65	\$ 416
	NEW	6	Wallace Avenue Sidewalks	City of Driggs	\$ 15	\$ 40			\$ 65	\$ 416
	NEW	6	Westside Path Connections, Idaho Falls	City of Idaho Falls	\$ 15	\$ 35			\$ 65	\$ 421
	NEW	6	Meppen Canal Trail and Ped Bridge	City of Idaho Falls	\$ 40	\$ 460			\$ 100	\$ 472
	NEW	5	Monte Vista to Pocatello Creek Road	City of Pocatello	\$ 14	\$ 80			\$ 65	\$ 377
Advance	20841	3	Bike/Ped Br over Boise Rv	City of Eagle				537		\$ _____
	22957	5	Inkom Elementary School Sid	City of Inkom				485		\$ _____

**Total Advanced/Added to TAP for 2022: \$ 4,861**



## Board Agenda Item

ITD 2210 (Rev. 10-13)

Staff requests that the projects be advanced in the program and/or added to FY 2022 of the approved FY 2022 - 2028 ITIP.

### Recommendations

Approve the addition of ten (10) new projects to the approved 2022 – 2028 ITIP and advance the 2023 Construction funding for two (2) projects, listed in the table above for a total increase of \$4.861M to the FY 2022 Transportation Alternatives Program

### Board Action

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





## Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date April 21, 2022Consent 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 Prjt Manager Consultant Services	Initials CZ	

### Subject

#### REQUEST TO APPROVE CONSULTANT AGREEMENTS

Key Number various	District various	Route Number various
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### 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)

- KM 23090, US 95, Aht'Wy Interchange and Plaza, Nez Perce County– for Construction, Engineering and Inspection (CE&I) services of \$2.25M.
- KN 23340, US 93, Third River Crossing PEL Study, Twin Falls– for project development services of \$2.4M.

### Board Action

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



**DATE:** April 4, 2022

**Program Number(s)**A023(090)

**TO:** Monica Crider, PE  
Contracting Services Engineer

**Key Number(s)**23090

**FROM:** Doral J. Hoff, PE  
District 2 Engineer

**Program ID, County, Etc.**US-95, Aht'Wy  
Interchange and Plaza, Nez Perce County

**RE:** Request to Exceed Professional Services Agreement Amount to Over \$1,000,000 - HDR

The purpose of this project is to improve safety and highway capacity by constructing a new interchange on US 95 at mile post 307.298. The interchange will be constructed and provide safer access to Aht'Wy Plaza for residents and local businesses. Construction will include a new bridge over US 95 and Eastbound and Westbound entrance and exit ramps. The project is a multi-year construction project.

The project's Environmental Reevaluation was approved October 14, 2021. The Right of Way acquisition and relocations were complete and certified October 22, 2021. This project is being built under the Fiscal Year 2020 BUILD Grant awarded to the Nez Perce Tribe September 16, 2020 for \$19,134,710. The Nez Perce Tribe has additionally supplied \$2,274,390 to the project. We plan to put the project out for advertisement in the very near future.

We recently advertised the Construction, Engineering and Inspection (CE&I) Request for Proposal (RFP) for consultant construction support to ITD construction staff. The Request for Proposal (RFP) advertisement closed on December 1, 2021. HDR was selected to perform Construction, Engineering and Inspection (CE&I) services and we are finalizing the negotiations.

The project currently has available obligated funds to cover the work.

The purpose of this board item is to request approval to exceed the existing consultant services agreement amount of this project to \$2.25M to complete CE&I services.



**DATE:** April 4, 2022

**Program Number(s)**A023(340)

**TO:** Monica Crider, PE  
Contracting Services Engineer

**Key Number(s)**23340

**FROM:** Jesse Barrus, PE  
District 4 Engineer

**Program ID, County, Etc.**US 93, Third River  
Crossing PEL Study, Twin Falls

**RE:** Request to Increase Professional Services Agreement Amount to Over \$1,000,000 -  
Horrocks Engineers

The purpose of this project is to complete a planning report of a new crossing of the Snake River Canyon and interconnecting roadways near Twin Falls. The study will investigate alternatives to improve Northbound/Southbound travel to improve quality of life and create a future vision for mobility in the region. This project will build on the Magic Valley Origin-Destination Study completed in 2020 and was authorized by the Idaho Transportation Board in May of 2021.

A Request for Proposal (RFP) for planning, engineering, and environmental services was advertised in September of 2021. Horrocks Engineers was selected to perform project development services. Services are expected to take about 12 months to complete and include refine crossing or widening recommendations that will address congestion, traffic operations, travel time, multi-model connections, person-throughput, and safety.

The project currently has available obligated funds to cover the work.

The purpose of this board item is to request approval to exceed the existing consultant services agreement amount of this project to \$2.4M to complete project development services.



# Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date April 21 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

Board Approval of Contracts for Award		
Key Number	District	Route Number

## Background Information

### INFORMATION

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

Year to Date Bid Summary 10/1/21 to 03/31/22					
Contracts Bid		Contracts Requiring Board Approval to Award		Contracts Requiring Board Approval to Reject	
ITD	Local	ITD	Local	ITD	Local
40	11	12	6	3	0

### ACTION

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

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

Contracts requiring Board Approval to Award -Justification received 03/01/22 to 03/31/22	
ITD	Local
2	0

## Recommendations

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

## Board Action

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

Monthly Status Report to the Board

CONTRACT(S) FOR BOARD APPROVAL

District	Key No.	Route	Opening Date	No. of Bids	Eng. Est.	Low Bid	Net +/-
6	19358	US-20	3/1/2022	1	\$4,630,537.41	\$5,778,888.00	\$1,148,350.59
US-20, Intersection SH-47 Improvements, Ashton					State		125%
Contractor: H-K Cotractors Inc							

District	Key No.	Route	Opening Date	No. of Bids	Eng. Est.	Low Bid	Net +/-
4	19973	I-84	3/22/2022	1	\$14,933,635.80	\$16,810,162.00	\$1,876,526.20
I-84, Declo POE EB					Federal		113%
Contractor: Knife River Corporation-Mountain West							

DATE OF BID OPENING - MARCH 1, 2022

---

IDAHO FINANCED PROJECT  
US 20, INTERSECTION SH 47 IMPROVEMENTS, ASHTON  
Fremont County  
Key No. 19358

---

DESCRIPTION: The work on this project consists of work of reconstructing the intersection of US-20, MP 360.572, and SH-47, MP 0.000, and installing a traffic signal

BIDDERS:

H-K CONTRACTORS, INC.  
IDAHO FALLS, ID

\$5,778,888.00

1 BID ACCEPTED

ENGINEER'S ESTIMATE - \$4,630,537.41

LOW BID - 125% Percent of the Engineer's Estimate

NET +/- OF EE \$1,148,350.59

(AWARD)

(REJECT)

(REQUIRES BOARD APPROVAL)

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

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

Dana  
Dietz

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by Dana Dietz  
Date: 2022.03.02  
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DANA DIETZ P.E.  
Contracts Engineer

# Department Memorandum

## Idaho Transportation Department

**DATE:** March 07, 2022**Program Number(s)** P166290
**TO:** Dana Dietz, PE  
Contracts Engineer
**Key Number(s)** 19358
**FROM:** Jason Minzghor  
District 6 Engineer

**Program ID, County, Etc.** US-20 & SH-47  
Ashton Intersection

**RE:** Justification for Award of Bid

On March 1, 2022, 1 bid was opened for the above referenced project. The only bid of \$5,778,888.00 was 24.8% higher than the Engineer's estimate of \$4,630,537.41.

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

Item	Description	Quantity	Estimated Unit Price	Bid Unit Price	\$ Difference
205-005A	Excavation	27,789.00 CY	\$21.00	\$39.00	\$500,202.00
205-040A	Granular Borrow	14,330.00 Ton	\$32.00	\$47.00	\$214,950.00
405-245A	Approach	12 Each	\$3,000.00	\$12,000.00	\$108,000.00
Total Difference from these Items					\$ 823,152.00
% of Difference in Engineer's Estimate (\$1,148,350.59)					72.0%

The Engineer's Estimate was based on the average unit price index for similar projects and on observation of past experience with similar projects. Had we considered that the shortage in trucking and increased labor costs, we would have adjusted the unit price for each of the above items appropriately, which should have brought the Engineer's Estimate to within 110% of the low bid.

This project addresses a significant safety issue at the intersection of Hwy 20 and SH-47, in Ashton. This project needs to be awarded in the 2022 construction season.

The district has obtained additional funds through statewide balancing. The district does not believe that re-advertisement will result in lower estimates. The district recommends award of this contract.



DATE OF BID OPENING - MARCH 22, 2022

---

IDAHO FEDERAL AID FINANCED PROJECT  
I-84, DECLO POE EB  
Cassia County  
Key No. 19973

---

DESCRIPTION: The work on this project consists of constructing a new eastbound port of entry (POE) facility on I-84 at MP 219 and removing the existing Cottarel POE

BIDDERS:

KNIFE RIVER CORPORATION - MOUNTAIN WEST  
BOISE, ID

\$16,810,162.00

1 BID ACCEPTED

ENGINEER'S ESTIMATE - \$14,933,635.80

LOW BID - 113% Percent of the Engineer's Estimate

NET +/- OF EE \$1,876,526.20

(AWARD)

(REJECT)

(REQUIRES BOARD APPROVAL)

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

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

Dana  
Dietz

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by Dana Dietz  
Date: 2022.03.24  
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DANA DIETZ P.E.  
Contracts Engineer



DATE: 3/28/2022

Program Number(s) A019(973)

TO: Dana Dietz, PE  
Contracts Engineer

Key Number(s) 19973

FROM: Jesse Barrus  
D4 District Engineer

Program ID, County, Etc. I 84 Declo POE EB,  
Cassia Co

RE: Justification for Award

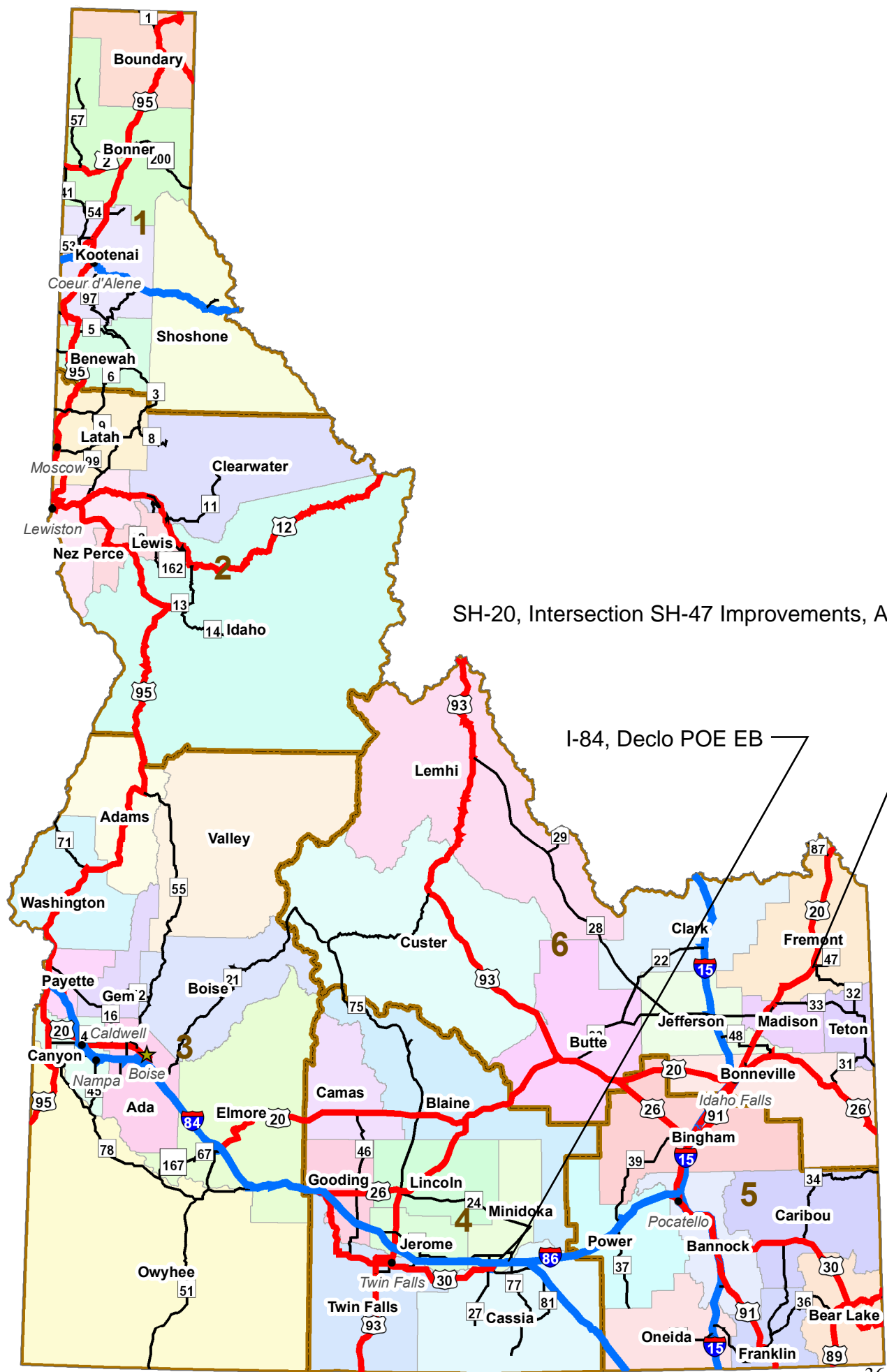
On March 22<sup>nd</sup>, 2022, 1 bid was opened for the above referenced project. The low bid of \$16,810,162.00 is 13% higher than the Engineers Estimate of \$14,933,635.80.

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

Item	Description	Quantity	Unit	Estimated Unit Price	Bid Unit Price	\$ Difference
619-010A	Illumination TY 2	1	LS	\$700,000.00	\$1,150,000.00	\$450,000.00
S904-05B	SP POE Building	1	LS	\$1,500,000.00	\$2,000,000.00	\$500,000.00
S904-05F	SP LED Open Closed Sign	1	LS	\$23,500.00	\$335,000.00	\$311,500.00
S911-05F	SP Infiltration Trench	5225	FT	\$110.00	\$230.00	\$627,000.00
Totals						\$1,888,500.00
% of Difference from EE (\$1,876,526.20)						101%

The Engineer's Estimate was based on the average unit price index for similar projects, but it didn't compensate enough for recent or present inflation increases due to labor and material shortages. Additionally, 3 of the 4 items listed in the above table are lump sum items, which are difficult to estimate by comparing to similar projects.

The additional \$1,876,526.20 will come from a combination of FY22 Federal Aid and statewide balancing. Based on the reasoning above, the District does not believe that re-advertisement will result in a lower estimate. The District recommends awarding this project.





# Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date April 21, 2022Consent Item ☒Information Item ☐

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

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

## Subject

Board Approval of Contract to Reject

Key Number	District	Route Number
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## Background Information

### INFORMATION

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

Year to Date Bid Summary 10/01/21 to 03/31/22					
Contracts Bid		Contracts Requiring Board Approval to Award		Contracts Requiring Board Approval to Reject	
ITD	Local	ITD	Local	ITD	Local
40	11	12	6	3	0

### ACTION

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

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

Contracts requiring Board Approval to Reject- Justification received 03/01/22 to 03/31/22	
ITD	Local
1	0

## Recommendations

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

## Board Action

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

Monthly Status Report to the Board

CONTRACT(S) FOR BOARD REJECTION

District	Key No.	Route	Opening Date	No. of Bids	Eng. Est.	Low Bid	Net +/-
20704	2	US-12	3/15/2022	1	\$9,303,504.57	\$10,730,800.00	\$1,427,295.43
US-12, Orofino to Greer					State		115%
Contractor: Knife River Corporation-Mountain West							

DATE OF BID OPENING - MARCH 15, 2022

---

IDAHO FINANCED PROJECT  
US-12, OROFINO to GREER  
Clearwater & Lewis County  
Key No. 20704

---

DESCRIPTION: The work on this project consists of cold milling, pipe and guardrail replacement, and plant mix overlay between MP 44.144 and MP 51.677 on US-12

BIDDERS:

KNIFE RIVER CORPORATION - MOUNTAIN WEST BOISE, ID	\$10,730,800.00
--	-----------------

1 BIDS ACCEPTED

ENGINEER'S ESTIMATE - \$9,303,504.57

LOW BID - 115% Percent of the Engineer's Estimate

NET +/- OF EE \$1,427,295.43

(AWARD)	(REJECT)	(REQUIRES BOARD APPROVAL)
---------	----------	---------------------------

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

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

Dana  
Dietz

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by Dana Dietz  
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DANA DIETZ P.E.  
Contracts Engineer

# Department Memorandum

## Idaho Transportation Department

**DATE:** March 24, 2022**Program Number(s)** P182520
**TO:** Dana Dietz, PE  
Contracts Engineer
**Key Number(s)** 20704
**FROM:** <sup>FOR</sup> DORAL J. HOFF, PE *RMS*  
District 2 Engineer

**Program ID, County, Etc.** A020(704) US-12  
Orofino to Greer,  
Clearwater County
**RE:** Justification for Bid Rejection

On March 15, 2022, 1 bid was opened for the above referenced project. The low bid of \$10,730,800.00 was 15% higher than the Engineer's estimate of \$9,303,504.57.

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

Item	Description	Quantity	Estimated Unit Price	Bid Unit Price	\$ Difference
401-020A	CSS-1 Dil Emul Asph for Tack Coat	7,600 Gal	\$3.00	\$8.00	\$38,000.00
405-435A	Superpave Hma Pav incl Asph&Add CL SP-3	50,200 Tons	\$104.17	\$108.00	\$192,266.00
602-025A	12" Pipe Culv	234 Ft	\$70.00	\$350.00	\$65,520.00
602-035A	18" Pipe Culv	536 Ft	\$90.00	\$427.00	\$180,632.00
602-045A	24" Pipe Culv	101 Ft	\$200.00	\$478.00	\$28,078.00
602-065A	36" Pipe Culv	173 Ft	\$215.00	\$460.00	\$42,385.00
612-005D	W-Beam Guardrail	33,812.5 Ft	\$32.00	\$36.00	\$135,250.00
S911-05A	SP 18" Cured in Place Pipe	2,475.4 Ft	\$160.00	\$197.00	\$91,589.80
S911-05B	SP 24" Cured in Place Pipe	56 Ft	\$255.00	\$560.00	\$17,080.00
S911-05C	SP 30" Cured in Place Pipe	55 Ft	\$380.00	\$585.00	\$11,275.00
S911-05E	SP 48" Slipliner	162 Ft	\$692.00	\$1,119.00	\$69,174.00
S911-05F	SP 60" Slipliner	110 Ft	\$832.00	\$2,025.00	\$131,230.00
S913-05A	SP Lean Concrete Fill	368 CY	\$260.00	\$450.00	\$69,920.00
Total Difference from these Items					\$ 1,072,399.80
% of Difference in Engineer's Estimate (\$1,427,295.43)					75%

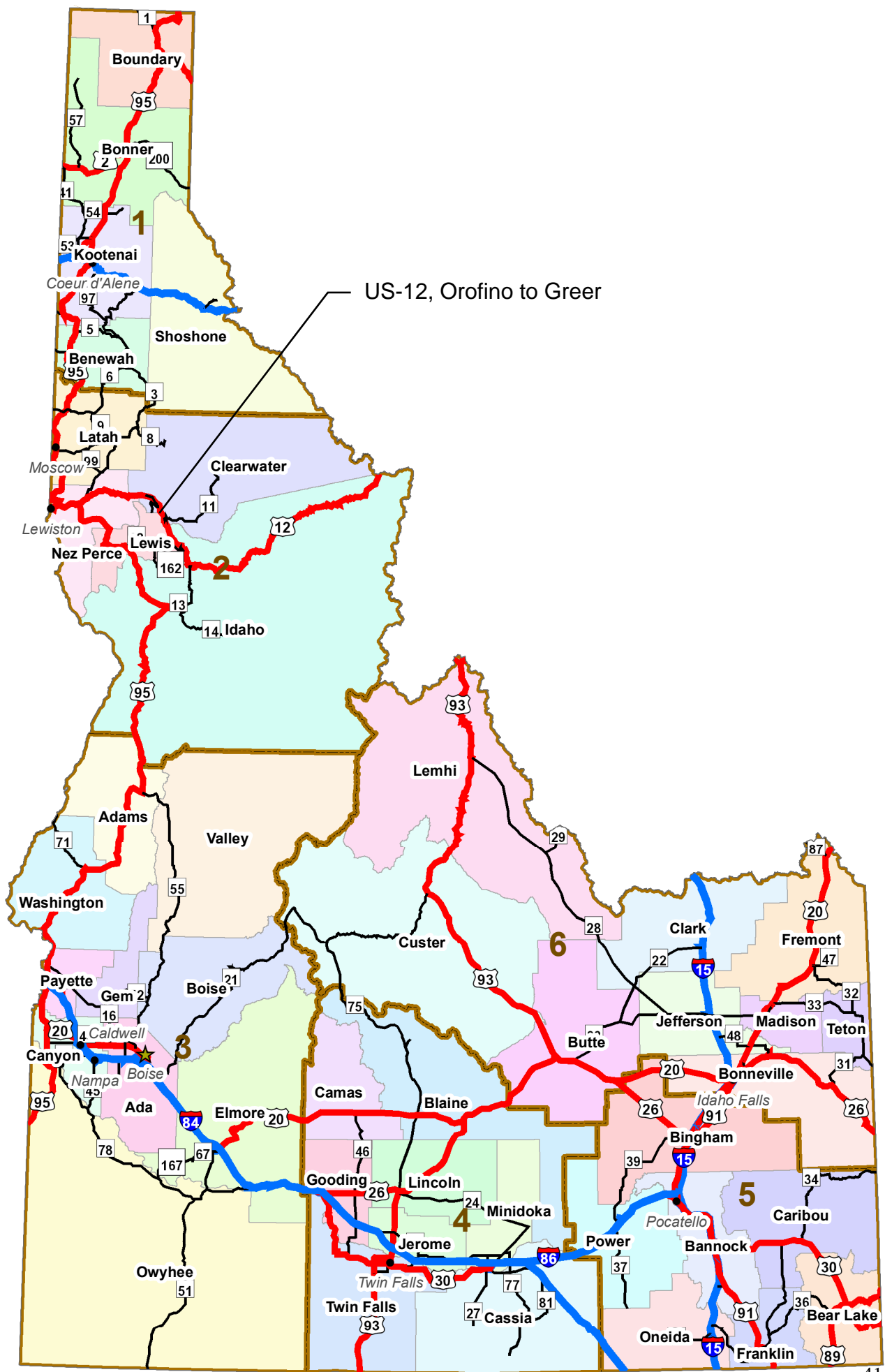
The District believes the increase in prices are in large part due to the time of year when contractors are already busy and added costs for risk due to conflicts with current scheduled work, supply chain disruptions and inflated oil and steel prices in general. There is also risk in only having 1 bidder as we don't know how these prices compare to the going market rate.

The engineer's estimate was increased more than \$2,000,000 just prior to bid using the updated average unit pricing.

Considering the lateness in the year, we believe the prices for the work are inflated and if we rebid at a later date for a 2023 construction season, we will get more bidders and better bids.

Therefore, the District would like to reject the bid and rebid later in the summer/early fall for a 2023 construction period (April-October).







# Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date April 21, 2022Consent Item ☐Information Item ☒

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

Presenter's Name Dave Kuisti, P.E.	Presenter's Title Transportation Engineering Division Administrator	Initials DK	Reviewed By LLS
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 03/31/22					
Contracts Bid		Contracts Requiring Board Approval to Award		Contracts Requiring Board Approval to Reject	
ITD	Local	ITD	Local	ITD	Local
40	11	12	6	3	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 03/01/22 to 03/31/22	
ITD	Local
3	3

### FUTURE ACTIONS

The current advertisement report is attached.

### Recommendations

For Information Only.

### Board Action

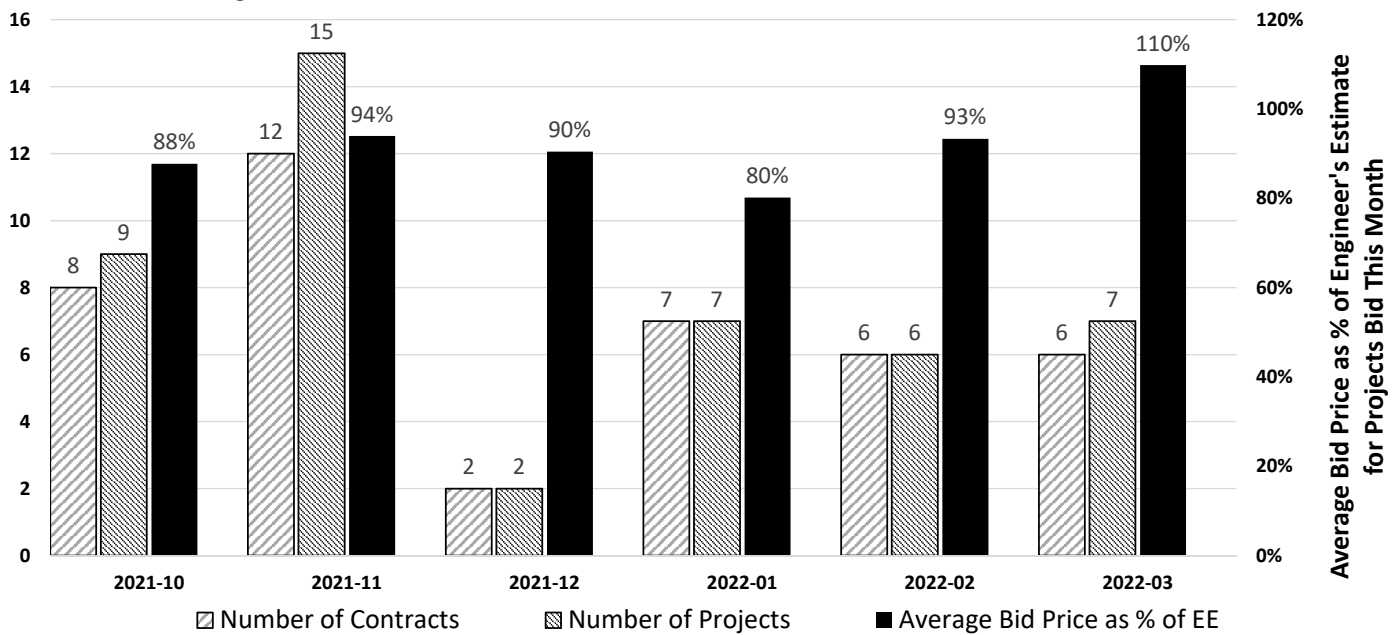
☐ Approved    ☐ Deferred \_\_\_\_\_  
☐ Other \_\_\_\_\_

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

### 46 Projects YTD through March 31, 2022

YTD Total for all 46 projects:

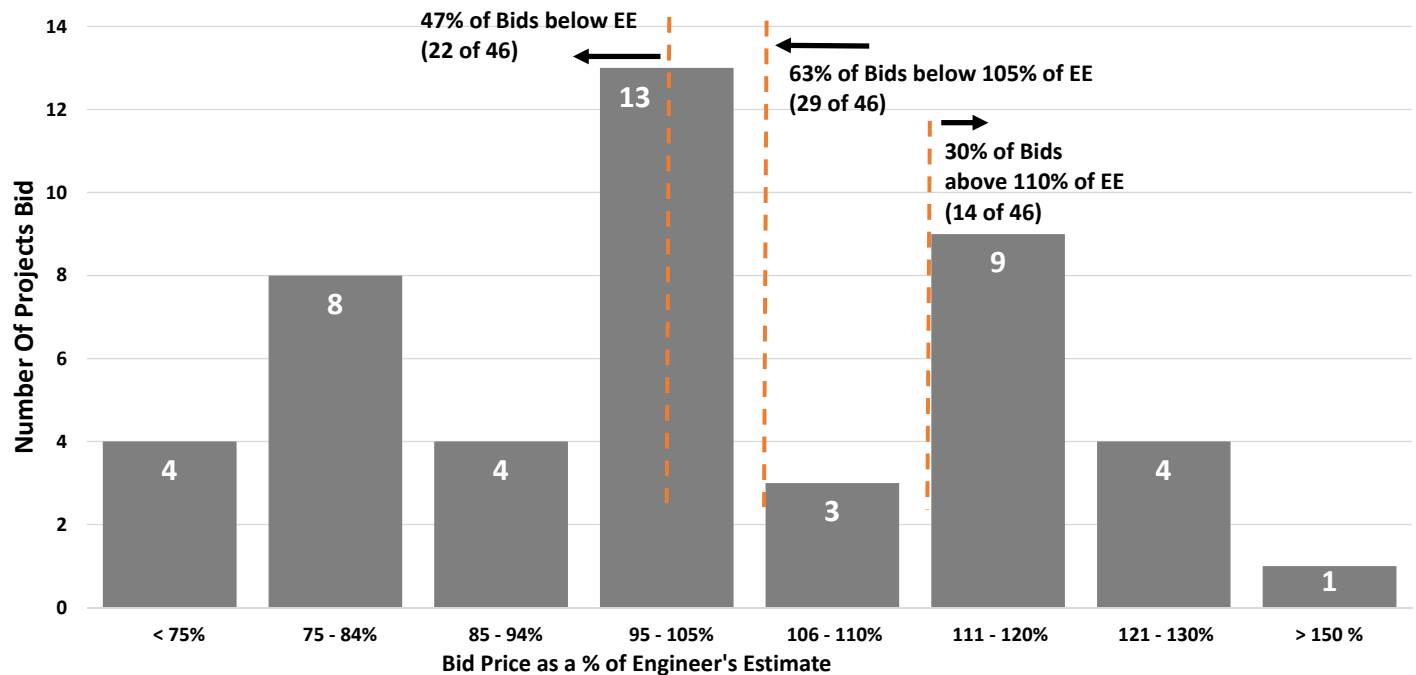
Ratio of Bid Costs / Engineer's Estimates = \$367.6 / \$373.9 M = 98.3%



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

### 46 Projects YTD through March 31, 2022



Note: Local and SIA Projects are not included

# Monthly Status Report to the Board

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

District	Key No.	Route	Opening Date	No. of Bids	Eng. Est.	Low Bid	Net +/-
							% of EE
<b>22593, 22594,</b> LHTAC(3 <b>22595 &amp;</b> &4) <b>22596</b> OFF SYS     3/1/2022     2     \$7,244,697.00     \$7,680,000.00     \$435,303.00 Boulder Creek Bridge, Little Wood River Bridge, Shoshone Highway District & 4200 N Road, Deep Creek Bridge, Buhl Highway District 106% Contractor: Braun-Jensen Inc     Federal							

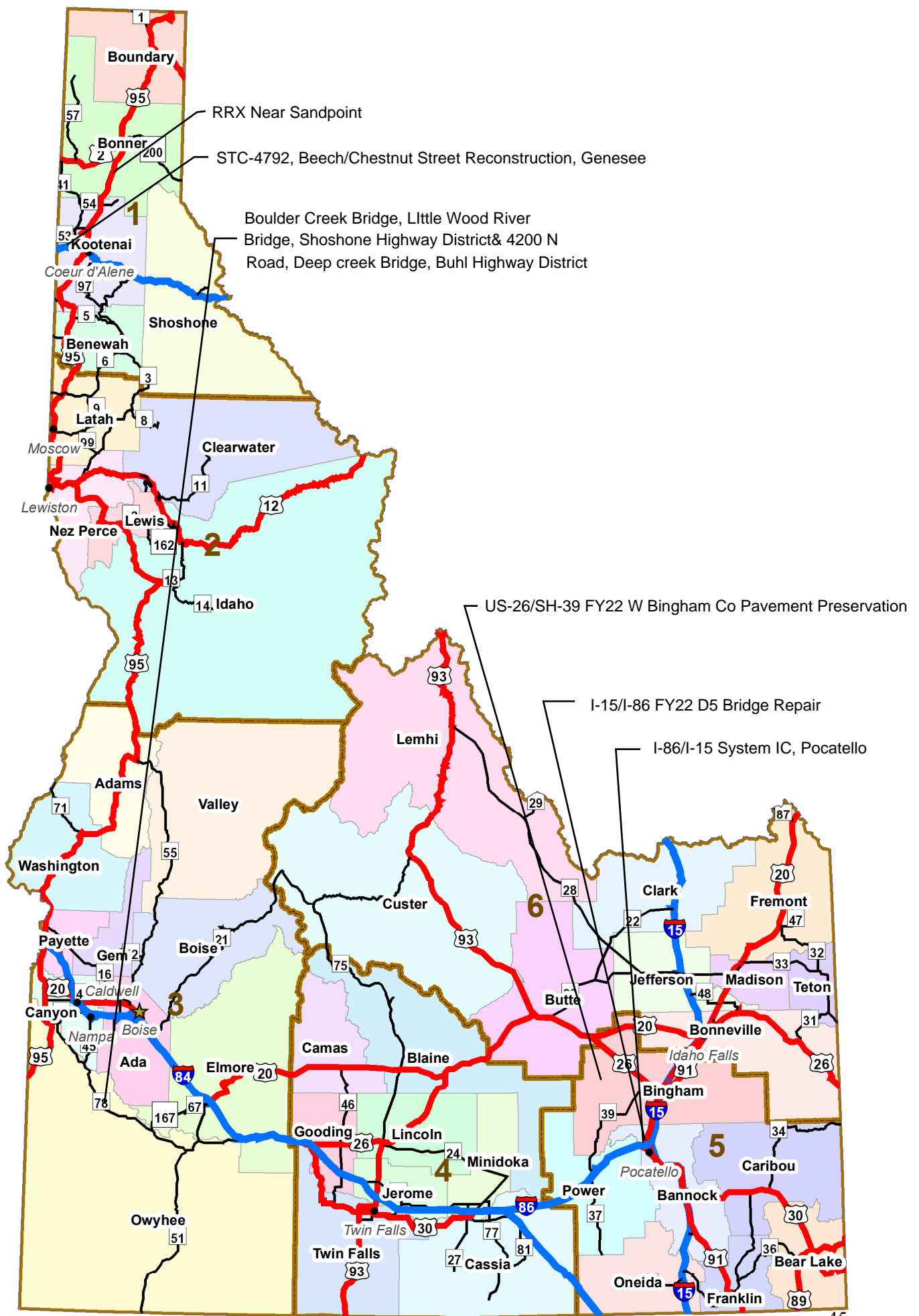
District	Key No.	Route	Opening Date	No. of Bids	Eng. Est.	Low Bid	Net +/-
							% of EE
5 <b>20643, 21977</b> I-15/I-86     3/8/2022     1     \$5,237,295.80     \$5,558,034.76     \$320,738.96 I-15/I-86 FY22 D5 Bridge Repair 106% Contractor: Cannon Builders Inc     Federal							

District	Key No.	Route	Opening Date	No. of Bids	Eng. Est.	Low Bid	Net +/-
							% of EE
LHTAC(1) <b>21990</b> OFF SYS     3/15/2022     2     \$829,809.50     \$688,387.05 <b>(\$141,422.45)</b> RRX Near Sandpoint 83% Contractor: Razz Construction Inc     Federal							

District	Key No.	Route	Opening Date	No. of Bids	Eng. Est.	Low Bid	Net +/-
							% of EE
5 <b>20597</b> US-26, SH-39     3/22/2022     4     \$5,240,175.97     \$4,100,935.04 <b>(\$1,139,240.93)</b> US-26/SH-39 FY22 W Bingham Co Pavement Preservation 78% Contractor: Kloepper Inc     Federal							

District	Key No.	Route	Opening Date	No. of Bids	Eng. Est.	Low Bid	Net +/-
							% of EE
LHTAC(2) <b>18770</b> OFF SYS     3/22/2022     2     \$2,456,312.30     \$2,191,219.10 <b>(\$265,093.20)</b> STC-4792, Beech/Chestnut Street Reconstruction, Genesee 89% Contractor: ASCORP Inc DBA Debco Construction     Federal							

District	Key No.	Route	Opening Date	No. of Bids	Eng. Est.	Low Bid	Net +/-
							% of EE
5 <b>20589</b> I-15, I-86     3/29/2022     3     \$101,697,643.94     \$111,919,576.17     \$10,221,932.23 I-86/I-15 System IC, Pocatello 110% Contractor: Sundt-Cannon, A Joint Venture     Federal							



## Monthly Contract Advertisement As of 03-31-2022

District	Key No.	Route	Bid Opening Date
3	<b>22647</b>	SH-55	4/5/2022
SH-55, Round Valley to Clear Creek \$5,000,000.00 to \$10,000,000.00			

District	Key No.	Route	Bid Opening Date
1	<b>23230 (SIA)</b>	SH-41	4/12/2022
SH-41, Mill & Inlay \$250,000.00 to \$500,000.00			

District	Key No.	Route	Bid Opening Date
6	<b>20420</b>	I-15B	4/12/2022
I-15B, Concrete Intersections, Idaho Falls \$2,500,000.00 to \$5,000,000.00			

District	Key No.	Route	Bid Opening Date
1	<b>20442</b>	I-90	4/19/2022
I-90, SH-41 Interchange \$25,000,000.00 or greater			

District	Key No.	Route	Bid Opening Date
3	<b>20405</b>	I-84	4/19/2022
I-84, FY22 D3 Bridge Repair \$1,000,000.00 to \$2,500,000.00			

District	Key No.	Route	Bid Opening Date
3	<b>23099</b>	I-84	4/19/2022
I-84, Exit 25 Improvement \$1,000,000.00 to \$2,500,000.00			

District	Key No.	Route	Bid Opening Date
2	<b>23090</b>	US-95	4/19/2022
US-95, Aht.Wy Plaza Interchange \$15,000,000.00 to \$25,000,000.00			

District	Key No.	Route	Bid Opening Date
3	<b>23410</b>	I-84/SH-16	5/3/2022
I-84, SH-16 to Franklin Road \$25,000,000.00 or greater			



# Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date April 21, 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 thirty (30) new professional services agreements and work tasks totaling **\$6,295,151** and five (5) supplemental agreements to existing professional services agreements totaling **\$474,445** from March 4, 2022 to March 30, 2022.

### New Professional Services Agreements and Work Tasks

<i>Reason Consultant Needed</i>	<i>District</i>								<i>Total</i>
	1	2	3	4	5	6	HQ		
<b>Resources not Available</b>									
Environmental		2							2
Public Involvement	1		2						3
Construction	1	1	3						5
Design				1					1
Safety					1				1
Bridge					1	1	2		4
Materials/Geotechnical		1			1				2
Planning					1				1
<b>Local Public Agency Projects</b>	2	2	3	0	2	2	0		11
<b>Total</b>	4	6	8	1	6	3	2		30





# Board Agenda Item

ITD 2210 (Rev. 10-13)

## For ITD Projects:

Nineteen (19) new professional services agreements and work tasks were processed during this period totaling **\$4,340,472**. Three (3) supplemental agreements totaling **\$422,273** 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, Labrosse Hill Street to Alderson Lane, Bonners Ferry	Resources not available: Construction	Construction, Engineering & Inspection Services and Engineer of Record Services	Individual Project Solicitation	HMH, LLC	Prev: \$1,002,878 <b>This: \$890,988</b> Total: \$1,893,866  Board Approved \$1.9M at March 2022 Meeting
US 20, Middleton Road to Star Road, Ada & Canyon Counties	Resources not available: Public Involvement	Public Involvement Services	Individual Project Solicitation	HDR Engineering	\$256,198

### District 2

<i>Project</i>	<i>Reason Consultant Needed</i>	<i>Description</i>	<i>Selection Method</i>	<i>Consultant</i>	<i>Amount</i>
FY22 D2 Planning & Scoping	Resources not available: Materials/ Geotechnical	Perform Materials/ Geotechnical Services	Direct from Term Agreement	McMillen Jacobs Associates	\$99,873
US 95, Culdesac Canyon Passing Lane, Phase 3, Nez Perce County	Resources not available: Construction	Constructability Review Services	Direct from Term Agreement	Murphy Pavement Technology	\$5,000
SH 11, Quartz Creek (Jaype) Bridge, Clearwater County	Resources not available: Environmental	Additional Hydraulic Modeling & Analysis for Alternatives	RFI from Term Agreement	T-O Engineers	Prev: \$90,317 This: \$11,759 Total: \$102,076
US 95, Spalding Bridge, Nez Perce County	Resources not available: Environmental	Environmental Services	Direct from Term Agreement	Nez Perce Tribe	\$14,238



# Board Agenda Item

ITD 2210 (Rev. 10-13)

## District 3

<i>Project</i>	<i>Reason Consultant Needed</i>	<i>Description</i>	<i>Selection Method</i>	<i>Consultant</i>	<i>Amount</i>
SH 21, Lowman to South Avalanche Gates, Boise County	Resources not available: Construction	Construction, Engineering, Inspection, Materials & Testing Services	Individual Project Solicitation	HMH, LLC	\$122,679
SH 45, Junction SH 78 to Deer Flat Road, Canyon County	Resources not available: Construction	Construction, Engineering, Inspection, Surveying & Materials Testing Services	Individual Project Solicitation	HMH, LLC	\$359,118
US 20, Middleton Road to Star Road, Ada & Canyon Counties	Resources not available: Public Involvement	Public Involvement	Individual Project Solicitation	HDR Engineering	\$256,198
US 95, Pine Creek (Cambridge) Bridge, Washington	Resources not available: Construction	Testing & Inspection for Geosynthetic Reinforced Abutment Backfill	Direct from Term Agreement	Strata	Prev: \$86,735 <b>This: \$13,000</b> Total: \$99,735
SH 16, I 84 to US 20/26 & SH 44 Interchange, Ada & Canyon Counties	Resources not available: Public Involvement	Public Involvement Services	Individual Project Solicitation	Rosemary Brennan Curtin	Prev: \$99,989 <b>This: \$186,055</b> Total: \$286,044

## District 4

<i>Project</i>	<i>Reason Consultant Needed</i>	<i>Description</i>	<i>Selection Method</i>	<i>Consultant</i>	<i>Amount</i>
US 93, Carey to Hot Springs, Blaine County	Resources not available: Design	Roadway Design Services	RFI from Term Agreement	Jacobs Engineering Group	\$358,564

## District 5

<i>Project</i>	<i>Reason Consultant Needed</i>	<i>Description</i>	<i>Selection Method</i>	<i>Consultant</i>	<i>Amount</i>
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## Board Agenda Item

ITD 2210 (Rev. 10-13)

FY24 D5 Bridge Repair	Resources not available: Bridge	Bridge Design Services	Individual Project Solicitation	Forsgren Associates	\$604,208
I 15, Devils Creek Landslide Mitigation, Oneida County	Resources not available: Materials/ Geotechnical	Landslide Mitigation Services	Direct from Term Agreement	Landslide Technology	\$99,900
Value Planning Studies	Resources not available: Planning	Value Planning Studies	Direct from Term Agreement	Keller Associates	\$99,980
FY22 D5 Safety Analysis	Resources not available: Safety	Safety Analysis	Direct from Term Agreement	Keller Associates	\$75,314

### **District 6**

<i>Project</i>	<i>Reason Consultant Needed</i>	<i>Description</i>	<i>Selection Method</i>	<i>Consultant</i>	<i>Amount</i>
FY24 D6 Bridge Repair	Resources not available: Bridge	Bridge Design Services	Individual Project Solicitation	Forsgren Associates	\$634,815

### **Headquarters**

<i>Project</i>	<i>Reason Consultant Needed</i>	<i>Description</i>	<i>Selection Method</i>	<i>Consultant</i>	<i>Amount</i>
FY22 State Highway System Bridge Inspection	Resources not available: Bridge	Bridge Inspection Services	Direct from Term Agreement	Wiss, Janney, Elstner Associates	\$14,721
FY22 SHS Bridge Inspection	Resources not available: Bridge	Bridge Load Rating	RFI from Term Agreement	Jacobs Engineering Group	\$237,864

### **Supplemental Agreements to Existing ITD Professional Service Agreements**

<i>District</i>	<i>Project</i>	<i>Consultant</i>	<i>Original Agreement Date/Description</i>	<i>Supplemental Agreement Description</i>	<i>Total Agreement Amount</i>
3	I 84, Ustick Road Overpass, Canyon County	Horrocks Engineers	2/2021, Construction, Engineering & Inspection Services	Additional Inspection & Testing Services	Prev: \$469,859 <b>This: \$296,264</b> Total: \$766,123



## Board Agenda Item

ITD 2210 (Rev. 10-13)

3	SH 55, Eagle Road; I 84 to SH 44, Ada County	H.W. Lochner	8/2021, Roadway Design Services	Design Temporary Traffic Control Plans	Prev: \$470,360 <b>This: \$79,056</b> Total: \$549,416
4	I 84, South Jerome Interchange to Twin Falls Interchange	WHPacific/ NV5	10/2021, Widen Three Lanes in Each Direction	Overhead Exit Signage & Associated Geotechnical Work	Prev: \$2,591,963 <b>This: \$46,953</b> Total: \$2,638,916

### For Local Public Agency Projects:

Eleven (11) new professional services agreements totaling **\$1,954,679** were processed during this period. Two (2) supplemental agreements totaling **\$52,172** were processed.

<i>Project</i>	<i>Sponsor</i>	<i>Description</i>	<i>Selection Method</i>	<i>Consultant</i>	<i>Amount</i>
Main Street/Silver Valley Road Bridge, Pinehurst; West Fork Pine Creek Road Bridge/Pine Creek Road Bridge, Shoshone County	Shoshone County	Bridge Design, Phase II: Type, Size, & Location and Concept Approval	Individual Project Solicitation	HMH, LLC	Prev: \$99,726 <b>This: \$548,344</b> Total: \$648,070
Rectangular Rapid Flashing Beacon, Coeur d'Alene	City of Coeur d'Alene	Design Installation of Rectangular Rapid Flashing Beacons	Direct from Term Agreement	J-U-B Engineers	\$91,000
Mountain View Road, City of Moscow	City of Moscow	Construction, Engineering & Inspection, Sampling and Testing Services	Individual Project Solicitation	J-U-B Engineers	Prev: \$427,230 <b>This: \$247,167</b> Total: \$674,397
Sand Road Bridge Near Moscow, North Latah Highway District	North Latah Highway District	Bridge Design, Phase 1: Realignment Feasibility Assessment	Individual Project Solicitation	Alta Science & Engineering	\$102,220
Intersection of State Street & Collister Drive, City of Boise	Ada County Highway District	Materials Audit During Project Close-Out	Individual Project Solicitation	HDR Engineering	Prev: \$1,162,450 <b>This: \$23,100</b> Total: \$1,185,550  Board Approved \$1.2M at



## Board Agenda Item

ITD 2210 (Rev. 10-13)

					October 2018 Meeting
Franklin Boulevard & Karcher Road Intersection, City of Nampa	City of Nampa	Roadway Design, Phase 2: Completion of Design	Individual Project Solicitation	Parametrix	Prev: \$400,908 <b>This: \$113,578</b> Total: \$514,486
Pine-Featherville Road Rehab, Mountain Home Highway District	Mountain Home Highway District	Roadway & Bridge Design Services	Individual Project Solicitation	HMH, LLC	\$706,112
West Carson Street, Portneuf River Drive, City of Pocatello	City of Pocatello	Engineer of Record	Individual Project Solicitation	Keller Associates	\$28,652
Saint Charles Creek Bridge, Bear Lake County	Bear Lake County	Engineer of Record	Individual Project Solicitation	Keller Associates	\$29,346
Higbee Bridge, City of Idaho Falls	City of Idaho Falls	Engineer of Record	Individual Project Solicitation	Keller Associates	\$35,628
East 121 <sup>st</sup> Street South, Idaho Canal Bridge, Bonneville County	Bonneville County	Engineer of Record	Individual Project Solicitation	Keller Associates	\$29,532

### 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>
6	West Side Frontage Road, Madison County	Horrocks	3/2019, Roadway Design through PS&E	Additional Right-of-Way Services	Prev: \$395,000 <b>This: \$5,511</b> Total: \$400,511
6	North 500 West Reconstruction, Teton County	Civil Science	7/2020, Roadway Design through PS&E	Design Services for Additional Length of Project & Reduction in Roadway Width	Prev: \$261,953 <b>This: \$46,661</b> Total: \$308,614

### **Recommendations**

For Information Only



## Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date April 21, 2022Consent Item ☐ Information Item ☒ Amount of Presentation Time Needed Information Only

Presenter's Name Chase Croft	Presenter's Title Grants/Contracts Officer	Initials CC	Reviewed By LSS
Preparer's Name Chase Croft	Preparer's Title Grants/Contracts Officer	Initials CC	

### Subject

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

Key Number N/A	District N/A	Route Number N/A
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### Background Information

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

### Recommendations

Information only

### Board Action

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



# Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date April 20-21, 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 February 28, 2022, Fiscal Year 2022 Financial Statements

The financial operations of the Department as of February 28, 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 1.1%. Of that total, receipts from the Highway Distribution Account are ahead of forecast by \$8M. State revenues to the State Aeronautics Fund are ahead of forecast by 39% or \$737,000. Eight months of the fiscal year has passed, the revenue picture continues to look very positive.
- Expenditures are within planned budgets YTD. The differences after eight months are timing between planned and actual expenditures plus encumbrances. Personnel costs are ahead of last year by \$2.7M or 3.3% 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 February of this year are \$279.8M. This is less than the amounts for the first eight months of the previous 3 years as shown: FY21= \$306.1M; FY20= \$349.7M; FY19= \$325.3M. Traditionally, August through November are ITD's highest construction payout months.

The balance of the long-term investments as of the end of February is \$173.3 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 (\$124.1M) totals \$297.4M.

Expenditures in the Strategic Initiatives Program Fund (GF Surplus), through the end of February, 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 \$142k YTD based on the cash balance.

Deposits into the Transportation Expansion and Congestion Mitigation Fund of \$7.5M for February is the eighth 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 \$16.1M 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 \$3.1M.

## Recommendations

**APRIL**  
**ITD BOARD PACKET**

**FEBRUARY**  
**FINANCIAL STATEMENTS**



User ID: ddecker  
 Report ID: AD-FN-GL-010  
 Run Date: 7 Mar 2022  
 % of Time  
 Remaining: 33.33

# Idaho Transportation Department

SUMMARY OF RECEIPTS AND DISBURSEMENTS  
 STATE HIGHWAY ACCOUNT AND STATE AERONAUTICS FUND  
 BUDGET TO ACTUAL  
 FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDING 2/28/2022  
 (all amounts in '000)

Fiscal Year: 2022

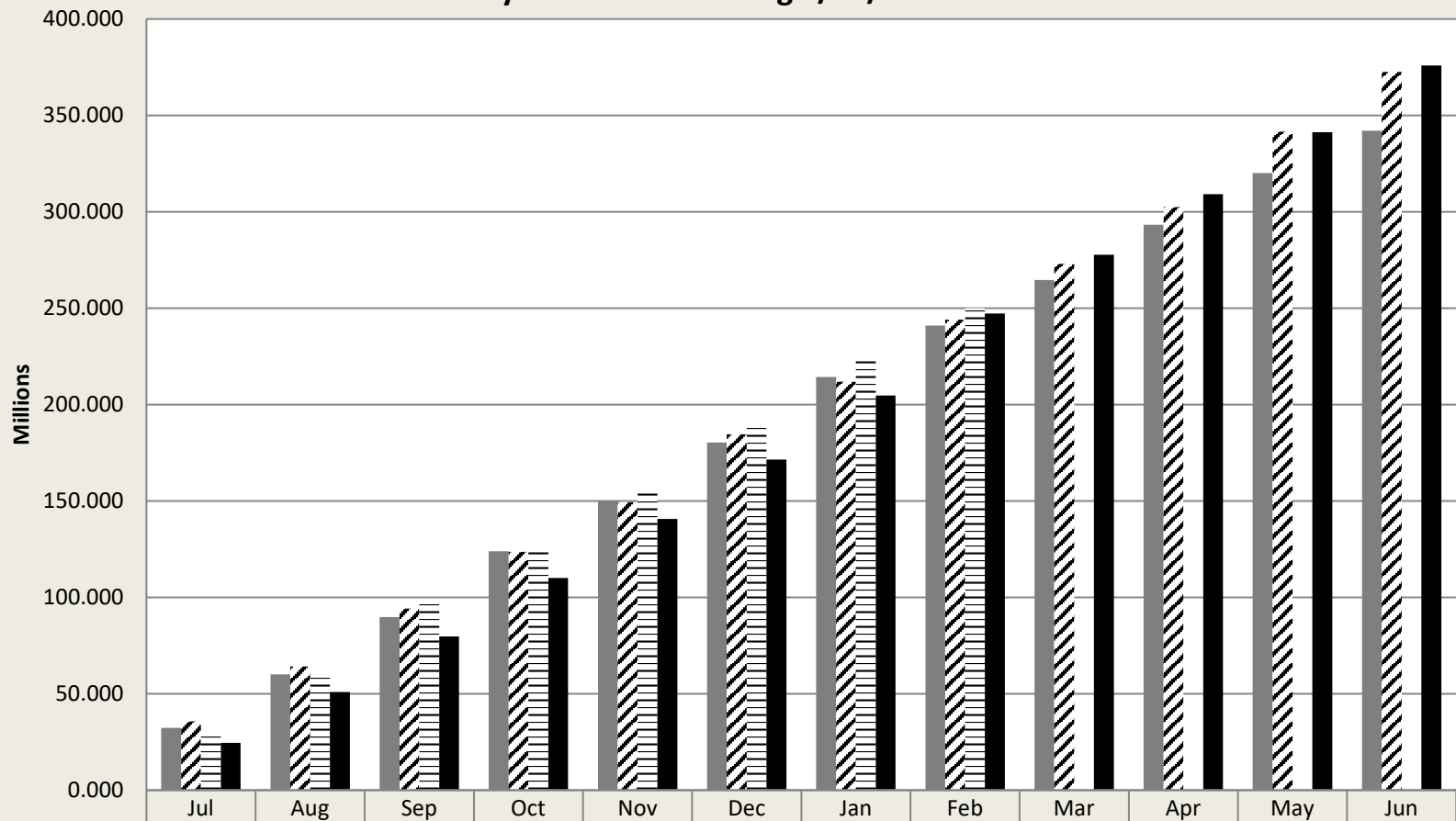
Funds Received					
	FY21 Actual YTD	FY22 Actual YTD	FY22 Forecast YTD	FY22 to FY21 Actual	FY 22 to Forecast
<b><u>State Highway Account</u></b>					
Federal Reimbursements	257,357	240,584	251,585	-6.5%	-4.4%
State (Inc. H.D.A.)	244,099	249,988	247,298	2.4%	1.1%
Local	6,349	7,831	4,000	23.3%	95.8%
<b>Total State Highway Account:</b>	<b>507,806</b>	<b>498,402</b>	<b>502,883</b>	<b>-1.9%</b>	<b>-0.9%</b>
<b><u>State Aeronautics Fund</u></b>					
Federal Reimbursements	502	165	230	-67.1%	-28.1%
State	1,732	2,623	1,886	51.4%	39.1%
<b>Total State Aeronautics Fund:</b>	<b>2,234</b>	<b>2,789</b>	<b>2,116</b>	<b>24.8%</b>	<b>31.8%</b>
<b>Total Fund Received:</b>	<b>510,040</b>	<b>501,191</b>	<b>504,999</b>	<b>-1.7%</b>	<b>-0.8%</b>
Disbursements (includes Encumbrances)					
	FY21 Actual YTD	FY22 Actual YTD	FY22 Budget YTD	FY22 to FY21 Actual	FY 22 to Budget
Construction Payouts	307,391	280,199	289,252	-8.8%	-3.1%
<b><u>Operations Expenses</u></b>					
Highways	129,454	133,531	145,998	3.1%	-8.5%
DMV	21,173	21,276	23,165	0.5%	-8.2%
Administration	17,952	20,236	20,433	12.7%	-1.0%
Facilities	4,661	5,610	7,087	20.4%	-20.8%
Aeronautics	2,201	2,004	3,867	-9.0%	-48.2%
<b>Total Operations Expenses:</b>	<b>175,442</b>	<b>182,657</b>	<b>200,552</b>	<b>4.1%</b>	<b>-8.9%</b>
<b><u>Transfers</u></b>					
Operating	0	385	0	0.0%	0.0%
Debt Service	12,173	13,652	13,486	12.2%	1.2%
<b>Total Transfers:</b>	<b>12,173</b>	<b>14,037</b>	<b>13,486</b>	<b>15.3%</b>	<b>4.1%</b>
<b>Total Disbursements:</b>	<b>495,006</b>	<b>476,893</b>	<b>503,289</b>	<b>-3.7%</b>	<b>-5.2%</b>
	FY21 Actual YTD	FY22 Actual YTD	FY22 Budget YTD	FY22 to FY21 Actual	FY 22 to Budget
<b><u>Expenditures by Type</u></b>					
Personnel	82,291	85,032	88,391	3.3%	-3.8%
Operating	60,424	62,944	66,858	4.2%	-5.9%
Capital Outlay	22,128	25,038	30,009	13.2%	-16.6%
Sub-Grantee	10,599	9,643	15,294	-9.0%	-37.0%
<b>Totals Operations Expenses:</b>	<b>175,442</b>	<b>182,657</b>	<b>200,552</b>	<b>4.1%</b>	<b>-8.9%</b>
Contract Construction	307,391	280,199	289,252	-8.8%	-3.1%
<b>Totals (excluding Transfers):</b>	<b>482,833</b>	<b>462,856</b>	<b>489,803</b>	<b>-4.1%</b>	<b>-5.5%</b>

# State Highway Fund 0260

## Fiscal Year 2022

### State Revenue Source Forecast vs Actual

#### February - For Period Ending 2/28/2022



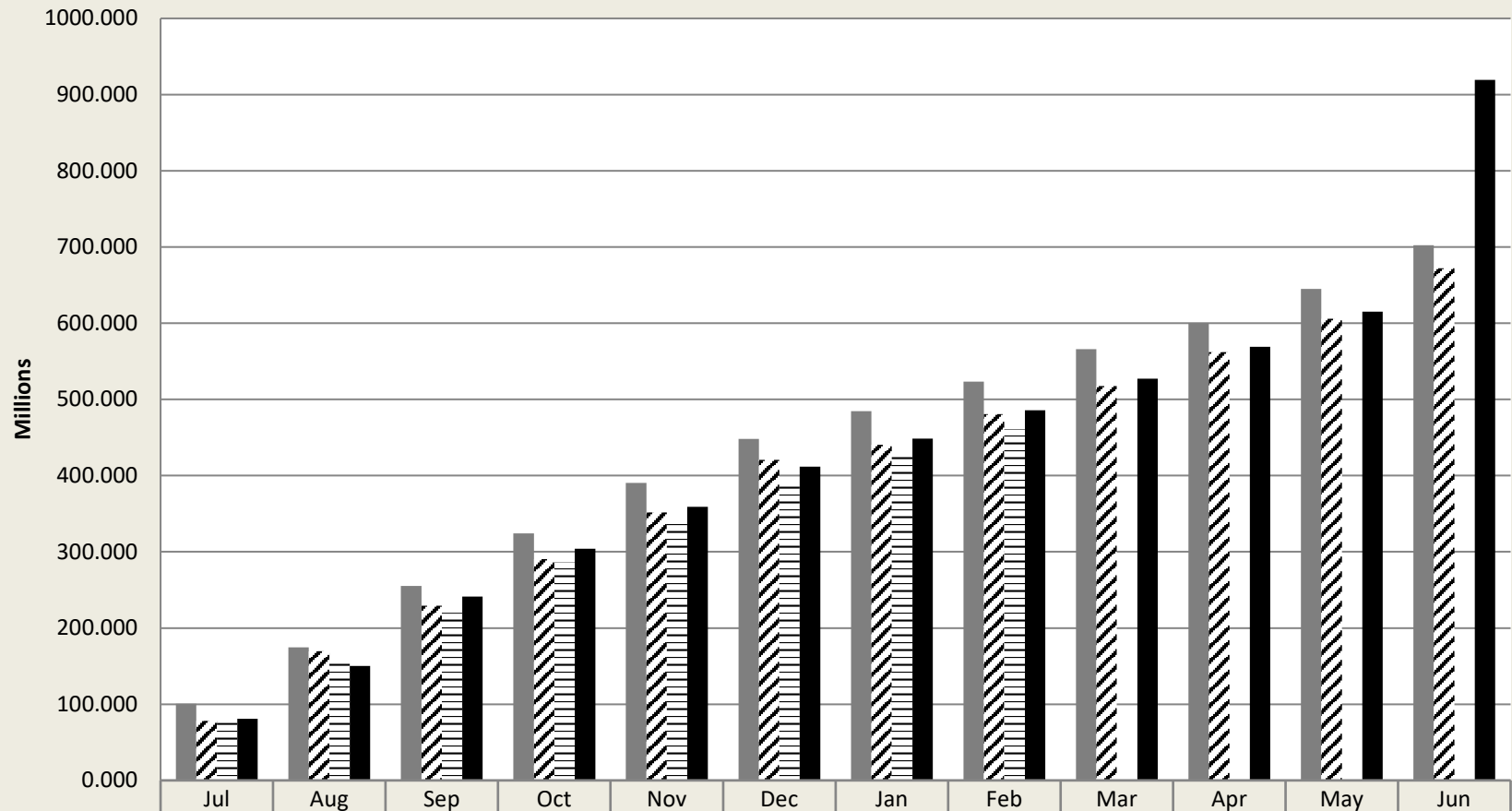
FY20 Actual Revenue	32.334	60.074	89.748	123.908	150.217	180.320	214.342	240.972	264.584	293.293	320.052	342.120
FY21 Actual Revenue	35.679	64.171	94.151	123.596	149.350	184.635	211.939	244.099	272.992	302.353	341.648	372.590
FY22 Current	29.335	61.151	97.126	124.843	156.087	188.317	222.664	249.988				
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

February - For Period Ending 2/28/2022



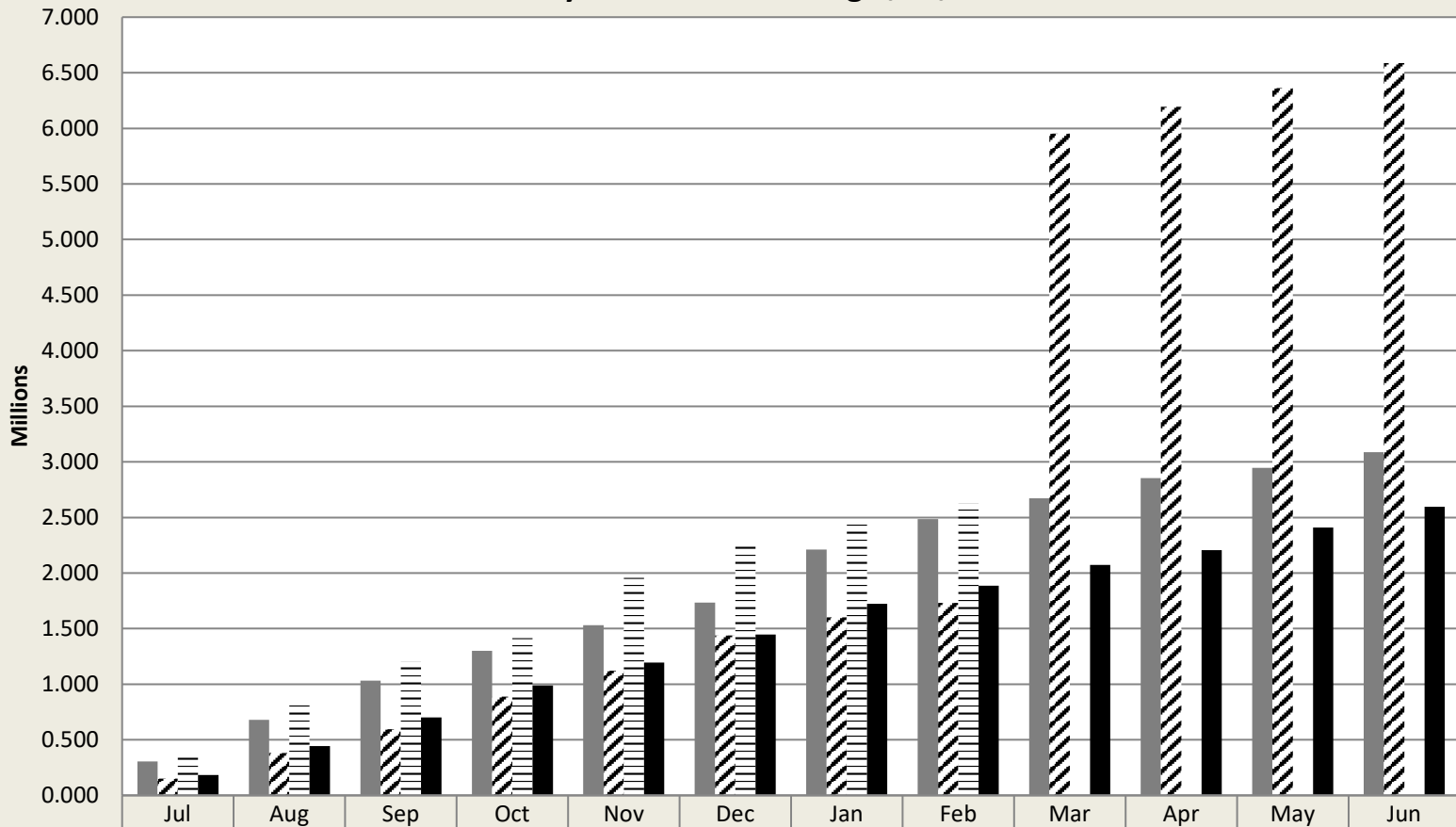
■ FY20 Actual Expenditures	100.532	174.652	255.180	324.290	390.416	448.247	484.733	523.466	565.891	600.575	645.173	702.364
▨ FY21 Actual Expenditures	78.041	169.582	229.279	290.676	351.690	420.679	440.459	480.646	517.509	562.101	605.748	672.238
= FY22 Current	75.916	154.865	219.859	286.037	343.275	386.479	427.652	460.866				
■ FY22 Forecast	80.808	150.282	241.347	304.202	358.981	411.619	448.522	485.936	527.231	569.103	615.251	919.480

# Aeronautics Fund 0221

Fiscal Year 2022

## State and Interagency Revenue Sources Forecast vs Actual

February - For Period Ending 2/28/2022



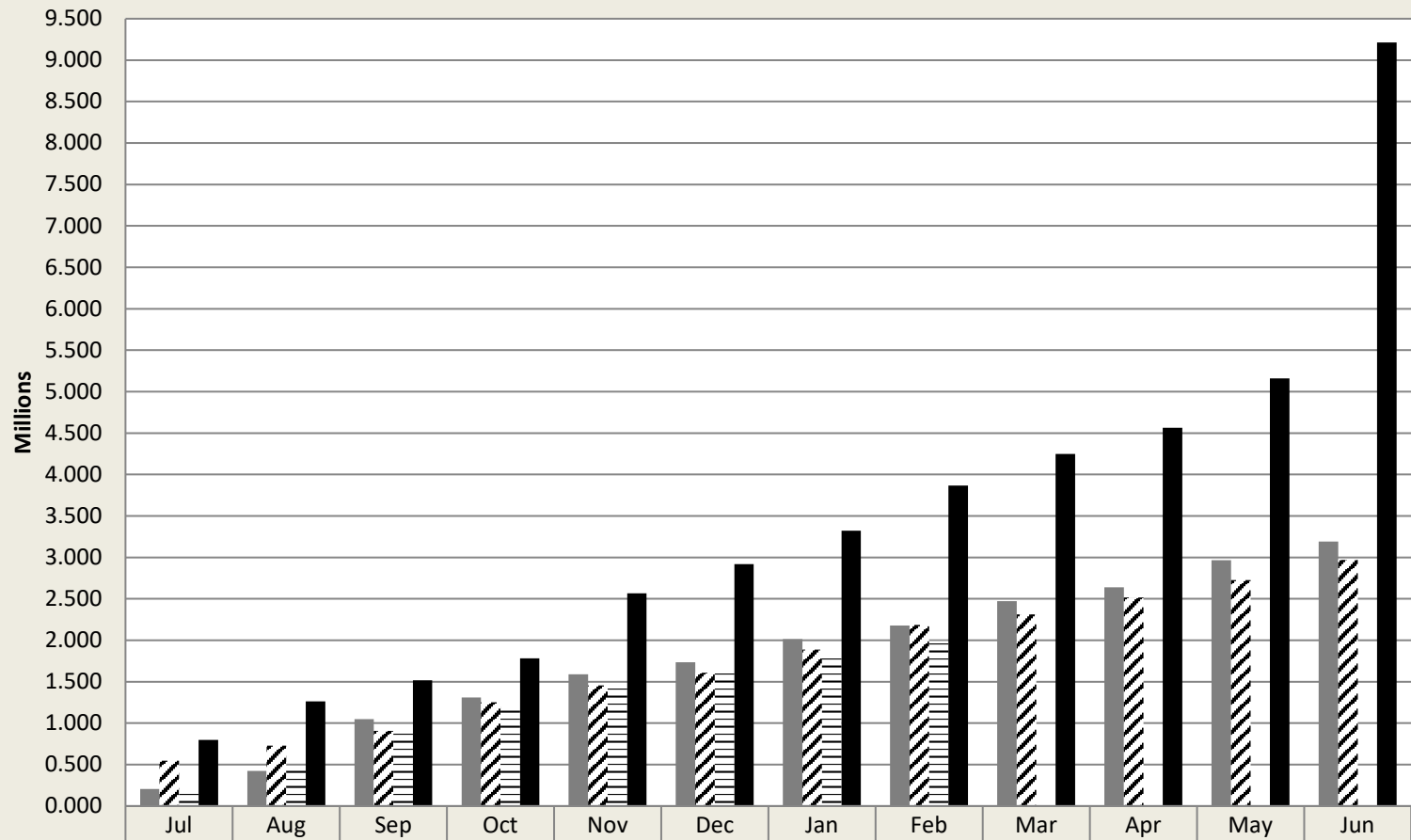
FY20 Actual Revenue	0.306	0.679	1.033	1.301	1.531	1.733	2.211	2.486	2.673	2.853	2.947	3.087
FY21 Actual Revenue	0.149	0.382	0.596	0.888	1.121	1.438	1.602	1.732	5.952	6.193	6.361	6.588
FY22 Current	0.356	0.820	1.207	1.414	1.956	2.277	2.451	2.623				
FY22 Forecast	0.183	0.443	0.701	0.988	1.194	1.447	1.724	1.886	2.074	2.205	2.410	2.596

# Aeronautics Fund 0221

## Fiscal Year 2022

### Expenditures

#### February - For Period Ending 2/28/2022



■ 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	1.990				
■ 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 Mar 2022

# Idaho Transportation Department

## OPERATING FUND BALANCE SHEET FOR THE PERIOD ENDED 2/28/2022

	State Aeronautics Fund		State Highway Fund		Transportation Expansion and Congestion Mitigation Fund	
	0221		0260		0269	
	Jan-22	Feb-22	Jan-22	Feb-22	Jan-22	Feb-22
<b>ASSETS</b>						
Cash on Hand (Change Fund)	0	0	5,495	5,495	0	0
Cash in Bank (Daily Operations)	6,365,363	6,382,411	114,931,721	124,138,129	81,121,884	85,654,005
Investments (Long Term: STO - Diversified Bond Fund)	1,881,858	1,883,797	173,098,876	173,278,246	0	0
Total Cash & Investments	8,247,221	8,266,208	288,036,092	297,421,870	81,121,884	85,654,005
Receivables - Other	6,754	0	1,142,218	1,129,942	0	0
- Due From Locals (Project Overruns)	30,971	8,411	1,612,330	1,750,830	0	0
- Inter Agency	22,997	20,517	6,500	1,208	0	0
Total Receivables	60,721	28,929	2,761,049	2,881,980	0	0
Inventory on Hand	0	0	17,939,158	19,176,024	0	0
<b>Total Assets:</b>	<b>8,307,942</b>	<b>8,295,137</b>	<b>308,736,299</b>	<b>319,479,874</b>	<b>81,121,884</b>	<b>85,654,006</b>
<b>LIABILITIES</b>						
Vouchers Payable	0	0	129	5,282	0	0
Sales Tax Payable	0	0	20,521	12,133	0	0
Deferred Revenue (Local Projects Match)	0	0	27,008,543	26,775,339	0	0
Accounts Receivable Overpayment	0	0	16,019	169,393	0	0
Contractor Retained % (In Lieu Of Performance Bond)	0	0	132,821	132,821	0	0
<b>Total Liabilities:</b>	<b>0</b>	<b>0</b>	<b>27,178,032</b>	<b>27,094,968</b>	<b>0</b>	<b>0</b>
<b>FUND BALANCE</b>						
Reserve for Encumbrance	197,439	180,336	50,476,083	48,090,285	0	0
Fund Balance	8,110,503	8,114,801	231,082,184	244,294,621	81,121,884	85,654,005
<b>Total Fund Balance:</b>	<b>8,307,942</b>	<b>8,295,137</b>	<b>281,558,267</b>	<b>292,384,906</b>	<b>81,121,884</b>	<b>85,654,005</b>
<b>Total Liabilities and Fund Balance</b>	<b>8,307,942</b>	<b>8,295,137</b>	<b>308,736,299</b>	<b>319,479,874</b>	<b>81,121,884</b>	<b>85,654,005</b>

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

# Idaho Transportation Department

## OPERATING FUND BALANCE SHEET FOR THE PERIOD ENDED 2/28/2022

	Strategic Initiatives Fund (State Share) 0270.02		Strategic Initiatives Fund (Local Share) 0270.05		Total Strategic Initiatives Fund 0270		CARES Act Covid-19 0345	
	Jan-22	Feb-22	Jan-22	Feb-22	Jan-22	Feb-22	Jan-22	Feb-22
<b>ASSETS</b>								
Cash on Hand (Change Fund)	0	0	0	0	0	0	0	0
Cash in Bank (Daily Operations)	75,498,950	75,516,712	2,004,476	4,948	77,503,426	75,521,660	(234,675)	(637,491)
Investments (Long Term: STO - Diversified Bond Fund)	0	0	0	0	0	0	0	0
Total Cash & Investments	75,498,950	75,516,712	2,004,476	4,948	77,503,426	75,521,660	(234,675)	(637,491)
Receivables - Other	0	0	0	0	0	0	0	0
- Due From Locals (Project Overruns)	0	0	0	0	0	0	67,750	311,124
- Inter Agency	0	0	0	0	0	0	0	0
Total Receivables	0	0	0	0	0	0	67,750	311,124
Inventory on Hand	0	0	0	0	0	0	0	0
<b>Total Assets:</b>	<b>75,498,950</b>	<b>75,516,712</b>	<b>2,004,476</b>	<b>4,948</b>	<b>77,503,426</b>	<b>75,521,660</b>	<b>(166,925)</b>	<b>(326,367)</b>
<b>LIABILITIES</b>								
Vouchers Payable	0	0	0	0	0	0	0	0
Sales Tax Payable	0	0	0	0	0	0	0	0
Deferred Revenue (Local Projects Match)	0	0	0	0	0	0	0	0
Accounts Receivable Overpayment	0	0	0	0	0	0	0	0
Contractor Retained % (In Lieu Of Performance Bond)	0	0	0	0	0	0	0	0
<b>Total Liabilities:</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>FUND BALANCE</b>								
Reserve for Encumbrance	0	0	0	0	0	0	3,500	223,218
Fund Balance	75,498,950	75,516,712	2,004,476	4,948	77,503,426	75,521,660	(170,425)	(549,584)
<b>Total Fund Balance:</b>	<b>75,498,950</b>	<b>75,516,712</b>	<b>2,004,476</b>	<b>4,948</b>	<b>77,503,426</b>	<b>75,521,660</b>	<b>(166,925)</b>	<b>(326,367)</b>
<b>Total Liabilities and Fund Balance</b>	<b>75,498,950</b>	<b>75,516,712</b>	<b>2,004,476</b>	<b>4,948</b>	<b>77,503,426</b>	<b>75,521,660</b>	<b>(166,925)</b>	<b>(326,367)</b>

User ID: ddecker  
 Report ID: AD-FN-GL-003  
 Run Date: 07 Mar 2022  
 % of Time  
 Remaining: 33.3

# Idaho Transportation Department

## STATEMENT OF REVENUES AND EXPENDITURES

### BUDGET TO ACTUAL

#### FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 2/28/2022

Fund: 0260 State Highway Fund

Fiscal Year: 2022  
 Budget Fiscal Year: 2022  
 REVENUES

	Year to Date Allotment (A)	Year to Date Actual (B)	Current Month Activity (C)	Year to Date Encumbrance (D)	Variance Favorable / Unfavorable (E = A - B - D)	Percent Variance (F = E / A)	Annual Appropriation (G)	Appropriation Balance (H = G - B - D)	Percent Remaining (I = H / G)
<b>Federal Sources</b>									
FHWA - Highway	184,986,400	203,445,040	13,408,157	0	18,458,640	9.98 %	377,401,500	173,956,460	46.09 %
FHWA - COVID Relief	40,000,000	3,716,017	404,695	0	(36,283,983)	-90.71%	67,451,700	63,735,683	94.49 %
FHWA - Indirect Cost	15,848,200	22,540,110	1,876,191	0	6,691,910	42.23 %	25,000,000	2,459,890	9.84 %
Federal Transit Authority	7,100,000	6,652,988	991,535	0	(447,012)	-6.30%	15,512,600	8,859,612	57.11 %
NHTSA - Highway Safety	2,850,000	4,031,673	308,368	0	1,181,673	41.46 %	4,642,800	611,127	13.16 %
Other Federal Aid	800,000	197,758	0	0	(602,242)	-75.28%	4,225,000	4,027,242	95.32 %
<b>Total Federal Sources:</b>	<b>251,584,600</b>	<b>240,583,586</b>	<b>16,988,946</b>	<b>0</b>	<b>(11,001,014)</b>	<b>-4.37%</b>	<b>494,233,600</b>	<b>253,650,014</b>	<b>51.32 %</b>
<b>State Sources</b>									
Equipment Buy Back	10,194,200	1,565,420	0	0	(8,628,780)	-84.64%	10,194,200	8,628,780	84.64 %
Miscellaneous Revenues	18,705,808	22,502,976	2,649,587	0	3,797,168	20.30 %	28,275,399	5,772,423	20.42 %
<b>Total State Sources:</b>	<b>28,900,008</b>	<b>24,068,396</b>	<b>2,649,587</b>	<b>0</b>	<b>(4,831,612)</b>	<b>-16.72%</b>	<b>38,469,599</b>	<b>14,401,203</b>	<b>37.44 %</b>
<b>Local Sources</b>									
Match For Local Projects	4,000,000	7,823,232	778,395	0	3,823,232	95.58 %	6,323,300	(1,499,932)	-23.72%
Other Local Sources	0	7,500	0	0	7,500	0.00 %	0	(7,500)	0.00 %
<b>Total Local Sources:</b>	<b>4,000,000</b>	<b>7,830,732</b>	<b>778,395</b>	<b>0</b>	<b>3,830,732</b>	<b>95.77 %</b>	<b>6,323,300</b>	<b>(1,507,432)</b>	<b>-23.84%</b>
<b>TOTAL REVENUES:</b>	<b>284,484,608</b>	<b>272,482,713</b>	<b>20,416,928</b>	<b>0</b>	<b>(12,001,894)</b>	<b>-4.22%</b>	<b>539,026,499</b>	<b>266,543,785</b>	<b>49.45 %</b>
<b>TRANSFERS-IN</b>									
Highway Distribution Account	154,422,900	162,491,900	17,610,729	0	8,069,000	5.23 %	243,110,000	80,618,100	33.16 %
Fuel/Registration Direct	51,320,114	49,700,070	5,578,543	0	(1,620,044)	-3.16%	74,056,800	24,356,730	32.89 %
Ethanol Fuels Tax	12,655,300	13,727,409	1,484,624	0	1,072,109	8.47 %	20,200,000	6,472,591	32.04 %
<b>TOTAL TRANSFERS-IN:</b>	<b>218,398,314</b>	<b>225,919,379</b>	<b>24,673,896</b>	<b>0</b>	<b>7,521,065</b>	<b>3.44 %</b>	<b>337,366,800</b>	<b>111,447,421</b>	<b>33.03 %</b>
<b>TOTAL REV AND TRANSFERS-IN:</b>	<b>502,882,922</b>	<b>498,402,092</b>	<b>45,090,823</b>	<b>0</b>	<b>(4,480,829)</b>	<b>-0.89%</b>	<b>876,393,299</b>	<b>377,991,206</b>	<b>43.13 %</b>



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# Idaho Transportation Department

## STATEMENT OF REVENUES AND EXPENDITURES

### BUDGET TO ACTUAL

#### FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 2/28/2022

Fund: 0260 State Highway Fund

Fiscal Year: 2022  
 Budget Fiscal Year: 2022  
 EXPENDITURES

	Year to Date Allotment	Year to Date Actual	Current Month Activity	Year to Date Encumbrance	Variance Favorable / Unfavorable	Percent Variance	Annual Appropriation	Appropriation Balance	Percent Remaining
	(A)	(B)	(C)	(D)	(E = A - B - D)	(F = E / A)	(G)	(H = G - B - D)	(I = H / G)
<b>Operations Expense</b>									
Permanent Staff Salaries	58,757,560	57,128,588	6,711,385	0	1,628,972	2.77 %	93,441,170	36,312,582	38.86 %
Board, Hourly, OT, Shift Diff	1,795,751	1,131,736	143,960	0	664,015	36.98 %	2,545,428	1,413,692	55.54 %
Fringe Benefits	26,971,828	25,961,024	3,159,180	0	1,010,804	3.75 %	42,066,802	16,105,778	38.29 %
In State Travel Expense	1,171,675	895,328	70,008	0	276,347	23.59 %	1,821,398	926,070	50.84 %
Out of State Travel Expense	253,650	82,459	3,107	0	171,191	67.49 %	437,453	354,994	81.15 %
Operating Expense	48,713,834	34,347,073	5,347,459	10,736,930	3,629,831	7.45 %	70,859,518	25,775,515	36.38 %
Technology Operating Expense	16,200,921	11,032,899	2,063,852	5,268,809	(100,787)	-0.62%	22,247,560	5,945,852	26.73 %
Capital Equipment Expense	19,888,907	6,828,428	412,971	10,041,071	3,019,408	15.18 %	23,732,823	6,863,324	28.92 %
Technology Equipment Expense	3,287,268	2,303,517	658,595	628,993	354,758	10.79 %	4,238,844	1,306,334	30.82 %
Capital Facilities Expense	6,723,164	3,991,570	101,640	1,165,113	1,566,481	23.30 %	7,288,164	2,131,481	29.25 %
Trustee & Benefit Payments	12,919,836	9,123,442	709,741	0	3,796,394	29.38 %	20,124,900	11,001,458	54.67 %
<b>Total Operations Expense:</b>	<b>196,684,394</b>	<b>152,826,063</b>	<b>19,381,898</b>	<b>27,840,917</b>	<b>16,017,414</b>	<b>8.14 %</b>	<b>288,804,059</b>	<b>108,137,080</b>	<b>37.44 %</b>
<b>Contract Construction</b>									
Operating Expense	3,970,000	1,840,901	233,496	269,374	1,859,725	46.84 %	10,600,000	8,489,725	80.09 %
Technology Operating Expense	0	1,871,954	493,145	64,747	(1,936,701)	0.00 %	0	(1,936,701)	0.00 %
Capital Projects	284,733,500	275,844,587	15,157,658	10,986	8,877,927	3.12 %	616,575,918	340,720,345	55.26 %
Trustee & Benefit Payments	548,000	296,385	29,408	0	251,615	45.92 %	3,499,800	3,203,415	91.53 %
<b>Total Contract Construction:</b>	<b>289,251,500</b>	<b>279,853,827</b>	<b>15,913,707</b>	<b>345,107</b>	<b>9,052,566</b>	<b>3.13 %</b>	<b>630,675,718</b>	<b>350,476,784</b>	<b>55.57 %</b>
<b>TOTAL EXPENDITURES:</b>	<b>485,935,894</b>	<b>432,679,890</b>	<b>35,295,606</b>	<b>28,186,024</b>	<b>25,069,980</b>	<b>5.16 %</b>	<b>919,479,778</b>	<b>458,613,864</b>	<b>49.88 %</b>
<b>TRANSFERS OUT</b>									
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 %
<b>TOTAL TRANSFERS OUT:</b>	<b>13,485,894</b>	<b>14,036,550</b>	<b>0</b>	<b>0</b>	<b>(550,656)</b>	<b>-4.08%</b>	<b>60,832,732</b>	<b>46,796,182</b>	<b>76.93 %</b>
<b>TOTAL EXPD AND TRANSFERS OUT:</b>	<b>499,421,788</b>	<b>446,716,440</b>	<b>35,295,606</b>	<b>28,186,024</b>	<b>24,519,324</b>	<b>4.91 %</b>	<b>980,312,510</b>	<b>505,410,046</b>	<b>51.56 %</b>
<b>Net for Fiscal Year 2022:</b>	<b>3,461,134</b>	<b>51,685,652</b>	<b>9,795,218</b>		<b>20,038,495</b>		<b>(103,919,211)</b>	<b>(127,418,840)</b>	

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# Idaho Transportation Department

## STATEMENT OF REVENUES AND EXPENDITURES

### BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 2/28/2022

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										
<b>Contract Construction</b>										
<b>Operating Expenditures</b>										
Operating Expenditures	Dedicated	482,000	337,465	(77,826)	170,687	(26,152)	-5.43%	2,500,000	1,991,848	79.67 %
Operating Expenditures	Federal	3,130,000	3,374,704	804,455	163,434	(408,138)	-13.04%	8,000,000	4,461,862	55.77 %
Operating Expenditures	Local	358,000	686	12	0	357,314	99.81 %	100,000	99,314	99.31 %
<b>Total Operating Expenditures</b>		<b>3,970,000</b>	<b>3,712,855</b>	<b>726,641</b>	<b>334,121</b>	<b>(76,976)</b>	<b>-1.94%</b>	<b>10,600,000</b>	<b>6,553,024</b>	<b>61.82 %</b>
<b>Capital Outlay</b>										
Capital Outlay	Dedicated	76,334,400	72,883,255	3,383,725	9,945	3,441,200	4.51 %	242,609,889	169,716,689	69.95 %
Capital Outlay	Federal	184,953,000	176,727,109	11,147,174	1,042	8,224,850	4.45 %	275,709,029	98,980,879	35.90 %
Capital Outlay	FICR	19,352,700	15,724,554	212,612	0	3,628,146	18.75 %	25,000,000	9,275,446	37.10 %
Capital Outlay	Local	4,093,400	6,991,635	243,040	0	(2,898,235)	-70.80%	5,805,300	(1,186,335)	-20.44%
Capital Outlay	COVID Relief	0	3,518,034	171,106	0	(3,518,034)	0.00 %	67,451,700	63,933,666	94.78 %
<b>Total Capital Outlay</b>		<b>284,733,500</b>	<b>275,844,587</b>	<b>15,157,658</b>	<b>10,986</b>	<b>8,877,927</b>	<b>3.12 %</b>	<b>616,575,918</b>	<b>340,720,345</b>	<b>55.26 %</b>
<b>Trustee &amp; Benefit Payments</b>										
Trustee & Benefit Payments	Dedicated	8,000	0	0	0	8,000	100.00 %	500,000	500,000	100.00 %
Trustee & Benefit Payments	Federal	532,000	296,385	29,408	0	235,615	44.29 %	2,899,800	2,603,415	89.78 %
Trustee & Benefit Payments	Local	8,000	0	0	0	8,000	100.00 %	100,000	100,000	100.00 %
<b>Total Trustee &amp; Benefit Payments</b>		<b>548,000</b>	<b>296,385</b>	<b>29,408</b>	<b>0</b>	<b>251,615</b>	<b>45.92 %</b>	<b>3,499,800</b>	<b>3,203,415</b>	<b>91.53 %</b>
<b>Total Contract Construction:</b>		<b>289,251,500</b>	<b>279,853,827</b>	<b>15,913,707</b>	<b>345,107</b>	<b>9,052,566</b>	<b>3.13 %</b>	<b>630,675,718</b>	<b>350,476,784</b>	<b>55.57 %</b>

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# Idaho Transportation Department

## STATEMENT OF REVENUES AND EXPENDITURES

### BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 2/28/2022

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)
<b>REVENUES</b>										
Miscellaneous Revenues		440,000	93,098	17,161	0	(346,902)	-78.84%	670,000	576,902	86.10 %
<b>TOTAL REVENUES:</b>		<b>440,000</b>	<b>93,098</b>	<b>17,161</b>	<b>0</b>	<b>(346,902)</b>	<b>-78.84%</b>	<b>670,000</b>	<b>576,902</b>	<b>86.10 %</b>
<b>TRANSFERS-IN</b>										
Sales Tax		62,977,452	71,219,774	7,493,556	0	8,242,322	13.09 %	80,000,000	8,780,226	10.98 %
<b>TOTAL TRANSFERS-IN:</b>		<b>62,977,452</b>	<b>71,219,774</b>	<b>7,493,556</b>	<b>0</b>	<b>8,242,322</b>	<b>13.09 %</b>	<b>80,000,000</b>	<b>8,780,226</b>	<b>10.98 %</b>
<b>TOTAL REV AND TRANSFERS-IN:</b>		<b>63,417,452</b>	<b>71,312,871</b>	<b>7,510,716</b>	<b>0</b>	<b>7,895,420</b>	<b>12.45 %</b>	<b>80,670,000</b>	<b>9,357,128</b>	<b>11.60 %</b>
<b>EXPENDITURES</b>										
Contract Construction - Capital Projects		10,000,000	16,122,312	2,978,595	0	(6,122,312)	-61.22%	94,145,045	78,022,733	82.88 %
<b>TOTAL EXPENDITURES:</b>		<b>10,000,000</b>	<b>16,122,312</b>	<b>2,978,595</b>	<b>0</b>	<b>(6,122,312)</b>	<b>-61.22%</b>	<b>94,145,045</b>	<b>78,022,733</b>	<b>82.88 %</b>
<b>TOTAL EXPD AND TRANSFERS OUT:</b>		<b>10,000,000</b>	<b>16,122,312</b>	<b>2,978,595</b>	<b>0</b>	<b>(6,122,312)</b>	<b>-61.22%</b>	<b>94,145,045</b>	<b>78,022,733</b>	<b>82.88 %</b>
<b>Net for Fiscal Year 2022:</b>		<b>53,417,452</b>	<b>55,190,559</b>	<b>4,532,122</b>		<b>1,773,108</b>		<b>(13,475,045)</b>	<b>(68,665,605)</b>	

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# Idaho Transportation Department

## STATEMENT OF REVENUES AND EXPENDITURES

### BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 2/28/2022

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
	(A)	(B)	(C)	(D)	(E = A - B - D)	(F = E / A)	(G)	(H = G - B - D)	(I = H / G)
Fiscal Year: 2022									
Budget Fiscal Year: 2022									
<b>REVENUES</b>									
State Sources - Miscellaneous Revenues	175,974	142,255	17,762	0	(33,719)	-19.16%	259,000	116,745	45.08 %
<b>TOTAL REVENUES:</b>	<b>175,974</b>	<b>142,255</b>	<b>17,762</b>	<b>0</b>	<b>(33,719)</b>	<b>-19.16%</b>	<b>259,000</b>	<b>116,745</b>	<b>45.08 %</b>
<b>TOTAL REV AND TRANSFERS-IN:</b>	<b>175,974</b>	<b>142,255</b>	<b>17,762</b>	<b>0</b>	<b>(33,719)</b>	<b>-19.16%</b>	<b>259,000</b>	<b>116,745</b>	<b>45.08 %</b>
<b>EXPENDITURES</b>									
Contract Construction - Capital Projects	2,400,000	907,476	0	0	1,492,524	62.19 %	77,354,956	76,447,480	98.83 %
<b>TOTAL EXPENDITURES:</b>	<b>2,400,000</b>	<b>907,476</b>	<b>0</b>	<b>0</b>	<b>1,492,524</b>	<b>62.19 %</b>	<b>77,354,956</b>	<b>76,447,480</b>	<b>98.83 %</b>
<b>TOTAL EXPD AND TRANSFERS OUT:</b>	<b>2,400,000</b>	<b>907,476</b>	<b>0</b>	<b>0</b>	<b>1,492,524</b>	<b>62.19 %</b>	<b>77,354,956</b>	<b>76,447,480</b>	<b>98.83 %</b>
<b>Net for Fiscal Year 2022:</b>	<b>(2,224,026)</b>	<b>(765,221)</b>	<b>17,762</b>		<b>1,458,805</b>		<b>(77,095,956)</b>	<b>(76,330,735)</b>	

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# Idaho Transportation Department

## STATEMENT OF REVENUES AND EXPENDITURES

### BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 2/28/2022

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)
<b>Fiscal Year: 2022</b>									
<b>Budget Fiscal Year: 2022</b>									
<b>REVENUES</b>									
State Sources - Miscellaneous Revenues	0	3,764	472	0	3,764	0.00 %	0	(3,764)	0.00 %
<b>TOTAL REVENUES:</b>	<b>0</b>	<b>3,764</b>	<b>472</b>	<b>0</b>	<b>3,764</b>	<b>0.00 %</b>	<b>0</b>	<b>(3,764)</b>	<b>0.00 %</b>
<b>TOTAL REV AND TRANSFERS-IN:</b>	<b>0</b>	<b>3,764</b>	<b>472</b>	<b>0</b>	<b>3,764</b>	<b>0.00 %</b>	<b>0</b>	<b>(3,764)</b>	<b>0.00 %</b>
<b>EXPENDITURES</b>									
Contract Construction - Trustee & Benefit Payments	2,000,781	2,000,000	2,000,000	0	781	0.04 %	2,000,781	781	0.04 %
<b>TOTAL EXPENDITURES:</b>	<b>2,000,781</b>	<b>2,000,000</b>	<b>2,000,000</b>	<b>0</b>	<b>781</b>	<b>0.04 %</b>	<b>2,000,781</b>	<b>781</b>	<b>0.04 %</b>
<b>TOTAL EXPD AND TRANSFERS OUT:</b>	<b>2,000,781</b>	<b>2,000,000</b>	<b>2,000,000</b>	<b>0</b>	<b>781</b>	<b>0.04 %</b>	<b>2,000,781</b>	<b>781</b>	<b>0.04 %</b>
<b>Net for Fiscal Year 2022:</b>	<b>(2,000,781)</b>	<b>(1,996,236)</b>	<b>(1,999,528)</b>		<b>4,545</b>		<b>(2,000,781)</b>	<b>(4,545)</b>	

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# Idaho Transportation Department

## STATEMENT OF REVENUES AND EXPENDITURES

### BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 2/28/2022

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)
<b>Fiscal Year: 2022</b>									
<b>Budget Fiscal Year: 2022</b>									
<b>REVENUES</b>									
Federal Sources - Federal Transit Authority	120,000	2,824,961	478,037	0	2,704,961	2254.13 %	9,000,000	6,175,039	68.61 %
<b>TOTAL REVENUES:</b>	<b>120,000</b>	<b>2,824,961</b>	<b>478,037</b>	<b>0</b>	<b>2,704,961</b>	<b>2254.13 %</b>	<b>9,000,000</b>	<b>6,175,039</b>	<b>68.61 %</b>
<b>TOTAL REV AND TRANSFERS-IN:</b>	<b>120,000</b>	<b>2,824,961</b>	<b>478,037</b>	<b>0</b>	<b>2,704,961</b>	<b>2254.13 %</b>	<b>9,000,000</b>	<b>6,175,039</b>	<b>68.61 %</b>
<b>EXPENDITURES</b>									
Operating Expenditures	636,354	127,528	4,513	223,218	285,608	44.88 %	1,000,000	649,254	64.93 %
Trustee & Benefit Payments	5,363,616	3,023,793	632,965	0	2,339,823	43.62 %	8,000,000	4,976,207	62.20 %
<b>TOTAL EXPENDITURES:</b>	<b>5,999,970</b>	<b>3,151,322</b>	<b>637,479</b>	<b>223,218</b>	<b>2,625,431</b>	<b>43.76 %</b>	<b>9,000,000</b>	<b>5,625,461</b>	<b>62.51 %</b>
<b>TOTAL EXPD AND TRANSFERS OUT:</b>	<b>5,999,970</b>	<b>3,151,322</b>	<b>637,479</b>	<b>223,218</b>	<b>2,625,431</b>	<b>43.76 %</b>	<b>9,000,000</b>	<b>5,625,461</b>	<b>62.51 %</b>
<b>Net for Fiscal Year 2022:</b>	<b>(5,879,970)</b>	<b>(326,361)</b>	<b>(159,442)</b>		<b>5,330,392</b>		<b>0</b>	<b>549,578</b>	

User ID: ddecker  
 Report ID: AD-FN-GL-003  
 Run Date: 07 Mar 2022  
 % of Time  
 Remaining: 33.3

# Idaho Transportation Department

## STATEMENT OF REVENUES AND EXPENDITURES

### BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 2/28/2022

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)
<b>Fiscal Year: 2022</b>									
<b>Budget Fiscal Year: 2022</b>									
<b>REVENUES</b>									
State Sources - Miscellaneous Revenues	0	71,703,687	6,062,529	0	71,703,687	0.00 %	0	(71,703,687)	0.00 %
<b>TOTAL REVENUES:</b>	<b>0</b>	<b>71,703,687</b>	<b>6,062,529</b>	<b>0</b>	<b>71,703,687</b>	<b>0.00 %</b>	<b>0</b>	<b>(71,703,687)</b>	<b>0.00 %</b>
<b>TRANSFERS-IN</b>									
Statutory	0	384,755	0	0	384,755	0.00 %	0	(384,755)	0.00 %
<b>TOTAL TRANSFERS-IN:</b>	<b>0</b>	<b>384,755</b>	<b>0</b>	<b>0</b>	<b>384,755</b>	<b>0.00 %</b>	<b>0</b>	<b>(384,755)</b>	<b>0.00 %</b>
<b>TOTAL REV AND TRANSFERS-IN:</b>	<b>0</b>	<b>72,088,442</b>	<b>6,062,529</b>	<b>0</b>	<b>72,088,442</b>	<b>0.00 %</b>	<b>0</b>	<b>(72,088,442)</b>	<b>0.00 %</b>
<b>EXPENDITURES</b>									
Operating Expenditures	0	395,705	29,466	0	(395,705)	0.00 %	0	(395,705)	0.00 %
Capital Projects	0	75,708,178	9,128,101	0	(75,708,178)	0.00 %	0	(75,708,178)	0.00 %
<b>TOTAL EXPENDITURES:</b>	<b>0</b>	<b>76,103,883</b>	<b>9,157,568</b>	<b>0</b>	<b>(76,103,883)</b>	<b>0.00 %</b>	<b>0</b>	<b>(76,103,883)</b>	<b>0.00 %</b>
<b>TRANSFERS OUT</b>									
Statutory	0	384,755	0	0	(384,755)	0.00 %	0	(384,755)	0.00 %
<b>TOTAL TRANSFERS OUT:</b>	<b>0</b>	<b>384,755</b>	<b>0</b>	<b>0</b>	<b>(384,755)</b>	<b>0.00 %</b>	<b>0</b>	<b>(384,755)</b>	<b>0.00 %</b>
<b>TOTAL EXPD AND TRANSFERS OUT:</b>	<b>0</b>	<b>76,488,638</b>	<b>9,157,568</b>	<b>0</b>	<b>(76,488,638)</b>	<b>0.00 %</b>	<b>0</b>	<b>(76,488,638)</b>	<b>0.00 %</b>
<b>Net for Fiscal Year 2022:</b>	<b>0</b>	<b>(4,400,195)</b>	<b>(3,095,039)</b>		<b>(4,400,196)</b>		<b>0</b>	<b>4,400,196</b>	

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# Idaho Transportation Department

## STATEMENT OF REVENUES AND EXPENDITURES

### BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 2/28/2022

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)
<b>Fiscal Year: 2022</b>									
<b>Budget Fiscal Year: 2022</b>									
<b>REVENUES</b>									
State Sources - Miscellaneous Revenues	0	11,672	1,424	0	11,672	0.00 %	0	(11,672)	0.00 %
<b>TOTAL REVENUES:</b>	<b>0</b>	<b>11,672</b>	<b>1,424</b>	<b>0</b>	<b>11,672</b>	<b>0.00 %</b>	<b>0</b>	<b>(11,672)</b>	<b>0.00 %</b>
<b>TRANSFERS-IN</b>									
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 %
<b>TOTAL TRANSFERS-IN:</b>	<b>0</b>	<b>18,627,650</b>	<b>0</b>	<b>0</b>	<b>18,627,650</b>	<b>0.00 %</b>	<b>0</b>	<b>(18,627,650)</b>	<b>0.00 %</b>
<b>TOTAL REV AND TRANSFERS-IN:</b>	<b>0</b>	<b>18,639,322</b>	<b>1,424</b>	<b>0</b>	<b>18,639,322</b>	<b>0.00 %</b>	<b>0</b>	<b>(18,639,322)</b>	<b>0.00 %</b>
<b>EXPENDITURES</b>									
Bond Principal / Interest	0	63,019,532	425,483	0	(63,019,532)	0.00 %	0	(63,019,532)	0.00 %
<b>TOTAL EXPENDITURES:</b>	<b>0</b>	<b>63,019,532</b>	<b>425,483</b>	<b>0</b>	<b>(63,019,532)</b>	<b>0.00 %</b>	<b>0</b>	<b>(63,019,532)</b>	<b>0.00 %</b>
<b>TOTAL EXPD AND TRANSFERS OUT:</b>	<b>0</b>	<b>63,019,532</b>	<b>425,483</b>	<b>0</b>	<b>(63,019,532)</b>	<b>0.00 %</b>	<b>0</b>	<b>(63,019,532)</b>	<b>0.00 %</b>
<b>Net for Fiscal Year 2022:</b>	<b>0</b>	<b>(44,380,211)</b>	<b>(424,059)</b>		<b>(44,380,210)</b>		<b>0</b>	<b>44,380,210</b>	



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# Idaho Transportation Department

## STATEMENT OF REVENUES AND EXPENDITURES

### BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 2/28/2022

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)
<b>REVENUES</b>										
Federal Sources - FAA		229,800	165,242	11,610	0	(64,558)	-28.09%	668,500	503,258	75.28 %
State Sources - Miscellaneous		281,076	308,496	16,456	0	27,420	9.76 %	341,000	32,504	9.53 %
Interagency Sources -		194,900	311,759	19,962	0	116,859	59.96 %	254,900	(56,859)	-22.31%
<b>TOTAL REVENUES:</b>		<b>705,776</b>	<b>785,497</b>	<b>48,028</b>	<b>0</b>	<b>79,721</b>	<b>11.30 %</b>	<b>1,264,400</b>	<b>478,903</b>	<b>37.88 %</b>
<b>TRANSFERS-IN</b>										
Operating		1,410,182	2,003,147	135,987	0	592,965	42.05 %	2,000,000	(3,147)	-0.16%
<b>TOTAL TRANSFERS-IN:</b>		<b>1,410,182</b>	<b>2,003,147</b>	<b>135,987</b>	<b>0</b>	<b>592,965</b>	<b>42.05 %</b>	<b>2,000,000</b>	<b>(3,147)</b>	<b>-0.16%</b>
<b>TOTAL REV AND TRANSFERS-IN:</b>		<b>2,115,958</b>	<b>2,788,644</b>	<b>184,014</b>	<b>0</b>	<b>672,686</b>	<b>31.79 %</b>	<b>3,264,400</b>	<b>475,756</b>	<b>14.57 %</b>
<b>EXPENDITURES</b>										
Permanent Staff Salaries		571,037	533,869	59,189	0	37,168	6.51 %	873,369	339,500	38.87 %
Board, Hourly, OT, Shift Diff		46,400	50,722	0	0	(4,322)	-9.31%	71,000	20,278	28.56 %
Fringe Benefits		248,378	226,265	25,005	0	22,114	8.90 %	377,031	150,767	39.99 %
In State Travel Expense		38,526	30,324	251	0	8,202	21.29 %	61,537	31,213	50.72 %
Out of State Travel Expense		15,236	10,994	1,773	0	4,242	27.84 %	20,526	9,532	46.44 %
Technology Operating Expense		25,131	28,201	8,145	0	(3,070)	-12.22%	34,617	6,416	18.53 %
Operating Expense		439,097	475,977	56,389	34,893	(71,773)	-16.35%	1,086,220	575,350	52.97 %
Technology Equipment Expense		6,400	0	0	0	6,400	100.00 %	6,400	6,400	100.00 %
Capital Equipment Expense		103,000	6,000	6,000	73,730	23,270	22.59 %	103,000	23,270	22.59 %
Capital Facilities Expense		0	0	0	0	0	0.00 %	58,682	58,682	100.00 %
Trustee & Benefit Payments		2,373,996	519,177	40,068	0	1,854,819	78.13 %	6,489,453	5,970,276	92.00 %
<b>TOTAL EXPENDITURES:</b>		<b>3,867,201</b>	<b>1,881,528</b>	<b>196,820</b>	<b>108,623</b>	<b>1,877,050</b>	<b>48.54 %</b>	<b>9,181,835</b>	<b>7,191,684</b>	<b>78.33 %</b>
<b>TOTAL EXPD AND TRANSFERS OUT:</b>		<b>3,867,201</b>	<b>1,881,528</b>	<b>196,820</b>	<b>108,623</b>	<b>1,877,050</b>	<b>48.54 %</b>	<b>9,181,835</b>	<b>7,191,684</b>	<b>78.33 %</b>
<b>Net for Fiscal Year 2022:</b>		<b>(1,751,243)</b>	<b>907,115</b>	<b>(12,805)</b>		<b>2,549,736</b>		<b>(5,917,435)</b>	<b>(6,715,928)</b>	



## Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date April 21, 2022Consent Item ☐Information Item ☒

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

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

### Subject

Monthly Reporting of Federal Formula Program Funding Through April 4th		
Key Number N/A	District N/A	Route Number N/A

### Background Information

Idaho has received full-year obligation authority via an Appropriations Act signed on March 15, 2022. Obligation authority through September 30th is \$391.2 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 \$426.5 million. Currently, obligation authority is 92.5% of apportionments.

The exhibits on the following page summarize these amounts and show allotments and remaining funds by program through April 4, 2022.

### Recommendations

For Information

### Board Action

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



# Board Agenda Item

ITD 2210 (Rev. 10-13)

## Exhibit One Actual Formula Funding for FY2022

<b>Per IJA FY2022 – Total Year</b>	
Federal Aid Only	\$426,494
Including Match	\$460,427
<b>Per Apportionments + COVID + Hwy Infra.</b>	
Federal Aid Only	\$467,830
Including Match	\$505,052
<b>Obligation Limits through 9/30/2022</b>	
Federal Aid Only	\$416,808
Including Match	\$449,971

- Notes:
1. All dollars in Thousands
  2. 'Approved Program' amounts from the April 2022 Highway Funding Plan.
  3. Apportionment and Obligation Authority amounts reflect available funds via federal notices received through 4/4/2022

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

<b>Program</b>	<b>Allotted Program Funding through 4/4/2022</b>	<b>Program Funding Remaining as of 4/4/2022</b>
All Other SHS Program	\$296,743	\$246,103
GARVEE Formula Debt Service*	\$65,920	\$51,304
State Planning and Research*	\$8,278	\$5,569
Metropolitan Planning*	\$2,381	\$1,513
Railroad Crossings	\$1,927	\$944
Transportation Alternatives (Urban/Rural)	\$6,186	\$6,230
Recreational Trails	\$1,493	\$1,730
STBG - Local Urban+	\$10,741	\$5,554
STBG - Transportation Mgt. Area	\$13,086	\$11,925
Transportation Alternatives (TMA)	\$938	\$929
STBG – Local Rural	\$16,222	\$12,547
Local Bridge+	\$10,813	\$10,939
Off System Bridge	\$6,014	\$3,956
Local Safety	\$9,230	\$8,765
<b>Total</b>	<b>\$449,971</b>	<b>\$368,008</b>

- Notes:
1. All dollars in Thousands.
  2. Allotments based on the April 2022 Highway Funding Plan.
  3. Funding amounts include match and reflect total formula funding available.
  4. Data reflects both obligation and de-obligation activity through April 4th.
- \* These programs are provided 100% Obligation Authority. Other programs are reduced accordingly.



# Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date April 21, 2022

Consent Item ☐

Information Item ☒

Amount of Presentation Time Needed 30

Presenter's Title

Presenter's Name	Chief External Affairs Officer, Public Affairs Manager	Initials	Reviewed By
Mollie McCarty, John Tomlinson		MM, JT	LSS
Preparer's Name	Preparer's Title	Initials	
Aubrie Spence	Senior Public Information Officer	AS	

## Subject

Office of Communication 2021 Review		
Key Number	District	Route Number

## Background Information

The Office of Communication will present a report detailing the 2021 public outreach efforts including the updated guide to public involvement, public meetings, traditional and new public involvement tools, and successes in approved social media practices.

The office will also provide relevant web statistics, and new strategies to improve public and media outreach in the coming year.

## Recommendations

Presentation is for informational purposes only.

## Board Action

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



# Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date April 21, 2022Consent Item ☐Information Item ☐Amount of Presentation Time Needed 20 minutes

Presenter's Name Amy Schroeder	Presenter's Title Transportation Program Manager	Initials	Reviewed By
Preparer's Name Crystal Craig	Preparer's Title Deputy Program Manager	Initials	

## Subject

Request to increase consultant services agreement (Board Policy 4001) on TECM projects

Key Number	District	Route Number
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## Background Information

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

Ten TECM-funded project phases are ready for the next phase of work and require Board approval to exceed the threshold established in Board Policy 4001 or previously approved:

- I-90/SH-41 Interchange Engineer of Record for Construction New Agreement (KN 20442)
- I-90, Washington State Line to Coeur d'Alene Environmental Phase Supplemental (KN 22293)
- I-90, Spokane Street to US-95 Interchange Final Design through PS&E New Agreement (KN 23607)
- SH-16 Phase 2 and Phase 3 Final Design Supplementals (both on KN 20788)
- I-84, Karcher Interchange Supplemental (KN 23336)
- I-15, Northgate to Blackfoot Environmental Phase Supplemental (KN 23346)
- I-15, Northgate to Fort Hall Final Design through PS&E New Agreement (KN 23579)
- I-15, 5<sup>th</sup> Ave Interchange to Northgate Interchange Environmental Phase New Agreement (KN 23608)
- US-20, South St. Anthony Interchange Design through PS&E New Agreement (KN 23474)

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

(SH-16 Phase 2 and Phase 3 are two separate 4001 Policy exception requests, but both are provided on one page.)

## Recommendations

Approve the resolution on page 86.

## Board Action

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

## **I-90, SH-41 Interchange, Kootenai Co in District 1 (Key Number 20442)**

In October 2017, through Request for Proposals (RFP), David Evans and Associates (DEA) was selected to perform design services. The project was split in to three phases. Phase 1 was for concept design and alternatives analysis. The major tasks in the Phase 1 agreement included alternatives development, stakeholder outreach, traffic analysis, Type/Size/Location structures reports, a value planning study, Interchange Modification Report, Project Charter, and environmental documentation. Phase 2 included Preliminary Design through PS&E. The major tasks in the Phase 2 agreement included survey, preliminary design, right-of-way plans, agency coordination, continued stakeholder outreach, design study report, geotechnical/materials engineering, final design, and PS&E. This new agreement will include the construction technical support items listed below.

In May 2019, the Board approved design funding for up to \$6.6 million. In May 2021, the Board approved increasing the funding to up to \$8.7 million total for the remainder of the design services. The total amount of agreements to date is \$8 million, leaving \$700,000 of unused approval authority. This request is to increase funding for the project by \$800,000 to accomplish the construction technical support services including the following:

*Engineer of Record:* This includes assisting the Resident Engineer throughout construction for items such as clarification of plans, change order work, reviewing and approving shop drawings, establishing AMG control, updating the DTM surfaces, and assisting with potential claims.

*Public Involvement:* Work necessary to implement the robust public outreach plan for this project during construction. Tasks include development of fact sheets, response to inquiries, display boards for use corridor wide, press releases, and an opportunity to engage with the community with ground-breaking and/or ribbon cutting event.

The additional money needed to fully fund this phase of the agreement is already available within the project.

## **I-90, Washington State Line to Coeur d'Alene in District 1 (Key Number 22293)**

In May 2021, the Board authorized \$5 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 \$5 million authorized. David Evans & Associates (DEA) was selected in July 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. The project is being contracted in phases in order to define the scope and overall approach to developing the projects within the corridor.

Initial Phase: Planning and pre-NEPA environmental activities that include I-90 widening preliminary design and preferred interchange alternative at the I-90 / US-95 interchange, which includes stakeholder and public outreach.

This supplemental: Completion and approval of the NEPA documentation on an aggressive timeline of October 2022 and completion of the preliminary design for the corridor.

Potential separate future agreements not included in this request: Final design of specific segments that are identified in the environmental or design phases.

In September 2021 the initial phase of this contract was negotiated at \$6.2 million. The Board approved a request to the previous amount of \$5 million for a total of \$6.2 million to complete these services.

October 18, 2021 the Notice to Proceed was issued to DEA. The initial contract was negotiated at \$5,843,874 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 field survey, environmental field work and reconnaissance, preliminary geotechnical investigation, traffic analysis and conceptual design. These activities have provided clarity of the scope of the I-90 widening.

This request to increase funding for the I-90 widening project by \$1 million will allow the supplemental services contract to complete the NEPA environmental evaluation for the corridor. While the supplemental has been negotiated at \$1.2 million, there is additional capacity within the Board's prior approval, thus only \$1 million additional is being requested at this time for the following tasks included in this supplemental agreement:

*Traffic / Interchange Analysis:* Traffic analysis will be expanded to include detailed 2045 alternatives analysis at the following interchanges: NW Blvd, Spokane St, Seltice Way and Sherman Ave. The traffic analysis will inform conceptual designs being presented at two value planning session in summer 2022.

*Interchange Alternatives / Interstate and Interchange Conceptual Roadway Design:* Interchange alternatives will be presented and prioritized at two value planning sessions scheduled for summer 2022. Conceptual design will include horizontal and vertical alignment, right-of-way acquisition areas, bridge locations, and retaining wall locations to a 15% design level with cost estimates. Significant constructability issues also will be identified and evaluated.

*Huetter Port of Entry Feasibility Study:* Up to three different location concepts for a relocated Idaho Port of Entry on I-90 will be developed to include concept level layouts, exhibits, and cost estimates. A technical memo will be prepared at the conclusion of the study that will describe the analysis of the three alternatives and a recommended location for advancing the relocation.

The additional money needed to fully fund this supplemental has been identified from within the TECM program.

## **I-90, Spokane St. to US-95 Design in District 1 (Key Number 23607)**

In May 2021, the Board approved advancement of the I-90, Washington State Line to Coeur d'Alene corridor study. Field work, conceptual design and the environmental evaluation are being performed under KN 22293. This new project is a subset of that corridor study.

The 7.5 mile segment of I-90 between Spokane Street Interchange in Post Falls and the US-95 Interchange in Coeur d'Alene has been identified as the highest priority segment within the corridor to advance to the design stage and prepare for construction. A new key number and unique project attributes have been added to the Idaho Transportation Investment Program (ITIP), and an offset of funds has been identified within the TECM program to allow staff to proceed with this agreement.

David Evans and Associates (DEA) was selected 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. The project is being contracted in phases in order to define the scope and overall approach to developing the projects within the corridor. Additional requests will be presented to the Board for approval as the next phases of work are ready to advance.

This is a new agreement that requires approval to exceed the 4001 Policy threshold. The negotiations are underway and are estimated to be up to \$17 million for the following services:

*Public Involvement:* Additional stakeholder outreach meetings and communication materials to support the design phase of the project.

*Right-of-Way Plans for Property Acquisition:* This task includes additional survey to support the acquisition of property needed for the project, development of right-of-way plans, and development of legal descriptions.

*Interstate System Access Change Request:* This analysis and report will provide the justification to FHWA in order to proceed with changes to the interstate, ramps and interchanges as defined by the corridor study.

*Preliminary and Final Design through PS&E:* Perform all design for the corridor, anticipating that this segment will be split into multiple construction packages.

Construction is anticipated to begin as soon as 2024.



## **SH-16, I-84 to US 20/26 & SH 44 IC Phase 2 in District 3 (Key Number 20788)**

In May 2020, the Board authorized up to \$14 million for design services of phase 2 of SH-16. This included the design of SH-16 mainline from I-84 to US-20/26 with at-grade intersections at Franklin Road, Ustick Road and US-20/26. Parametrix and David Evans & Associates (DEA) were selected for the design of this work.

In April 2021, the Board authorized an additional \$2.5 million for design services through a supplemental agreement with DEA for changing the design of the US 20/26 interchange to include the ramps for the future interchange. This brought the total authorization to \$16.5 million for these agreements. The total agreement amount was negotiated to be \$15,821,653, thus leaving approximately \$680,000 additional authorization above the contracted amount.

The purpose of this board item is to request authorization to include additional design work through a supplemental agreement estimated to cost approximately \$1.1 million. This includes the work of developing a change order to revise the Franklin Road intersection ramps, changes to the I-84 interchange ramp pavement sections and changes to the irrigation plans that have resulted from right of way negotiations.

Taking into account the previously authorized amount, this request is for an additional \$500,000, this request will bring the total authorized amount for both firms to \$17.0 million. The additional funds are available in savings from the estimated obligated right of way funds within this corridor.

## **SH-16, I-84 to US 20/26 & SH 44 IC Phase 3 in District 3 (Key Number 20788)**

In July 2021, the Board authorized up to \$15 million for design services of phase 3 of SH-16. This included the design of the system interchange at I-84 and completing the design of the service interchanges at Franklin Road, Ustick Road, US-20/26, and SH-44. Parametrix was selected for the design of this work through a Request for Proposal (RFP) process.

The purpose of this board item is to request authorization to include additional design work in the agreement, increasing it by approximately \$4 million. This includes the work of modifying the interchange type at Franklin Road to a SPUI interchange, evaluation of the SH-44 interchange type, and concept alternatives for local road crossings near SH-44. Included in this scope of services is final design, PS&E and bid support services.

This request will bring the total authorized amount to \$19 million. The additional funds are available in savings from the estimated obligated right of way funds within this corridor.

## **I-84, Karcher Interchange in District 3 (Key Number 23336)**

In July 2021, the Board approved a request to exceed the \$1 million agreement threshold up to \$2 million for the final design services through PS&E. JACOBS Engineering was selected in August 2021 through a Request for Proposals (RFP) to perform these services for the project.

In November 2021, the Board approved a request to increase the agreement threshold up to \$3 million for the actual negotiated final design services through PS&E. November 29, 2021 the Notice to Proceed was issued to JACOBS. The final design services were negotiated at \$2,796,978. Progress to date includes field survey, public involvement, traffic/safety analysis, and geotechnical analysis.

Taking into account the previously authorized amount and the negotiated supplemental agreement of \$650,000, this request is to increase funding by \$500,000 for a total of \$3.5 million to complete the following supplemental services:

*SH-55 Widening:* Extend a third westbound lane further on SH-55 between Caldwell Blvd and Middleton Road to improve vehicular safety by allowing for a longer merge area before tapering back to two lanes. Right-of-way will need to be purchased on three additional parcels.

*Sidewalk Widening:* Widen the existing sidewalk on the north side of SH-55 between Caldwell Blvd to Middleton Road to more closely align with Nampa's 2020 Bicycle/Pedestrian Master Transportation Plan. Develop conceptual designs to consider feasibility of continuing sidewalk widening on the south side of SH-55 north across the Karcher Interchange.

*Mill/Overlay:* There is advanced deterioration of the roadway pavement within the project limits. A mill/overlay over the entirety of the project extents and partially down the interchange ramps will utilize the traffic control during construction and will address pavement deficiencies.

*Intersection Traffic Analysis:* FHWA requested traffic analysis at an additional six intersections to complete the Interchange System Access Change Request (ISACR). Traffic counts and analysis to be incorporated into both the updated traffic report and ISACR document.

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

Construction is anticipated as soon as 2023.

## **I-15, Pocatello to Blackfoot Project Supplemental in District 5 (Key Number 23346)**

In May 2021, the Board authorized \$5 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 \$5 million authorized. David Evans and Associates (DEA) was the selected firm 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. The project is being contracted in segments in order to define the scope and overall approach to developing the projects within the corridor.

Current scope: Planning and environmental activities from Pocatello to Blackfoot to include I-15 widening design, along with stakeholder and public outreach.

This supplemental: Design tasks to support the environmental evaluation and identification of staging and sequencing for the corridor.

Potential separate future agreements not included in this request: Final design of specific segments that are identified in the environmental or design phases.

December 14, 2021 the Notice to Proceed was issued to DEA. The initial phase of work for the corridor was negotiated at \$4,995,066 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 and aerial survey; preliminary hydraulics analysis; public involvement; environmental field work and reconnaissance; preliminary geotechnical investigation; conceptual design; and a value planning workshop in early March. These activities have provided clarity of the tasks required in this supplemental to complete the environmental evaluation of this I-15 segment.

This request to increase funding for the I-15, Pocatello to Blackfoot Environmental Evaluation by \$5.5 million will provide funding for the supplemental services to accomplish the environmental evaluation between Northgate and Blackfoot, including the following:

*Supplemental Surveying and Base Mapping:* This task includes additional topographic survey, final point cloud feature extraction, and project base map creation, which will be used throughout the design.

*Concept Design:* This task allows for the development of the previously identified preferred alternative to 20%. This will support the environmental clearance and prepare for future preliminary and final design activities. This will include horizontal and vertical alignments of I-15 and crossroads, general typical sections, conceptual signage and potential utility impacts.

*Geotechnical Investigations:* This task covers from Fort Hall to Blackfoot and includes geotechnical explorations, infiltration testing, groundwater monitoring, lead/asbestos testing, and roadway materials reports. This is necessary to support the structure reports and to further advance the environmental evaluation.

*Bridge TS&L:* This task includes providing Type, Size, and Location (TS&L) reports for structures between Northgate and Blackfoot, required to support the environmental process.

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

## **I-15, Northgate to Fort Hall Project in District 5 (Key Number 23579)**

In May 2021, the Board approved advancement of the I-15, Pocatello to Idaho Falls corridor study. Field work, conceptual design and environmental evaluation between the Northgate Interchange and Blackfoot are being performed under KN 23346. This new project is a subset of that corridor study.

The 6.5 mile segment of I-15 between Northgate Interchange and the Fort Hall Interchange has been identified as the highest priority segment within the corridor to advance to the design stage and prepare for construction. A new key number and unique project attributes have been added to the Idaho Transportation Investment Program (ITIP), and an offset of funds has been identified within the TECM program to allow staff to proceed with this agreement.

David Evans and Associates (DEA) was selected 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. The project is being contracted in phases in order to define the scope and overall approach to developing the projects within the corridor. Additional requests will be presented to the Board for approval as the next phases of work are ready to advance

This is a new agreement that requires approval to exceed the 4001 Policy threshold. The negotiations are underway and are estimated to be up to \$14 million for the following services:

*Bridge/Structure Design:* This task includes Situation and Layout (S&L), preliminary design and load ratings of six structures in the Northgate to Fort Hall segment.

*Preliminary and Final Design through PS&E:* This includes the preliminary and final design development for this segment of the corridor, which was identified as the highest priority segment through the corridor study. This will be delivered in three PS&E packages including all structures within the limits.

*Environmental Re-evaluation:* This task includes the environmental re-evaluation for each construction project, focusing on any changes that may have occurred since the environmental approval under KN 23346.

*Public Involvement:* This task includes updates to previous public involvement materials to address final design of Northgate to Fort Hall and includes additional stakeholder outreach and the final design public meeting.

Construction is anticipated to begin as soon as 2024.

## **I-15, 5<sup>th</sup> Ave to Northgate Project in District 5 (Key Number 23608)**

In May 2021, the Board approved advancement of the I-15, Pocatello to Idaho Falls corridor study. Field work, conceptual design and environmental evaluation between the Northgate Interchange and Blackfoot are being performed under KN 23346. This 7.5 mile segment of I-15 between the 5<sup>th</sup> Ave Interchange and the Northgate Interchange is being initiated at this time to begin field work, environmental scans and traffic analysis in order to evaluate the needs in this segment. A new key number and unique project attributes have been added to the Idaho Transportation Investment Program (ITIP), and an offset of funds has been identified within the TECM program to allow staff to proceed with this agreement.

David Evans and Associates (DEA) was selected through a Request for Proposals (RFP) to perform environmental and design services for all or a portion of the corridor at ITD's sole discretion. The project is being contracted in phases in order to define the scope and overall approach to developing the projects within the corridor. Additional requests will be presented to the Board for approval as the next phases of work are ready to advance

This is a new agreement that requires approval to exceed the 4001 Policy threshold. The negotiations are underway and are estimated to be up to \$2 million for the following services:

*Environmental Reconnaissance:* This task will include scanning this segment of the corridor for cultural resources, hazardous materials, and social justice populations. This review of existing data will allow the team to identify environmental resources in the project area and the potential impact based on the alternative being considered. Two separate (geotechnical & project) ITD 1500 forms will be completed for cultural resources.

*Value Planning Workshop:* This task includes the conceptual design to support the workshop, planning, and facilitation of a weeklong Value Planning Workshop. This workshop will focus on evaluating alternatives to provide capacity and modernize this segment of the I-15 corridor.

## **US-20, South St. Anthony Interchange Project in District 6 (Key Number 23474)**

In January 2022, the Board approved advancement of the US-20, South St. Anthony Interchange. A new key number and unique project attributes have been added to the Idaho Transportation Investment Program (ITIP), and an offset of funds has been identified within the TECM program to allow staff to proceed with this agreement. J-U-B Engineers, Inc was selected through a Request for Proposals (RFP) to design the roadway features and support ITD's Bridge Section in the design of this interchange project.

This is a new agreement that requires approval to exceed the 4001 Policy threshold. The negotiations are underway and are estimated to be up to \$2.5 million for the following services:

*Environmental:* This includes all the necessary tasks for the environmental review and approval of the project, including cultural resources, noise analysis, and environmental evaluation.

*Public Involvement:* This task includes public involvement materials throughout the project, including stakeholder one on one meetings and an open house.

*Preliminary and Final Design through PS&E:* This includes the preliminary and final design development for this interchange and prepare the plans for construction.

Construction is anticipated to begin as soon as 2023.

WHEREAS, the Idaho Transportation Board approved multiple TECM corridors and projects to be added to the Idaho Transportation Investment Program (ITIP) in May 2021 and another in January 2022 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 on some of these projects in July 2021 and the next phase of work has been negotiated and is needed to continue to move the following projects through the development phase; and

WHEREAS, three corridors have had high priority projects split out and are ready to be negotiated and advanced; 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 the following list of projects to exceed the amount previously approved for supplemental agreements and new requests to exceed \$1 million on other projects, up to the amount shown in the “Total Authorized By The Board” column.

<b>Key Number</b>	<b>Project</b>	<b>Type</b>	<b>Additional Being Requested</b>	<b>Total Authorized By The Board</b>
20442	90/41 Engineer of Record	new agreement	800,000	9,500,000
22293	I-90 Environmental (WSL to Sherman)	supplemental	1,000,000	7,200,000
23607	I-90 Design (Spokane St to US-95)	new agreement	17,000,000	17,000,000
20788	SH-16 Phase 2 Design	supplemental	500,000	17,000,000
20788	SH-16 Phase 3 Design	supplemental	4,000,000	19,000,000
23336	Karcher IC	supplemental	500,000	3,500,000
23346	I-15 Environmental (Northgate to Blackfoot)	supplemental	5,500,000	10,500,000
23579	I-15 Design (Northgate to Fort Hall)	new agreement	14,000,000	14,000,000
23608	I-15 Environmental (5th to Northgate)	new agreement	2,000,000	2,000,000
23474	South St. Anthony IC	new agreement	2,500,000	2,500,000



## Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date April 21, 2022Consent Item ☐Information Item ☒Amount of Presentation Time Needed 15 minutes

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

### Subject

Inflation and Rising Construction Cost Trends Update		
Key Number	District	Route Number

### Background Information

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

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

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

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

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

Attached are lists of recent State infrastructure projects with bid openings since October 2021 and bid openings planned for projects by June 7, 2022.

### Recommendations

For informational purposes.

### Board Action

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



STATE INFRASTRUCTURE PROJECTS BID SINCE OCTOBER 2021

	Engineer's Estimate	Bid Vs EE
<b>2021-10</b>	<b>\$44,501,318</b>	<b>88%</b>
KN 19948 I-90, ELIZABETH PARK OPASS, SHOSHONE CO	\$8,087,758	97%
KN 20244 I-90, DIVISION ST IC OPASS, KELLOGG	\$10,052,822	95%
KN 20439 FY 22 D4 Bridge Repair, Minidoka & Cassia County	\$766,618	96%
KN 20564 D4 1 NON COM SEAL COATS, Various County	\$3,579,975	84%
KN 20587 US 93, Grandview to Blue Lakes, Twin Falls County	\$929,467	171%
KN 20623 Big Wood Rv Br, Gooding County	\$2,216,324	114%
KN 21890 SH-78, INT SH-167, IMPROVEMENTS	\$529,956	102%
KN 22888 SH3, GOOSEHAVEN RD TO ROUND LAKE RD, BENEWAH CO	\$17,982,066	72%
KN 23064 Recessed Pavement Marking Pilot	\$356,333	81%
<b>2021-11</b>	<b>\$121,417,687</b>	<b>94%</b>
KN 19195 US-95 BRIDGES - POTLATCH	\$3,987,998	112%
KN 19526 US-95 BRIDGES - POTLATCH	\$2,670,968	103%
KN 19653 US-95 BRIDGES - POTLATCH	\$3,822,855	126%
KN 19848 SH24 & SH25, City of Rupert, Minidoka County	\$4,270,313	115%
KN 19916 US95 LABROSSE HILL ST TO ALDERSON LN, BONNERS FERRY	\$11,418,853	101%
KN 19960 Blue Lakes Blvd; Poleline Rd to Perrine Br, Twin Falls County	\$2,334,505	123%
KN 20032 US-95, Culdesac Canyon Passing LN, PH 3, Nez Perce Co	\$14,652,507	76%
KN 20379 US-26, CLARK HILL REST AREA TURN LNS, BONNEVILLE COUNTY	\$1,960,507	112%
KN 20411 US-26, ANTELOPE FLATS PASSING LANE, BONNEVILLE COUNTY	\$4,130,415	97%
KN 20428 SH-21, Technology Way to Surprise Way, Ada County	\$3,107,643	63%
KN 20446 US-95, COCOLALLA LOOP RD TO WESTMOND RD, BONNER CO	\$1,432,498	95%
KN 20491 FY22 D1 BRIDGE REPAIR	\$1,812,293	121%
KN 20676 SH-200, PACK RV TO TRESTLE CR	\$1,012,779	107%
KN 23350 I90 Mullan to Montana St Ln, Shoshone Co	\$1,050,000	100%
KN 9294 THORN CR RD TO MOSCOW, LATAH COUNTY	\$63,753,554	90%

## STATE INFRASTRUCTURE PROJECTS BID SINCE OCTOBER 2021

KN / Location	Engineer's Estimate	Bid Vs EE
<b>2021-12</b>	<b>\$15,972,373</b>	<b>90%</b>
KN 19134 US-93, 100 SOUTH RD, JEROME COUNTY	\$13,372,213	86%
KN 21938 IRONWOOD TO SH53 SIGNAL UPGRADES, KOOTENAI CO	\$2,600,160	115%
<b>2022-01</b>	<b>\$17,988,430</b>	<b>80%</b>
KN 20403 SH-21, LOWMAN to SOUTH AVALANCHE GATES, BOISE CO.	\$2,701,966	96%
KN 20552 SH-3, CLEMENHAGEN ROAD TO DEARY, LATAH COUNTY	\$1,984,701	72%
KN 21831 SH-34. Soda Springs to Conda, Caribou County	\$2,579,427	112%
KN 21849 SH-45, Jct SH-78 to Deer Flat Rd, Canyon County	\$8,331,227	66%
KN 21901 D2 FY23 SEALCOATS	\$1,114,343	76%
KN 23332 WEST SIDE RD TO WAYAN LOOP RD	\$1,276,765	91%
<b>2022-02</b>	<b>\$32,447,144</b>	<b>93%</b>
KN 20266 SH-44, INT SH-16 TO LINDER RD, ADA CO.	\$6,677,218	84%
KN 20544 SH-31, Overlay and Guardrail Upgrade	\$10,423,649	102%
KN 20693 Marley Rd to Jim Byrne Slough, Lincoln County	\$5,521,389	81%
KN 21895 US-30, NOUNAN RD TO BENNINGTON	\$6,659,069	100%
KN 22697 FY22 D5 Pavement Preservation, Power County	\$2,287,590	85%
KN 22792 I-90, GOLCONDA ACCESS ROAD IC WBL SHOSHONE COUNTY	\$878,229	107%
<b>2022-03</b>	<b>\$141,042,793</b>	<b>110%</b>
KN 19358 US-20, INTERSECTION SH-47 IMPROVEMENTS, ASHTON	\$4,630,537	125%
KN 19973 I-84, DECLO POE EB	\$14,933,636	113%
KN 20589 I-86/I-15 System IC, Pocatello Bannock County	\$101,697,644	110%
KN 20597 FY22 W BINGHAM CO PAVEMENT PRESERVATION	\$5,240,176	78%
KN 20643 FY22 D5 BRIDGE REPAIR, VARIOUS COUNTIES	\$4,225,573	104%
KN 20704 US-12, Orofino to Greer, Clearwater and Lewis County	\$9,303,505	115%
KN 21977 FY22 D5 BRIDGE REPAIRS ON I-86	\$1,011,723	117%
<b>2022-04</b>	<b>\$8,154,658</b>	<b>73%</b>
KN 22647 SH-55, ROUND VALLEY TO CLEAR CR, VALLEY CO	\$8,154,658	73%
<b>Grand Total</b>	<b>\$381,524,402</b>	<b>98%</b>

PROJECTS LIKELY TO BE ADVERTISED APRIL 2022 - JUNE 2022					
District	Key #	Route #	Project Location	Program	~Amount (in thousands)
1	20442	I 90	SH 41 INTERCHANGE, KOOTENAI CO	TECM	75,000
1	20575	SH 53	HAUSER LAKE RD TO N BRUSS RD, KOOTENAI CO	Safety/P Rest	12,000
1	23121	US 95	SAGLE RD TO LONG BRIDGE INTERIM IMPRV, PH 2	Safety & Capacity	6,000
2	23355	SH 62	CRAIGMONT BUSINESS LOOP, LEWIS CO	Pavement Preservation	1,000
2	20513	US 12	CLEARWATER RV MEMORIAL BR, NEZ PERCE CO	Bridge Restoration	35,000
2	23356	Various	FY23 D2 NON-COMM PAVEMENT RESTORATION	Pavement Preservation	5,500
2	23355	SH 62	CRAIGMONT BUSINESS LOOP, LEWIS CO	Pavement Preservation	1,000
2	23090	US 95	AHT'WY INTERCHANGE AND PLAZA, NEZ PERCE CO	TIGER Grant	25,000
3	20405	I 84	I 84, FY22 D3 BRIDGE REPAIR	Bridge Preservation	1,500
3	20367	US 20	PHYLLIS CANAL BR TO SH-16, ADA CO (comp 20227) Lead Key #	Capacity	8,000
3	20227	US 20	PHYLLIS CANAL BR, NR MERIDIAN (comp 20367)	Br Rest	5,000
3	23099	I 84	EXIT 25 IMPROVEMENT, CANYON CO	Capacity	1,300
3	22665	SH 55	EAGLE RD; I-84 TO SH-44, ADA CO	Pavement Restoration	15,000
3	22165	SH 20/26	I 84 TO MIDDLETON RD, CANYON CO	TECM	41,000
3	23408	SH 16	USTICK RD TO US 20/26, ADA & CANYON COS	TECM	70,000
3	23410	SH 16	I 84 TO FRANKLIN RD, ADA & CANYON COS	TECM	52,000
5	22544	I 86	UPRR BRIDGE, POCA TELLO	Bridge Restoration	13,000
6	20420	I 15B	CONCRETE INTERSECTIONS, IDAHO FALLS	Pavement Preservation	3,500

370,800

\*For information on a specific project, contact the respective ITD District office.



# Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date April 21, 2022

Consent Item ☐

Information Item ☐

Amount of Presentation Time Needed 20 minutes

Presenter's Name	Presenter's Title	Initials	Reviewed By
Blake Rindlisbacher/Randy Gill	Chief Engineer/ITIP Program Mgr.	br	LSS
Preparer's Name	Preparer's Title	Initials	
Blake Rindlisbacher/Randy Gill	ITIP Program Manager	rg	

## Subject

State Highway System ITIP project advancement, additions and funding distribution		
Key Number	District	Route Number

## Background Information

The purpose of this Board item is to outline a proposal for approval to invest with purpose the increased State and Federal funding as a result of Governor Little's Leading Idaho Initiative and the passage of the Federal Infrastructure Investment and Jobs Act (IIJA) otherwise known as the Bipartisan Infrastructure Law (BIL).

ITD is being informed on how to invest with purpose during the monthly Board and ITD Workshops, which began in March and continue through August 2022 in all six Districts to help gather stakeholder input for project priority consideration. This proposal defines FY22 and FY23 plans for projects and proposes annual funding distribution targets for FY24-29. These targets will support ITD's plan to invest with purpose by addressing modernization of the state highway system such as for safety and capacity on principal arterial corridors (including the TECM corridors), upgrading rural interchanges, replacing aging bridges, repairing pavement, replacing culvert failures, removing spring break up limits, and also includes an adjustment for inflation versus buying power for projects. This proposal does not yet include project recommendations for future TECM bonding funds and projects under development in the TECM corridors.

A summary of the increased State and Federal funding available for the State Highway Systems is as follows:

The State funded Leading Idaho proposal was approved March 2022.

- Provides an annual increase of \$200M/year. 60% for the State Highway System and 40% for the Local Highway System, so \$120M is available for projects on the State Highway System.

The Federal funded IIJA-BIL was approved November 2021.

- The Federal Aid Transportation funding levels are now available for FY2022 through FY2026.
- Increase of \$116.6M/year to Idaho.
- After the set-asides and local highway system distributions, \$60.95M is available for projects on the State Highway System. (\$29.25M for bridges and \$31.7M for roadways)
- ITD is waiting on guidance from the FHWA for formula funded programs such as Carbon Reduction, PROTECT (planning, resilience improvements, community resilience and evacuation routes, and at-risk coastal infrastructure).

As reported in previous Board meetings, ITD has many State Highway System projects that are currently ready or will soon be ready that can be advanced or added in the program and invested with purpose as described above to leverage additional funding in FY22 and FY23 (Attachment No. 1). The attachment summarizes project cost increases, additions, advancements and contains a small reserve held to account for inflation risks as projects are prepared for bidding this fall.

Attachment No. 2 summarizes funding opportunities made available in the ITIP if the projects proposed for advancement are approved. For example, funding opportunities of \$46.4M and \$109.9M were created in FY23,



## Board Agenda Item

ITD 2210 (Rev. 10-13)

FY24 and FY25 when the Board approved the I-90/SH-41 Interchange and the I-86/I-15 Interchange to be constructed using TECM bonds. The funding opportunity created by advancing the proposed projects total \$273.3M. Staff will propose recommendations for projects to utilize funding opportunities in future program updates.

Attachment No. 3 summarizes the projected annual funding increase of \$195.4M for the State Highway System from Leading Idaho and IIJA-BIL and outlines a proposed annual funding distribution for FY24 through FY29 for these funds.

**Recommendations** Approve resolution on page 94.

### Board Action

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

April 21, 2022 - Board Agenda Item, State Highway System ITIP project advancements and additions

Attachment No. 1

Page 1

**FY 22 proposal for IIJA Funds - Estimated costs include supplemental cost updates, change orders and a program reserve.**

Dist	Key No.	Location	Contract Yr	Work Class	Cost in 1000's	Action
1	20575	SH 53, HAUSER LAKE RD TO N BRUSS RD, KOOTENAI CO	2022	Safety/Traf Ops	3,500	Cost Increase
2	20513	US 12, CLEARWATER RV MEMORIAL BR, NEZ PERCE CO	2023	Bridge/Appr	11,000	Cost Increase
3	1004	SMITH'S FERRY TO ROUND VALLEY	2019	Resf/Rest/Rehab	10,000	Change Order
4	19973	I 84, DECLO POE EB, CASSIA CO	2022	Reconst/Realign	1,000	Cost Increase
5	22544	UPRR BRIDGE, POCATELLO	2022	Bridge/Appr	3,500	Cost Increase
		RESERVE FOR COST INCREASES FOR BID OPENINGS			2,700	Reserve
Total					\$31,700	

**FY 22 proposal for IIJA Funds - Projects to advance into FY22 with supplemental cost updates.**

Dist	Key No.	Location	Contract Yr	Work Class	Cost in 1000's	Action
1	22772	I 90, BIG CREEK TO MP 58.5, SHOSHONE CO	2027	Resf/Rest/Rehab	8,000	Adv + cost incr
2	21888	US 95, WHITEBIRD CR BR REPAIRS, IDAHO CO	2024	Bridge/Appr	6,000	Adv + cost incr
4	22456	SH 46, INT E 2000 S, GOODING CO	2026	Safety/Traf Ops	750	Adv + cost incr
5	20083	I 15 - FORT HALL IC 80 BANNOCK CO	2023/24	Bridge/Appr	14,500	Partial adv + cost incr
Total					\$29,250	

**FY 23 proposal for IIJA and Leading Idaho State Funds- Estimated costs include supplemental cost updates and a program**

Dist	Key No.	Location	Contract Yr	Work Class	Cost in 1000's	Action
2	20691	US 12, SNAKE RV BR WA LN, NEZ PERCE CO	2023	Bridge/Appr	1,500	Cost Increase
3	22665	EAGLE RD; I-84 TO SH-44, ADA CO	2022	Resf/Rest/Rehab	10,000	Cost Increase
4	20675	I 84, KIMBERLY IC (SH 50), JEROME CO	2022/23	Bridge/Appr	6,000	Cost Increase
6	20735	US 20B, YELLOWSTONE HWY & HOLMES MICROSEAL, I.F.	2022	Preventive Mtce.	2,200	Cost Increase
6	20435	US 20 - BUFFALO RV BR TO ISLAND PK LDG FREMONT CO	2023	Resf/Rest/Rehab	1,000	Cost Increase
6	20486	US 20 - PINEHAVEN TO BUFFALO RV BR FREMONT CO	2023	Resf/Rest/Rehab	1,700	Cost Increase
		RESERVE FOR COST INCREASES FOR BID OPENINGS			10,131	Reserve
Total					\$32,531	

April 21, 2022 - Board Agenda Item, State Highway System ITIP project advancements and additions

Attachment No. 1

Page 2

**FY 23 proposal for IJIA and Leading Idaho State Funds - New projects and projects to advance into FY23 with supplemental cost updates.**

Dist	Key No.	Location	Contract Yr	Work Class	Cost in 1000's	Action
1	20684	I 90, OSBURN TO W WALLACE, SHOSHONE CO	2026	Reconst/Realign	21,000	Adv + cost incr
1	20645	I 90, CEDARS TO DUDLEY RD, KOOTENAI CO	2026	Safety/Traf Ops	18,000	Adv + cost incr
1	NEW	D1 STRIPING PROJECT	NA	Safety/Traf Ops	725	New project
2	20026	US 12, TUMBLE CR TO LOCHSA RANGER STATION, ID CO	2027	Resf/Rest/Rehab	8,000	Adv + cost incr
2	NEW	D2 STRIPING PROJECT	NA	Safety/Traf Ops	725	New project
3	19860	I 84, SIMCO RD IC, ELMORE CO	2025	Bridge/Appr	11,000	Adv + cost incr
3	22228	US-95, OREGON LN TO WEIGH STATION	2026	Resf/Rest/Rehab	20,000	Adv + cost incr
3	NEW	D3 STRIPING PROJECT	NA	Safety/Traf Ops	725	New project
4	20171	I 84, KASOTA IC TO BURLEY IC WBL, MINIDOKA CO	2027	Resf/Rest/Rehab	22,000	Adv + cost incr
4	20470	I 84, KASOTA IC TO BURLEY IC EBL, MINIDOKA CO	2027	Resf/Rest/Rehab	22,000	Adv + cost incr
4	NEW	D4 STRIPING PROJECT	NA	Safety/Traf Ops	375	New project
5	20688	I 15, ROSE IC TO N LAVA ROCKS, BINGHAM CO	2026	Resf/Rest/Rehab	15,000	Adv + cost incr
5	NEW	D5 STRIPING PROJECT	NA	Safety/Traf Ops	725	New project
6	22760	I 15, EXIT 119 TO ROBERTS, BONNEVILLE/JEFFERSON CO	2027	Preventive Mtce.	13,500	Adv + cost incr
6	NEW	D6 STRIPING PROJECT	NA	Safety/Traf Ops	725	New project
9	NEW	STATEWIDE DAMAGE SUPPORT	NA	Safety/Traf Ops	2,000	New project

Total

\$156,500

Combined Total

\$249,981

April 21, 2022 - Board Agenda Item - Funding Opportunities made available in the ITIP if Project Advances are approved  
Attachment No. 2

Previously advanced to FY 22 using TECM Bonding			Programmed Funding Years					
Dist	Key	Location	2023	2024	2025	2026	2027	Totals
1	20442	I 90, SH-41 IC, KOOTENAI CO	8,900	14,823	22,693			46,416
5	20589	STATE, I-86/I-15 SYSTEM IC, POCATELLO	43,556	25,000	41,300			109,856

Proposed to advance to FY 22 using IIJA Funds			Programmed Funding Years					
Dist	Key	Location	2023	2024	2025	2026	2027	Totals
1	22772	I 90, BIG CREEK TO MP 58.5, SHOSHONE CO					6,895	6,895
2	21888	US 95, WHITEBIRD CR BR REPAIRS, IDAHO CO		5,224				5,224
4	22456	SH 46, INT E 2000 S, GOODING CO				516		516
5	20083	I 15 - FORT HALL IC 80 BANNOCK CO		7,283				7,283

Proposed to advance to FY 23 using IIJA and Leading Idaho State Funds			Programmed Funding Years					
Dist	Key	Location	2023	2024	2025	2026	2027	Totals
1	20645	I 90, CEDARS TO DUDLEY RD, KOOTENAI CO				6,400		6,400
1	20684	I 90, OSBURN TO W WALLACE, SHOSHONE CO				17,881		17,881
2	20026	US 12, TUMBLE CR TO LOCHSA RANGER STATION, ID CO					6,972	6,972
3	19860	I 84, SIMCO RD IC, ELMORE CO			9,339			9,339
3	22228	US-95, OREGON LN TO WEIGH STATION				14,671		14,671
4	20171	I 84, KASOTA IC TO BURLEY IC WBL, MINIDOKA CO					9,110	9,110
4	20470	I 84, KASOTA IC TO BURLEY IC EBL, MINIDOKA CO					8,754	8,754
5	20688	I 15, ROSE IC TO N LAVA ROCKS, BINGHAM CO				12,653		12,653
6	22760	I 15, EXIT 119 TO ROBERTS, BONNEVILLE/JEFFERSON CO					11,300	11,300
<b>Total created by advances</b>			<b>52,456</b>	<b>52,330</b>	<b>73,332</b>	<b>52,121</b>	<b>43,031</b>	<b>273,270</b>
Funding created by advances to be filled by TECM Corridor Projects			43,256	52,330	73,332	52,121	43,031	264,070
Funding created by advances to be filled by ITIP Projects			9,200					9,200



April 21, 2022 - Board Agenda Item – Proposed Annual Funding Distribution FY24-FY29  
Attachment No. 3

**ADDITIONAL ANNUAL FUNDING TO ITIP FY24-29**

From Leading Idaho	\$120.00M
From IJA (BIL) to ITIP (\$29.25M Br +\$31.7M other)	\$60.95M
From GARVEE \$18.5M pay down	\$2.50M
From Current ST Forecast Projections	\$12.00M
<b>TOTAL</b>	<b>\$195.45M</b>

**PROPOSED ANNUAL DISTRIBUTION FOR ADDED ITIP FUNDS FY24-29**

TECM Corridors	\$100.00M
Operations	\$10.00M
Bridge Programs	\$20.00M
Pavement Programs	\$45.00M
Supporting Infrastructure Asset Program	\$7.45M
Future Buying Power Reserve	\$13.00M
<b>TOTAL</b>	<b>\$195.45M</b>

## **RESOLUTION**

State Highway System ITIP project advancement, additions and funding distribution  
April 21, 2022

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

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

WHEREAS, the Board has authority to select projects for additional Leading Idaho funds and Federal Infrastructure Investment and Jobs Act (IIJA) funds; and

WHEREAS, staff has delivered a list of projects (Attachment No. 1) from the approved FY22-28 ITIP that are ready and available to utilize available funding in FY22 and FY23; and

WHEREAS, staff has developed and is recommending funding distribution targets (Attachment No. 3) for the added Infrastructure Investment and Jobs Act (IIJA) and Leading Idaho Funds for FY24-29 that will support ITD's pavement, bridge, and safety performance metrics.

NOW THEREFORE BE IT RESOLVED, that the Idaho Transportation Board approves the list of projects presented for the Infrastructure Investment and Jobs Act (IIJA) and Leading Idaho Funds available for FY22 and FY23 for advancements, additions, supplemental cost updates, change orders and a reserve to account for inflation risks for bid openings on Attachment No. 1,

BE IT FURTHER RESOLVED, the Board approves proposed annual funding distribution targets for the added Infrastructure Investment and Jobs Act (IIJA) and Leading Idaho Funds for FY24-29 shown on Attachment No. 3 to be used to guide the FY23-29 ITIP update process, which will be presented to the Board for approval in September 2022.



## Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date April 21, 2022Consent Item ☐Information Item ☐Amount of Presentation Time Needed 10 Min

Presenter's Name	Presenter's Title	Initials	Reviewed By
Scot Stacey/Wade Allen	Engineer Mgr. D6/T&M Mgr.	WA	LSS
Preparer's Name	Preparer's Title	Initials	
Wade Allen	Traffic and Materials Manager	WA	

### Subject

Request funding for US-20 MP 353 to South Ashton		
Key Number	District	Route Number
	6	US-20

### Background Information

District 6 is requesting funds to develop a project to construct a mill and inlay project in the driving lanes only of US-20 from MP 353.05 to MP 360.10. This section of US-20 has deteriorated faster than expected and has severe pavement breakup and potholes developing. We had hoped this section would last until the Chester to Ashton reconstruction project planned for completion by FY26. US-20 experiences a large volume of traffic that is impacted by the deteriorating roadway. This work will be completed by change order under one of the following Key Numbers 22223, 20514 or 19358, depending on which contractor has the best availability. This project is estimated to cost \$2,035,000.

### Recommendations

Add project to the ITIP FY2022 – FY2028 with \$ 1,940,000 in Construction, \$20,000 in Construction Engineering and \$75,000 in Construction Engineering by Consultant from Board Unallocated Funds in FY2022. Resolution on page 97.

### Board Action

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

IDAHO TRANSPORTATION BOARD  
STATE FUNDED UNALLOCATED ACCOUNT

**State Fiscal Year 2022**

<b>Beginning Balance</b>	<b>\$ 10,000,000</b>
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<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	23556	US 95, MP 526 to MP 536 Seal Coat, Boundary Co	\$ 940,000
03/24/22	5	23564	US 91, City of Preston Seal Coat	\$ 700,000
03/24/22	2	23567	US 95, Rock Fall Mitigation, Idaho County	\$ 1,500,000
04/21/22	6	**23664	US 20, MP 353.05 to South Ashton	\$ 2,035,000
Total				\$ 10,000,000

<b>Ending Balance</b>	<b>\$ -</b>
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\*\* This work will be completed by change order under one of the following Key Numbers 22223, 20514 or 19358 depending on which contractor has the best availability.

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

WHEREAS, it is in the public interest for ITD to fund US-20 MP 353 to South  
Ashton Project; and

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

*NOW THEREFORE BE IT RESOLVED*, that US-20 MP 353 to South Ashton  
project be added to the ITIP at a cost of approximately \$2,035,000.00 using FY  
2022 ITD Board Unallocated Funds; and

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

Approved:



## Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date April 21, 2022Consent Item ☐Information Item ☒Amount of Presentation Time Needed 5 minutes

Presenter's Name	Presenter's Title	Initials	Reviewed By
Lisa Losness/Bill Kotowski	Grants/Contracts Officers	LL/BK	LSS
Preparer's Name	Preparer's Title	Initials	
Lisa Losness	Grants/Contracts Officer	LL	

### Subject

Zero Fatalities Award		
Key Number	District	Route Number

### Background Information

Franklin and Power Counties were the only two counties in Idaho to have zero traffic related fatalities in 2021. Those who will be recognized at the Board meeting for their dedication to saving lives include: Franklin County, Franklin County Sheriff's Office, Power County, Power County Sheriff's Office, Idaho State Police District 5, and the ITD sheds in Preston and American Falls.

### Recommendations

For information only.

### Board Action

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



# Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date April 21, 2022

Consent Item ☐ Information Item ☐ Amount of Presentation Time Needed 15

Presenter's Name Scott Stokes	Presenter's Title Chief Deputy	Initials LSS	Reviewed By LSS
Preparer's Name Char McArthur	Preparer's Title Chief Administrative Officer	Initials CM	

## Subject

ITD State Street Headquarter Building Update		
Key Number	District	Route Number

## Background Information

The Chief Deputy will update the Board on the progress of the Headquarter campus disaster recovery and relocation efforts.

## Recommendations

Approve resolutions on page 100 and 101.

## Board Action

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

## **ITD Relocation to Idaho Chinden Campus Resolution**

WHEREAS, the Governor of Idaho issued EXECUTIVE ORDER NO. 2019-03 to identify opportunities to create efficiencies in state regional offices; and

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

WHEREAS, the January 3, 2022, flood event has rendered the largest building on campus uninhabitable and would require extensive renovation to reoccupy; and

WHEREAS, the state Department of Administration has a facility available as of July 1, 2022, to begin renovating that could suit ITD needs with significant renovation on the Chinden Campus in Building 3; and

WHEREAS, the Idaho Legislature has appropriated a \$37,000,000 line item to be used for renovating facilities on Chinden Campus for ITD's use; and

WHEREAS, the Department of Administration has agreed to allowing ITD substantial and significant influence over the design and renovation of a facility to suit their preferences

WHEREAS, by relocating to the Idaho Chinden Campus, ITD can reduce the state footprint and create efficiencies throughout state government through shared resources.

NOW, THEREFORE BE IT RESOLVED, that based upon the above assumptions the Idaho Transportation Board commits to relocating office staff into Building 3 on the State of Idaho Chinden Campus.

FURTHER BE IT RESOLVED, that staff is directed to develop and propose options to the Board for the relocation of the central lab and other existing ITD industrial functions that cannot be accommodated in a Building 3 renovation.



## **ITD Disposition of State Street Campus Resolution**

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 would require extensive renovation to reoccupy; and

WHEREAS, there is currently market conditions that make timing of a sale as soon as possible more advantageous to the ITD; and

WHEREAS, ITD has agreed to begin the process of relocating into a renovated Building 3 at the State of Idaho Chinden Campus; and

WHEREAS, the intent language from Idaho Code Section 67-5709A was enacted in 2000 with the express legislative intent to “either replace the facility sold, refurbish other facilities occupied by the agency or used for other state-owned building purposes in the most cost-effective manner possible.” The Statement of Purpose further stated that “[a]n agency that has an administrative facility that is sold has the first option to use the funds to replace or refurbish its facility(s)”; and

WHEREAS, proceeds from the sale of the ITD State Street Campus would be essential to the Board for other major facility needs within ITD, including but not limited to, a new District 4 Headquarters facility subject to legislative appropriation.

NOW, THEREFORE BE IT RESOLVED that staff should define and initiate the process of disposing of the ITD State Street Property and work with the Department of Administration to sell the State Street Property with the contingency of a lease arrangement until complete relocation can be achieved.