## AGENDA

District 2 Tour, Idaho Transportation Investment Program Outreach Workshop and Regular Meeting of the Idaho Transportation Board

July 20 - 21, 2022

#### July 20, 2022

District 2, Hells Canyon Grand Hotel 621 21<sup>st</sup> Lewiston, Idaho

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- 10:15 Board arrives Lewiston
- 10:30 Leave from Hells Canyon Grand Hotel to begin tour
- 10:45 Port of Lewiston Windmill Blade presentation
- 11:45 Travel to Hells Canyon Grand Hotel
- 12:00 Lunch (Board members and invited guests)

#### ITIP Outreach Workshop

- 1:30 Welcoming Chairman Moad and Member Osborn
- 1:35 ITD's District 2 Major Priorities
- 2:10 Project Display Boards Review
  - Interact with Board and ITD staff
- 3:00 Transportation Partner Updates
  - Local partners update Board and ask questions
- 4:30 Adjourn (estimated time)

<sup>\*</sup>All listed times are in PDT 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 executive session.

<sup>-</sup>Attendance is mandatory and lunch cannot be claimed on per diem.



July 21, 2022 Page 2 of 4

#### July 21, 2022

Idaho Transportation Department, District 2
2600 Frontage Road
Lewiston, Idaho

#### **Business Meeting**

To listen:

Dial 1-415-655-0003 US Toll

a. access code: 2469 817 4842b. meeting password: 1234

KEY:

ADM = Administration COM = Communications DIR = Director HR = Human Resources

HWY = Highways

		Page	Time*
Action Item	1.	CALL MEETING TO ORDER	8:30
Info Item	2.	SAFETY SHARE: Staff Engineer Weaver	
<b>Action Item</b>	3.	<b>BOARD MINUTES</b> – June 15 - 16, 2022	
Info Item	4.	BOARD MEETING DATES  August 17 & 18 – CDA September 21 & 22, Boise October 19 & 20, Boise November 16 & 17, Boise December 14 & 15, Boise	
Action Item HWY HWY HWY	5.	CONSENT CALENDAR.24Contract awards262022 Children Pedestrian Safety Application Scores36Leading Idaho Local Bridge Program Application Scores38	
Info Item HWY HWY HWY DIR ADM ADM ADM ADM	6.	INFORMATIONAL CALENDAR  Contract awards and current advertisements	

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July 21, 2022 Page 3 of 4

rage 3 01 4	July 21, 2022 Lewiston, Idaho	Page Time
Information	7. DIRECTOR'S REPORT - Director Scott Stokes	8:40
	8. ADOPT-A-HIGHWAY PRESENTATION Member Osborn: "In Memory of LCPL John Allman"	9:00
	9. DISTRICT ENGINEER REPORT: District 2 Engineer Hoff	9:10
	10. AGENDA ITEMS	
Action Items DIR Miller	Public Transportation Advisory Council District 2 Appointment	92 <b>9:25</b>
DIR Miller	Public Transportation Advisory Council District 6 Appointment (Resolution on page 117)	98 <b>9:30</b>
	11. BREAK	9:40
Action Item HR Spoor	Administrative Policy A-06-17 Reporting Losses to Headquarters (Resolution on page 121)	118 <b>9:55</b>
Information HWY Lakey/Tolman	Proposed Proportionate Share Agreement, Avimor	122 <b>10:00</b>
HWY Arritola/Moor	National Electric Vehicle Infrastructure Formula Program	160 <b>10:15</b>
HWY Pridmore	2021 Idaho Traffic Review	161 <b>10:30</b>
COMMiddleton/Da	Aggressive driving enforcement and driving campaign	168 <b>10:45</b>

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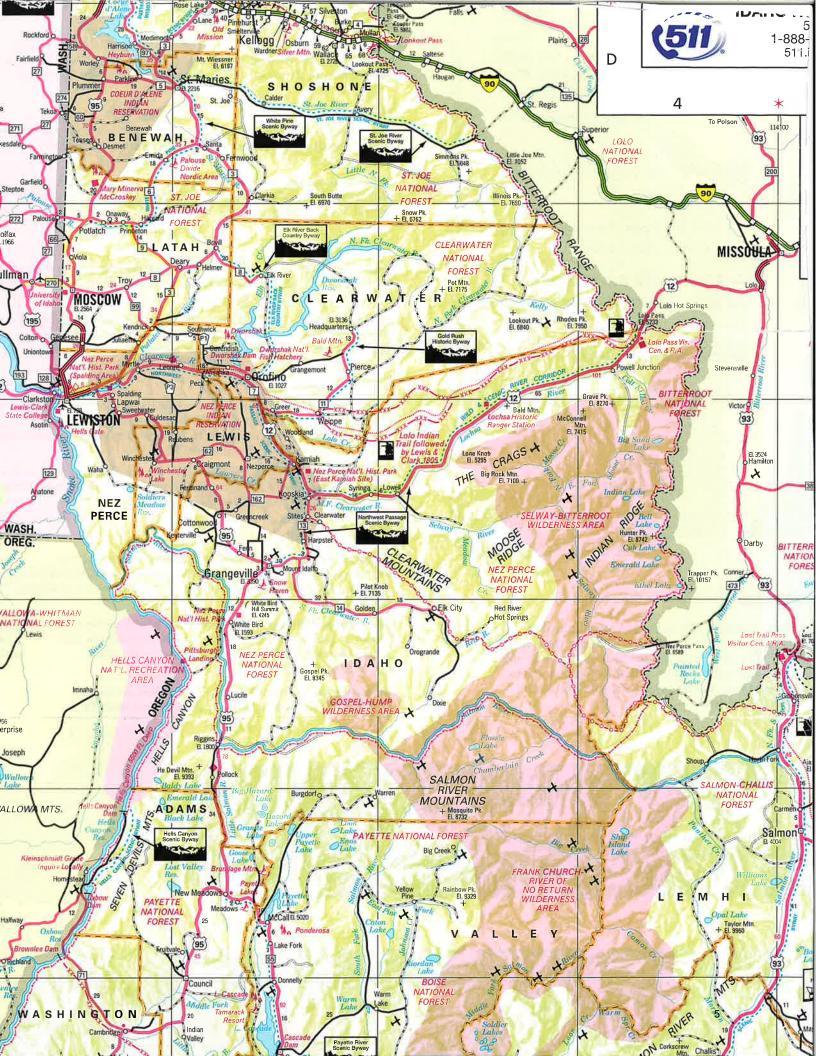
<sup>-</sup>Attendance is mandatory and lunch cannot be claimed on per diem.

July 21, 2022 Page 4 of 4

Tugo Tol T	July 21, 2022 Lewiston, Idaho	Page Time #
Information Items CAO Update on Tolman/Berard	ITD's new Headquarter Chinden Campus Buildin	ng 3169 <b>10:55</b>
PE	CUTIVE SESSION (District 2, Clearwater ConfeRSONNEL ISSUES [SECTION 74-206(a), (b)] CGAL ISSUES [SECTION 74-206(c), (d), (f)]	rence Room) 11:10
13. ADJ0	OURNMENT (estimated time)	12:20

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# DISTRICT THREE OUTREACH WORKSHOP, BUDGET WORKSHOP AND REGULAR MEETING OF THE IDAHO TRANSPORTATION BOARD

June 15 - 16, 2022

The Idaho Transportation Board met at 1:30 PM on Wednesday, June 15, 2022, at the Nampa Civic Center in Nampa, Idaho. The following principals were present:

Bill Moad, Chairman

James R. Thompson, Member – District 1

Julie DeLorenzo, Member – District 3

Jim Kempton, Member – District 4

Dwight Horsch, Vice Chairman - District 5

Bob Hoff, Member – District 6

Scott Stokes, Director Stokes

Dan McElhinney, Chief Deputy/Chief Operations Officer

Tim Thomas, Lead Deputy Attorney General

Lorraine Dennis, Executive Assistant to the Board

<u>District 3 Outreach Workshop.</u> The Board convened at the Nampa Civic Center for the Idaho Transportation Investment Program Outreach Workshop. Chairman Moad and Member DeLorenzo gave opening remarks and introductions, along with Director Stokes. CD/COO Dan McElhinney presented an update on new funding from the Governor's Leading Idaho Initiative and the Federal Investment and Infrastructure Jobs Act (IIJA) for local and state infrastructure, and District 3 Engineer Caleb Lakey talked about partnering successes and major priority projects. Participants had time to review several ITIP and 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 3:30 PM.

June 16, 2022

The Idaho Transportation Board convened at 8:00 AM on Thursday, June 16, 2022 in Garden City, Idaho. All members were present and District 2 Member Gary Osborn participated remotely.

Workshop: Introduction. Chief Administrative Officer Dave Tolman provided opening remarks. Financial Planning and Analysis Manager Collins gave an overview of risk factors staff is managing for the FY24 budget compilation. Some highlights include addressing inflation where fuel costs are up \$1.87 per gallon in 10 months and heavy equipment costs are up by an average of 25%. Investment are being made in capital facilities to move the Shoshone District 4 office, and to relocate the Headquarters office to the Chinden Campus. Staff is aggressively funding the Transportation Expansion and Congestion Mitigation Early Development Program that allows for flexibility in selecting the most advantageous project funding sources.

Trends and State Revenue. Economic and Research Manager Thompson presented potential impacts to revenue for ITD's draft FY24 appropriation request (FY23 – 24 select highlights and assumptions). Some highlights include a moderate to high risk of recession and inflationary pressures. Various legislative actions have been taken, such as H0787 – general fund transfers of \$100 million to TECM and approved bonding up to \$325 million, and \$1359, General Fund transfer of \$252,000 to dedicated funds. Based on the August 2021 forecast, projections for FY24 funding was \$472.4 million – up \$5.8 million from FY23. With the updated forecast through FY22 3<sup>rd</sup> quarter, projections increased for FY23 to \$690.7 million and FY24 \$595.4 million. Changes to the forecast are based on transfers to the Strategic Initiative Program and TECM, and growth in the forecast of highway user revenue. ERM Thompson concluded with summarizing the year-to-date revenue.

Recap FY23 Request and Supplemental. Financial Manager Chris Bray recapped the FY23 budget request. The major items reported, the total appropriation of \$1.35 billion, a 3% pay line shift and \$1.25 based on merit, all line items were approved, \$19 million of capital facilities adjustments, and funding for TECM and the Governor's Leading Idaho plan. ITD intends to submit two supplementals to cover inflationary costs – one for jet fuel and the other for highway operations. Total travel costs planned for FY23 is \$1.6 million.

<u>Draft FY24 Budget Request.</u> Financial Manager Chris Bray reported on the FY24 budget request. Some highlights included the budget timeline – staff will seek Board approval in August. The change from the FY23 appropriation to FY24 request and the principal reasons, such as, funds available for appropriation from FY23 to FY24 decreased \$271.5 million. The change is due to increases in program funding in FY23, a transfer to pay down GARVEE, and an unanticipated TECM bond payment offset of \$100 million in FY23. Total replacement items are \$38.9 million and total line item costs are just under \$280 million. FM Bray noted there are two line items in the Administration Division that will be reduced to reflect annual costs versus the total cost over three years – total estimated reduction is about \$312,000. The total FY24 total program funding appropriation request is \$1.144 billion.

Chairman Moad requested staff to revisit the travel budget to include more funding for education and safety meetings plus pilot and drone trainings if needed.

In regards to Member Kempton's question earlier about how the department addresses inflationary impacts in the construction program, CAO Tolman provided additional information stating \$25 million is set aside for inflation and down turns in the economy.

Draft FY23-29 Idaho Transportation Investment Program (ITIP). Senior Transportation Planner Wonacott provided an overview of the draft FY23-29 ITIP and the timeline for its development. In July, the draft is available for public review and comment and is submitted to the Board in September for approval. The total program for FY23-26 is \$963.7 million. Based on highway funding that includes about 38% state and 62% federal funds, funding estimates for FY23 is \$919 million and then levels out to \$774-\$786 million range through FY29. Funding includes \$120 million per year for the new Leading Idaho program of which \$100 million will be directed to TECM corridor projects adding \$700 million to the ITIP. With anticipated federal formula funds, that brings the total TECM funding to \$1 billion for FY23-29 program. STP

Wonacott outlined the new federal programs included in the Infrastructure Investment and Jobs Act (IIJA), which includes \$6.4 million annually for the National Electric Vehicle Infrastructure Program (NEVI).

In response to Member Hoff's question regarding charging stations for electric vehicle projects, STP Wonacott stated public outreach is being conducted to receive input on desired locations. Projects consideration will take place in 2023.

<u>Public Outreach.</u> Senior Public Information Officer Spence presented the public outreach efforts taken in July for the draft ITIP process and the timeline to incorporate them into the draft ITIP. Some of the outreach highlights include display ads in local papers, press releases, social media channels and various campaigns. She also shared a video developed by ITD staff that explains the public outreach process.

In response to Member Kempton's question regarding how input from transportation committees are incorporated with public comments, PIO Spence stated they work with their district planners and engineers, but ITD can consider creating a separate mail address too.

In response to Chairman Moad's question about outreach efforts throughout the year and for rural areas, CEAO McCarty replied the Office of Communication is exploring options to improve services.

Director Stokes stated this has been an evolutionary process and an opportunity to modernize the transportation system. He acknowledged the importance of outreach to stakeholders and listening to customers to find solutions.

Chairman Moad thanked staff for the presentations. The Board recessed at 9:40 a.m. and reconvened at 11:15 a.m.

<u>Safety Share</u>. Safety and Compliance Officer Larsen presented safety information regarding the importance of wearing hearing protection, examples of noise levels, and shared safety innovation hearing devices for two-way communication.

Chairman Moad thanked SCO Larsen for the important message.

<u>Board Minutes</u>. Vice Chair Horsch made a motion to approve the minutes of the regular Board meeting held on May 18 - 19, 2022, as submitted. Member Hoff seconded the motion and it passed unanimously by roll call vote.

Board Meeting Dates. The following meeting dates are scheduled:

July 20-21, Lewiston September 21-22, Boise August 17-18, Coeur d'Alene October 19-20, Boise

<u>Consent Items</u>. Member DeLorenzo made a motion and seconded by Member Kempton to approve the consent calendar resolution and it passed unanimously by roll call vote.

The motion to approve the following resolution passed unopposed:

RES. NO. WHEREAS, consent calendar items are to be routine, non-controversial, self-ITB22-38 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 additional COMPASS transit project to FY22-28 ITIP, adjusting KMPO's transit projects in the FY22-28 ITIP, the GARVEE Program Annual Legislative Report, the delay and adjustment to the Local Safety Program in the FY22-28 ITIP, the delay and adjustments to the Local Rural Program in the FY22-28 ITIP, modifying the Rail Crossing Program in the FY22-28 ITIP, adding the FY23 Buhl School Sidewalk project, Phase 2, to the FY22-28 ITIP, the update of the Safety Rest Areas and Oasis Partnerships, the State Highway System Functional Classification map, the consultant agreements and contract rejection.

- 1) Additional COMPASS transit project to FY22-28 ITIP. Staff seeks approval to add one transit project to the FY22 at the request of COMPASS and the sponsor Valley Regional Transit. The project is to replace three compressed natural gas 25-foot cutaway buses with three 35-foot electric buses in the Boise Urbanized Area. The cost of the project is \$2,400,000, the federal portion of \$1,920,000, is from the FTA and the local match of \$480,000 will be paid by Valley Regional Transit.
- 2) Adjust Kootenai Metropolitan Planning Organizations' transit projects in the FY22-28 ITIP. Staff seeks approval to adjust two transit projects to FY22 at the request of the KMPO and the sponsor Kootenai County. The Coeur d'Alene Capital Equipment, KN 23411, project is to provide transportation support vehicles, and bus support equipment. The adjustment is to reduce FY22 CN by \$500,000. The CDA Riverstone Transit Center, Phase 2, KN 22869, project is to complete construction of the transit center. The adjustment is to increase FY22 CN by \$500,000.
- 3) GARVEE Program Annual Legislative Report. In 2017, Senate Bill 1206 authorized an additional \$300 million GARVEE bonds. The legislation requires the Board submit an annual report by June 30 of each year. The report describes the planned highway projects and projects under construction that are being financed with GARVEE bonds. The annual report summarizes the amounts allocated to various GARVEE-approved corridors, summarizes the bond amounts, and graphically shows the location of projects included in this funding authorization. Staff requests approval of the 2022 GARVEE Transportation Program Annual Report.
- 4) Delay and adjustments to the Local Safety Program in the FY22-28 ITIP. Staff requests approval to make several project adjustments in the Local Highway Safety Improvement Program at the request of the Local Highway Technical Assistance Council and the City of Moscow. The projects affected are KN22402, 22005, 22405, 22878, 23285, 23293, and 23300.

5) Delay and adjustments to the Local Rural Program in the FY22-28 ITIP. Staff requests approval to delay Peckham Road, STC-3798, Golden Gate HD from FY22 to FY23 in the STP-Local Rural Program at the request of the Local Highway Technical Assistance Council and the project sponsor Golden Gate Highway District. The project cost is \$3.6 million. Due to delays in obtaining the railroad permit from the Union Pacific Railroad, the project will not be ready for advertisement in FY22. The FY22 funding will be transferred to other projects.

- 6) Modify the Rail Crossing Program in the FY22-28 ITIP. Staff requests approval to adjust the Rail Crossing Program. District 5 requests removal of Key 23394, Michaud Cr Rd RRX, west of American Falls, and an increase to KN 23393 with a slight name modification to Quigley Rd RRX, near American Falls. District 6 requests delay of Key 23391, E Anderson/Holmes (US20) RRX, Idaho Falls, from Program year 2022 to 2023, and an increase to KN 23392 with a minor name modification to E 400 N RRX, south of St. Anthony.
- 7) Add FY23 Buhl School Sidewalk project, Phase 2, to the FY22-28 ITIP. Staff requests approval to add the Buhl School Sidewalk, Phase 2, project to FY23 in the Transportation Alternatives Program at the request of the Local Highway Technical Assistance Council and Sponsor City of Buhl. Staff requests the addition of the new project for FY23 with \$70,000 design funds scheduled in FY22 and \$397,000 scheduled in FY23 for construction.
- 8) Update of Safety Rest Areas and Oasis Partnerships. Per Board Policy, staff provided the updated Safety Rest Area Program that includes an updated rest area map and chart. For 2022, the rest area chart was updated to reflect current (2021) Average Daily Traffic count data. Most rest area facilities currently meet requirements; however, Bliss & Juniper rest areas are programmed in FY25 to add additional truck parking at Bliss and building improvements at both facilities.
- 9) State Highway System Functional Classification map. Department staff has reviewed the Functional Classification Map for the State Highway System and there are no changes for 2022, and recommends the Board approve the State Highway System Functional Classification Map, as shown as Exhibit #548, which is made a part hereof with like effect.
- 10) Request to Approve Consultant Agreement. In accordance with Board Policy 4001, staff requests approval to exceed the \$1 million agreement limit for key #20033 SH-75, Elkhorn Rd to River St, Ketchum, District 4, for design services of approximately \$6.1 million, key #20442 I-90, SH-41 Interchange, Kootenai County, District 1, for construction engineering inspection and testing services of approximately \$4 million, key #22266 SH-52, Snake River Bridge, Payette Co, District 3, for design services of approximately \$3.5 million, key #19973, I-84, Declo Port of Entry Eastbound, Cassia County, District 4, for construction engineering, inspection and testing services of approximately \$1.85 million.
- 11) Contract for Rejection. In accordance with Board Policy 4001, staff requests approval to reject the more than 10% over the engineer's estimate for key #22781 SIA US-12, dike bypass RR track removal, District 2. Contractor Crea Construction \$658,860.10.

#### Informational Items.

1) Contract Awards and Advertisements.

Key #23410, SH-16, I-84 to Franklin Rd, District 3. Low bidder: Knife River Corporation-Mountain West - \$42,654,908.00

Key #23355, US-95B, SH-62 Craigmont Business Loop, District 2. Low bidder: Poe Asphalt Paving – \$2,478,174.60.

Key #20442, I-90, SH-41 Interchange, District 1. Low bidder: Scarsella Bros. – \$77,318,318.18.

Key #23408, SH-16, Ustick Road to US-20/26, District 3. Low bidder: Concrete Placing Co. – \$68,850,189.38.

Key #23121, US-95, Sagle Road to Long Bridge, Phase 2, District 1. Low bidder: Knife River Corporation-Mountain West - \$4,840,000.00

Key #22429 SIA, SH-75, rock fall mitigation, District 6. Low bidder: Rock Supremacy - \$95,900.00.

Key #23236 SIA, I-90, ramp mill and inlay, District 1. Low bidder: Poe Asphalt Paving – 20,827 SY.

Key #20367/20227, SH-16, US-20/26, Phyllis Canal Bridget to SH-16, District 3. Low bidder: Staker & Parson Companies – \$12,945,928.00.

The list of projects currently being advertised was provided.

- 2) Professional Services Agreements and Term Agreement Work Tasks Report. From April 26, 2022 to May 20, 2022, 24 new professional services agreements and work tasks were processed, totaling \$24,114,821. Six supplemental agreements to existing professional services agreements were processed during this period for \$5,724,172.
- 3) Non-construction professional services report. In accordance with Board Policy 4001, there was one agreement to report for the previous month to High Street Consulting Group, consulting services, for \$93,193.88.
- 4) State FY22 Financial Statements. Revenues to the State Highway Account from all state sources were behind projections by 0.4% as of April 30. Receipts from the Highway Distribution Account were \$1.1 million more than forecast. State revenues to the State Aeronautics Fund were ahead of projections by 41%, or \$901,000. The Department's expenditures were within planned budgets. Personnel costs had savings of \$6.7 million or 6.0% due to less vacancies, retention actions and pay increases appropriated by the Legislature. Contract construction cash expenditures were \$315.2 million for July through April.

The balance of the long-term investments was \$173.6 million at the end of April. These funds are obligated against construction projects and encumbrances. The cash balance was

\$139.4 million. Expenditures in the Strategic Initiatives Program Fund through the end of April were \$0.9 million. Deposits into the Transportation Expansion and Congestion Mitigation Fund of \$1.1 million is the final deposit to reach the statutory limit of \$80 million. Funds are from the 4.5% of Sales Tax authorized during the last Legislative session. Expenditures in this fund were \$21.8 million year-to-date. The federal CARES Act provided \$27 million for public transportation. Expenditures totaled \$3.6 million year-to-date.

5) Monthly Reporting of Federal Formula Program Funding through May 31. Idaho received obligation authority of \$391.2 million through September 30, 2022 via an Appropriations Act signed on March 15, 2022. 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 \$426.5 million. Currently, obligation authority is 92.5% of apportionments. As of May 31, 2022, \$464,534 million was allocated with \$225,165 million remaining program funding.

<u>Director's Report</u>. Director Stokes gave his first board report as director. He thanked employee Jerry Hunter who discovered the flood at the State Street Headquarters office on Sunday over New Year's Day weekend. The public travels 18 billion vehicle miles every year on Idaho roads, 50 million daily - employees helps support that economic opportunity. For that reason, Director Stokes proposed a new vision statement of "to enhance quality of life through transportation." It underscores how essential ITD's work is and the commitment to improving the lives of all communities served.

Director Stokes stated much of the highway system was built over 50 years ago for a different level of demand, traffic, and safety. He outlined his five priorities for FY23 to help achieve ITD's mission. 1. Invest with purpose, 2. External engagement, 3. Ideal workplace, 4. Innovation, and 5. Employee safety. He emphasized that ITD's greatest asset are the people and announced some organizational changes. Dave Tolman is replacing Char McArthur as Chief Administrative Officer, Alberto Gonzales and Jeff Marker are taking on expanded responsibilities as Division Administrators. In addition to their current roles, Alberto will also oversee ETS and Jeff will is taking on Public Transportation and Emergency Management. Director Stokes concluded his remarks by thanking Char McArthur, who retired this month, for her contributions to the department and being a catalyst for great changes across the department.

Revised Strategic Plan and Division of Financial Management Report. Director Stokes reported ITD's strategic plan vision statement changed to better reflect modernizing the transportation system; however, the mission statement remains the same. Corresponding changes were also made to the Division of Financial Management's FY23-26 Strategic Plan report. New information for facilities needs and an update to the online transactions performance metric were also made to the report.

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

RES. NO. WHEREAS, the Idaho Transportation Board adopted a strategic plan in 2021 with a vision to become the best transportation department in the country and a mission statement of: Your Safety, Your Mobility, Your Economic Opportunity; and

WHEREAS, transportation is vital due to the daily impacts in the lives of every Idaho citizen, the new executive leadership team has a shared vision for the Department to enhance quality of life through transportation; and

WHEREAS, this new vision along with the continued use of the mission statement and strategies will help the Department provide a common basis for purpose, decisions, and investment in modernizing, improving, and maintaining services; and

WHEREAS, the executive leadership group of the Department unitedly proposes updates to the 2021 strategic plan that are captured in the proposed 2022 plan; and

WHEREAS, the future safety, mobility, and economic opportunity in Idaho will be largely influenced by the efforts of dedicated Department employees and partners; and

WHEREAS, the Department is required to submit a four-year Strategic Plan to the Division of Financial Management annually.

*NOW THEREFORE BE IT RESOLVED*, that the Idaho Transportation Board adopts and approves the 2022 Idaho Transportation Department Strategic Plan.

*NOW THEREFORE BE IT FURTHER RESOLVED*, that the Idaho Transportation Board adopts and approves the FY23-26 Strategic Plan report for the Division of Financial Management.

Chairman Moad thanked Director Stokes and for Char McArthur's excellent service.

Adopt-A-Highway Presentation. Member DeLorenzo presented the award to Mike and Lori O'Leary who adopted two sections on US-95 from milepost 174 to 178. A family member thanked the Board and shared when they first started in 2011 they collected 36 bags of trash and are down to only eight bags. Member DeLorenzo applauded their efforts and thanked them for the 11-years of service to the community.

Chairman Moad thanked the O'Leary family for serving their community.

Review of the draft FY23-29 Idaho Transportation Investment Program. Financial Planning and Analysis Manager Collins reviewed the draft ITIP that was presented in the workshop. Staff would like to proceed with public comment, July 1 through 31, with amendments to include the omitted projects from District 3.

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

RES. NO. WHEREAS, it is in the public's interest for the Department to publish and accomplish a current, realistic, and fiscally constrained seven year 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 program update cycle requires cooperation with partner agencies in its calendar of activities; and

WHEREAS, the Transportation Board has reviewed the list of projects and analysis for the Draft FY 2023 - 2029 ITIP; and

WHEREAS, the next activity in the program update cycle is public review and comment per 23 CFR450.210; and

WHEREAS, public involvement and input from stakeholders and interested citizens allows the Transportation Board to better understand Idaho's various transportation needs; and

WHEREAS, project selection and program approval is scheduled for the Transportation Board's September meeting after incorporating public comment.

NOW THEREFORE BE IT RESOLVED that the Idaho Transportation Board will commence public involvement in July with project and program information incorporated from the publication entitled *Draft FY2023 - 2029 ITIP*, June Board Meeting.

Chairman Moad thanked FP&AM Collins for his presentation.

Six-Year Capital Facilities Program. Capital Facilities Manager Tony Pirc reported on ITD's six-year Capital Facility Program plan. There are four building categories comprised of about 700 buildings. The legislature approved increased funding last year doubling it from \$3.5 million to \$7.1 million. Aeronautics has 36 buildings statewide and leases one. Some statewide Operations buildings include maintenance and materials sheds, containment tanks sites and employee housing. Project estimates for FY23 are \$12 million for deferred maintenance, \$7.6 million for new buildings and \$3.02 million for additional housing, and for FY24, \$10.6 million in deferred projects and \$12.3 million in new projects.

Chairman Moad thanked CFM Pirc for the presentation.

<u>Executive Session on Legal and Personnel Issues</u>. Member DeLorenzo made a motion to meet in executive session at 12:05 PM 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 executive session discussion on legal matters related to highway and department operations and personnel matters.

The Board came out of executive session at 1:10 PM.

District Engineer Report. District 3 Engineer Caleb Lakey gave his annual report focusing on people and places. Some highlights include five new management hires, an organizational change redistributing direct reports amongst two of his managers, and introducing the Engineers-in-Training and two new professional engineers. He reported on District 3's horizontal career path progress and notable construction projects, such as, I-84, Karcher to Franklin - mainline widening, SH-45, SH-78 to Deer Flat (starts in July), and SH-44, Linder to SH-16 widening. Future places of emphasis will be on SH-16, north towards Emmett, SH-55, north towards Cascade/McCall and SH-69 (Meridian Road). DE-3 Lakey shared an innovation idea suggested by a new employee working on a culvert repair on SH-52 – instead of replacing the pipe they added another alongside increasing capacity and saving resources. He also summarized three projects completed with Board Unallocated funds, such as, \$1.3 million Snake River Rest Area project completed under budget.

Chairman Moad thanked DE-3 Lakey for his annual report.

Three Cities River Crossing concept. District 3 Engineer Lakey introduced City of Eagle's Director of Long Range Planning Nichoel Baird Spencer who provided an overview of the Three Cities River Crossing concept and request for endorsement. The project is a new river crossing between Eagle Road and Glenwood Street connecting the intersection of SH-44 and SH-55 in Eagle to US-20/26 between Cloverdale and Five Mile.

The project has been in the Long-Range Transportation Plan (LRTP) since 2006. In 2010, the Ada County Highway District commission voted to recommend a "No Build Alternative" with the option to revisit if future funding became available. Currently, the project is in COMPASS' LRTP as an Unfunded Study; however, they require a transportation agency to endorse a project in order for it to be retained in the plan. Director LRP Baird Spencer emphasized the City is not seeking funding from ITD at this time and wants to work cooperatively to develop the project. Sponsorship from ITD would ensure the project remains in the program for another 5-year cycle. She also highlighted additional rational for the concept, such as growth, system efficiencies, congestion management, and next steps.

In response to Member DeLorenzo's question regarding if any transportation agency can endorse the project to keep it in the plan, LRP Baird Spencer stated that is correct. It would remain as an unfunded study then they would come back to see if it has merit and value. Member DeLorenzo asked about support from ACHD and COMPASS - representatives were present from each and affirmed support.

In response to Chairman Moad's question regarding the amount of time required to facilitate the study, LRP Baird Spencer replied it has not been calculated yet, but will work with DE-3 Lakey to ensure it is equitable.

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

RES. NO. WHEREAS, it is the intent of the Idaho Transportation Board to effectively utilize all available Federal, State, and private highway funding; and

WHEREAS, Community Planning Organization of Southwest Idaho (COMPASS) maintains a Long Range Transportation Plan (LRTP) including funded and unfunded projects; and

WHEREAS, the City of Eagle sees value in the Three Cities River Crossing concept and needs a transportation agency sponsor to keep the concept as an unfunded study in the Long Range Transportation Plan (LRTP).

NOW, THEREFORE BE IT RESOLVED, that the Idaho Transportation Board directs ITD District 3 staff to sponsor the inclusion of the Three Cities River Crossing as an unfunded study in the COMPASS Long Range Transportation Plan; and

NOW, THEREFORE BE IT FURTHER RESOLVED, that the Idaho Transportation Board directs ITD District 3 staff to prepare a presentation for an upcoming Board Meeting on options for ITD to participate in a study of the Three Cities River Crossing.

Chairman Moad thanked Director LRP Baird Spencer for her presentation.

<u>Proposed Proportionate Share agreement.</u> District 3 Planning and Development Manager Trimboli provided a recap from when the Avimor Mitigation agreement was last discussed in December. Since then, staff collected data on the present value of proportionate share fees over time and considered inflationary impacts.

Avimor General Manager Dan Richter provided a review of the Avimor development. It is a mixed-use planned community, approximately 18,000 acres of land, 9,700 single family homes are expected, and SH-55 bisects the community. He also reviewed the mitigation agreement some highlights include it sets a fixed proportionate share fee of \$5,000 per residential unit and specifies road improvements Avimor and ITD will construct. Avimor's projects total approximately \$150 million. GM Richter estimates Avimor paying \$48.5 million in proportionate share fees at full build out from 2023 to 2055. Some key mitigation agreement provisions are fees collected for ITD do not have to be used on SH-55 and Avimor will pay the greater of the \$5,000 fee or a future impact fee. The time value of the fees with a 2.9% inflation rate is \$32.1 million by 2055.

In response to Member Kempton's concerns regarding ITD's ability to hold fees over 34-years and potential of the projection being low, Avimor GM Richter stated they did factor in inflation, similar to impact fees, looking at 7-years with an option to put the money in a 1% treasury bond. Economists from ITD and Avimor were involved in the decision.

Chairman Moad asked Chief Administrative Officer Dave Tolman and DE-3 Lakey to help get more clarification and prepare a synopsis. CAO Tolman stated they could provide more information on how ITD can account for the receipt of funds, method of fund use, impacts of inflation and the time value of money.

Chairman Moad thanked Avimor GM Richter and staff for their presentation.

In the interest of time, the Chairman delayed the SH-69 Traffic and Access Management Study and SH-55 Smiths Ferry to Round Valley updates to the end of the agenda and moved the District 4 administrative site item to after the Administrative Policy, A-20-04 item.

<u>Public Transportation 2023-2025 Modified Funding Recommendations.</u> Public Transportation Manager Ron Duran reported on the modification to the approved funding award by Board at the March meeting to include additional funding receive by the Federal Transit Administration. The 5310 Elderly & Disabled Program increased by \$230,239 and the 5311 Rural Area Formula Program increased by \$1.5 million.

In response to Member DeLorenzo's question if there is a required Local match, PTM Duran stated there is and the Locals are prepared to use them.

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

RES. NO. WHEREAS, the Public Transportation Office is charged with soliciting, reviewing, and programming public transportation projects in the rural areas of Idaho; and

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

WHEREAS, the funding sources include three Federal Transit Administration grants, the 5310 Elderly and Persons with Disabilities Program, 5311 Rural Formula Program, and 5339 Bus and Bus Facilities Program, and the 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 modified rural funding amount of

\$20,388,358 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.

Chairman Moad thanked PTM Duran for the update.

Administrative settlement over \$200,000. Right of Way Manager Justin Pond presented an administrative settlement for KN 9294 – Thorn Creek Road to Moscow, Latah County.

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

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

of-way for US-95, Thorn Creek Rd. to Moscow, Latah County for Project No. DHP-NH-4110(156); 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 \$810,424.57.

<u>Administrative settlement over \$200,000</u>. Right of Way Manager Justin Pond presented an administrative settlement for KN 9294 – Thorn Creek Road to Moscow, Latah County.

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

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

ITB22-44 of-way for US-95, Thorn Creek Rd. to Moscow, Latah County for Project No. DHP-NH-4110(156); 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 \$386,373.43.

Chairman Moad thanked ROW Manager Pond for the report.

<u>2023 ITD draft legislation.</u> In follow-up to last month's meeting, Chief External Affairs Officer Mollie McCarty presented the department's 2023 draft legislation.

The draft legislation are:

- 1. Expand online Driver's License capabilities, to include online CDL renewals.
- 2. Any human trafficking conviction results in disqualification of a CDL which aligns with federal statute and would be a lifetime dismal.
- 3. Remove the requirement for commercial vehicles to post temporary registration permits in the window/windshield 90% to 95% of permits are purchased electronically; however, paper permits are still permissible.

CEAO McCarty reported ITD's proposed legislation would be submitted to the Division of Financial Management in early August.

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

RES. NO. WHEREAS, the Idaho Governor's Office has directed that state agencies submit proposed 2023 legislation to the Division of Financial Management (DFM) for review and approval; and

WHEREAS, Idaho Transportation Department (ITD) staff presented three (3) draft legislative proposals at the June 2022, Board meeting for consideration during the 2023 legislative session; and

WHEREAS, DFM will review the following legislative ideas, also authorizing the development of draft legislation to be submitted for its review and approval:

- 1. Expand online Drivers License capabilities, to include online CDL renewals.
- 2. Modify statute to make a human trafficking conviction grounds for disqualification of a CDL consistent with federal statute.
- 3. Remove the requirement for commercial vehicles to post temporary registration permits in the window/windshield.

NOW, THEREFORE, BE IT RESOLVED, that the Idaho Transportation Board approves submittal of proposed draft legislation for corresponding DFM/Governor's Office approved legislative ideas, for further consideration.

Chairman Moad thanked CEAO McCarty for the presentation.

<u>Delete Administrative Policy A-20-04, Public Hearing Officers.</u> Communication Manager Tomlinson reported Administrative Policy A-20-04 Public Hearing Officers was incorporated into another existing policy, Administrative Policy 5024, which details the role of the hearing officers in public hearings. He recommends deleting the policy. The Board's Subcommittee on Policies concurred and supported the deletion at their May meeting.

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

RES. NO. WHEREAS, Board Policy 4067 authorizes the Idaho Transportation Board to set policies for the Idaho Transportation Department; and

WHEREAS, Administrative Policy A-20-04: Public Hearing Officers describes the role of a hearing officer at a public hearing; and

WHEREAS, the role of a public hearing officer has been incorporated into Administrative Policy 5024; and

WHEREAS, Administrative Policy A-20-04 is covered in another policy and so is no longer necessary.

NOW THEREFORE BE IT RESOLVED that the Board approve the deletion of Administrative Policy A-20-04 – Public Hearing Officers.

Chairman Moad thanked CM Tomlinson for the report.

<u>District 4 administrative site and building update.</u> District 4 Engineer Jesse Barrus handed out a revised board agenda item and resolution. The revisions focus on investigating the site development in more depth instead of proposing location approval.

DE-4 Barrus reported on the background, purpose and need, proposed site, accomplishments and current efforts and next steps. Some highlights include the current building in Shoshone is 67 years old and not fully ADA compliant and several studies have been completed since 2016. Staff has outgrown the building and it is no longer centered near the population base of Twin Falls. The ITD-owned southwest of I-84 and US-93 property offers benefits to better align hiring markets and access to the I-84 corridor. There is the option to colocate with the Division of Military to share utility and infrastructure costs, and some preliminary work was been done to move into design. A concept building plan has been prepared and there is current efforts to contract to begin geotechnical investigation for site development. Next steps include coordinating with the Division of Public Works to being preliminary work on concept and estimates.

Member Kempton commented the resolution was revised because the language was too strong for where ITD is now, and we have not yet obtained the Governor's Office or legislative approval. He also stated many employees are living in Twin Falls, which is a 25-mile commute to the Shoshone office. Rising gas costs coupled with lower wages leaves little room for disposal income.

In response to Member Thompson's question about why the \$6.2 million for design is not in the resolution, DE-4 Barrus stated the district has the money for design costs and is not asking for funds.

In response to Vice Chair Horsch's question if the site design plans include moving the Jerome Shed, DE-4 Barrus replied it does; however, it would be more like 10-years out.

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

RES. NO. WHEREAS, the Idaho Transportation Department Strategic Plan goals include "Continually improve the employee experience", and "Provide the safest possible transportation system and work environment"; and

WHEREAS, many components of the current District 4 administrative facility in Shoshone are well past there service life including not fully meeting the current ADA standards; and

WHEREAS, the Idaho Transportation Board has previously approved by resolution for District 4 to investigate numerous sites as potential administration sites; and

WHEREAS, the State of Idaho desires state agencies to co-locate when possible; and

WHEREAS, the Idaho Division of Military is locating to this site; and

WHEREAS, it is in the best interest of the Idaho Transportation Department to further investigate the site located at the southwest corner of the I-84 / US-93 Interchange.

NOW THEREFORE BE IT RESOLVED, the Board approves ITD to proceed with design for the site development phase of the 108-acre ITD owned property on the southwest corner of the I-84/US-93 Interchange.

Chairman Moad thanked DE-4 Barrus for the presentation.

<u>High School seat belt challenge.</u> The co-presenter was not available so subsequently the item was cancelled.

SH-55 Smiths Ferry to Round Valley construction update. D3 Engineering Manager Jason Brinkman gave an update on the 1-mile SH-55 Smiths Ferry to Round Valley project. Some project feature highlights are nine major rock cut slopes (of which eight are complete), six new vehicle pullouts, nine wire mesh retaining walls and 2/3rds mile of new guardrail. He reported there is still major work to do repairing the landslide that they have been drilling, investigating, and engineering this spring for Cut #8 – where the significant slide occurred last November. He played a video of production, spire removal and trim blasts. Rock from the blasts are reduced and hauled off at night to sort for potential final buttress use. About 340,000 cubic yards of rock and earth is estimated to be removed on this project. Some rock is reused for culvert headwalls and retaining walls, and rock slopes are secured with draped wire mesh. In respect to Cut #8 slope remediation, the field drilling and investigation work is nearing

completion confirming the contractors work. Drone footage was shown of excavation underway on the hillside. D3 EM Brinkman thanked DeAtley and their sub-contractors for a great partnership.

Chairman Moad thanked D3 EM Brinkman for the update.

SH-69 Traffic and Access Management Study. District 3 Planning and Development Manager Trimboli reported the purpose of the SH-69 corridor study is to keep traffic moving throughout the corridor, allow safe and efficient access on and off the corridor and to provide safe facilities and crossings for bicyclists and pedestrians. I-84 to Kuna is 8-miles and traffic is expected to double along most of the corridor in 20 years. The goal is to maintain existing travel times with the projected growth. Some highlights of the design options considered are partial thru-turn intersections, 7-lane future cross-section, and restricted crossing U-Turn at half-mile marks. Public involvement was conducted June through July 2020 with over 1,000 visitors and 191 comments. Pedestrian and bicycle facilities will be included for segments on Avalon and Meridian Roads. In addition, studies are in progress for the Kuna Curve and Overland Road intersections. PDM Trimboli concluded next steps are to present information to the Cities of Kuna and Meridian, ACHD and COMPASS, and then report back to the Board.

Chairman Moad thanked D3 PDM Trimboli for the update.

WHEREUPON, the Idaho Transpor	tation Board's regular monthly meeting adjourned at
3:53 PM.	
	WILLIAM H. MOAD, Chairman
	Idaho Transportation Board
Read and Approved	•
, 2022	
, Idaho	

## **BOARD MEETING DATES**

## **2022**

August 17 & 18 – Coeur d'Alene October 19 & 20 – Boise December 14 & 15 - Boise September 21 & 22 – Boise November 16 & 17 – Boise

		20.	12	
JANU	RY	FEBRUARY	MARCH	APRIL
S M T W	T F S	S M T W T F S 1 2 3 4 5	\$ M T W T F S	S M T W T F S 1 2
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SEPTEM	BER	OCTOBER	NOVEMBER	DECEMBER
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**Information:** Board meeting dates scheduled.

<sup>&</sup>quot;X" = holiday

<sup>&</sup>quot;----" = conflicts such as AASHTO/WASHTO/TRB conferences (or Board/Director conflicts)

### IDAHO TRANSPORTATION BOARD

### RESOLUTION FOR CONSENT

## ITEMS Pages 26 - 42

RES. NO. WHEREAS, consent calendar items are to be routine, non-controversial, self-ITB22-48 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 contract awards, 2022 Children Pedestrian Safety Application Scores, and Leading Idaho Local Bridge Program Application Scores.



# **Board Agenda Item**

ITD 2210 (Rev. 10-13)

ATION DE									
Meeting Date	21 2 2	2							
Consent Item 🛚	Inforn	nation Item 🗌		Amount of Pre	esentatio	n Time N	leeded		
Presenter's Name				Presenter's Title			Initials	Revie	wed By
Blake Rindlisbach	er, P.E.			Transportation Engineering	g Division Ad	ministrator	BR	L;	SS
Preparer's Name				Preparer's Title			Initials		
Dana Dietz, P.E.				Contracts Engineer			DD		
Subject									
Board Approval of	Contract	s for Award							
Key Number	District	Ro	oute N	umber					
Background Info	rmation	•							
				since the start of the d approval to reject.	fiscal yea	ar by juris	sdiction,	along with	
		Year to Date	Bid S	ummary 10/1/21 to 06	/30/22				
	Con	tracts Bid		Contracts Requiring  Board Approval to  Award  Contracts R  Board App  Reie		-	-		
	ITD	Local	IT	TD Local	ITD	Loca	al		
	60	13	1	14 7	5	0			
engineer's estimate	by more th	nan ten percen	t (10%	struction contracts o %) but are recommen uiring Board approval	ded for av	vard with	board a	ipproval.	
	Con	tracts requiring		d Approval to Award -J	ustification	received			
			06,	/01/22 to 06/30/22					
		ITD		L	_ocal				
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Recommendation	_								
In accordance w are recommende		•		e construction con oval.	tracts or	the att	tached	report	
Board Action									
Approved	] Deferred	d							
☐ Other									

## Monthly Status Report to the Board

## CONTRACT(S) FOR BOARD APPROVAL

District	Key No.	Route	Opening Date	No. of Bids	Eng. Est.	Low Bid	Net +/-		
5	20083	I-15	6/7/2022	3	\$19,905,237.00	\$29,871,191.00	\$9,965,954.00		
I-15, Fort	I-15, Fort Hall IC #80 150%								
Contracto	r: Sundt-Ca	nnon, A J	oint Venture		Federal				

District	Key No.	Route	Opening Date	No. of Bids	Eng. Est.	Low Bid	Net +/-
LHTAC(6)	22413	OFF SYS	6/7/2022	2	\$525,816.50	\$773,261.70	\$247,445.20
STC-6760,	W 5200 S		147%				
Contracto	r: D L Beck	Inc			Federal		

#### DATE OF BID OPENING - JUNE 7, 2022

IDAHO FEDERAL AID FINANCED PROJECT
I-15, FORT HALL IC #80
Bannock & Bingham County
Key No. 20083

DESCRIPTION: The work on this project consists of bridge replacements for I-15 Exit #80 (MP 79.9) Overhead Bridge including new ramps, Town Lateral Canal Bridge under I-15 (MP 80.14), and Ross Fork Creek Bridges under the Exit #80 ramps and I-15 (MP 79.8)

**BIDDERS:** 

SUNDT-CANNON, A JOINT VENTURE DRAPER, UT

\$29,871,191.00

IMCO GENERAL CONSTRUCTION, INC. FERNDALE, WA

\$30,775,248.12

2 BIDS ACCEPTED (1 BID IRREGULAR – DBE)

ENGINEER'S ESTIMATE - \$19,905,237.00

LOW BID - 150% Percent of the Engineer's Estimate

NET +/- OF EE \$9,965,954.00

(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.

*Monica Crider, P.E.*State Design Engineer

Monica Crude



## **Department Memorandum**

Idaho Transportation Department

**DATE**: 6/21/2022 **Program Number**: A020(083)

TO: Monica Crider, P.E. Key Number: 20083

State Design Engineer

FROM: Todd Hubbard, P.E. Program ID, County, Etc.:

D5 District Engineer FORT HALL IC# 80, BANNOCK CO

W.A. I175710

**RE:** Justification for Award of Bid

On June 7, 2022 bids were opened for the above referenced project. The accepted lowest bid, \$29,871,191.00, was 50.07% higher than the Engineer's Estimate of \$19,905,237.00.

The Engineer's Estimate (EE) was based on recent pricing for similar projects with same quantities. The most significant differences between the Engineer's Estimate and the low bid are encompassed within the following list:

Item	Description	Quantity	Estimated Unit Price	Bid Unit Price	\$ Difference
205-010A	EXCAVATION SCHEDULE	324,065 CY	\$	\$	\$
	NO.1		637,020.00	1,146,636.00	509,616.00
205-015A	EXCAVATION SCHEDULE	13,300 CY	\$	\$	\$
	NO.2		199,500.00	365,750.00	166,250.00
210-005A	STR EXCAVATION SCH NO.	6,895 CY	\$	\$	\$
	1		137,900.00	324,065.00	186,165.00
301-010A	GRANULAR SUBBASE	39,444 CY	\$	\$	\$
			1,174,800.00	2,169,420.00	994,620.00
303-052A	3/4" AGGR TY B FOR BASE	16,145 CY	\$	\$	\$
			565,075.00	1,065,570.00	500,495.00
405-410A	SUPERPAVE HMA PAV CL	7,197 TON	\$	\$	\$
	SP-T		719,700.00	957,201.00	237,501.00
405-435A	SUPERPAVE HMA PAV INCL	14,807 TON	\$	\$	\$
	ASPH&ADD CL SP-3		1,480,700.00	1,969,331.00	488,631.00
502-385A	PRESTR DECK BULB TEE	2,867 FT	\$	\$	\$
	GIRDER (71" W x 49" D)		2,293,600.00	3,153,700.00	860,100.00
578-005B	PRECAST CONCRETE	1 LS	\$	\$	\$
	CULVERT (14' X 5.5')		400,000.00	869,000.00	469,000.00
584-005B	TEMPORARY SHORING	1 LS	\$	\$	\$
	ROSS FORK CR		100,000.00	400,000.00	300,000.00
619-010A	ILLUMINATION TY 2	1 LS	\$	\$	\$
			300,000.00	895,000.00	595,000.00
624-005A	LOOSE RIPRAP	284.5 CY	\$	\$	\$
			19,915.00	92,462.50	72,547.50
675-005A	SURVEY	1 LS	\$	\$	\$
			100,000.00	350,000.00	250,000.00

S501-15A	RETAINING WALL GRAVITY	7,200 SF	\$	\$	\$
	LARGE CONCRETE BLOCK		648,000.00	1,188,000.00	540,000.00
S501-35A	SP BRIDGE GEOCELL RAFT	1,867 SY	\$	\$	\$
			149,424.00	233,475.00	84,051.00
S904-05F	SP UTILITY CORRIDOR	1 LS	\$	\$	\$
			60,000.00	315,000.00	255,000.00
				Total	\$
	6,508,976.50				
		% of Diffe	rence From EE	(\$9,965,954.00)	65%

The District believes that market conditions, associated material price escalations, and material availability in the region contributed to these increased bid costs. Mobilization exceeded the EE by a significant margin but was accurately bid according to the total bid price. Excavation items 205-010A and 205-015A were bid a total of \$675,866.00 above the EE. Asphalt items including 405-435A came in \$726,130.00 above the EE due to price escalations of oil. Base items including 301-010A and 303-052A totaled \$1,495,115.00 above the EE. Structure items including 502-385A and 578-005B were bid a total of \$1,329,100.00 above the EE.

Even though the bid prices are not what was expected, the District anticipates that rejecting the bid will result in higher bid prices due to inflation and material availability. The construction phasing requires work during specific time periods while irrigation water is turned off (October through April). Any attempt to construct the culverts during the normal irrigation season would be economically impractical. Delays to re-advertisement may also result in a shortened window for the contractor to obtain materials and structures which would increase bid prices.

The District will utilize available Fiscal Year 2023 funds to cover the amount needed. The District does not believe that re-advertisement will result in lower bids, as the received bids were competitive and are representative of the current market. District 5 recommends that the project be awarded.

ES:NS

#### DATE OF BID OPENING - JUNE 7, 2022

IDAHO FEDERAL AID FINANCED PROJECT STC-6760, W 5200 S SAFETY IMPROVEMENTS Madison County Key No. 22413

DESCRIPTION: The work on this project consists of shoulder widening, paving and installation of roadway striping with fog lines

**BIDDERS**:

DL BECK, INC. \$773,261.70

REXBURG, ID

H-K CONTRACTORS, INC. \$831,188.99

IDAHO FALLS, ID

2 BIDS ACCEPTED

ENGINEER'S ESTIMATE - \$525,816.50

LOW BID - 147% Percent of the Engineer's Estimate

NET +/- OF EE \$247,445.20

(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.

Monica Crider, P.E.

State Design Engineer

### **Local Highway Technical Assistance Council**

3330 Grace Street Boise, Idaho 83703

Phone 208.344.0565 Fax 208.344.0789

Since 1994

Robert (BJ) Berlin Chairman

**Neal Gier** Vice Chairman

Phil Lampert Secretary/Treasurer

> Laila Kral, P.E. Administrator

www.lhtac.org

Date: June 23, 2021 **Project No:** A022(413)

To: Monica Crider, P.E. **Key No: 22413** State Design Engineer

From: Laila Kral, PE

Administrator

**Project Identifications, County** 

W 5200 S, Madison

RE: Justification of Bid for Award

Bids were opened for the KN 22413 W 5200 S Safety Improvements Project, Madison County on June 7, 2022. The apparent low bid exceeds the Engineer's Estimate by \$247,445.20 (47.1%). The apparent low bid is within 8% (variance) from the 2<sup>nd</sup> bidder.

The majority of the bid overage comes from the six (6) bid items, as shown in the table below:

			Estimated	Bid Unit	Estimate	Bid Cost	
Item	Description	Quantity	Unit Price	Price	Cost		\$ Difference
201-010A	CLEARING & GRUBBING	1	\$5,000	\$25,300	\$5,000	\$25,300	\$20,300.00
205-005B	EXCAVATION (TOPSOIL)	2681	\$12.00	\$26.00	\$32,172	\$69,706	\$37,534.00
213-010A	TOPSOIL (PLAN QUANTITY)	8665	\$2.00	\$7.25	\$17,330	\$62,821.25	\$45,491.25
405-245A	APPROACH - TYPE A	19	\$1,200	\$3,500	\$22,800	\$66,500	\$43,700.00
608-200A	APRON FOR PIPE (35"x24")	2	\$700	\$7520	\$1400	\$15040	\$13,640.00
Z629-05A	MOBILIZATION	1	\$75,000	\$165,000	\$75,000	\$165,000	\$90,000.00
	Total Difference from these Items						\$ 250,665.25
		% of Diff	ference in Engine	eer's Estimate			47.7%

#### **Council Members**

**Association of Idaho Cities** Mayor Mac Pooler City of Kellogg

Mayor Robert (BJ) Berlin City of Roberts

Mayor Bruce Hossfeld

**Idaho Association of Highway Districts** Commissioner Neal Gier **Buhl Highway District** 

Commissioner Kevin Renfrow South Latah Highway District

Commissioner Gilbert Hofmeister Power County Highway District

**Idaho Association of Counties** Commissioner Phil Lampert

Benewah County

Commissioner Mark Rekow Gem County

Commissioner Todd Smith Madison County

**Ex-Officio Members** 

Kelley Packer, Executive Director Association of Idaho Cities

Nick Veldhouse, Executive Director Idaho Association of Highway Districts

Seth Grigg, Executive Director

#### **Analysis**

The two lump sum items of Clearing and Grubbing and Mobilization constituted \$110,300.00 of the \$247,445.20 cost difference. Often, Lump Sum items have discrepancies due to their nature. This is evident when the low bidder (who is very close to the job site) bids high Mobilization cost. Other items are materials and labor related. With prevailing labor shortage and increased materials cost contributed by high inflation point to higher cost of doing business.

Design team identified the excavation, storage and replacement of the topsoil material, a costly effort that would be a significant aspect of this project. In an effort to reduce the costs of the topsoil material, design team used bid provisions to recycle the material without importing new material. However, the Contractor costs for this effort was substantially higher than what was anticipated.

Design team utilized recent bid prices in Madison County and ITD's current unit bid price data to come up with most up to date information for the engineering estimates. But the existing market condition seems to be moving at a higher rate making recent bid data less relevant. Contractors are very busy with jobs making it also difficult to get them interested for a smaller contract job such as this.

#### **Recommend for Award**

Due to the current bidding climate, it is unlikely that alterations to the plans or specifications would provide any savings to the project.

LHTAC recommends that the contract be awarded to the low bidder. Funds to cover the additional cost have been designated.

Telephone (208) 359-6200 Fax (208) 356-8396



P.O. Box 389 / 134 E Main Rexburg, ID 83440

June 24, 2022

Muhammad Zubery, P.E. LHTAC mzubery@Ihtac.org 3330 W Grace Street Boise, ID 83703

RE: 5200 S Safety Project

Madison County has reviewed the documentation on the above referenced project and will accept the extra costs incurred and be responsible for their portion. Please move forward with the project.

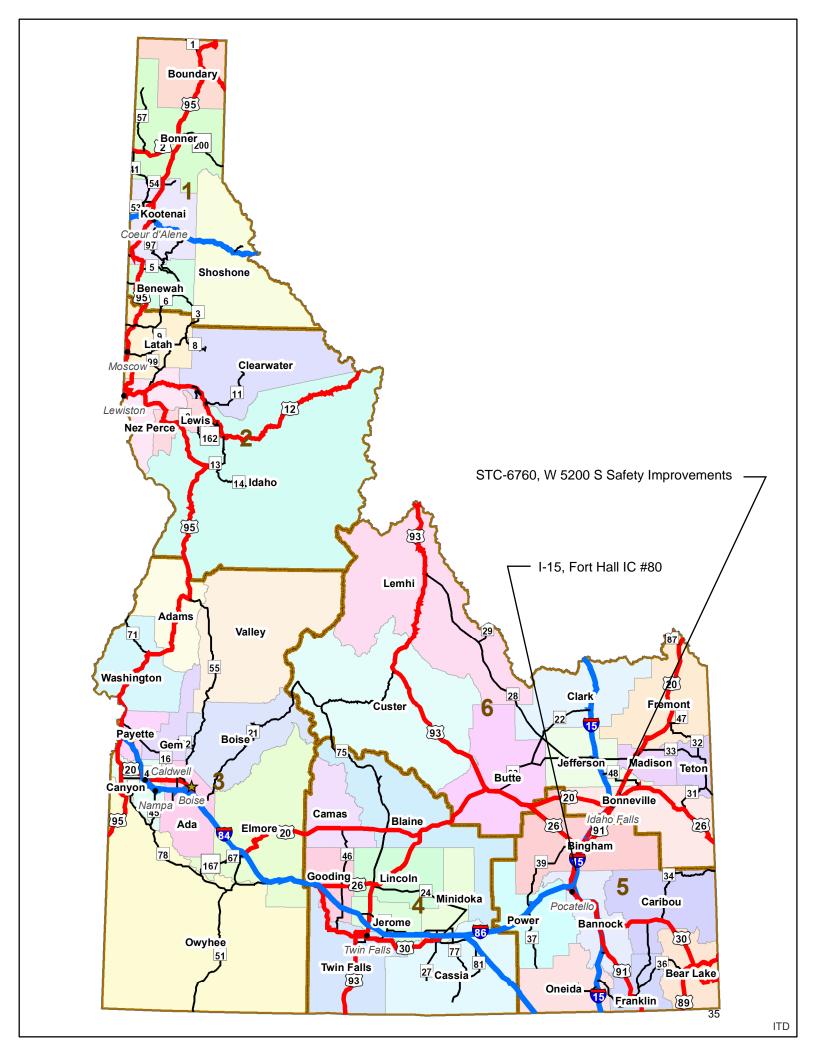
If you have any questions, please contact me anytime at 208-313-5035

Sincerely,

**Madison County Commissioner Chairman** 

**Todd Smith** 

Cc: Cindy Roberson





# **Board Agenda Item**

ITD 2210 (Rev. 10-13)

NOR -						
Meeting Date July	y 21, 2022					
Consent Item ⊠	Information Item	n 🗌	Amount of Presentation	n Time Ne	eded	
Presenter's Name			Presenter's Title	lr	nitials	Reviewed By
Blake Rindlisbache	er. PE		Chief Engineer		BR	
Preparer's Name			Preparer's Title	lr	nitials	
Laila Kral, PE			LHTAC Administrator		LK	
Edila Filal, F E			Zi i i i i i i i i i i i i i i i i i i			
Subject						
2022 Children Ped	lestrian Safety Appl	lication	Scores			
Key Number	District	Route	Number			
Background Infor	rmation					
			laho Transportation Board to pocated by the Idaho Legislatur			
Council (LHTAC) a CPS to local highwinformation about a and mobility. Juris Applications are se Bicycle and Pedes outside of Boise) t comprising the sco	administers CPS as vay jurisdictions throthe physical project dictions are limited cored by a panel of strian Coordinator, hat have a volunted pring panel.	authorough a s and to one f exper LHTA( er or pr	th \$10,000,000. The Local Hirized in Idaho Code 40-719. It competitive application proceshen several simple questions application for a maximum of ts and interested parties. ITEC provides an engineer, and trofessional nexus in bicycle and the trofessional nexu	LHTAC disess. The according to the session of the s	stributes to application to child in award the state eers (one trian activity)	funding for n is for basic dren, safety d. ewide e from vities
Recommendation	ıs					
		lren Pe	edestrian Safety program.			
Board Action						
☐ Approved ☐	Deferred					
Other						

## **2022 Children Pedestrian Safety Application Scores**

Rank	Local Sponsor	Project Type		Amount \$ Applied For		tal cost of Project	Total Score
1	City of Kootenai	Shoulder Widening	\$	250,000	\$	250,000	87.25
2	City of Cascade	Sidewalk	\$	250,000	\$	300,125	87
3	City of Burley	Sidewalk	\$	250,000	\$	388,164	86.5
4	City of Ammon	Pathway	\$	250,000	\$	315,927	84
5	City of Bancroft	Sidewalk	\$	250,000	\$	273,000	84
6 7	City of Sugar City City of Pinehurst	Crossing, Sidewalk Sidewalk	\$	250,000 250,000	\$	251,894 250,000	82.75 82
8	City of Smelterville	Sidewalk	\$	250,000	\$	250,000	82
9	City of Ponderay	Ped Bridge Repair	\$	50,000	\$	75,000	82
10	City of Oldtown	Crossings, RRFB	\$	93,792	\$	93,792	82
11	City of Heyburn	Pathway, Ramps	\$	250,000	\$	290,000	81.75
12	City of Preston	Sidewalk	\$	250,000	\$	250,000	81.25
13	City of New Meadows	Crosswalk	\$	24,928	\$	24,928	81.25
14	City of Driggs	Pathway	\$	250,000	\$	250,000	81.25
15	City of Rathdrum	Pathway	\$	150,000	\$	154,000	80.75
16	City of Soda Springs	Sidewalk, Ped Bridge	\$	250,000	\$	481,200	80.75
17	City of Sandpoint	Sidewalk, Ramps, Lighting	\$	250,000	\$	300,000	80.75
18	City of Lewiston	Sidewalk, Ramps	\$	250,000	\$	290,000	80.5
19	City of Rexburg	Crossing	\$	250,000	\$	250,000	80.25
20	City of Nampa	Sidewalk Page 2	\$	234,000	\$	234,000	80.25
21 22	City of Dubois City of McCall	Sidewalk, Ramps Pathway, Beacons, Ramps	\$	250,000 250,000	\$	286,500 274,698	80.25 80
22	City of Kamiah	Sidewalk, Crossing	\$	250,000	\$	250,000	79.5
24	City of Weiser	Pathway	\$	250,000	\$	300,000	79.5
25	City of Orofino	Pedestrian Crossing	\$	250,000	\$	300,000	79
26	City of Idaho Falls	Sidewalk, Path	\$	249,483	\$	249,483	78.75
27	City of Fairfield	Sidewalks, Ramps	\$	250,000	\$	295,000	78.75
28	City of Coeur d'Alene	Pathway, Crossing	\$	250,000	\$	300,000	78.75
29	City of Buhl	Sidewalk	\$	250,000	\$	260,000	78.5
30	City of Potlatch	Sidewalk	\$	250,000	\$	250,000	78.25
31	City of Dalton Gardens	Beacons, Sidewalk	\$	150,000	\$	150,000	78
32	City of Twin Falls	Sidewalk	\$	250,000	\$	402,000	78
33	Ada County Highway District	Crossing	\$	250,000	\$	457,610	77.75
34	City of Greenleaf	Sidewalk	\$	250,000	\$	275,000	77.75
35	City of Shelley	Ramps, Beacons	\$	200,000	\$	230,000	77.25
36	City of Rockland	Sidewalk, Ramps	\$	250,000	\$	260,000	77.25
37 38	City of Hayden Lake City of Jerome	Sidewalk, Flashing Beacons Sidewalk	\$	250,000 242,287	\$	400,000 693,241	77 76.5
39	City of Craigmont	Sidewalk Reconstruction	\$	250,000	\$	265,000	76.25
40	City of New Plymouth	Crossing, Ramps	\$	180,000	\$	200,000	76.23
41	City of Troy	Crossing, Sidewalk	\$	250,000	\$	290,000	76
42	City of Marsing	Sidewalk	\$	185,000	\$	230,000	75.75
43	City of Teton	Traffic Calming,	\$	110,000	\$	130,000	75.5
44	Valley County*	Sidewalk	\$	250,000	\$	250,000	75.25
45	City of Albion*	Pathway	\$	250,000	\$	260,000	75.25
46	City of Pocatello	RRFB, Bulb Outs, SW	\$	250,000	\$	250,000	75
47	Madison County	Crosswalk Signage and Pathway	\$	170,000	\$	170,000	75
48	City of Homedale	Bike and Ped Pathway	\$	250,000	\$	337,702	74.75
49	City of Richfield	Sidewalk	\$	250,000	\$	315,000	74.75
50	Bingham County	Pathway, Crosswalks	\$	250,000	\$	260,000	74.75
51 52	City of Grace City of Roberts	Sidewalk Repair, Ramps, Beacons Sidewalk Improvements	\$	250,000 250,000	\$	257,000	74.5 74.5
53	,		\$	250,000	\$	287,000	74.5
54	City of Hailey City of Firth	Pathway Sidewalk	\$	250,000	\$	250,000 250,000	74.5
55	City of Lewisville	Pathway, Ramps	\$	250,000	\$	250,000	74.25
56	City of St. Anthony	Sidewalk	\$	155,000	\$	155,000	74
57	City of Paris	Sidewalk	\$	250,000	\$	250,000	72.25
58	City of Spirit Lake	School Zone Signs	\$	33,000	\$	33,000	72
59	City of Dietrich	Sidewalk	\$	250,000	\$	250,000	71.5
60	City of Kellogg	Ped Improvement	\$	250,000	\$	310,000	71.25
61	City of Star	Pathway	\$	250,000	\$	429,045	70.5
62	City of Hayden	Sidewalk	\$	250,000	\$	535,000	70.5
63	City of Rupert	Sidewalks, HAWK	\$	250,000	\$	297,300	70.5
64	City of Kuna	Pedestrian Crossing	\$	230,000	\$	290,000	69.75
65	City of Wilder	Sidewalk Pages	\$	250,000	\$	325,000	68.75
66	City of Bloomington	Sidewalk, Ramps	\$	250,000	\$	250,000	68.5 67.75
67 68	City of Kendrick City of Priest River	RRFB, Trail Sidewalk	\$	250,000 250,000	\$	250,000 250,000	66.25
69	City of Melba	Sidewalk, Ramps	\$	250,000	\$	250,000	65.5
70	City of Neiba  City of Cambridge	Sidewalk, Crossings	\$	250,000	\$	280,000	65.25
71	City of Dayton	Pathway	\$	250,000	\$	259,962	65
	City of Filer	Sidewalk	\$	121,000	\$	121,000	63.5
72	+	Sidewalk, Ramps	\$	240,000	\$	302,173	63
72 73	City of Payette	Sidewant, namps			_		
	City of Payette City of Middleton	Sidewalk	\$	165,000	\$	173,100	62.75
73	, ,			165,000 250,000	\$	173,100 322,550	62.75
73 74	City of Middleton	Sidewalk	\$		•		
73 74 75	City of Middleton City of Hagerman	Sidewalk Crossing, Sidewalk	\$ \$ \$ \$	250,000	\$	322,550	61.5
73 74 75 76	City of Middleton City of Hagerman City of Idaho City	Sidewalk Crossing, Sidewalk Pathway	\$ \$ \$	250,000 250,000	\$	322,550 250,000	61.5 61

Funding Cut Line

## TOAHO DEN

## **Board Agenda Item**

ITD 2210 (Rev. 10-13)

Meeting Date July	y 21, 2022							
Consent Item ⊠	Information Item	n 🗌	Amount of Presentation Time Needed					
Presenter's Name			Presenter's Title	Initials	Reviewed By			
Blake Rindlisbacher, PE			Chief Engineer	BR				
Preparer's Name			Preparer's Title	Initials	-			
· ·			1					
Laila Kral, PE			LHTAC Administrator	LK	]			
Subject								
Leading Idaho Loc	al Bridge Program <i>I</i>	Applica	tion Scores					
Key Number	District	Route I	Number					
Background Info	rmation	1						
			aho Transportation Board to provide funds allocated by the Idaho Legislat					
			B program in FY 2022. The Local Hiç LILB Program as authorized in Idah					
Program. Eligible reduction. The apparent applications and Lability to bundle preplace. There is not to the guarantee of the	Assistance Council (LHTAC) administers the LILB Program as authorized in Idaho Code 40-719.  On April 8, 2022 the LHTAC Council authorized LHTAC staff to open an application period for the LILB Program. Eligible bridges were local bridges that are in poor condition and/or rated with a load reduction. The application period was open from April 11, 2022 to June 8, 2022. LHTAC received 221 applications and LHTAC intends to award projects in 5 rounds of funding, based on score and the ability to bundle projects in design and construction to maximize the number of bridges to repair or replace. There is not a traditional cut-line for funding as we have previously shown for grants. This is due to the guarantee of no out-of-pocket cost to the local, and the efforts going into bundling projects.  Applications were scored based on on a technical score and local knowledge section. The conditions and constructability section were scored based on the most recent bridge inspection report and a desktop review of data available (such as permit risk and construction factors). The local knowledge section consisted of four questions including safety, mobility and economic opportunity plus an openended question for the local jurisdiction to emphasize the importance of the bridge. Local knowledge also included a question regarding right-of-way. The local knowledge portion of the bridge was scored by four LHTAC Council members.							
The scores approv	ved by the LHTAC (	Counci	l on July 14, 2022 are outlined in Att	tachment 1.				
Recommendation	ıs							
Approve the score	s for the Leading Ida	aho Lo	cal Bridge Program.					
Board Action	Board Action							
☐ Approved ☐	Deferred							
☐ Other								

Jurisdiction	Bridge Key	Carries	Crosses Over	Total	Rank
Blaine County	23790	MULDOON CANYON RD	LITTLE WOOD RIVER	92.5	1
City of Mackay	31815	CAPITOL AVENUE	SWAUGER SLOUGH	92.3	2
City of Swan Valley	31052	COMMISSARY ROAD	RAINEY CREEK	90.9	3
City of Swan Falls	31054	RANGER STATION RD	RAINEY CREEK	90.2	4
Jerome Highway District	24540	50 NORTH ROAD	'L' CANAL	89.6	5
City of Caldwell	26795	ROSE GARDEN RD	NOTUS CANAL	87.6	6
Gooding Highway District	24475	2100 EAST ROAD	S. GOODING MAIN CANAL	87.3	7
Shoshone County	30800	S5765;SILVR VALLEY	MOON GULCH	87.1	8
Jerome Highway District	24603	600 NORTH ROAD	'R' CANAL	86.6	9
City of Victor	33037	S 1000 W	TRAIL CREEK	84.6	10
Boise County	26680	BOISE ST	PAYETTE RIVER	84.3	11
Gooding Highway District	24485	2100 EAST ROAD	LITTLE WOOD RIVER	84.3	12
Shoshone County	30785	OLD RIVER ROAD	STC 5752;N.FK.CD'A RIVER	84.3	13
Benewah County	20325	STC5703;SANDERS RD	SMITH CREEK	84.1	14
Benewah County	20330	STC5703;SANDERS RD	HANGMAN CREEK	83.6	15
North Latah County Highway District	29680	STC 7904;LENVILLE	S.FK.PALOUSE RIVER	82.8	16
Shoshone County	30992	POTLATCH ROAD	ELK CREEK TRESTLE	81.4	17
Bonner County	30130	GROUSE CK; NF 280	GROUSE CREEK	80.8	18
Clark County	31585	DIVERSION ROAD	CAMAS CREEK	80.8	19
East Side Highway District	30590	STC 1699;CANYON RD	COEUR D'ALENE RIVER	80.5	20
Notus-Parma Highway District #2	27415	STC 3851;HEXON RD	BOISE RIVER	80.4	21
City of Mullan	30735	FIFTH STREET	S.FK.COEUR D'ALENE RIVER	80.4	22
Shoshone County	20415	STC 5711;MOON PASS	BULLION CREEK	80.2	23
North Latah County Highway District	29705	SMA7614;MTN VIEW	PARADISE CREEK	79.8	24
Franklin County	23360	WESTON-FAIRVIEW RD	BEAR RIVER; E. WESTON BR.	79.6	25
Shoshone Highway District	25025	850 WEST ROAD	MILNER GOODING CANAL	79.5	26
Union Independent Highway District	29190	LONGHAUL ROAD	LONGHAUL CREEK	79.0	27
Madison County	32795	STC 6785;DIGGER DR	TETON ISLAND CANAL	78.8	28
Fenn Highway District	29225	DENVER ROAD	SHEBANG CREEK	78.7	29
Shoshone County	30715	COUNTRY CLUB ROAD	BIG CREEK;NW.OSBURN BR	78.6	30
Adams County	20035	S3890;W INDIAN VLY	GRAYS CREEK	78.6	31
Bonneville County	31060	129TH SOUTH ROAD	IDAHO CANAL	78.4	32
Washington County	20030	STC 3879;BURTON LN	CREEK;SLOUGH	78.4	33
City of Rexburg	32975	W. 1ST NORTH ST	REXBURG CANAL	78.3	34
North Latah County Highway District	29445	MICA MTN. ROAD	WIRR	78.2	35
Gooding Highway District	24300	1550 EAST ROAD	DRY CREEK	78.0	36
Camas County	23855	MORMON ROAD	W.FK.SOLDIER CREEK	78.0	37
Shoshone County	30760	ELK CREEK ROAD	MOON GULCH; NE. KELLOGG BR	77.8	38
South Latah Highway District	29505	CAMPBELL LOOP	LITTLE POTLATCH CR	77.3	39
Richfield Highway District #3	24945	1220 NORTH ROAD	EAST MAIN CANAL	77.3	40
City of Dubois	31575	2ND SOUTH ST	BEAVER CREEK	77.0	41
Blaine County	23785	LTL WOOD RES. ROAD	MULDOON CREEK	76.9	42
Lost River Highway District	31745	OLD CHILLI RD	BIG LOST RIVER	76.8	43
Gooding Highway District	24315	1750 SOUTH ROAD	T.F.NORTHSIDE MAIN CNL	76.7	44
Washington County	28915	RIVER ROAD	DIXIE CREEK	76.7	45
Hagerman Highway District	24350	1050 EAST ROAD	BILLINGSLEY CREEK	76.6	46
Madison County	32875	N 1700 E (S TETON)	TETON ISLAND CANAL	76.5	47
Adams County	26565	WILDHORSE ROAD	WILDHORSE RIVER	76.5	48
Power County Highway District	23530	KING LANE	WARM SPRING CREEK	76.2	49
Clark County	31605	STC 6760;RED ROAD	CAMAS CREEK	76.2	50
Fremont County	32240	US 20 FRONTAGE RD	N. BRANCH FALL RIVER CNL	76.1	51
City of Ammon	21585	SMA 7406;17TH ST	SAND CREEK	76.0	52
Twin Falls Highway District	19455	STC2739;3800 E. RD	LATERAL 10	75.8	53
Bonneville County	31170	W 33RD S	GREAT WESTERN CANAL	75.5	54
Richfield Highway District #3	25015	1120 NORTH ROAD	STRATTON CANAL	75.2	55
Camas County	23800	200 SOUTH ROAD	CAMAS CREEK	75.1	56
Custer County	31730	SQUAW CREEK ROAD	SQUAW CREEK	75.1	57
Fremont County	32245	US 20 FRONTAGE RD	FALL RIVER OVERFLOW	75.0	58
Gooding Highway District	24450	1400 SOUTH ROAD	CANAL	74.7	59

Jurisdiction	Bridge Key	Carries	Crosses Over	Total	Rank
Independent Highway District	33575	NORTHWEST PASSAGE	SKI TRAIL	74.6	60
Buhl Highway District	25355	1400 EAST ROAD	HIGH LINE CANAL	74.6	61
Bonneville County	20890	STC 6731;55TH EAST	HARRISON CANAL	74.5	62
City of Nampa	27745	14TH AVE N.	INDIAN CREEK	74.2	63
Buhl Highway District	25585	1050 EAST ROAD	HIGH LINE CANAL	74.1	64
Shoshone County	30980	TWO MILE GULCH	S.FK.CD'A R;TWO MILE CR.	74.1	65
Golden Gate Highway District	26825	STC3790;ALLENDALE	LOW LINE CANAL	73.9	66
City of Lava Hot Springs	21975	Main St	Portneuf River	73.9	67
Bingham County	22450	COUNTRY CLUB;1400N	LITTLE SAND CREEK	73.7	68
Shoshone County	30830	LOWER GEM HILL RD	CANYON CREEK; GEM BR	73.6	69
Shoshone Highway District	24950	650 WEST ROAD	MILNER GOODING CANAL	73.5	70
Union Independent Highway District	29170	LONGHAUL ROAD	LONGHAUL CREEK	73.3	71
Payette County	28450	KILLEBREW DRIVE	LOWER PAYETTE DITCH	73.3	72
East Side Highway District	30510	S ANDERSON LAKE RD	CD'A RIVER;SPRINGSTON BR	73.3	73
Custer County	31740	SQUAW CREEK RD	SQUAW CREEK	73.3	74
Richfield Highway District #3	25080	920 NORTH ROAD	STRATTON CANAL	73.3	75
Adams County	20045	STC3892;INDIAN VLY	GRAYS CREEK	73.1	76
City of Franklin	23345	PARKINSON ROAD	CUB RIVER	72.9	77
Clark County	31555	GRAVY RIDGE ROAD	CAMAS CREEK	72.8	78
Fremont County	31875	N 2000 E	INDEPENDENT CANAL	72.7	79
Gooding Highway District	24415	2000 EAST ROAD	S.GOODING MAIN CANAL	72.4	80
Dietrich Highway Department	24975	750 EAST ROAD	DIETRICH CANAL	72.3	81
Winona Highway District	29313	ROCK CREEK ROAD	RED ROCK CREEK	72.3	82
Nez Perce County	29825	LITTLE CANYON ROAD	BIG CANYON CREEK	72.3	83
South Latah Highway District	29665	STC 4811;LENVILLE	LITTLE POTLATCH CREEK	72.1	84
Bonneville County	31205	W 49 S	GREAT WESTERN CANAL	71.9	85
City of Idaho Falls	31330	EMERSON ST.	BUTTE ARM CANAL	71.6	86
City of Caldwell	27610	SMA 7733;KIMBALL A	INDIAN CREEK	71.4	87
Adams County	26530	OLD HORNET ROAD	HORNET CREEK	71.4	88
Fremont County	21115	E 1000 N	CONANT CREEK	71.0	89
City of Pocatello	22175	STC7151;BENTON ST	PORTNEUF RIVER	70.9	90
Payette County	28390	CASSIA ROAD	FARMERS COOP CANAL	70.8	91
City of Kellogg	30765	BUNKER AVE	S.FK.COEUR D'ALENE RIVER	70.8	92
City of Idaho Falls	31100	SMA 7138;TOWER RD	IDAHO CANAL	70.7	93
Gooding Highway District	24365	2500 EAST ROAD	GOODING MAIN CANAL	70.7	94
Glenns Ferry Highway District	27800	MORROW RESERVOIR R	LITTLE CANYON CREEK	70.5	95
Fenn Highway District	29195	MCDONALD ROAD	SHEBANG CREEK	70.4	96
Fremont County	32060	E PARKER MAIN ST	EGIN CANAL	70.4	97
Bingham County	22940	PIONEER ROAD	DANSKIN CANAL	70.2	98
Bonner County	20645	S5786;COLBURN CULV	GROUSE CREEK	70.1	99
City of Shoshone	24910	NORTH BIRCH STREET	LITTLE WOOD RIVER	69.9	100
Bonner County	30225	RAPID LIGHTNING RD	RAPID LIGHTNING CREEK	69.9	101
Nez Perce County	29920	RIVER ROAD	PINE CREEK	69.6	102
Ferdinand Highway District	29300	HOLMES CROSSING RD	LAWYER CREEK	69.4	103
North Latah County Highway District	29650	HATTER CREEK ROAD	HATTER CREEK	69.2	104
Fremont County	31935	N 2000 E	EGIN CANAL	69.2	105
Oakley Highway District	23970	500 WEST	EAST CANAL	69.1	106
Bingham County	22455	S. FIRTH ROAD	RESERVATION CANAL	69.0	107
Nez Perce County	29850	MCINTYRE STREET	LAPWAI CREEK	68.9	108
Camas County	23795	200 SOUTH ROAD	CAMAS CREEK	68.9	109
Gooding Highway District	24345	2400 EAST ROAD	GOODING MAIN CANAL	68.6	110
Bonner County	30235	COLBURN CULVER RD	PACK RIVER	68.4	111
Clarkia Better Roads Highway District	30805	PINE DRIVE; NF 301	W.FK.ST MARIES RIVER	68.3	112
Gooding Highway District	24310	2050 EAST ROAD	LITTLE WOOD RIVER	68.2	113
Fremont County	21050	STC 6774;N 2400 E	TWIN GROVES CANAL	68.1	114
Fremont County	32040	N 1600 E	ST ANTHONY CANAL	68.1	115
Hillsdale Highway District	24605	990 SOUTH ROAD	'C' CANAL	68.0	116
Bingham County	22380	W 200 S; HAHN RD	PEOPLES CANAL	68.0	117
Central Highway District	29785	ACCESS RD; PARK RD	LAWYERS CREEK; PARK BR	67.9	118

Jurisdiction	Bridge Key	Carries	Crosses Over	Total	Rank
Fremont County	31850	N 2700 E	CROSSCUT CANAL	67.9	119
Hillsdale Highway District	19475	STC2744;1900 E. RD	'C' CANAL	67.8	120
Jefferson County	32475	2350 NORTH	CAMAS CREEK	67.8	121
Bingham County	22405	400 NORTH ROAD	CORBETT SLOUGH CANAL	67.7	122
Boundary County	30280	DEER CREEK ROAD	SKIN CREEK	67.7	123
Custer County	31705	SQUAW CREEK RD	SQUAW CREEK	67.5	124
Filer Highway District	25435	3800 NORTH ROAD	CEDAR DRAW	67.5	125
Valley County	20068	STC 3988;ROSEBERRY	WILLOW CREEK	67.3	126
Clark County	31623	SKULL CANYON ROAD	BIRCH CREEK	67.3	127
Fremont County	31895	HOG HOLLOW;E 500 N	TWIN GROVES CANAL	67.3	128
Washington County	28835	OLD HWY ROAD	BEAVER CREEK	67.0	129
Teton County	33020	9500 SOUTH	TRAIL CREEK	67.0	130
Bliss Highway District	24480	STC2710;CLOVER CR	CLOVER CREEK	66.9	131
City of Middleton	27310	S. DEWEY AVE	MILL SLOUGH	66.6	132
Homedale Highway District	28225	SAGE ROAD	SUCCOR CREEK	66.5	133
Buhl Highway District	25445	1500 EAST ROAD	LOW LINE CANAL	66.5	134
City of Salmon	32765	S DAISY STREET	SPRING CREEK	66.4	135
Dietrich Highway Department	25030	550 EAST ROAD	MILNER GOODING CANAL	66.2	136
Fremont County	32195	E 200 N	CONSOLIDATED FARMERS CNL	66.0	137
Bonneville County	20750	STC 6703;E 65TH S	BUTTE ARM CANAL	65.9	138
City of Pierce	29070	CARLE STREET	OROFINO CREEK	65.9	139
Jerome Highway District	24765	500 NORTH ROAD	'U' CANAL	65.7	140
Idaho County	29145	OLD HIGHWAY 95	SLATE CREEK	65.7	141
Bonner County	30245	E SHORE ROAD	HUNT CREEK	65.7	142
Bannock County	22035	E. VIRGINIA ROAD	MARSH CREEK	65.6	143
Bingham County	22590	400 NORTH ROAD	BLACKFOOT CANAL	65.5	144
Butte County	31440	2150 N	BIG LOST RIVER	65.4	145
Adams County	26480	OGLE LANE	LITTLE WEISER RIVER	65.3	146
Bingham County	22685	WOODVILLE;E 1500 N	SLOUGH CANAL	65.2	147
Boundary County	30300	WILDERNESS ROAD	DEEP CREEK;SHILO BRIDGE	65.1	148
Bingham County	22315	CLINGER RD; 1450 N	SNAKE RIVER VALLEY CANAL	65.1	149
South Latah Highway District	29595	LITTLE BEAR ROAD	BIG BEAR CREEK	65.0	150
Jefferson County	36100	E 421 N	LEWISVILLE CANAL	64.8	151
Owyhee County	28298	SALMON CREEK RD	REYNOLDS CREEK	64.7	152
Idaho County	29260	CROOKED RIVER ROAD	CROOKED RIVER	64.6	153
Canyon Highway District No. 4	27335	STC3841;WEITZ RD	WEST END DRAIN	64.5	154
City of Peck	29970	LULU STREET	BIG CANYON CREEK	64.5	155
Bannock County	22025	E. SUBLETTE ROAD	PORTNEUF MARSH VAL.CNL	64.1	156
Filer Highway District	19380	STC2721;2200 E. RD	LOW LINE CANAL	63.9	157
Jerome Highway District	24690	200 EAST ROAD	T.F.NORTHSIDE MAIN CNL	63.8	158
Shoshone Highway District	24960	250 WEST ROAD	N. GOODING CANAL	63.7	159
Franklin County	23373	N 2200 W	WEST CACHE CANAL	63.6	160
Washington County	28795	STC 3007;UNITY RD	WEISER RIVER	63.5	161
Shoshone County	30660	TERROR GULCH	S.FK.CD'A R;TERROR GULCH	63.3	162
Adams County	26440	CEMETARY LANE	HORNET CREEK	63.3	163
City of Moscow	29520	STC7684;SAND ROAD	S.FK.PALOUSE RIVER	62.3	164
Lemhi County	32755	N. ST. CHARLES	LEMHI RIVER	61.9	165
Adams County	26452	AIRPORT RD	WEISER RIVER	61.9	166
Teton County	36110	S 2000 E	DARBY CREEK	61.6	167
Jefferson County	32430	N 4950 E	FARMERS FRIEND CANAL	61.4	168
Fremont County	31870	N 2300 E	ST. ANTHONY CANAL	61.3	169
Worley Highway District	30425	S MCAVOY ROAD	COUGAR CREEK	61.0	170
Payette County	28355	BIG FLAT ROAD	BIG WILLOW CREEK	61.0	170
Bingham County	22916	BASELINE ROAD	SAND CREEK	60.6	171
Lemhi County	32670	MABEY LANE	LEMHI RIVER	60.5	172
White Bird Highway District	29295	DAIRY MT RD;NF-463	SKOOKUMCHUCK CREEK	60.4	173
		,		60.4	
Idaho County Jefferson County	29355 32425	MOTHER LODE N 4950 E	AMERICAN R;SE.ELK CITY B EAGLE ROCK CANAL	60.3	175 176
Lottorcon County				i nu 31	1/h

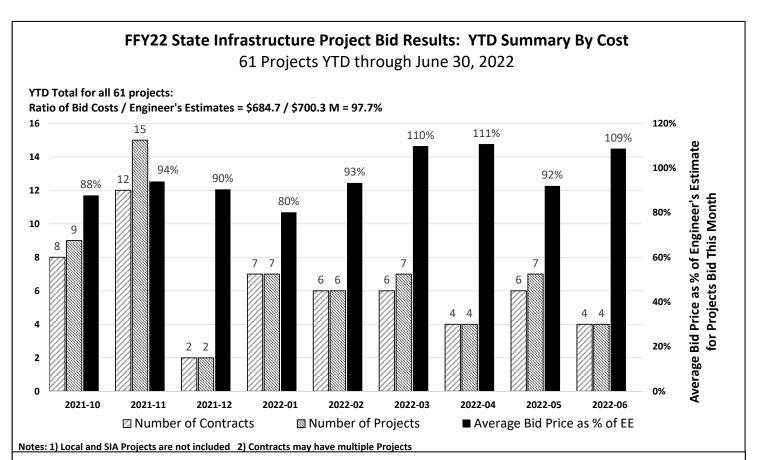
Jurisdiction	Bridge Key	Carries	Crosses Over	Total	Rank
City of Orofino	28980	FOREST STREET	OROFINO CREEK	60.1	178
City of Mullan	30655	THIRD STREET	S.FK.COEUR D'ALENE RIVER	59.9	179
Jefferson County	32270	E 700 N RD	BUTTE MARKET LAKE CANAL	59.7	180
Boise County	26700	BROWNLEE ROAD	PAYETTE RIVER;GARDENA BR	59.6	181
Adams County	26490	JACKSON CREEK RD	WEISER RIVER	59.1	182
Hillsdale Highway District	24740	HUNT ROAD	T.F.NORTHSIDE MAIN CNL	58.3	183
Bonneville County	31310	N 5TH W	IDAHO CANAL	57.8	184
Glenns Ferry Highway District	27790	MONTGOMERY RD	KING HILL CREEK	57.6	185
Blaine County	23770	NORTH PICABO ROAD	SILVER CREEK; N. PICABO B	57.4	186
Idaho County	29255	STC4715;CLEARCREEK	CLEAR CREEK	57.3	187
Richfield Highway District #3	24970	850 EAST ROAD	EAST MAIN CANAL	57.2	188
Owyhee County	28240	RIVER ROAD	GRAND VIEW IRRG.DIST.CNL	56.9	189
Boundary County	20730	STC 5805;WESTSIDE	PARKER CREEK	56.6	190
North Latah County Highway District	29675	HATTER CREEK ROAD	PALOUSE RIVER	56.1	191
Camas County	23875	OLD HWY 46;500 E	CAMAS CREEK	56.0	192
Shoshone Highway District	25105	STC2784;MILLARD RD	MILNER GOODING CANAL	55.6	193
Canyon Highway District No. 4	27520	MALT ROAD	DEER FLAT HIGHLINE CNL	55.5	194
Golden Gate Highway District	26950	TUCKER ROAD	DIXIE SLOUGH	55.2	195
Valley County	28570	NISULA ROAD	MUD CREEK	55.0	196
Lemhi County	32681	LEMHI ROAD	LEMHI RIVER(HIGH BR)	54.7	197
Power County Highway District	23460	MICHAUD ROAD	TAGHEE CANAL	54.7	198
City of Culdesac	29995	STC 4751;3RD ST.	LAPWAI CREEK	54.0	199
City of Ketchum	19560	STC2815;WARM SPRNG	BIG WOOD RIVER	53.9	200
Valley County	28671	GOLD FORK ROAD	KENNALLY CREEK	53.8	201
Atlanta Highway District	28003	FH 205;CHINA BASIN	M.FK. BOISE RIVER	53.3	202
Bingham County	23060	SCOTT RD; W 100 S	ABERDEEN SPRINGFIELD CNL	53.0	203
Washington County	28880	CRANE CRK RES RD	CRANE CREEK	52.9	204
City of Pierce	29076	FORMELT ROAD	OROFINO CREEK	52.6	205
Mountain Home Highway District	27879	FALL CREEK RD	FALL CREEK	51.2	206
Atlanta Highway District	27900	STC 3809;MIDDLE FK	M.FK.BOISE RIVER;LOFTUS	50.8	207
Owyhee County	28255	DAVIS ROAD	LITTLE VALLEY CREEK	50.6	208
City of Weipp	29050	MAIN STREET SOUTH	JIM FORD CREEK	49.7	209
Boundary County	30295	YUKON ROAD	MISSION CREEK; KELLOGG BR	49.7	210
Atlanta Highway District	27990	STC 3809;MIDDLE FK	QUEENS RIVER NO. 2	48.6	211
Lemhi County	32665	IRON CREEK ROAD	SALMON RIVER;IRON CK BR	47.7	212
Benewah County	30050	OLD MILL ROAD	HANGMAN CREEK	47.2	213
Blaine County	23745	HI 5 CANYON ROAD	LITTLE WOOD RIVER	45.1	214
Gem County	28031	PERKINS LANE	SQUAW CREEK	45.0	215
City of Orofino	28990	STC 4786;JOHNSON	OROFINO CREEK	44.5	216
City of Moore	31551	3175 NORTH	WEST SIDE CANAL	44.5	217
Highway District No.1	28403	SW 3 1/2 AVE	A LINE CANAL	42.0	218
Caribou County	23235	8 MILE ROAD	BEAR RIVER	40.7	219
Cassia County	23948	STC 2842;E EY ROAD	RAFT RIVER	40.4	220
Clearwater Highway District	29010	CEMETARY RD	JIM FORD CREEK	33.1	221

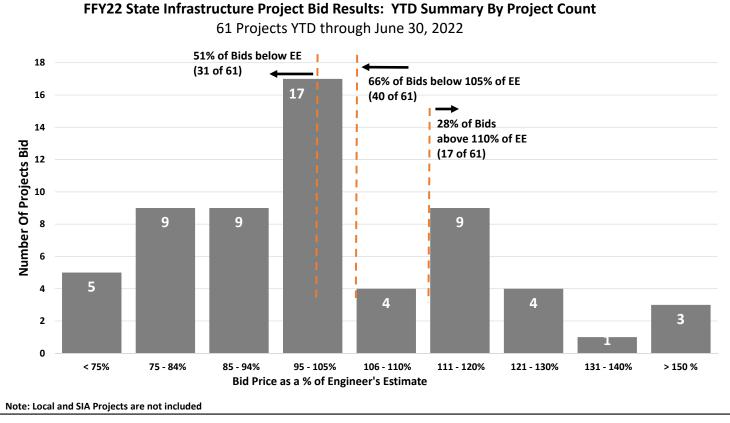


ITD 2210 (Rev. 10-13)

ADDITION DEAD								
Meeting Date July	/ 21, 2022	2						
Consent Item	Inform	nation Item	$\boxtimes$	Amount of P	resentatio	n Time N	eeded_	
Presenter's Name			Pres	senter's Title			Initials	Reviewed By
Blake Rindlisbache	er P F			sportation Engineerir	na Division Ad		BR	LSS
Preparer's Name	, i .L.			parer's Title	.9 2		Initials	-
Monica Crider, P.E	:			e Design Engineer			MC	
Worlda Gridor, F.E	-		- John Mark	- Boolgii Eligiileoi			1410	
Subject								
Contract Awards a	nd Adver	tisements						
Key Number	District	District Rout		er				
Background Infor	mation							
those requiring Boar. The attached chart of Contract Count.  NOTE: The table below should project numbers as one contract.	only shows ws year to	the ITD Sta	ate Infrastru	cture <u>Projects</u> lis th ITD and Local	contracts I	bid. These	e ITD Con	ntracts and the
		Year to Da	ate Bid Sumr	mary 10/01/21 to	06/30/22			
	Con	tracts Bid		Contracts Requiring Board Approval to Award		Contracts Requiring Board Approval to Reject		
	ITD	Local	ITD	Local	ITD	Local		
	60	13	14	7	5	0		
RECENT ACTIONS In accordance with the attached report. The following table Agenda Report.	·			•				
	Cont	racts Requiri	ng no action	from the Board 0	6/01/22 to	06/30/22		
	ITD				Local			
			1				·	
	4				1			
FUTURE ACTIONS The Current Advertise		port is attac	hed.		1			
The Current Advertis	sement Re	port is attac	hed.		1			
	sement Re	port is attac	hed.		1			
Recommendation For Information On	sement Re	port is attac	hed.		1			
Recommendation For Information On  Board Action	sement Re		hed.		1			
The Current Advertise  Recommendation  For Information On	sement Re		hed.		1			

Page 1 of 1





## Monthly Status Report to the Board

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

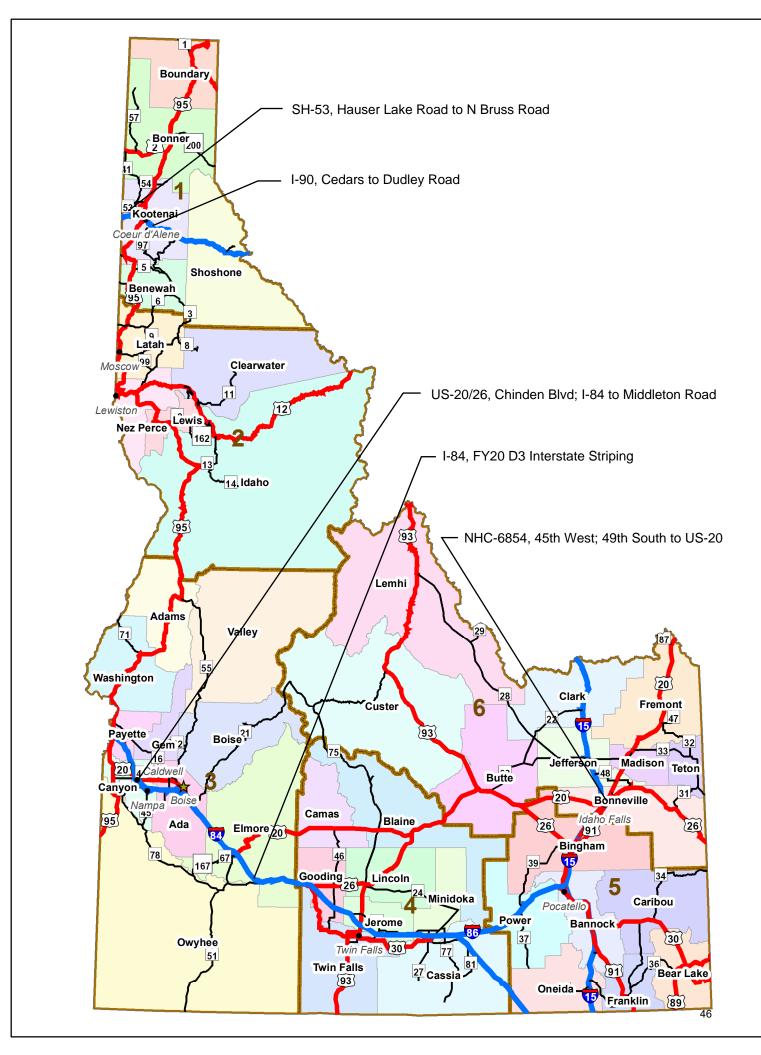
District	Key No.	Route	Opening Date	No. of Bids	Eng. Est.	Low Bid	Net +/-
							% of EE
1	20575	SH-53	6/7/2022	6	\$9,347,168.25	\$8,641,381.51	(\$705,786.74)
SH-53, Hai	SH-53, Hauser Lake Road to N Bruss Road						92%
Contracto	r: Northwest Gr	ading Inc			Federal		

District	Key No.	Route	Opening Date	No. of Bids	Eng. Est.	Low Bid	Net +/-
							% of EE
LHTAC(6)	19434	OFF SYS	6/7/2022	3	\$3,665,092.00	\$3,379,769.00	(\$285,323.00)
NHC-6854,	45th Street We	est; 49th South	to US-30				92%
Contractor	: H-K Contracto	rs Inc			Federal		

District	Key No.	Route	Opening Date	No. of Bids	Eng. Est.	Low Bid	Net +/-
							% of EE
1	20645	I-90	6/7/2022	2	\$14,649,965.69	\$15,426,091.93	\$776,126.24
I-90, Ceda	rs to Dudley Roa	ad					105%
Contractor: Interstate Concrete & Asphalt Co					State		

District	Key No.	Route	Opening Date	No. of Bids	Eng. Est.	Low Bid	Net +/-
	•	-	-	-			% of EE
3	22165	US-20/26	6/14/2022	2	\$39,163,372.00	\$40,230,764.00	\$1,067,392.00
US-20/26,	Chinden Blvd; I	-84 to Middleto	n Road				103%
Contracto	Contractor: Staker & Parson Companies DBA				State		
	Idaho Materials Construction						

District	Key No.	Route	Opening Date	No. of Bids	Eng. Est.	High Bid	Net +/-
					FPVQ		% of EE
3	22239 SIA	I-84 I-	6/14/2022	1	150,142.86 FT	60,000.00 FT	(90,142.86 FT)
84, FY20 D	3 Interstate Str	iping FPVQ					40%
Contracto	r: Northwest La	ndscape LLC			State		



## Monthly Contract Advertisement As of 06-30-2022

District	Key No.	Route	Bid Opening Date
3	22165	SH-55 & I-84	7/12/2022
H-55, Eagle	Road; I-84 to SH-44		
\$15,	000,000.00 to \$25,000	0,000.00	
District	Key No.	Route	Bid Opening Date
LHTAC(6)	22414	OFF SYS	7/12/2022
	ry Upgrades, Ashton		
\$250	0,000.00 to \$500,000.0	00	
	<del></del>		
District	Key No.	Route	Bid Opening Date
5	21892 SIA	Various	7/12/2022
	tlands Mitigation		
\$250	0,000.00 to \$500,000.0	JU	
District	Key No.	Route	Bid Opening Date
3	23708 SIA	I-84, I-184	7/12/2022
_	rstate Striping	1-04, 1-104	7/12/2022
	0,000.00 to \$1,000,000	0.00	
7500	J,000.00 to \$1,000,000		
District	Key No.	Route	Bid Opening Date
2	22782 SIA	US-95	7/12/2022
Y22 D2 Soft	Spot Repair		
\$500	0,000.00 to \$1,000,000	0.00	
District	Key No.	Route	Bid Opening Date
1	22768 SIA	SH-53	7/12/2022
5H-53, Mill 8	k Inlay		
\$250	0,000.00 to \$500,000.0	00	
			<u> </u>
District	Key No.	Route	Bid Opening Date
LHTAC(1)	18813	OFF SYS	7/19/2022
Slaughter Ho	<u> </u>		
\$1,0	00,000.00 to \$2,500,0	00.00	
District	Kov No	Dourto	Pid Chaning Data
District LHTAC(1)	Key No. <b>22401</b>	Route OFF SYS	Bid Opening Date 7/19/2022
	enewah Creek Road Sa		//19/2022
	o \$250,000.00	iety improvements	
<b>Σ</b> υ [(	U \$25U,UUU.UU		

District	Key No.	Route	Bid Opening Date					
LHTAC(3)	20230	OFF SYS	7/19/2022					
Eastside Dri	Eastside Drive Bridge							
\$2,!	\$2,500,000.00 to \$5,000,000.00							

District	Key No.	Route	Bid Opening Date					
5	22486 SIA	SH-34	7/19/2022					
FY23 SH-34	FY23 SH-34 D5 Guardrail Replacement							
\$50	\$500,000.00 to \$1,000,000.00							

District	Key No.	Route	Bid Opening Date					
5	22544	I-86	8/9/2022					
I-86, UPRR E	I-86, UPRR Bridge, Pocatello							
\$10	\$10,000,000.00 to \$15,000,000.00							



ITD 2210 (Rev. 10-13)

Date July 2	21, 2022				
Consent Item	Information Item 🛚	Amount of Presentation Time	Needed		
			-		
Presenter's Name		Presenter's Title	Initials	1 L	Reviewed By
Monica Crider, P.E.		Contracting Services Engineer	MC	l L	MC
Preparer's Name		Preparer's Title	Initials		LSS
Holly McClure		Contract's Officer	HM		

#### Subject

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

#### **Background Information**

#### For all of ITD:

Consultant Services processed thirty-eight (38) new professional services agreements and work tasks totaling **\$5,798,960** and six (6) supplemental agreements to existing professional services agreements totaling **\$863,491** from May 21, 2022 through June 26, 2022.

#### **New Professional Services Agreements and Work Tasks**

Reason Consultant Needed		District					Total	
	1	2	3	4	5	6		
Resources not Available								
Roadway Design		1	4		1			6
Environmental	3	4		1				8
Geotechnical		1						1
Surveying		1	1					2
Construction	2		3		1			6
Local Public Agency Projects	1	0	3	4	4	3		15
Total	6	7	11	5	6	3		38



#### **For ITD District Projects:**

Twenty-Three (23) new professional services agreements and work tasks were processed during this period totaling **\$4,238,343**. Four (4) supplemental agreements totaling **\$825,808** were processed.

#### District 1

Project	Reason Consultant Needed	Description	Selection Method	Consultant	Amount
US95, Alternate Route Huetter Bypass, NEPA Study	Resources not available: Environmental	NEPA Study, Phase A: Gather and review previous NEPA information	Individual Project Solicitation	HDR Engineering	\$153,720
SH3, Goosehaven Road to Round Lake Road	Resources not available: Environmental	Archaeological Services	Direct from Term Agreement	Lahren Associates	Prev: \$23,191 <b>This: \$1,200</b> Total: \$24,391
US95, Cocolalla Loop Road to Westmond Road	Resources not available: Construction	Construction Engineering, Inspection, Sampling & Testing Services	RFI from Term Agreement	Keller Associates	\$137,408
SH53, Washington State Line to Hauser Lake Road	Resources not available: Environmental	Environmental Services	Direct from Term Agreement	Lahren Associates	\$20,220
SH200, Pack River to Trestle Creek	Resources not available: Construction	Construction Engineering, Inspection, Sampling & Testing Services	RFI from Term Agreement	HDR Engineering	\$119,851

#### **District 2**

Project	Reason	Description	Selection	Consultant	Amount
	Consultant		Method		
	Needed				
US95, Mission Creek to Webb Road Passing Lane	Resources not available: Roadway Design	Additional Roadway Design Services	RFI from Term Agreement	TD&H Engineering	Prev: \$297,733 <b>This: \$52,846</b> Total: \$350,579
US95, South Winchester to Chainup Turnout	Resources not available: Environmental	Adjustment to environmental permitting	Direct from Term Agreement	Anderson Environ- mental	Prev: \$79,520 <b>This: \$17,752</b> Total: \$97,272



US95, Potlatch Northbound Passing Lane	Resources not available: Surveying	Surveying Services	RFI from Term Agreement	T-O Engineers	\$74,784
US95, Mission Creek to Golden Eagle Road	Resources not available: Environmental	Geophysical Survey	Direct from Term Agreement	Cannon Heritage Consultants	\$17,670
US95, Thorn Creek Road to Moscow	Resources not available: Geotechnical	Procure/install Settlement Monitoring equipment. Analyze data and prepare reports.	Direct from Term Agreement	Geoprofessional Innovation Cor poration	\$92,470
US95, Freeze Road to Beplate Road Passing Lanes	Resources not available: Environmental	Environmental Services	Direct from Term Agreement	Anderson Environ- mental	\$90,715
US95, South Winchester to Chainup Turnout	Resources not available: Environmental	Environmental Services	Direct from Term Agreement	Gorman Preservation Assoc.	\$5,013

#### **District 3**

Project	Reason Consultant Needed	Description	Selection Method	Consultant	Amount
I-84, Karcher Interchange	Resources not available: Roadway Design	Technical Review Services	Individual Project Solicitation	David Evans and Associates	\$47,054
I-84, Karcher Interchange	Resources not available: Roadway Design	Technical Review Services	Individual Project Solicitation	Keller Associates	\$196,999
I-84, Centennial Interchange to Franklin Interchange	Resources not available: Roadway Design	Technical Review Services	Individual Project Solicitation	Keller Associates	\$232,390



US 20/26, I-84 to Middleton Road	Resources not available: Construction	Construction Engineering, Inspection, Sampling & Testing Services	Individual Project Solicitation	Keller Associates	\$753,692
SH16, I-84 to Franklin Road	Resources not available: Construction	Engineer of Record Services	Individual Project Solicitation	Parametrix	\$505,395
SH55, Smith's Ferry to Round Valley	Resources not available: Construction	Geotechnical Investigation/ Drilling	RFI from Term Agreement	McMillen Jacobs Associates	Prev: \$785,108 This: \$683,941 Agreement Total to date \$1,469,049  Total Budget \$1.6M approved in March 2022
SH21, South Fork Payette Bridge (Lowman)	Resources not available: Surveying	Surveying Services	Direct from Term Agreement	Keller Associates	\$9,198
FY19 D3 Intersection Improvements	Resources not available: Roadway Design	Roadway Design Services	Direct from Term Agreement	Burgess & Niple	\$67,155

#### District 4

Project	Reason	Description	Selection	Consultant	Amount
·	Consultant		Method		
	Needed				
US30, Bickell Overpass	Resources not available: Environmental	Environmental Services	Direct from Term Agreement	Bionomics Environmental	\$25,230

#### **District 5**

Project	Reason	Description	Selection	Consultant	Amount
	Consultant Needed		Method		
I-15, 5 <sup>th</sup> Avenue to Northgate Environmental	Resources not available: Roadway Design	Project Development Services	Individual Project Solicitation	David Evans and Associates	\$840,622



		Construction			
CLIOA C. 1. C	Resources	Engineer,	Direct from	Atlas	
SH34, Soda Springs	not available:	Inspection,	Term	Technical	\$93,018
to Conda	Construction	Sampling &	Agreement	Consultants	
		Testing Services			

#### District 6

Project	Reason	Description	Selection	Consultant	Amount
,	Consultant	,	Method		
	Needed				
None this month					

#### **Headquarters**

Project	Reason	Description	Selection	Consultant	Amount
,	Consultant	•	Method		
	Needed				
None this month					

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

District	Project	Consultant	Original Agreement Date/Description	Supplemental Agreement Description	Total Agreement Amount
1	FY21 D1 Bridge Repairs	David Evans and Associates	4/2021, Engineer of Record Services	Continuation of Engineer of Record Services	Prev: \$508,903 <b>This: \$43,361</b> Total: 552,264
2	Various District Two Construction Projects	HMH, LLC	3/2021, Construction Engineering and Inspection (CE&I) Augmentation Services	Additional CE&I Services	Prev: \$926,381 <b>This: \$11,725</b> Total: \$938,106
6	US20, Chester to Ashton	Jacobs Engineering Group	10/2020, Environmental and Permitting Services: Phase II	Additional Environ- mental Service and Public Involvement Support	Prev: \$909,360 This: \$507,762 Agmt Total: to Date \$1,417,122  Total Budget \$2.8M approved in October 2020



6 District 6 Technical T	Additional Materials Testing & Testing & Inspection Services  Additional Materials Testing & Inspection Services	Prev: \$341,450 <b>This: \$262,960</b> Total: \$604,410
--------------------------	--	---

#### For Local Public Agency Projects:

Fifteen (15) new professional services agreements totaling \$1,560,617 were processed during this period. Two (2) supplemental agreement totaling \$37,683 were processed.

Project	Sponsor	Description	Selection Method	Consultant	Amount
Eastriver MP 10, 11, 11.2, Bonner County	Bonner County	Construction Inspection Services	Local Project RFI from Term Agreement	David Evans and Associates	\$8,762
North Fork Boulder Creek Bridge, Owyhee County	Owyhee County	Engineer of Record Services	Individual Project Solicitation	Keller Associates	Prev: \$423,266 <b>This: \$21,769</b> Total: \$445,035
South 4 <sup>th</sup> Avenue, Indian Creek Bridge, Caldwell	City of Caldwell	Engineer of Record Services	Individual Project Solicitation	Keller Associates	Prev: \$388,666 <b>This: \$19,346</b> Total: \$408,012
FY21 Capital Maintenance, Phase 3	Ada County Highway District	Construction Materials Testing Services	Local Project Direct from Term Agreement	GeoTek, Inc.	\$20,381
4200 North Road, Deep Creek Bridge, Buhl Highway District	Buhl Highway District	Engineer of Record Services	Individual Project Solicitation	Keller Associates	Prev: \$395,735 <b>This: \$23,748</b> Total: \$419,483
Buhl School Sidewalk	City of Buhl	Construction Engineering, Inspection, Sampling & Testing Services	Local Project Direct from Term Agreement	HMH, LLC	\$35,985
Little Wood River Bridge, Shoshone Highway District	Shoshone Highway District	Engineer of Record Services	Individual Project Solicitation	Keller Associates	Prev: \$414,777 <b>This: \$22,187</b> Total: \$436,964



Intersection 3800 North & US93, Filer Highway District	Filer Highway District	Roadway Design Services	Local Project RFI from Term Agreement	Civil Science	\$61,576
West Carson Street, Portneuf River Drive, Pocatello	City of Pocatello	Construction Engineering, Inspection, Sampling & Testing Services	Individual Project Solicitation	Civil Science	\$288,157
St. Charles Creek Bridge, Bear Lake County	Bear Lake County	Construction Engineering, Inspection, Sampling & Testing Services	Individual Project Solicitation	Civil Science	\$248,811
I-15, Main Street to Old Highway 91, Inkom	City of Inkom	Sidewalk Design	Local Project Direct From Term Agreement	Forsgren Associates	\$97,281
I-15, Main Street West, I-15B to Roosevelt, Inkom	City of Inkom	Sidewalk Design	Local Project Direct From Term Agreement	Forsgren Associates	\$57,160
Higbee Bridge, Idaho Falls	City of Idaho Falls	Construction Engineering, Inspection, Sampling & Testing Services	Individual Project Solicitation	Civil Science	\$347,434
East 121st Street, Idaho Canal Bridge, Bonneville County	Bonneville County	Construction Engineering, Inspection, Sampling & Testing Services	Individual Project Solicitation	Civil Science	\$262,793
Pancheri Trail Phase 2, Idaho Falls	City of Idaho Falls	Roadway and Bridge Design Services	Local Project Direct from Term Agreement	Forsgren Associates	\$45,227

#### <u>Supplemental Agreements to Existing Local Professional Services Agreements</u>

District	Project	Consultant	Original	Supplemental	Total Agreement
	•		Agreement	Agreement	Amount
			Date/Description	Description	
	FY22 Capital		12/2020,	ا مسما	Prev: \$87,100
3	Maintenance,	ntenance, T-O Engineers		Additional	This: \$ 7,696
	Phase 3	_	Services	Survey Services	Total: \$94,796
	Montana				
	Avenue;			Right-of-Way	Prev: \$69,995
3	Pedestrian	J-U-B	4/2021, Roadway	Acquisition	This: \$29,987
3	Improvements	Engineers	Design Services		
	and Widening,			Services	Total: \$99,982
	Caldwell				

	Caldwell		
Recomm	endations		
For Inform	mation Only		
Board A	ction		
	oved Deferred		
☐ Other	·		



ITD 2210 (Rev. 10-13)

M ( 5 )	04 0000							
Meeting Date July	y 21, 2022							
Consent Item	Information Item	$\boxtimes$	Amount of Presentation Time	Needed N	/A			
Presenter's Name			Presenter's Title	Initials	Reviewed By			
Justin Pond			Right of Way Program Manager	JP	LSS			
Preparer's Name			Preparer's Title	Initials				
Dennis C. Wagner			Senior Right of Way Agent					
Subject								
Administrative Set	tlements in Right of	Way A	Acquisitions					
Key Number	District		Number					
	State-wide							
The Board delegat		ority to	o negotiate settlements for the acqui	sition of real	property			
Review Appraiser. to monitor settlements.  During the semi-ar processed 75 parce	The Board reserve ents, the Board aske nnual period of Janu	ed authed to re lary 1, els, 44	e fair market value as established by nority to itself for settlements exceed eceive reports twice each year summand 2022 through June 30, 2022, the Ripparcels had an Administrative Settlements.	ing this limit narizing adn ght of Way S	. In order ninistrative			
Recommendations								
For information on	ly.							
Board Action								
☐ Approved ☐	Deferred							
☐ Other								

Page 1 of 1 57

## RIGHT OF WAY ACQUISITIONS ADMINISTRATIVE SETTLEMENT JUSTIFICATIONS

January 1, 2022 to June 30, 2022

<b>D</b> 1 4	Parcel		Major	<b>-</b>	Admin.	% of parcel	
Dist.	No.	Program	Program	Project Name	Settlements	purchase	Justification
1	12	T111140		SH-53, PLEASANT VIEW IC, KOOTENAI COUNTY	\$50,035.00	71%	Increased land values & Tree Replacement
1	23	P121590	012964	ALDERSON LN TO KOOTENAI RV RR BR	\$8,874.00	44%	Sign relocation & interest paid on Possession Agreement
1	10	I181330	020442	I-90, SH-41 IC, KOOTENAI COUNTY	\$40,885.00	47%	Increased land values
1	11	I181330	020442	I-90, SH-41 IC, KOOTENAI COUNTY	\$122,847.00	81%	Rent loss per 100 year lease with Tenant & legal costs
1	14	I181330	020442	I-90, SH-41 IC, KOOTENAI COUNTY	\$26,560.00	37%	Additional land valuation
1	18	I181330	020442	I-90, SH-41 IC, KOOTENAI COUNTY	\$27,723.00	38%	Additional land valuation
1	17	P181310	020575	SH-53, HAUSER LAKE RD TO N BRUSS RD	\$80,159.00	54%	Driveway relocation & cost of new trees
1	18	P181310	020575	SH-53, HAUSER LAKE RD TO N BRUSS RD	\$414,922.00	90%	Board Approval in March
1	20	P181310	020575	SH-53, HAUSER LAKE RD TO N BRUSS RD	\$76,690.00	67%	Additional damages to the remainder
1	25	P181310	020575	SH-53, HAUSER LAKE RD TO N BRUSS RD	\$13,300.00	12%	Additional proximity damages
1	8	P181390	020641	SH-53, INT N RAMSEY RD, KOOTENAI COUNTY	\$38,976.00	50%	Increased land values
1	27	P181350	020695	SH-53, N LATAH ST TO MP 9.3, RATHDRUM	\$500.00	50%	Miscellaneous costs paid by Seller
1	3	E211160	023121	US 95, SAGLE RD TO LONG BR, INTERIM IMPRO	\$8,473.00	28%	Fencing not discussed in appraisal
2	12	P042040	009294	US 95, THORN CR RD TO MOSCOW, PH 1	\$386,373.00	62%	Board Approval in April
2	21/22	P042040	009294	US 95, THORN CR RD TO MOSCOW, PH 1	\$810,425.00	39%	Board Approval in April
3	4	P183220	020367	US 20 PHYLLIS CANAL BR TO SH-16	\$185,354.00	29%	Increased land values to settle acquisition
3	5	P183220	020367	US 20 PHYLLIS CANAL BR TO SH-16	\$60,740.00	31%	Increased land values to settle acquisition
3	7	P183220	020367	US 20 PHYLLIS CANAL BR TO SH-16	\$5,712.00	30%	Increased land values to settle acquisition
3	3	G203500	020788	SH 16, I 84 TO US 20/26 & SH44 IC	\$43,054.00	46%	Additional land valuation & professional Fees paid by Ownr
3	20	G203500	020788	SH 16, I 84 TO US 20/26 & SH44 IC	\$20,109.00	11%	Additional Improvements Costs
3	21	G203500	020788	SH 16, I 84 TO US 20/26 & SH44 IC	\$97,715.00		Additional damages to the remainder
3	27	G203500	020788	SH 16, I 84 TO US 20/26 & SH44 IC	\$600,000.00	70%	Board Approved in February
3	28	G203500	020788	SH 16, I 84 TO US 20/26 & SH44 IC	\$142,562.00		Additional costs to cure for pond & sprinklers
3	101-102	G203500	020788	SH 16, I 84 TO US 20/26 & SH44 IC	\$1,185,513.00		Board Approved in January
3	22 & 128	G203500	020788	SH 16, I 84 TO US 20/26 & SH44 IC	\$34,545.00		Additional damages to the remainder
3	8	E193570		US 20/26, CHINDEN; I 84 TO MIDDLETON RD	\$126,971.00		Additional Land Compensation
3	10	E193570	022165	US 20/26, CHINDEN; I 84 TO MIDDLETON RD	\$148,531.00	33%	Land value increased to match Owners recent purchase.

## RIGHT OF WAY ACQUISITIONS ADMINISTRATIVE SETTLEMENT JUSTIFICATIONS

January 1, 2022 to June 30, 2022

Dist.	Parcel	Program	Major	Project Name	Admin.	% of parcel	Justification
	-				Settlements		A LPC LL - L - L - C -
3	28	E193570		US 20/26, CHINDEN; I 84 TO MIDDLETON RD	\$51,173.00		Additional land valuation
3	32	E193570	022165	US 20/26, CHINDEN; I 84 TO MIDDLETON RD	\$9,487.00	47%	Additional land valuation
3	34	G193490	022196	I-84, FRANKLIN IC TO KARCHER IC, CANYON CO	\$1,000.00	8%	Compensate Owner for unauthorized contractor work
3	83	G193490	022196	I-84, FRANKLIN IC TO KARCHER IC, CANYON CO	\$251,345.00	67%	Board Approved in January
4	15	E193570	019338	I-84, SOUTH JEROME IC	\$25,336.00	79%	Additional Land Value Negotiated & Settled
4	19	E193570	019338	I-84, SOUTH JEROME IC	\$609.00	8%	Additional Land Value Negotiated & Settled
4	23	E193570	019338	I-84, SOUTH JEROME IC	\$125,422.00	74%	Additional land valuation
4	34	E193570	019338	I-84, SOUTH JEROME IC	\$17,448.00	37%	Increased land valuation
4	42	E193570	019338	I-84, SOUTH JEROME IC	\$2,496.00	36%	Increased land valuation
4	12&13	E193570	019338	I-84, SOUTH JEROME IC	\$3,416.00	29%	Increased land valuation
4	4	P174190	019943	US 93, 300 SOUTH ROAD, JEROME COUNTY	\$6,354.00	42%	Additional land value & cost to cure for fencing
4	6	P174190	019943	US 93, 300 SOUTH ROAD, JEROME COUNTY	\$32,025.00	50%	Sign relocation & moving stonework from acquisition.4
4	8	P174190	019943	US 93, 300 SOUTH ROAD, JEROME COUNTY	\$57,379.00	63%	Relocation of irrigation pond, pump, power & headgate
				Total cost of Administrative Settlements:	\$5,341,038.00		

Total number of parcels processed with administrative settlements: 44

Total number of parcels processed: 75
Total value of all parcels processed: \$11,445,020.00



ITD 2210 (Rev. 10-13)

TATION DEL					
Meeting Date July	/ 21, 2022				
Consent Item	Information Item		Amount of Presentation Time	Needed N/	'A
Presenter's Name			Presenter's Title	Initials	Reviewed By
L. Scott Stokes			Director	LSS	LSS
Preparer's Name			Preparer's Title	Initials	
Lorraine Dennis			Executive Assistant to the Board	LD	
Lorraine Dennis			Executive Assistant to the Board	LD	
Subject					
FY22 Performance	Report for the Divis	sion of	Financial Management (DFM)		
Key Number	District	Route	Number		
Background Infor	mation	•			
the Division of Final The report includes - Agency Overv - Core Function - Revenues and	ancial Management s the following requiview s of the Department d Expenditures ed and Key Service	by Se ired ele t	ements:	Performance	Report to
	ling" status in the re		inal numbers are still a few weeks av igures will be updated in the final rep		
Recommendation Report for Board in		oort wil	I be a Consent item at next month's	meeting.	
Board Action					
☐ Approved ☐	Deferred				
☐ Other					

#### **Part I – Agency Profile**

#### **Agency Overview**

Every hour of every day – the work of the Idaho Transportation Department (ITD) touches the lives of Idahoans.

Idaho's state transportation system connects people to jobs, education, healthcare, places of worship, cultural and sporting events, recreational opportunities, and family members. It ensures our security at home and abroad.

A strong transportation system is critical to the nation's and Idaho's economy. A robust, growing economy requires that a transportation system be created and sustained.

ITD is responsible for operating, preserving, restoring and improving an integrated network of 12,315 lane miles of highways and roads, 1,830 bridges, 2,523 miles of Idaho Byways, and 32 state backcountry airstrips. The state highway system also includes 34 rest areas and 12 fixed ports of entry.

The department is funded primarily with dedicated, federal, and state user fees. The department's headquarters is in Boise. District offices are in Coeur d'Alene, Lewiston, Boise, Shoshone, Pocatello, and Rigby. The department is authorized for 1,648 full-time positions for FY22.

ITD's "Mission" -- Your Safety, Your Mobility, Your Economic Opportunity—comes with a new vision statement to enhance quality of life through transportation.

BOARD MEMBERS	EXECUTIVE MANAGEMENT
Bill Moad, Chairman	L. Scott Stokes, Director
Jim Thompson, District 1	Dan McElhinney, Chief Deputy Chief Operations Officer
Gary Osborn, District 2	Brenda Williams, Chief Human Resources Officer
Julie DeLorenzo, District 3	Mollie McCarty, Chief External Affairs Officer
Jim Kempton, District 4	Dave Tolman, Chief Administrative Officer
Dwight Horsch, Vice Chair, District 5	
Robert (Bob) Hoff, District 6	

#### **Core Functions/Idaho Code**

- Highways and Bridges plan for, construct, operate and maintain a reliable State transportation system. Also plan, develop and implement a safe, efficient, integrated multimodal transportation system including the administration and oversight of federal programs for public transportation, freight, railways, bicycles and pedestrians while managing the department's air quality, environmental, data collection and performance measurement processes. Title 40, Idaho Code.
- Administration provides department-wide management of financial systems and controls, information technology, business support and procurement. Title 40, Idaho Code.
- Human Resources provides department-wide management and support for human resource and personnel administrative functions; oversight of Civil Rights including Title VI, Equal Employment Opportunity and the Disadvantaged Business Enterprise programs as required by federal regulations.
- Motor Vehicles manages drivers' licenses, weigh-station operations and Ports of Entry, vehicle registrations and titles, over-legal permits, vehicle-dealer licensing and revenues generated. Title 49 and sections of Titles 40, 61, and 63, Idaho Code.
- Aeronautics helps Idaho cities and counties develop aeronautics and local airports into a safe, coordinated aviation system. Manages state-owned airstrips and coordinates searches for missing aircraft. Title 21, Idaho Code.

Revenues and Expenditures (SFY)

Revenues 1,4,5-9	FY 2019	FY 2020	FY 2021	FY 2022
Aeronautics Fund				
State <sup>7</sup>	\$3,261,472	\$3,087,459	\$6,588,053	\$9,966,369
Federal	\$348,141	\$540,836	\$616,830	\$212,780
State Highway Account Fund				
State	\$344,727,599	\$342,120,304	\$372,589,659	\$359,706,352
Federal	\$354,641,984	\$396,513,651	\$398,455,281	\$314,844,026
Local	\$10,367,038	\$22,275,600	\$8,531,271	\$8,829,584
Strategic Initiatives Program <sup>4,7</sup>				
State	\$37,304,701	\$654,886	\$75,064,550	\$228,319,280
Trans Expansion & Mitigation <sup>5</sup>				
State	\$19,851,449	\$22,411,732	\$24,368,633	\$180,222,132
CARES Act Covid-10 Fund <sup>6</sup>	<u>\$0</u>	<u>\$65,486</u>	\$5,877,687	\$4,125,580
Total	\$770,502,384	\$787,669,954	\$892,091,964	*\$1,106,226,103
Expenditures <sup>1-6</sup>	FY 2019	FY 2020	FY 2021	FY 2022
Personnel Costs	\$118,331,785	\$123,658,416	\$125,836,563	\$128,903,790
Operating Expenditures	\$95,713,628	\$92,690,148	\$98,214,764	\$91,148,677
Capital Outlay <sup>3</sup>	\$549,813,087	\$582,847,403	\$543,275,278	\$499,047,902
Trustee/Benefit Payments	\$18,162,284	\$17,855,871	\$26,483,507	\$23,424,430
Total	\$782,020,784	\$815,051,836	*\$793,810,112	\$742,524,799

<sup>\*</sup>Figures may change slightly as end-of-fiscal year numbers become available

#### Footnotes:

Caseload and/or Kev Services Provided

	FY 2019	FY 2020	FY 2021	FY 2022
Idaho Population	1.75 million	1.79 million	1.82 million	1.84 million
Licensed Drivers	1.26 million	1.27 million	1.29 million	1.38 million
Vehicle Registrations <sup>1</sup>	1.84 million	1.86 million	1.82 million	1.83 million
Annual Miles Driven <sup>2</sup> - on State Highway System	9.98 billion	10.12 billion	9.72 billion	10.92 billion
Short Tons of Freight Moved – on State Highway System	285.3 million	270.5 million	Data not available <sup>3</sup>	273.6 million

<sup>&</sup>lt;sup>1</sup>Represents transctions for registered vehicles

<sup>&</sup>lt;sup>1</sup>Revenues and Expenditures do not include GARVEE bond proceeds or project costs.

<sup>&</sup>lt;sup>2</sup>Expenditures include cash expenditures and encumbrances.

<sup>&</sup>lt;sup>3</sup>Capital Outlay includes GARVEE debt-service payments.

<sup>&</sup>lt;sup>4</sup>Strategic Initiatives Program Fund as established in Idaho Code 40-719.

<sup>&</sup>lt;sup>5</sup>Transportation Expansion and Congestion Mitigation Fund (TECM) as established in Idaho Code 40-720.

<sup>&</sup>lt;sup>6</sup>CARES Act COVID-19 Fund established to track Federal expenditures and reimbursements

<sup>&</sup>lt;sup>7</sup>\$6.4 millon was transferred into the State Aeronautics Fund and \$228 millon was transferred into the Strategic Initiatives Program Fund for FY22 from the Governor's "Building Idaho's Future".

<sup>&</sup>lt;sup>8</sup>\$100 million was transferred into the TECM Fund for FY22 to finance a portion of the up to \$325 million 2022A bond series for road projects.

<sup>&</sup>lt;sup>9</sup>\$80 million in sales taxes were transferred into the TECM Fund for transportation infrastructure projects.

<sup>&</sup>lt;sup>2</sup>Data is published annually after the end of the calendar year and reported within fiscal year

<sup>&</sup>lt;sup>3</sup>Data not available due Federal Freight Analysis Framework system updates in 2021

#### **Licensing Freedom Act**

Agencies who participate in licensure must report on the number of applicants denied licensure or license renewal and the number of disciplinary actions taken against license holders. Additionally, we have begun tracking complaints against the department for each license type described below. We are tracking dates, license type, nature of the complaint (cost, requirements, timeliness, etc.), customer contact info, and applicable additional details. We have not historically tracked this information, but we rarely receive complaints regarding the restrictiveness of licensing. In accordance with the principles of the Licensing Freedom Act, we strive to assist and support Idaho business owners to promote economic opportunity.

**Notes:** Classes of Licenses are described in Idaho Code 49-1606. The following classes in this chart do not contain separate counts because they are classified under a broader license class.

- 1. Distributor Branch and Factory Branch are accounted for under Distributor.
- 2. **Distributor Branch Representative** and **Factory Branch Representative** are accounted for under **Distributor Representative**.

	FY 2019	FY 2020	FY 2021	FY 2022
VEHICLE – I	DEALER			
Total Number of Licenses	1,213	1,251	1,201	1132
Number of New Applicants Denied Licensure	0	0	2	0
Number of Applicants Refused Renewal of a License	0	0	0	0
Number of Complaints Against Licensees	80	141	213	135
Number of Final Disciplinary Actions Against Licensees	2	5	12	245*
VEHICLE - DIS	TRIBUTOR			
Total Number of Licenses	164	178	157	150
Number of New Applicants Denied Licensure	0	0	0	0
Number of Applicants Refused Renewal of a License	0	0	0	0
Number of Complaints Against Licensees	0	0	0	0
Number of Final Disciplinary Actions Against Licensees	0	0	0	0
VEHICLE – DISTRIB	UTOR BRAN	СН		
Total Number of Licenses			N/A	
Number of New Applicants Denied Licensure				
Number of Applicants Refused Renewal of a License				
Number of Complaints Against Licensees				
Number of Final Disciplinary Actions Against Licensees				
VEHICLE – DISTRIBUTOR BR	ANCH REPRI	SENTATIVE		
Total Number of Licenses			N/A	
Number of New Applicants Denied Licensure				
Number of Applicants Refused Renewal of a License				
Number of Complaints Against Licensees				
Number of Final Disciplinary Actions Against Licensees				
VEHICLE – DISTRIBUTO	R REPRESEN	ITATIVE		
Total Number of Licenses	567	496	500	576
Number of New Applicants Denied Licensure	0	0	0	0

	FY 2019	FY 2020	FY 2021	FY 2022
Number of Applicants Refused Renewal of a License	0	0	0	0
Number of Complaints Against Licensees	0	0	0	0
Number of Final Disciplinary Actions Against Licensees	0	0	0	0
VEHICLE - FACTO	DRY BRANCH	<u> </u>		
Total Number of Licenses			N/A	
Number of New Applicants Denied Licensure				
Number of Applicants Refused Renewal of a License				
Number of Complaints Against Licensees				
Number of Final Disciplinary Actions Against Licensees				
VEHICLE – FACTORY BRAN	ICH REPRES	ENTATIVE		l
Total Number of Licenses			N/A	
Number of New Applicants Denied Licensure				
Number of Applicants Refused Renewal of a License				
Number of Complaints Against Licensees				
Number of Final Disciplinary Actions Against Licensees				
VEHICLE – MAN	JFACTURER			
Total Number of Licenses	56	52	75	90
Number of New Applicants Denied Licensure	0	0	0	0
Number of Applicants Refused Renewal of a License	0	0	0	0
Number of Complaints Against Licensees	0	0	0	0
Number of Final Disciplinary Actions Against Licensees	0	0	0	0
VEHICLE – MANUFACTUR	ER REPRESE	NTATIVE		
Total Number of Licenses	121	163	190	142
Number of New Applicants Denied Licensure	0	0	0	0
Number of Applicants Refused Renewal of a License	0	0	0	0
Number of Complaints Against Licensees	0	0	0	0
Number of Final Disciplinary Actions Against Licensees	0	0	0	0
VEHICLE – SA	LESMAN			
Total Number of Licenses	6,661	6,551	6,273	4794**
Number of New Applicants Denied Licensure	0	0	0	1
Number of Applicants Refused Renewal of a License	0	0	0	0
Number of Complaints Against Licensees	0	0	0	0
Number of Final Disciplinary Actions Against Licensees	0	0	0	0
VEHICLE – WHOLE	SALE DEALE	R		
Total Number of Licenses	36	28	33	32
Number of New Applicants Denied Licensure	0	0	0	0
Number of Applicants Refused Renewal of a License	0	0	0	0
Number of Complaints Against Licensees	0	0	0	0
Number of Final Disciplinary Actions Against Licensees	0	0	0	0

<sup>\*</sup>Disciplinary Actions Against Licensees – 245 customer issues were resolved and 10 Notice of Deficiency Suspensions resulted in suspensions

<sup>\*\*</sup>The drop results from a system change on how records are maintained, which removes inactive and multiple licenses

#### Part II - Performance Measures

Committed to Provide the Safest Transportation System and Work Environment						
Performance Measure		CY14-18	CY15-19	CY16-20	CY17-21	CY 18-22
1. Five-Year Annual Fatality Rate	actual	1.30	1.35	1.33	1.32*	
Per 100 Million Miles Traveled	target	1.33	1.40	1.41	1.38	1.36
	Estimate or	nly – final not availa	able until Feb/Ma	rch 2023		
Committed to Provide a Mobility-Focused Transportation System that Drives Economic Opportunity						
Performance Measure		FY 2019	FY 2020	FY 2021	FY 2022	FY 2023
2. % Pavement in Good or Fair	actual	91%	92%	87%	94%	%
Condition	target	80%	80%	80%	80%	80%
3. % Bridges in Good or Fair	actual	75%	75%	77%	79%	%
Condition	target	80%	80%	80%	80%	80%
4. % of Time Mobility Unimpeded	actual	86%	85%	80%	82%	%
during Winter Storms (winter season; Dec March)	target	73%	73%	73%	73%	73%

<sup>\*</sup>Inspections for performance measures #2 – #4 are done during summer months of the calendar year and reported as fiscal year metrics.

#### For More Information, Contact

Lorraine Dennis Idaho Transportation Department 3311 West State Street Boise, ID 83707-1129

Boise, ID 83707-1129 Phone: (208) 334-8207

E-mail: Lorraine.Dennis@itd.idaho.gov



ITD 2210 (Rev. 10-13)

ATION US					
Meeting Date July	y 21, 2022				
Consent Item	Information Item	$\square$	Amount of Presentation		formation
Consent item	illioilliation item		Amount of Fresentation	Time Needed Of	пу
Presenter's Name			Presenter's Title	Initials	Reviewed By
Chase Croft			Grants/Contracts Officer	CC	LSS
Preparer's Name			Preparer's Title	Initials	
Chase Croft			Grants/Contracts Officer	CC	
Subject					
Non-Construction	Professional Service	e Conf	tracts issued by Business & Sup	port Managemer	nt
Key Number	District		Number		
N/A	N/A	N/A			
Background Info	rmation				
	port Management so		o by the Department during the did not execute any professional		nents during
Information only					
Board Action					
☐ Approved ☐	Deferred				
☐ Other					



ITD 2210 (Rev. 10-13)

Meeting Date July	20 - 21, 2022					
Consent Item	Information Item		Amount of Preser	ntation Time N	Needed	
Presenter's Name David Tolman Preparer's Name David Tolman			Presenter's Title CAO Preparer's Title CAO		Initials DT Initials DT	Reviewed By
David Tollilali			CAO		Di	
Subject						
Key Number	ctivities to the Boa	Route N				
Troy Trainison	District .	T touto 1	vallis of			
Background Infor	mation	l.				
that, per state trave employee. This en staff at county offic only and will comp September 21, 202	l policy, that ITD be aployee travels extences providing DMV bly with all IRS regult.	e grant nsively service	est to the Board of Examed approval to permanent throughout the State press to citizens. The use constants. This request was approximately the state of the state	ntly assign a voviding assist of the vehicle	rehicle to a cance and to is for State	DMV raining to purposes
Recommendation	S					
For information.						
Board Action						
Approved	Deferred					



ITD 2210 (Rev. 10-13)

Meeting Date July	20-21, 2022			
Consent Item	Information Item		tation Time Needed N/A	4
Presenter's Name		Presenter's Title	Initials	Reviewed By
David Tolman		CAO	DT	LSS
Preparer's Name		Preparer's Title	Initials	
David Tolman		CAO	DT	
Subject			_	
	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,			
State Fiscal Year 2	2022 Financial State	ments		
Key Number	District	Route Number		

#### **Background Information**

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

The financial operations of the Department as of May 31, 2022 continues this fiscal year with revenue coming in ahead of forecast year-to-date for the State Highway Account and the Aeronautics Fund, and the expenditures are following projected budgets.

- Revenues to the State Highway Account from all state sources are ahead of forecast by 1.2%. Total receipts from the Highway Distribution Account are behind forecast by \$700k. State revenues to the State Aeronautics Fund are ahead of forecast by 44% or \$1.1M when excluding Leading Idaho one-time funding transfers. Eleven months of the fiscal year has passed, the revenue picture for the State Highway Account is softening with receipts to the H.D.A., Fuel/Reg Direct and Ethanol below forecast a total of -\$1.9M.
- Expenditures are within planned budgets YTD. The differences YTD are timing between planned and actual expenditures plus encumbrances. Personnel costs are very near planned expenditures for the year coming in under budget by .6% or \$750k. Management is working diligently to keep vacancies as low as possible.
- Contract construction expenditures in the State Highway Account for July through May of this year are \$339M. This is less than the amounts for the first eleven months of the previous 3 years as shown: FY21= \$367M; FY20= \$419M; FY19= \$402M. Traditionally, August through November are ITD's highest construction payout months.

The balance of the long-term investments as of the end of May is \$173.8 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 (\$150.3M) totals \$324.1M.

Expenditures in the Strategic Initiatives Program Fund (GF Surplus), through the end of May, were \$4.8M. 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. Additional receipts are the \$18M appropriated this legislative session for rail safety crossings and Lewiston Port road access improvements. In addition, interest earned of \$227k YTD based on the cash balance.

Deposits into the Transportation Expansion and Congestion Mitigation Fund were complete in April to reach the statutory limit of \$80M. 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 are committed to construction projects authorized by the Idaho Transportation Board for this program. Expenditures for selected projects are \$24.1M 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 \$4.1M.

#### Recommendations

TO AND SERVICE OF THE		Board Agenda Item	ITD 2210 (Rev. 10-13)
Board Action			
☐ Approved	☐ Deferred		

# JULY ITD BOARD PACKET

# MAY FINANCIAL STATEMENTS

User ID: ddecker

Report ID: AD-FN-GL-010 Run Date: 8 Jun 2022

% of Time

Remaining: 8.33

## **Idaho Transportation Department**

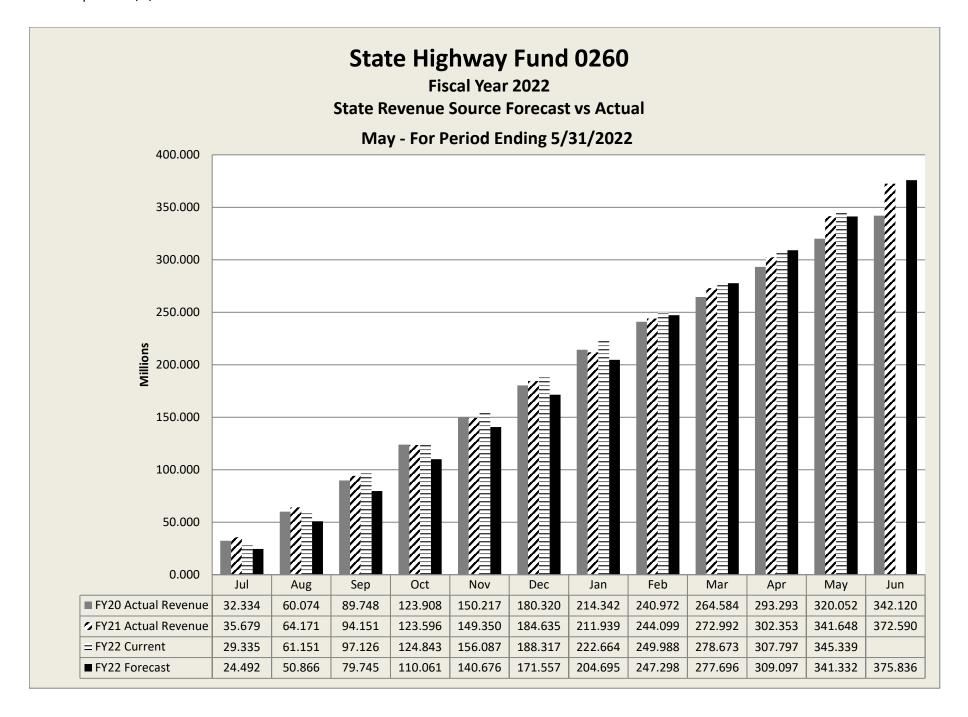
SUMMARY OF RECEIPTS AND DISBURSEMENTS
STATE HIGHWAY ACCOUNT AND STATE AERONAUTICS FUND
BUDGET TO ACTUAL

Fiscal Year: 2022

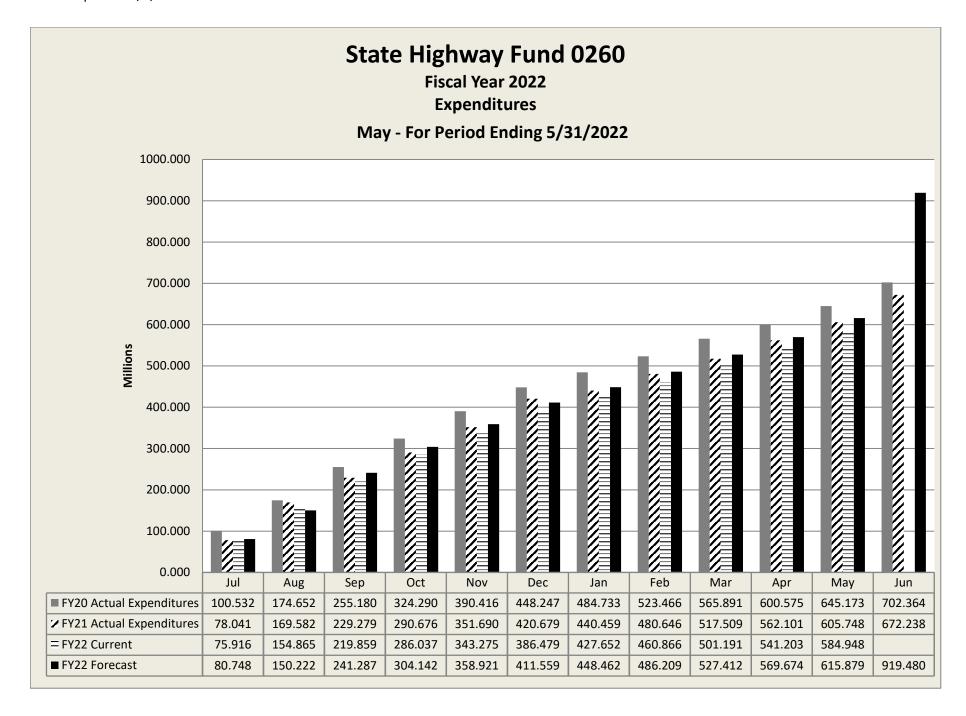
FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDING 5/31/2022 (all amounts in '000)

1		(an amounts in			
	Fu	inds Received			
	FY21 Actual YTD	FY22 Actual YTD	FY22 Forecast YTD	FY22 to FY21 Actual	FY 22 to Forecast
State Highway Account					
Federal Reimbursements	320,608	297,817	322,906	-7.1%	-7.8%
State (Inc. H.D.A.)	341,648	345,339	341,332	1.1%	1.2%
Local	7,750	8,514	5,500	9.8%	54.8%
Total State Highway Account:	670,007	651,670	669,738	-2.7%	-2.7%
State Aeronautics Fund					
Federal Reimbursements	608	204	390	-66.4%	-47.6%
State	6,361	9,877	8,810	55.3%	12.1%
Total State Aeronautics Fund:	6,969	10,081	9,199	44.7%	9.6%
Total Fund Received:	676,975	661,751	678,937	-2.2%	-2.5%
		(includes Encu	,		
	FY21 Actual YTD	FY22 Actual YTD	FY22 Budget YTD	FY22 to FY21 Actual	FY 22 to Budget
Construction Payouts	367,478	339,791	357,120	-7.5%	-4.9%
Operations Expenses					
Highways	181,886	183,830	193,067	1.1%	-4.8%
DMV	28,871	27,692	31,291	-4.1%	-11.5%
Administration	22,737	26,571	26,888	16.9%	-1.2%
Facilities	4,761	7,051	7,512	48.1%	-6.1%
Aeronautics	2,742	2,545	11,580	-7.2%	-78.0%
<b>Total Operations Expenses:</b>	240,998	247,689	270,340	2.8%	-8.4%
<u>Transfers</u>					
Operating	0	385	0	0.0%	0.0%
Debt Service	12,173	13,652	13,486	12.2%	1.2%
Total Transfers:	12,173	14,037	13,486	15.3%	4.1%
Total Disbursements:	620,649	601,516	640,945	-3.1%	-6.2%
Evnandituus hy Tyna	FY21 Actual	FY22 Actual	FY22 Budget	FY22 to	FY 22 to
Expenditures by Type Personnel	YTD	YTD	YTD	FY21 Actual	Budget
Operating	115,740 78,553	123,507 79,743	124,253 83,765	6.7% 1.5%	-0.6% -4.8%
Capital Outlay	27,170	79,743 28,567	35,851	5.1%	-4.8% -20.3%
Sub-Grantee	19,536	15,871	26,470	-18.8%	-20.370 -40.0%
<b>Totals Operations Expenses:</b>	240,998	247,689	270,340	2.8%	-8.4%
Contract Construction	367,478	339,791	357,120	-7.5%	-4.9%
Totals (excluding Transfers):	608,476	587,480	627,459	-3.5%	-6.4%
		•	•		71

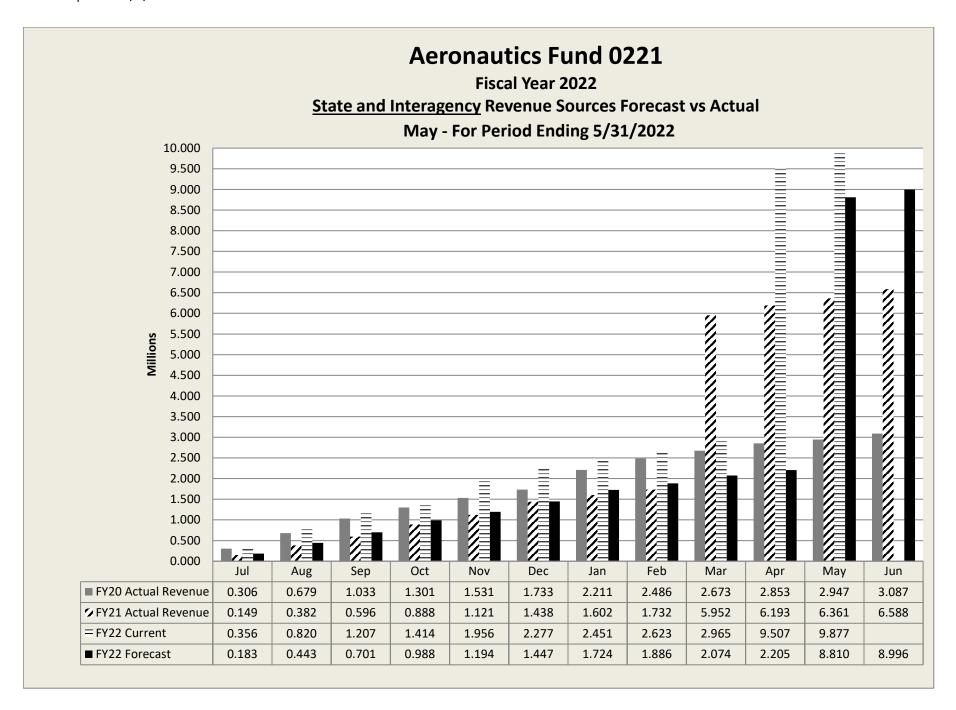
Date Prepared: 6/8/2022



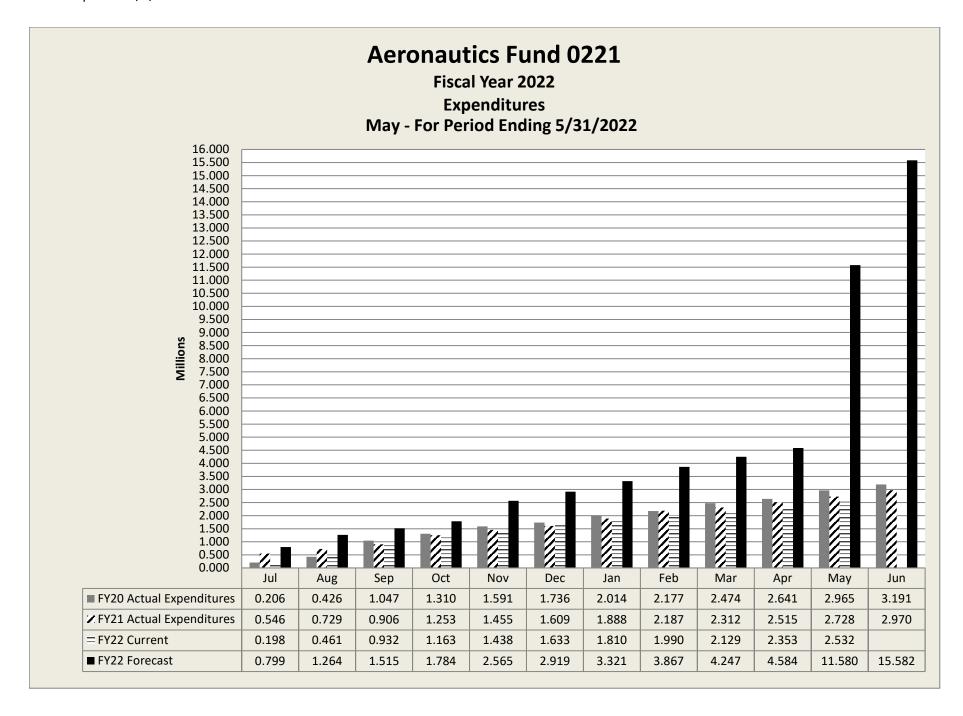
Date Prepared: 6/8/2022



Date Prepared: 6/8/2022



Date Prepared: 6/8/2022



Report ID: AD-FN-GL-002 Run Date: 08 Jun 2022

### **Idaho Transportation Department**

OPERATING FUND BALANCE SHEET FOR THE PERIOD ENDED 5/31/2022

	State Aeronau	itics Fund	State Highw	ay Fund	Transportation E Congestion Miti	
	0221		0260	)	0269	
	Apr-22	May-22	Apr-22	May-22	Apr-22	May-22
ASSETS						
Cash on Hand (Change Fund)	0	0	5,495	5,495	0	0
Cash in Bank (Daily Operations)	12,884,872	13,098,660	139,430,779	150,274,391	185,653,207	183,410,653
Investments (Long Term: STO - Diversified Bond Fund)	1,887,706	1,889,826	173,639,874	173,836,104	0	0
Total Cash & Investments	14,772,577	14,988,486	313,076,147	324,115,990	185,653,207	183,410,653
Receivables - Other	0	0	1,113,765	1,114,877	0	0
- Due From Locals (Project Overruns)	8,411	0	1,295,249	1,375,110	0	0
- Inter Agency	24,560	28,698	0	0	0	0
Total Receivables	32,971	28,698	2,409,013	2,489,987	0	0
Inventory on Hand	0	0	23,900,550	22,966,425	0	0
Total Assets:	14,805,548	15,017,184	339,385,711	349,572,402	185,653,207	183,410,653
LIABILITIES						
Vouchers Payable	0	0	2,045	0	0	0
Sales Tax Payable	0	0	37,337	8,665	0	0
Deferred Revenue (Local Projects Match)	0	0	27,342,992	29,359,488	0	0
Accounts Receivable Overpayment	0	0	169,393	16,019	0	0
Contractor Retained % (In Lieu Of Performance Bond)	0	0	138,635	145,991	0	0
Total Liabilities:	0	0	27,690,402	29,530,162	0	0
FUND BALANCE						
Reserve for Encumbrance	141,192	151,696	42,811,601	42,369,754	0	0
Fund Balance	14,664,356	14,865,488	268,883,708	277,672,485	185,653,207	183,410,653
Total Fund Balance:	14,805,548	15,017,184	311,695,309	320,042,240	185,653,207	183,410,653
Total Liabilities and Fund Balance	14,805,548	15,017,184	339,385,711	349,572,402	185,653,207	183,410,653

Report ID: AD-FN-GL-002 Run Date: 08 Jun 2022

### **Idaho Transportation Department**

OPERATING FUND BALANCE SHEET FOR THE PERIOD ENDED 5/31/2022

	Strategic I Fund Sha	(State	Strategic I Fund Sha	(Local	Total St Initiative		CARES Covid	
	0270		0270		027		034	
	Apr-22	May-22	Apr-22	May-22	Apr-22	May-22	Apr-22	May-22
ASSETS								
Cash on Hand (Change Fund)	0	0	0	0	0	0	0	0
Cash in Bank (Daily Operations)	93,534,775	89,650,267	210,005,461	210,092,568	303,540,236	299,742,835	(15)	(296,023)
Investments (Long Term: STO - Diversified Bond Fund)	0	0	0	0	0	0	0	0
Total Cash & Investments	93,534,775	89,650,267	210,005,461	210,092,568	303,540,236	299,742,835	(15)	(296,023)
Receivables - Other	0	0	0	0	0	0	0	0
- Due From Locals (Project Overruns)	0	0	0	0	0	0	0	0
- Inter Agency	0	0	0	0	0	0	0	0
Total Receivables	0	0	0	0	0	0	0	0
Inventory on Hand	0	0	0	0	0	0	0	0
Total Assets:	93,534,775	89,650,267	210,005,461	210,092,568	303,540,236	299,742,835	(15)	(296,023)
LIABILITIES								
Vouchers Payable	0	0	0	0	0	0	0	0
Sales Tax Payable	0	0	0	0	0	0	0	0
Deferred Revenue (Local Projects Match)	0	0	0	0	0	0	0	0
Accounts Receivable Overpayment	0	0	0	0	0	0	0	0
Contractor Retained % (In Lieu Of Performance Bond)	0	0	0	0	0	0	0	0
Total Liabilities:	0	0	0	0	0	0	0	0
FUND BALANCE								
Reserve for Encumbrance	0	0	0	0	0	0	202,747	249,592
Fund Balance	93,534,775	89,650,267	210,005,461	210,092,568	303,540,236	299,742,835	(202,762)	(545,615)
Total Fund Balance:	93,534,775	89,650,267	210,005,461	210,092,568	303,540,236	299,742,835	(15)	(296,023)
<b>Total Liabilities and Fund Balance</b>	93,534,775	89,650,267	210,005,461	210,092,568	303,540,236	299,742,835	(15)	(296,023)

Report ID: AD-FN-GL-003 Run Date: 08 Jun 2022

% of Time

Remaining: 8.3

.3

**Idaho Transportation Department** 

STATEMENT OF REVENUES AND EXPENDITURES BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 5/31/2022

Fund: 0260 State Highway 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)	<b>(C)</b>	<b>(D)</b>	$(\mathbf{E} = \mathbf{A} - \mathbf{B} - \mathbf{D})$	$(\mathbf{F} = \mathbf{E} / \mathbf{A})$	( <b>G</b> )	$(\mathbf{H} = \mathbf{G} - \mathbf{B} - \mathbf{D})$	$(\mathbf{I} = \mathbf{H} / \mathbf{G})$
REVENUES									
Federal Sources									
FHWA - Highway	232,891,200	249,085,381	12,596,987	0	16,194,181	6.95 %	377,401,500	128,316,119	34.00 %
FHWA - COVID Relief	55,000,000	7,406,311	1,397,654	0	(47,593,689)	-86.53%	67,451,700	60,045,389	89.02 %
FHWA - Indirect Cost	20,164,400	27,295,903	107,920	0	7,131,503	35.37 %	25,000,000	(2,295,903)	-9.18%
Federal Transit Authority	10,300,000	8,904,115	618,201	0	(1,395,885)	-13.55%	15,512,600	6,608,485	42.60 %
NHTSA - Highway Safety	3,450,000	4,916,967	321,914	0	1,466,967	42.52 %	4,642,800	(274,167)	-5.91%
Other Federal Aid	1,100,000	208,009	0	0	(891,991)	-81.09%	4,225,000	4,016,991	95.08 %
<b>Total Federal Sources:</b>	322,905,600	297,816,686	15,042,675	0	(25,088,914)	-7.77%	494,233,600	196,416,914	39.74 %
State Sources									
Equipment Buy Back	10,194,200	9,964,237	6,987,067	0	(229,963)	-2.26%	10,194,200	229,963	2.26 %
Miscellaneous Revenues	25,442,224	31,649,920	3,144,747	0	6,207,697	24.40 %	28,275,399	(3,374,522)	-11.93%
<b>Total State Sources:</b>	35,636,424	41,614,157	10,131,814	0	5,977,734	16.77 %	38,469,599	(3,144,559)	-8.17%
<b>Local Sources</b>									
Match For Local Projects	5,500,000	8,506,314	630,406	0	3,006,314	54.66 %	6,323,300	(2,183,014)	-34.52%
Other Local Sources	0	7,500	0	0	7,500	0.00 %	0	(7,500)	0.00~%
<b>Total Local Sources:</b>	5,500,000	8,513,814	630,406	0	3,013,814	54.80 %	6,323,300	(2,190,514)	-34.64%
TOTAL REVENUES:	364,042,024	347,944,657	25,804,896	0	(16,097,366)	-4.42%	539,026,499	191,081,841	35.45 %
TRANSFERS-IN									
Highway Distribution Account	219,387,700	218,673,049	19,985,805	0	(714,651)	-0.33%	243,110,000	24,436,951	10.05 %
Fuel/Registration Direct	68,120,140	66,785,119	5,820,463	0	(1,335,021)	-1.96%	74,056,800	7,271,681	9.82 %
Ethanol Fuels Tax	18,188,100	18,267,010	1,603,755	0	78,910	0.43 %	20,200,000	1,932,990	9.57 %
TOTAL TRANSFERS-IN:	305,695,940	303,725,178	27,410,023	0	(1,970,762)	-0.64%	337,366,800	33,641,622	9.97 %
TOTAL REV AND TRANSFERS-IN:	669,737,964	651,669,835	53,214,919	0	(18,068,128)	-2.70%	876,393,299	224,723,463	25.64 %

Report ID: AD-FN-GL-003 Run Date: 08 Jun 2022

% of Time

Remaining: 8.3

Fund: 0260 State Highway Fund

### **Idaho Transportation Department**

STATEMENT OF REVENUES AND EXPENDITURES BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 5/31/2022

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)	<b>(D)</b>	$(\mathbf{E} = \mathbf{A} - \mathbf{B} - \mathbf{D})$	$(\mathbf{F} = \mathbf{E} / \mathbf{A})$	(G)	$(\mathbf{H} = \mathbf{G} - \mathbf{B} - \mathbf{D})$	$(\mathbf{I} = \mathbf{H} / \mathbf{G})$
EXPENDITURES									
<b>Operations Expense</b>									
Permanent Staff Salaries	82,992,521	83,913,793	7,249,455	0	(921,273)	-1.11%	93,441,170	9,527,377	10.20 %
Board, Hourly, OT, Shift Diff	2,427,325	1,464,298	44,693	0	963,027	39.67 %	2,545,428	1,081,130	42.47 %
Fringe Benefits	37,621,913	37,002,507	3,251,850	0	619,407	1.65 %	42,066,802	5,064,295	12.04 %
In State Travel Expense	1,688,738	1,358,512	135,093	0	330,226	19.55 %	1,856,654	498,142	26.83 %
Out of State Travel Expense	388,157	121,487	13,607	0	266,670	68.70 %	432,653	311,166	71.92 %
Operating Expense	60,146,282	48,675,090	3,214,620	8,093,609	3,377,583	5.62 %	70,581,510	13,812,811	19.57 %
<b>Technology Operating Expense</b>	20,515,944	16,184,414	727,485	4,593,271	(261,741)	-1.28%	22,495,112	1,717,427	7.63 %
Capital Equipment Expense	23,423,784	9,890,965	272,540	8,885,373	4,647,445	19.84 %	23,755,200	4,978,861	20.96 %
Technology Equipment Expense	4,120,067	2,443,136	8,933	696,054	980,876	23.81 %	4,216,467	1,077,276	25.55 %
Capital Facilities Expense	7,073,164	4,709,127	224,942	1,834,915	529,122	7.48 %	7,288,164	744,122	10.21 %
Capital Projects	0	810	810	0	(810)	0.00 %	0	(810)	0.00 %
Trustee & Benefit Payments	18,361,514	12,938,939	1,487,502	2,350,846	3,071,729	16.73 %	20,124,900	4,835,115	24.03 %
<b>Total Operations Expense:</b>	258,759,409	218,703,079	16,631,529	26,454,069	13,602,261	5.26 %	288,804,059	43,646,912	15.11 %
<b>Contract Construction</b>									
Operating Expense	4,988,000	2,621,896	244,755	545,828	1,820,277	36.49 %	10,600,000	7,432,277	70.12 %
Technology Operating Expense	0	2,173,160	114,550	123,020	(2,296,180)	0.00 %	0	(2,296,180)	0.00 %
Capital Projects	351,397,900	333,863,468	23,502,891	2,400	17,532,032	4.99 %	616,575,918	282,710,051	45.85 %
Trustee & Benefit Payments	734,000	461,003	57,413	0	272,997	37.19 %	3,499,800	3,038,797	86.83 %
<b>Total Contract Construction:</b>	357,119,900	339,119,526	23,919,610	671,248	17,329,126	4.85 %	630,675,718	290,884,945	46.12 %
TOTAL EXPENDITURES:	615,879,309	557,822,605	40,551,139	27,125,316	30,931,387	5.02 %	919,479,778	334,531,857	36.38 %
TRANSFERS OUT									
Statutory	0	493,655	0	0	(493,655)	0.00 %	0	(493,655)	0.00 %
Operating	13,485,894	13,542,895	0	0	(57,001)	-0.42%	60,832,732	47,289,837	77.74 %
TOTAL TRANSFERS OUT:	13,485,894	14,036,550	0	0	(550,656)	-4.08%	60,832,732	46,796,182	76.93 %
TOTAL EXPD AND TRANSFERS OUT:	629,365,203	571,859,155	40,551,139	27,125,316	30,380,731	4.83 %	980,312,510	381,328,039	38.90 %
Net for Fiscal Year 2022:	40,372,761	79,810,680	12,663,780		12,312,603		(103,919,211)	(156,604,576)	

Report ID: AD-FN-GL-003 Run Date: 08 Jun 2022

% of Time

Remaining: 8.3

**Idaho Transportation Department** 

STATEMENT OF REVENUES AND EXPENDITURES BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 5/31/2022

Fund: 0260 State Highway 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)	<b>(D)</b>		$(\mathbf{F} = \mathbf{E} / \mathbf{A})$	(G)	$(\mathbf{H} = \mathbf{G} - \mathbf{B} - \mathbf{D})$	$(\mathbf{I} = \mathbf{H} / \mathbf{G})$
Contract Construction		(11)	( <b>D</b> )	(0)	(D)	(L 11 D D)	(I L/11)	(0)	(H G D D)	(i ii (i)
Operating Expenditures										
Operating Expenditures	Dedicated	607,000	510,177	38,839	176,263	(79,439)	-13.09%	2,500,000	1,813,561	72.54 %
Operating Expenditures	Federal	3,870,000	4,284,058	320,367	492,585	(906,644)	-23.43%	8,000,000	3,223,356	40.29 %
Operating Expenditures	Local	511,000	820	99	0	510,180	99.84 %	100,000	99,180	99.18 %
Total Operating Expenditur	es	4,988,000	4,795,056	359,305	668,848	(475,903)	-9.54%	10,600,000	5,136,097	48.45 %
Capital Outlay										
Capital Outlay	Dedicated	88,093,200	85,705,271	8,200,805	447	2,387,482	2.71 %	242,609,889	156,904,171	64.67 %
Capital Outlay	Federal	233,504,700	214,232,283	11,783,683	1,953	19,270,464	8.25 %	275,709,029	61,474,793	22.30 %
Capital Outlay	FICR	22,141,700	17,427,828	517,671	0	4,713,872	21.29 %	25,000,000	7,572,172	30.29 %
Capital Outlay	Local	4,958,300	8,221,124	327,486	0	(3,262,824)	-65.81%	5,805,300	(2,415,824)	-41.61%
Capital Outlay	COVID Relief	2,700,000	8,276,961	2,673,246	0	(5,576,961)	-206.55%	67,451,700	59,174,739	87.73 %
<b>Total Capital Outlay</b>		351,397,900	333,863,468	23,502,891	2,400	17,532,032	4.99 %	616,575,918	282,710,051	45.85 %
Trustee & Benefit Payments	8									
Trustee & Benefit Payments	Dedicated	11,000	36,771	0	0	(25,771)	-234.28%	500,000	463,229	92.65 %
Trustee & Benefit Payments	Federal	712,000	424,232	57,413	0	287,768	40.42 %	2,899,800	2,475,568	85.37 %
Trustee & Benefit Payments	Local	11,000	0	0	0	11,000	100.00 %	100,000	100,000	100.00 %
Total Trustee & Benefit Pay	ments	734,000	461,003	57,413	0	272,997	37.19 %	3,499,800	3,038,797	86.83 %
<b>Total Contract Construction</b>	:	357,119,900	339,119,526	23,919,610	671,248	17,329,126	4.85 %	630,675,718	290,884,945	46.12 %

% of Time

Report ID: AD-FN-GL-003 Run Date: 08 Jun 2022

### **Idaho Transportation Department**

STATEMENT OF REVENUES AND EXPENDITURES BUDGET TO ACTUAL

Remaining: 8.3 FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 5/31/2022

Fund: 0269 Transportation Expansion and Congestion Mitigation Fund

Fiscal Year: 2022	Year to Date Allotment	Year to Date Actual	Current Month Activity	Year to Date Encumbrance	Variance Favorable / Unfavorable	Percent Variance	Annual Appropriation	Appropriation Balance	Percent Remaining
Budget Fiscal Year: 2022	(A)	<b>(B)</b>	<b>(C)</b>	<b>(D)</b>	$(\mathbf{E} = \mathbf{A} - \mathbf{B} - \mathbf{D})$	$(\mathbf{F} = \mathbf{E} / \mathbf{A})$	<b>(G)</b>	$(\mathbf{H} = \mathbf{G} - \mathbf{B} - \mathbf{D})$	(I = H / G)
REVENUES									
Miscellaneous Revenues	605,000	222,132	81,528	0	(382,868)	-63.28%	670,000	447,868	66.85 %
TOTAL REVENUES:	605,000	222,132	81,528	0	(382,868)	-63.28%	670,000	447,868	66.85 %
TRANSFERS-IN									
Statutory	0	100,000,000	0	0	100,000,000	0.00 %	0	(100,000,000)	0.00 %
Sales Tax	80,000,000	80,000,000	(4,505)	0	0	0.00 %	80,000,000	0	0.00 %
TOTAL TRANSFERS-IN:	80,000,000	180,000,000	(4,505)	0	100,000,000	125.00 %	80,000,000	(100,000,000)	-125.00%
TOTAL REV AND TRANSFERS-IN:	80,605,000	180,222,132	77,023	0	99,617,132	123.59 %	80,670,000	(99,552,132)	-123.41%
EXPENDITURES  Contract Construction - Capital Projects	13,000,000	24,084,595	2,319,578	0	(11,084,595)	-85.27%	94,145,045	70,060,451	74.42 %
TOTAL EXPENDITURES:	13,000,000	24,084,595	2,319,578	0	(11,084,595)	-85.27%	94,145,045	70,060,451	74.42 %
TRANSFERS OUT									
Operating	0	3,190,331	0	0	(3,190,331)	0.00 %	0	(3,190,331)	0.00%
TOTAL TRANSFERS OUT:	0	3,190,331	0	0	(3,190,331)	0.00 %	0	(3,190,331)	0.00 %
TOTAL EXPD AND TRANSFERS OUT:	13,000,000	27,274,925	2,319,578	0	(14,274,926)	-109.81%	94,145,045	66,870,120	71.03 %
Net for Fiscal Year 2022:	67,605,000	152,947,207	(2,242,554)		85,342,206		(13,475,045)	(166,422,252)	

Report ID: AD-FN-GL-003 08 Jun 2022

**Idaho Transportation Department** 

**Run Date:** 

STATEMENT OF REVENUES AND EXPENDITURES **BUDGET TO ACTUAL** 

% of Time Remaining: 8.3

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 5/31/2022

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

9		,							
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>(B)</b>	(C)	<b>(D)</b>	$(\mathbf{E} = \mathbf{A} - \mathbf{B} - \mathbf{D})$	$(\mathbf{F} = \mathbf{E} / \mathbf{A})$	<b>(G)</b>	$(\mathbf{H} = \mathbf{G} - \mathbf{B} - \mathbf{D})$	$(\mathbf{I} = \mathbf{H} / \mathbf{G})$
REVENUES									
State Sources - Miscellaneous Revenues	238,242	227,895	42,281	0	(10,347)	-4.34%	259,000	31,105	12.01 %
TOTAL REVENUES:	238,242	227,895	42,281	0	(10,347)	-4.34%	259,000	31,105	12.01 %
TRANSFERS-IN									
Statutory	18,000,000	18,000,000	0	0	0	0.00 %	18,000,000	0	0.00 %
TOTAL TRANSFERS-IN:	18,000,000	18,000,000	0	0	0	0.00 %	18,000,000	0	0.00 %
TOTAL REV AND TRANSFERS-IN:	18,238,242	18,227,895	42,281	0	(10,347)	-0.06%	18,259,000	31,105	0.17 %
EXPENDITURES									
Contract Construction - Capital Projects	21,900,000	4,859,562	3,926,789	0	17,040,438	77.81 %	95,354,956	90,495,394	94.90 %
TOTAL EXPENDITURES:	21,900,000	4,859,562	3,926,789	0	17,040,438	77.81 %	95,354,956	90,495,394	94.90 %
TOTAL EXPD AND TRANSFERS OUT:	21,900,000	4,859,562	3,926,789	0	17,040,438	77.81 %	95,354,956	90,495,394	94.90 %
Net for Fiscal Year 2022:	(3,661,758)	13,368,333	(3,884,508)		17,030,091		(77,095,956)	(90,464,289)	

Report ID: AD-FN-GL-003

**Idaho Transportation Department** 

**Run Date:** 08 Jun 2022

STATEMENT OF REVENUES AND EXPENDITURES BUDGET TO ACTUAL

% of Time Remaining: 8.3

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 5/31/2022

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

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	2	(A)	<b>(B)</b>	(C)	<b>(D)</b>	$(\mathbf{E} = \mathbf{A} - \mathbf{B} - \mathbf{D})$	$(\mathbf{F} = \mathbf{E} / \mathbf{A})$	( <b>G</b> )	$(\mathbf{H} = \mathbf{G} - \mathbf{B} - \mathbf{D})$	$(\mathbf{I} = \mathbf{H} / \mathbf{G})$
REVENUES										
State Sources - Miscellan Revenues	eous	0	91,385	87,107	0	91,385	0.00 %	0	(91,385)	0.00 %
TOTAL REVENUES:		0	91,385	87,107	0	91,385	0.00 %	0	(91,385)	0.00 %
TRANSFERS-IN										
Statutory		210,000,000	210,000,000	0	0	0	0.00 %	210,000,000	0	0.00 %
TOTAL TRANSFERS-IN:	:	210,000,000	210,000,000	0	0	0	0.00 %	210,000,000	0	0.00 %
TOTAL REV AND TRANSFERS-IN:		210,000,000	210,091,385	87,107	0	91,385	0.04 %	210,000,000	(91,385)	-0.04%
EXPENDITURES  Contract Construction -		212,000,781	2,000,000	0	0	210,000,781	99.06 %	212,000,781	210,000,781	99.06 %
Trustee & Benefit Payme	nts	212,000,781				210,000,701		212,000,761	210,000,701	
TOTAL EXPENDITURES	S:	212,000,781	2,000,000	0	0	210,000,781	99.06 %	212,000,781	210,000,781	99.06 %
TOTAL EXPD AND TRANSFERS OUT:		212,000,781	2,000,000	0	0	210,000,781	99.06 %	212,000,781	210,000,781	99.06 %
Net for Fiscal Year 2022:	_	(2,000,781)	208,091,385	87,107		210,092,166		(2,000,781)	(210,092,166)	

Report ID: AD-FN-GL-003 Run Date: 08 Jun 2022

% of Time

Remaining: 8.3

### **Idaho Transportation Department**

STATEMENT OF REVENUES AND EXPENDITURES BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 5/31/2022

Fund: 0345 CARES Act Covid-19

Eiraal Vaan 2022	Year to Date	Year to Date Actual	Current Month	Year to Date Encumbrance	Variance Favorable /	Percent Variance	Annual Appropriation	Appropriation Balance	Percent Remaining
Fiscal Year: 2022 Budget Fiscal Year: 2022	Allotment (A)	<b>(B)</b>	Activity (C)	(D)	Unfavorable $(E = A - B - D)$	$(\mathbf{F} = \mathbf{E} / \mathbf{A})$	(G)	$(\mathbf{H} = \mathbf{G} - \mathbf{B} - \mathbf{D})$	$(\mathbf{I} = \mathbf{H} / \mathbf{G})$
REVENUES	(12)	(2)	(0)	(2)		(1 2/11)	(3)		(1 11/3)
Federal Sources - Federal Transit Authority	165,000	3,829,573	257,584	0	3,664,573	2220.95 %	9,000,000	5,170,427	57.45 %
TOTAL REVENUES:	165,000	3,829,573	257,584	0	3,664,573	2220.95 %	9,000,000	5,170,427	57.45 %
TOTAL REV AND TRANSFERS-IN:	165,000	3,829,573	257,584	0	3,664,573	2220.95 %	9,000,000	5,170,427	57.45 %
EXPENDITURES									
Operating Expenditures	909,086	148,423	0	249,592	511,071	56.22 %	1,000,000	601,985	60.20 %
Trustee & Benefit Payments	7,340,877	3,977,167	553,592	0	3,363,710	45.82 %	8,000,000	4,022,833	50.29 %
TOTAL EXPENDITURES:	8,249,963	4,125,590	553,592	249,592	3,874,781	46.97 %	9,000,000	4,624,818	51.39 %
TOTAL EXPD AND TRANSFERS OUT:	8,249,963	4,125,590	553,592	249,592	3,874,781	46.97 %	9,000,000	4,624,818	51.39 %
Net for Fiscal Year 2022:	(8,084,963)	(296,017)	(296,008)		7,539,354		0	545,609	

Report ID: AD-FN-GL-003 Run Date: 08 Jun 2022

% of Time

Remaining: 8.3

### **Idaho Transportation Department**

STATEMENT OF REVENUES AND EXPENDITURES BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 5/31/2022

Fund: 0372 TECM Debt Service 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>(B)</b>	(C)	<b>(D)</b>	$(\mathbf{E} = \mathbf{A} - \mathbf{B} - \mathbf{D})$	$(\mathbf{F} = \mathbf{E} / \mathbf{A})$	(G)	$(\mathbf{H} = \mathbf{G} - \mathbf{B} - \mathbf{D})$	$(\mathbf{I} = \mathbf{H} / \mathbf{G})$
REVENUES									
State Sources - Miscellaneous Revenues	0	931	931	0	931	0.00 %	0	(931)	0.00 %
TOTAL REVENUES:	0	931	931	0	931	0.00 %	0	(931)	0.00 %
TRANSFERS-IN									
Highway Distribution Account	0	3,190,331	0	0	3,190,331	0.00 %	0	(3,190,331)	0.00 %
TOTAL TRANSFERS-IN:	0	3,190,331	0	0	3,190,331	0.00 %	0	(3,190,331)	0.00 %
TOTAL REV AND TRANSFERS-IN:	0	3,191,262	931	0	3,191,262	0.00 %	0	(3,191,262)	0.00 %
EXPENDITURES									
Bond Principal / Interest	0	797,583	797,583	0	(797,583)	0.00 %	0	(797,583)	0.00 %
TOTAL EXPENDITURES:	0	797,583	797,583	0	(797,583)	0.00 %	0	(797,583)	0.00 %
TOTAL EXPD AND TRANSFERS OUT:	0	797,583	797,583	0	(797,583)	0.00 %	0	(797,583)	0.00 %
Net for Fiscal Year 2022:	0	2,393,679	(796,651)		2,393,679		0	(2,393,679)	

Report ID: AD-FN-GL-003 **Run Date:** 

% of Time

08 Jun 2022

Remaining: 8.3

### **Idaho Transportation Department**

STATEMENT OF REVENUES AND EXPENDITURES **BUDGET TO ACTUAL** 

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 5/31/2022

Fund: 0373 TECM Capital Project 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)	$(\mathbf{E} = \mathbf{A} - \mathbf{B} - \mathbf{D})$	$(\mathbf{F} = \mathbf{E} / \mathbf{A})$	(G)	$(\mathbf{H} = \mathbf{G} - \mathbf{B} - \mathbf{D})$	$(\mathbf{I} = \mathbf{H} / \mathbf{G})$
REVENUES									
State Sources - Miscellaneous Revenues	0	3,137,508	3,137,508	0	3,137,508	0.00 %	0	(3,137,508)	0.00 %
TOTAL REVENUES:	0	3,137,508	3,137,508	0	3,137,508	0.00 %	0	(3,137,508)	0.00 %
TOTAL REV AND TRANSFERS-IN:	0	3,137,508	3,137,508	0	3,137,508	0.00 %	0	(3,137,508)	0.00 %
EXPENDITURES  Constant Products	0	2 127 500	2 127 500	0	(2.127.500)	0.00.0/	0	(2.127.500)	0.00.0/
Capital Projects	0	-, -,	3,137,508			0.00 %		(= ) = - ) )	0.00 %
TOTAL EXPENDITURES:	0	3,137,508	3,137,508	0	(3,137,508)	0.00 %	0	(3,137,508)	0.00 %
TOTAL EXPD AND TRANSFERS OUT:	0	3,137,508	3,137,508	0	(3,137,508)	0.00 %	0	(3,137,508)	0.00 %
Net for Fiscal Year 2022:	0	0	0		0		0	0	

Report ID: AD-FN-GL-003 Run Date: 08 Jun 2022

% of Time

Remaining: 8.3

### **Idaho Transportation Department**

STATEMENT OF REVENUES AND EXPENDITURES BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 5/31/2022

Fund: 0374 GARVEE Capital Project Fund

	1	J								
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
<b>Budget Fiscal Year:</b>	2022	(A)	<b>(B)</b>	(C)	<b>(D)</b>	$(\mathbf{E} = \mathbf{A} - \mathbf{B} - \mathbf{D})$	$(\mathbf{F} = \mathbf{E} / \mathbf{A})$	(G)	$(\mathbf{H} = \mathbf{G} - \mathbf{B} - \mathbf{D})$	$(\mathbf{I} = \mathbf{H} / \mathbf{G})$
REVENUES										
State Sources - Misc Revenues	ellaneous	0	97,773,805	12,327,889	0	97,773,805	0.00 %	0	(97,773,805)	0.00 %
TOTAL REVENUES	:	0	97,773,805	12,327,889	0	97,773,805	0.00 %	0	(97,773,805)	0.00 %
TRANSFERS-IN										
Statutory		0	384,755	0	0	384,755	0.00 %	0	(384,755)	0.00 %
TOTAL TRANSFERS	S-IN:	0	384,755	0	0	384,755	0.00 %	0	(384,755)	0.00 %
TOTAL REV AND TRANSFERS-IN:		0	98,158,560	12,327,889	0	98,158,560	0.00 %	0	(98,158,560)	0.00 %
EXPENDITURES										
Operating Expenditu	ıres	0	570,271	65,719	0	(570,271)	0.00 %	0	(570,271)	0.00 %
Capital Projects		0	101,643,196	12,261,764	0	(101,643,196)	0.00 %	0	(101,643,196)	0.00 %
TOTAL EXPENDITU	JRES:	0	102,213,467	12,327,483	0	(102,213,467)	0.00 %	0	(102,213,467)	0.00 %
TRANSFERS OUT										
Statutory		0	384,755	0	0	(384,755)	0.00 %	0	(384,755)	0.00 %
TOTAL TRANSFERS	S OUT:	0	384,755	0	0	(384,755)	0.00 %	0	(384,755)	0.00 %
TOTAL EXPD AND TRANSFERS OUT:		0	102,598,222	12,327,483	0	(102,598,222)	0.00 %	0	(102,598,222)	0.00 %
Net for Fiscal Year 20	22:	0	(4,439,662)	406		(4,439,662)		0	4,439,662	

Report ID: AD-FN-GL-003 Run Date: 08 Jun 2022

% of Time

Remaining: 8.3

### **Idaho Transportation Department**

STATEMENT OF REVENUES AND EXPENDITURES BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 5/31/2022

Fund: 0375 GARVEE Debt Service 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>(B)</b>	<b>(C)</b>	<b>(D)</b>	$(\mathbf{E} = \mathbf{A} - \mathbf{B} - \mathbf{D})$	$(\mathbf{F} = \mathbf{E} / \mathbf{A})$	( <b>G</b> )	$(\mathbf{H} = \mathbf{G} - \mathbf{B} - \mathbf{D})$	$(\mathbf{I} = \mathbf{H} / \mathbf{G})$
REVENUES									
State Sources - Miscellaneous Revenues	0	22,908	9,070	0	22,908	0.00 %	0	(22,908)	0.00 %
TOTAL REVENUES:	0	22,908	9,070	0	22,908	0.00 %	0	(22,908)	0.00 %
TRANSFERS-IN									
Statutory	0	18,869,755	0	0	18,869,755	0.00%	0	(18,869,755)	0.00 %
Operating	0	18,242,895	0	0	18,242,895	0.00%	0	(18,242,895)	0.00 %
TOTAL TRANSFERS-IN:	0	37,112,650	0	0	37,112,650	0.00 %	0	(37,112,650)	0.00 %
TOTAL REV AND TRANSFERS-IN:	0	37,135,558	9,070	0	37,135,558	0.00 %	0	(37,135,558)	0.00 %
EXPENDITURES									
Bond Principal / Interest	0	82,780,982	18,910,483	0	(82,780,982)	0.00 %	0	(82,780,982)	0.00 %
TOTAL EXPENDITURES:	0	82,780,982	18,910,483	0	(82,780,982)	0.00 %	0	(82,780,982)	0.00 %
TOTAL EXPD AND TRANSFERS OUT:	0	82,780,982	18,910,483	0	(82,780,982)	0.00 %	0	(82,780,982)	0.00 %
Net for Fiscal Year 2022:	0	(45,645,424)	(18,901,413)		(45,645,424)		0	45,645,424	

Report ID: AD-FN-GL-003 Run Date: 08 Jun 2022

% of Time

Remaining: 8.3

**Idaho Transportation Department** 

STATEMENT OF REVENUES AND EXPENDITURES BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 5/31/2022

Fund: 0221 State Aeronautics Fund

Fiscal Year: 2022	Year to Date Allotment	Year to Date Actual	Current Month Activity	Year to Date Encumbrance	Variance Favorable / Unfavorable	Percent Variance	Annual Appropriation	Appropriation Balance	Percent Remaining
Budget Fiscal Year: 2022	(A)	<b>(B)</b>	(C)	<b>(D)</b>	$(\mathbf{E} = \mathbf{A} - \mathbf{B} - \mathbf{D})$	$(\mathbf{F} = \mathbf{E} / \mathbf{A})$	(G)	$(\mathbf{H} = \mathbf{G} - \mathbf{B} - \mathbf{D})$	(I = H / G)
REVENUES									
Federal Sources - FAA	389,800	204,389	10,309	0	(185,411)	-47.57%	668,500	464,111	69.43 %
State Sources - Miscellaneous	329,420	340,862	12,680	0	11,442	3.47 %	341,000	138	0.04 %
Interagency Sources -	234,900	400,767	37,963	0	165,867	70.61 %	254,900	(145,867)	-57.23%
TOTAL REVENUES:	954,120	946,018	60,952	0	(8,102)	-0.85%	1,264,400	318,382	25.18 %
TRANSFERS-IN									
Statutory	6,400,000	6,400,000	0	0	0	0.00 %	6,400,000	0	0.00 %
Operating	1,845,265	2,735,059	318,966	0	889,794	48.22 %	2,000,000	(735,059)	-36.75%
TOTAL TRANSFERS-IN:	8,245,265	9,135,059	318,966	0	889,794	10.79 %	8,400,000	(735,059)	-8.75%
TOTAL REV AND TRANSFERS-IN:	9,199,385	10,081,076	379,918	0	881,692	9.58 %	9,664,400	(416,677)	-4.31%
EXPENDITURES									
Permanent Staff Salaries	806,170	755,856	68,035	0	50,313	6.24 %	873,369	117,512	13.46 %
Board, Hourly, OT, Shift Diff	58,500	56,561	5,389	0	1,939	3.31 %	71,000	14,439	20.34 %
Fringe Benefits	346,346	314,311	29,565	0	32,035	9.25 %	377,031	62,721	16.64 %
In State Travel Expense	56,112	41,138	5,004	0	14,974	26.69 %	61,537	20,399	33.15 %
Out of State Travel Expense	19,666	12,771	0	0	6,895	35.06 %	20,526	7,755	37.78 %
Technology Operating Expense	31,242	44,978	1,244	904	(14,639)	-46.86%	34,617	(11,264)	-32.54%
Operating Expense	918,988	612,114	41,657	5,037	301,837	32.84 %	1,461,220	844,069	57.76 %
Technology Equipment Expense	6,400	0	0	0	6,400	100.00 %	6,400	6,400	100.00 %
Capital Equipment Expense	103,000	12,934	6,934	77,080	12,986	12.61 %	103,000	12,986	12.61 %
Capital Facilities Expense	0	0	0	16,980	(16,980)	061538.46%	58,682	41,702	71.06 %
Capital Projects	1,125,000	0	0	0	1,125,000	100.00 %	1,125,000	1,125,000	100.00 %
Trustee & Benefit Payments	8,108,705	581,235	10,456	0	7,527,470	92.83 %	11,389,453	10,808,218	94.90 %
TOTAL EXPENDITURES:	11,580,128	2,431,896	168,282	100,001	9,048,230	78.14 %	15,581,835	13,049,937	83.75 %
TOTAL EXPD AND TRANSFERS OUT:	11,580,128	2,431,896	168,282	100,001	9,048,230	78.14 %	15,581,835	13,049,937	83.75 %
Net for Fiscal Year 2022:	(2,380,743)	7,649,180	211,636		9,929,922		(5,917,435)	(13,466,614) 8	39



ITD 2210 (Rev. 10-13)

TATION DE					
Meeting Date July	/ 21, 2022				
Consent Item	Information Item		Amount of Presentation T	ime Needed	
Presenter's Name			Presenter's Title	Initials	Reviewed By
Justin Collins			Financial Mgr., FP&A	JC	LSS
Preparer's Name			Preparer's Title	Initials	
Colleen Wonacott			Sr. Planner - Programming	CW	
Concert Worldook			Total laming		
Subject		_			
			am Funding Through June 30th		
Key Number	District		Number		
N/A	N/A	N/A			
Background Infor	rmation				
Infrastructure General Programs, \$45 mill carried over from la The COVID Relief The Infrastructure apportionments we million. Currently,	eral Funds carried of lion IIJA Bridge form ast year in the Trans and General Funds Investment and Jobere allocated via the obligation authority of following page sunh June 30, 2022.	ver frontal sportal are all s Act ( Appro is 92.	is \$432.6 million. This includes om last year in the Local Urban and Seneral Fund) funds, and \$39 million Management Area, Local Urban and Iton Management Area, Local Urban included in the apportionment (IIJA) was signed on November operations Act. Idaho will receive 5% of apportionments.  The example of	and Off-System E Illion COVID Relation, and SHS F Its detailed below 15, 2021. Addition	Bridge ief Funds Programs. v. onal of \$467.8
For Information	<u>s</u>				
Board Action					
☐ Approved ☐	Deferred				
Other	Other				



### Exhibit One Actual Formula Funding for FY2022

Per IIJA FY2022 – Total Year	
Federal Aid Only	\$426,494
Including Match	\$460,427
Per Apportionments + COVID + Hwy Infra.	
Federal Aid Only	\$467,830
Including Match	\$505,052
Obligation Limits through 9/30/2022	
Federal Aid Only	\$437,595
Including Match	\$465,120

Notes:

- 1. All dollars in Thousands
- 2. 'Approved Program' amounts from the April 2022 Highway Funding Plan.
- Apportionment and Obligation Authority amounts reflect available funds via federal notices received through 6/30/2022

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

Program	Allotted Program Funding through 6/30/2022	Program Funding Remaining as of 6/30/2022
All Other SHS Program	\$307,573	\$76,331
GARVEE Formula Debt Service*	\$65,925	\$0
State Planning and Research*	\$8,278	\$1,530
Metropolitan Planning*	\$2,990	\$368
Railroad Crossings	\$4,009	\$200
Transportation Alternatives (Urban/Rural)	\$6,112	\$4,653
Recreational Trails	\$1,475	\$1,695
STBG - Local Urban+	\$10,616	\$848
STBG - Transportation Mgt. Area	\$12,960	\$10,920
Transportation Alternatives (TMA)	\$926	\$25
STBG – Local Rural	\$16,027	\$5,791
Local Bridge*	\$12,047	\$7,862
Off System Bridge*	\$7,063	\$417
Local Safety	\$9,119	\$6,532
Total	\$465,120	\$117,171

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 June 30th.
- \* These programs are provided 100% Obligation Authority. Other programs are reduced accordingly.



ITD 2210 (Rev. 10-13)

TATION DE					
Meeting Date July	y 21, 2022				
Consent Item	Information Item		Amount of Presentation Time	Needed 5	Minutes
Presenter's Name			Presenter's Title	Initials	Reviewed By
Shauna Miller			Grants/Contracts Officer	SM	LSS
Preparer's Name			Preparer's Title	Initials	1
Shauna Miller			Grants/Contracts Officer	SM	
Subject					
Public Transportat	ion Advisory Counci	il (PTA	C) District 2 Appointment		
Key Number	District		Number		
N/A	2	N/A			
Background Info	rmation				
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Recommendation			07		_
Board approval of	the attached resolu	ition o	n page 97.		
Board Action					
☐ Approved ☐	Deferred				
Other					

### Public Transportation Advisory Committee (PTAC) Application Form

#### **Required for Submission**

Please include the following information:

Cover Letter

**Contact Information** 

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

COMMON AMERICAN	
Full Name: Alisa J. Anderson, Grants Manager	/ADA Coordinator
Street Address:1941 Crestview Drive	City/State/Zip: Moscow, ID 83843
Phone: W 208.883.7600 - C 208.596.8242	Email: _aanderson@ci.moscow.id.us
Organization Affiliation (if any):  Name: City of Moscow  Street Address: PO Box 9203, 504 S. Washingtor	City/State/Zip: Moscow, ID 83843
District you are applying for:	
District 1 District 2 X District 3 District	et 4 District 5 District 6



Heart of the Arts



Art Bettge Mayor

Sandra Kelly Council President

Maureen Laflin Council Vice-President

Hailey Lewis Council Member

Julia Parker Council Member

Gina Taruscio
Council Member

Anne Zabala Council Member

Bill Belknap City Supervisor

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

Website: www.ci.moscow.id.us Hearing Impaired (208) 883-7019 April 22, 2022

Bill Moad, Chairman Ron Duran, Public Transportation Manager Idaho Transportation Department PO Box 7129 Boise, ID 83703

RE: District 2 PTAC Application

Dear Chairman Moad and Mr. Duran:

I am submitting my application for reappointment to PTAC to continue serving as a representative for District 2. My experience and involvement with public transportation in Idaho spans over 30 years in a variety of capacities working locally, at the District level and statewide.

Over the last few years PTAC has evolved with new members in four of the six Districts which has brought forth a fresh perspective, different viewpoints, and a new energy. The new members, combined with myself and Chair Kathleen Lewis with the many years of experience and historical knowledge, has created a well-balanced advisory Board.

We have a strong working relationship with the Public Transportation staff in continued review of processes for grant applications, operational reporting of statewide providers, and new funding programs. We cohesively provide input and make recommendations that support overreaching goals of safety, mobility and economic opportunity.

As a lifelong Idahoan, I would be honored to continue serve District 2 and the State in support of Public Transportation as a member of the PTAC. Thank you for this opportunity and consideration of my application.

Sincerely,

Alisa J. Anderson

Grants Manager/ADA Coordinator

anderson@ci.moscow.id.us

Attached: PTAC Application

Conflict of Interest Resume and References

Enderson

### Alisa J. Anderson

### 1941 Crestview Drive Moscow ID 83843

Phone (208) 596-8242

<u>OBJECTIVE</u> – Working in a management position where my communication and analytical skills, business education, and work history experience are effectively utilized.

<u>SUMMARY OF QUALIFICATIONS</u> - Over 15 years of strong and diverse experience in the following areas:

 Grant Writing and Administration; Procurement and Management of Government Funded Projects; Community and Economic Development Projects; Analyze and Review Budgetary and Financial Data; Human Resources and Employee Training/Management; Business Office Management/Administrative Support Team; Insurance Negotiation and Benefit Administration; Personnel Policy Development and Implementation; Unemployment Claims and Appeal Hearings; Workers Compensation and OSHA Compliance; Training & Seminars for Small Business Development Center; Payroll and Accounts Receivable/Payable; Business Plans and Business Reorganizations; Civil Rights and ADA Compliance.

#### PROFESSIONAL EXPERIENCE

#### 3/2007 - Current, CITY OF MOSCOW, Moscow, ID - Grants Manager/ADA Coordinator

- Research grant programs and identify funding prospects; write grant applications, prepare supporting
  documents, and submit funding proposals; manage all activities of existing grant awards to assure contract
  compliance; prepare and submit routine grant and contract renewals; prepare and submit reimbursement
  and payment requests to funding agencies; prepare civil rights and other compliance documents and
  tracking per state and federal codes and regulations.
- Serve as liaison between the City, prospective partners and outside funding agencies and groups, participate in meetings and discussions regarding decisions.
- Serve as a resource to City administration and staff regarding state, federal and private funding programs; provide information, research, analyze, and prepare reports and make recommendations as needed.
- Assist in the preparation of annual preliminary budget recommendations as assigned; analyze and review budgetary and financial data; authorize expenditures in accordance with established limitations, and prepare reports and documentation for A-133 Single Audit.
- Serve as the ADA Coordinator for citywide operations and facilities; writing, implementing and updating civil rights plans and reporting/monitoring compliance.

#### 2006/2007 WASHINGTON STATE UNIVERSITY, Pullman, WA - Payroll Services, Fiscal Analyst II

 Review, analyze and reconcile employee benefit enrollment data; reconcile Budget Statement for assigned payroll accounts; perform complex accounting for the balancing and remitting of employment taxes; prepare quarterly and annual reports of complex size and scope and prepare payment and adjusting entries; daily deposits, prepare and entry JV's, respond to in-person inquiries at Payroll Counter and answering phone questions.

#### 2005/2006 LATAH HEALTH SERVICES, Moscow, ID - Business Office/Human Resource Director

- Responsible for the management of the Accounting and Human Resources Departments for a long-term care and assisted living facility with 125 employees; managed accounts payable and receivable, reconciliation of multiple bank accounts, journal entries, and general ledger. Preparation of combined and departmental financial statements; Cost Reporting for Medicare and Medicaid Programs.
- Preparation and Implementation of new personnel policies and procedures; managed benefits programs to include medical, dental, and life insurance; managed workers compensation and OSHA compliance programs.

### 2001/2004 VALLEY VISTA CARE CORPORATION; St. Maries, ID - *Director of Human Resources and Support Services (Interim Director of Finance 1/2002 thru 7/2002)*

- Responsible for the management of the Human Resource Department for diversified long-term care and assisted-living non-profit corporation with 350 employees; duties include training and implementation of all personnel policies and procedures through officers, administrators, managers, and supervisors of individual facilities and programs; assisted with all disciplinary actions up to and including terminations; responded to all unemployment claims including appeal hearings; recruited and interviewed potential employees corporate wide; preparation and implementation of policies and procedures, job descriptions, benefit programs, and pay scales.
- Managed community-based services programs to include childcare, public transportation, life-line home emergency system, in-home care, senior meals sites, and home delivered meals; other support services duties included writing and administering grants for public transportation, senior meal programs and children's daycare.
- During the interim position of Director of Finance managed accounting department while recruiting for a new CFO.

#### 2000/2001 CHATSWORTH MACHINE COMPANY, Chatsworth, CA - Chief Financial Officer

- Responsible for complete financial management for manufacturer of pharmaceutical encapsulation production equipment, including supervision of 20 personnel.
- After serving as outside consultant since 1999, was hired to troubleshoot finances in turmoil, discovered vast account discrepancies and embezzlement. Terminated staff, reorganized accounting system, restructured inventory, and balanced accounts; developed job costing and work-in-progress systems to network with accounting programs to determine cost effectiveness of current products. Prepared/presented financial reports, budgets and projections to Board of Directors to determine future products and services; Negotiated/obtained \$500K working capital long-term collateral loan from private investor; Analyzed and transferred insurance programs, saving over \$15K annually.

#### 1995/2000 FINANCIAL DYNAMICS, INC., Hayden, ID - Secretary/Treasurer (Self-Employed)

 Contracted with the Small Business Administration to represent the five northern counties of Idaho for SBA Loans, working directly with local banks/SBA loan officers to provide business loan packaging; performed full-service accounting for 20+ clients in a wide variety of business activities; presented business management training seminars/classes for local college and businesses.

#### 1994/1995 COMMERCIAL CREDIT DEVELOPMENT, Hayden, ID - Commercial Loan Officer

 Provided business counseling, creative financing alternatives, loan packaging and closing, credit and ratio analysis, working directly with local banks and SBA; functioned as Office Manager, supervising a staff of two.

### 1989/1995 PANHANDLE AREA COUNCIL; Hayden, ID - Commercial Loan Officer (1992-1994) Fiscal/Contract Specialist/Grant Administrator (1989-1992)

- Managed education, marketing, and sales of SBA 504 Loans, Revolving Loan Fund and Micro Loan Programs, including interviewing, counseling, analysis, cash flow projections, loan review committee presentations and recommendations, portfolio monitoring, and debt collection.
- Administered federal/state grant projects for Idaho Department of Commerce and Economic Development Administration

#### **EDUCATION**

- LEWIS CLARK STATE COLLEGE, Lewiston, ID
   Bachelor of Science Degree in Business Management, Presidential Honors
- NORTH IDAHO COLLEGE, Coeur d'Alene, ID Associate of Applied Science Degree – Legal Assistant

WHEREAS, Idaho Statute 40-514 establishes the Public Transportation Advisory Council (PTAC); and

WHEREAS, the PTAC shall be comprised of six (6) members representing the six (6) Idaho Transportation Department Districts to be appointed by the Idaho Transportation Board; and

WHEREAS, the term of each member shall be three (3) years and the initial appointments to the council shall be such that two (2) members shall be appointed each year thereafter; and

WHEREAS, applications were solicited from interested parties to fill the position in District 2 with one submitted application for reappointment; and

WHEREAS, the Public Transportation Office solicited public comment on the submitted application from April 26, 2022 to May 25, 2022; and

WHEREAS, the submitted application and associated public comments were reviewed by the PTAC at their June 09, 2022 meeting where the council determined the applicant continues to meet criteria to fill the District 2 position.

NOW THEREFORE BE IT RESOLVED that the Transportation Board approves the reappointment of Alisa Anderson for the District 2 PTAC position for the completion of the term of July 1, 2022 through June 30, 2025.



ITD 2210 (Rev. 10-13)

ATION US					
Meeting Date July	y 21, 2022				
Consent Item	Information Item		Amount of Presentation	Time Needed 5	Minutes
Presenter's Name			Presenter's Title	Initials	Reviewed By
Shauna Miller			Grants/Contracts Officer	SM	LSS
Preparer's Name			Preparer's Title	Initials	1
Shauna Miller			Grants/Contracts Officer	SM	
Subject					
Public Transportat	ion Advisory Counci	il (PTA	AC) District 6 Appointment		
Key Number	District		Number		
N/A	6	N/A			
Background Infor	rmation				
Idaho. The counci coordinated transp pertinent informatic public transportation. The District 6 mem Transportation (PT Two applicants sul remaining PTAC multiple of the District 6 mem will serve a term of the district 6 mem will serve a term of t	il shall participate in portation systems. Eon, facts and data fron issues.  aber's term ended at positive solicited appropriated to the PT Officembers.  2022 meeting the Fon the PTAC.  aber term began July f July 1, 2022 through	plann Before com loot t the e plicati ffice.	t on issues and policies regarding activities, identify transportal setting programs and priorities, cal governments, agencies, and end of June 2022. In order to fill ons for the District 6 PTAC mer. The applications were reviewed moved by unanimous consensual 2020 and expired June 30, 2022 are 30, 2025.	ation needs, and the council shall providers regar the vacancy, the mber position in a by the PT Office us that the applic	promote II seek ding rural Public early 2022. and the eants are
Recommendation					
•	nake a selection to f	•	quests the Idaho Transportatior District 6 position. Board appr		he
Board Action					
☐ Approved ☐	Deferred				
☐ Other					



# **Public Transportation Advisory Council (PTAC) Application**

### **District 6 Appointment**

#### **Application Contact:**

Shauna Miller, Grants & Contracts Officer Shauna.Miller@ITD.Idaho.gov 208 334-8533

### **PTAC Application Process**

- 1. January 24, 2022: Application Released
- 2. April 25, 2022: Application Close
- 3. April 26, 2022 May 25, 2022: Public Comment
- 4. Applications sent to:
  - ITD Public Transportation Office, Attn: Shauna Miller, 206 Frontage RD, Lewiston, ID 83501
  - Or email to: Shauna.Miller@itd.idaho.gov
- 5. Public Transportation Advisory Council: PTAC will meet to discuss applications and qualification
- 6. Idaho Transportation Department: Idaho Transportation Board selects member

### **Designation/Authority**

The authority for the Public Transportation Advisory Council (PTAC) is established and outlined in Idaho Code 40-514 and ITD Board Policy 4039.

Idaho Code 40-514 created the Public Transportation Advisory Council (PTAC) to advise the Idaho Transportation Department (ITD) on issues and policies regarding public transportation in Idaho.

#### **Purpose**

As outlined in Idaho Code, the Public Transportation Advisory Council (PTAC) to advise the Idaho Transportation Department (ITD) on issues and policies regarding public transportation in Idaho.

The council shall participate in planning activities, identify transportation needs, and promote coordinated transportation systems. Before setting programs and priorities, the council shall seek pertinent information, facts and data from local governments, agencies and providers regarding rural public transportation issues.

PTAC shall work to ensure the public transportation program is safe, financially sustainable within the current funding constraints, and is capable of appropriately adjusting to the changing transportation landscape. PTAC activities should include promoting coordinated transportation system, engaging in planning activities, and identifying transportation needs.

### **Composition and Representation**

The advisory council shall be composed of six members appointed by the Idaho Transportation Board. Appointed members shall be representatives of local governments and agencies, private organizations, citizen groups and private providers that have an interest in public transportation, and people with disabilities and the elderly who utilize public transportation. The board shall appoint said members from recommendations submitted by said organizations, groups, providers, users and state agencies in each district. One member shall be appointed from each of the six transportation department director districts as provided in section 40-303, Idaho Code. The term of each member shall be three years and the initial appointments to the council shall be such that two members shall be appointed each year thereafter. The members shall be reimbursed for attending the meetings according to the provisions of Section 59-509(g), Idaho Code. The PTAC members shall be reimbursed by ITD-PT for travel expenses according to the limits specified in Section 67-2008, Idaho Code.

PTAC member terms go from July 1 through June 30. Below is the schedule of expirations along with counties served.

- ITD District 1: June 30, 2024
  - o Counties: Bonner, Boundary, Shoshone, Kootenai, and Benewah
- ITD District 2: June 30, 2022
  - o Counties: Latah, Clearwater, Nez Perce, Lewis, and Idaho

- ITD District 3: June 30, 2023
  - o Counties: Valley, Adams, Washington, Payette, Ada, Boise, Canyon, Gem, Elmore, and Owyhee
- ITD District 4: June 30, 2024
  - o Counties: Blaine, Camas, Lincoln, Twin Falls, Jerome, Gooding, Cassia, and Minidoka
- ITD District 5: June 30, 2023
  - o Bingham, Caribou, Bear Lake, Franklin, Power, Bannock, and Oneida
- ITD District 6: June 30, 2022
  - o Counties: Lemhi, Custer, Clark, Butte, Jefferson, Madison, Teton, Bonneville, and Fremont

At the conclusion of each PTAC member term, a full application process is required. While there is no provision for an automatic renewal of PTAC membership, it is allowable for members to receive consecutive appointments as a result of the application process.

Applications to serve on PTAC are coordinated by the ITD-PT Office. A call for applications must remain open for at least 30 calendar days, and applications received must be posted for public comment for at least 30 calendar days. Applications will then be reviewed by the seated members of the PTAC and a final appointment will be made by the Idaho Transportation Board.

### Committee Role and Responsibility

The PTAC shall:

- Meet at least three times per year; and
- Discuss agenda items relevant to our purpose and scope; and
- Provide meeting notices and agendas in accordance with the Idaho Open Meeting Laws; and
- Annually elect a chair from among its representatives.

#### <u>Chair</u>

Candidates for the position of Chair shall be nominated by members of PTAC. They shall be elected by nomination and a simple majority of those voting in person. The term shall be for a one year period, and is eligible to serve consecutive terms.

The Chair's responsibilities include:

- Serving as the group's spokesperson,
- Partnering with the ITD-PT Office to assist in program recommendations
- Participating in agenda development activities on behalf of the group, and
- Other functions as appropriate.

#### Committee Representatives Roles and Responsibilities

It is the role of the PTAC members to represent their constituent base, and to participate in the functions of the PTAC in a manner that represents the program's statewide interest. PTAC members are expected to participate in the meetings.

PTAC members are responsible for participating in scheduled meetings, serving on ad hoc committees as assigned, and committing to the terms they are designated to fill. Each committee member will make a good faith effort to attend each full advisory committee session. Attendance in person is preferred, but if that is not possible, attendance may be by teleconference or videoconference.

All members of PTAC shall be voting members. Fifty one percent of the regular members will constitute a quorum for purposes of conducting PTAC business. PTAC decisions will be made by utilizing consensus-building processes to reach as much agreement as possible, with a voting option to conclude a process where consensus can't be clearly established in the time available. PTAC can call for a simple majority of those voting.

In the event a representative reaches three absences, the Chair will approach the PTAC member and discuss with them their continued commitment and proposed action per the absences. Members will be expected to vacate their seat on PTAC after having missed three consecutive meetings and are nonresponsive to the Chair's attempts to contact them after having missed two consecutive meetings.

Members of the advisory council shall be reimbursed according to the provisions of section 59-509(g), Idaho Code.

### **Meetings**

PTAC shall meet three times per year. The PTAC meetings shall have a:

- Spring Meeting
- Summer Meeting
- Fall Meeting

Meetings shall be open and shall be noticed consistent with ITD Open Meeting Requirements.

The PTAC Chair or delegate will issue a call for agenda items approximately four weeks prior to a meeting. Subsequent to that, ITD-PT will work with the Chair to develop the agenda, which will be issued to the representatives with supporting background materials approximately two weeks prior to the meeting. PTAC will discuss all agenda items submitted to it by any member of the group.

Additionally, a PTAC member will present an annual update to the Idaho Transportation Board at the December meeting. Per Board Policy 4039 PTAC shall highlight district PTAC activities, system improvements and issues, and goals/objectives for the next 12 months.

### **Conflict of Interest**

As a member of the Public Transportation Advisory Council (PTAC), you will be leading and participating in meetings and processes related to public transportation.

This PTAC function requires that you fully disclose any real or potential conflict of interest that may influence or appear to influence your objectivity, judgment, or decisions. Based on the specific detail of any possible conflict of interest, you may be asked to recuse yourself from elements of the evaluation and recommendation process. If at any point you determine that a conflict of interest may exist, it is your responsibility to notify the presiding PTAC chair to determine the most appropriate action.

Examples of a conflict of interest, or the appearance of a conflict of interest, exist when a council member:

- Is directly or indirectly associated with the project applicant.
- Is employed, working as an intern, or considered for employment by the project applicant.
- Is a student or volunteer with the project applicant?
- Is providing, or intends to provide, direct or in-kind financial assistance related to the applicant or project application.
- Is elected to, appointed to, or employed by an organization that is providing, or intends to provide, direct or in-kind financial assistance to an applicant or the project application.
- Is a member of a committee or board, voting or otherwise, of the project applicant?
- Participated in the preparation of a submitted project application.
- Maintains an ownership position of any type, including securities or other evidences of debt, with the project applicant.
- Has a personal relationship with someone who has an interest in the project application.

The above examples and are not intended as a complete list. If you have any questions concerning possible conflicts of interest, contact Public Transportation Program Manager prior to signing this form.

I have read and fully understand this *Conflict of Interest Statement* (Attachment A) and will immediately advise the presiding PTAC Chair or the Public Transportation Program Manager of any potential conflict during my term on the PTAC.

Print Name

4PRIL

Signature

Date

### Public Transportation Advisory Committee (PTAC) Application Form

#### **Required for Submission**

Please include the following information:

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

Contact Information
Full Name: TRA PRAY
Street Address: 1985 Freenont Ave City/State/Zip: IJAho falls. ID 83415
Phone: 208 360 8918 Email: IRA. PRAY @ INL. GOV
Organization Affiliation (if any):  Name: Jaho NATIONAL LAS  Street Address: 1955 Frenont Ave City/State/Zip: IJAho Falls, ID. 83415
District you are applying for:
District 1 District 2 District 3 District 4 District 5 District 6 X

## Ira Pray Fleet Management Services Idaho National Laboratory

Ira earned his Bachelors degree in Business Administration at the College of the Ozarks, and his Masters degree in Business Administration from Idaho State University.

He joined the Idaho National Laboratory in 2009. He manages four departments: fleet maintenance, supply operations, motor/equipment pool and fuel services. He is actively involved with various types of transportation initiatives and research for vehicle and driver behaviors including, idle reduction, battery powered climate control, connected vehicles and heavy vehicle driving simulation. He is also heavily involved with testing and using various fuel types such as R-99, Bio-Diesel, Hydrogen and battery electric vehicles.

Ira has 26 years military experience primarily as a Logistics Officer in the Army Reserves. He also brings project management and account management experience to the Idaho National Lab.

#### April 25, 2022

To: Ron Duran Public transportation Manager

Idaho Transportation Department

From: Tad Pearson Integrated Transportation Services

Idaho National Laboratory

To Atm

Acting for Scott Wold Director of Mission Support Service, I Tad Pearson approve of Ira Pray serving on the Public Transportation Advisory Council.

Michelle Ziel-Dingman 951 Limestone Drive Idaho Falls, ID 83404

March 25, 2022

Dear Public Transportation Advisory Committee (PTAC),

Please find attached my application for a District 6 appointment to PTAC. Currently, I am in the middle of my second term on City Council and have discovered a passion and skills for public transportation that I would like to share in service to PTAC. As the President of the Idaho Falls City Council, Chair of the Greater Idaho Falls Transit Board of Directors, and 5+ year liaison to the Idaho Falls Regional Airport, I am fortunate to lead the conversation about transportation issues for our City.

My interest in public transportation began with an appointment by Mayor Rebecca Casper to the Bonneville Metropolitan Planning Committee, as I discovered the unique and complex way that MPOs work with stakeholders on transit planning. Since that time, I've been intimately involved with rebuilding a public transportation system in our city and believe that the skills I have gained in my roles would be useful to PTAC.

Thank you for considering my application,

Michelle Ziel-Dingman

Idaho Falls City Council President

Greater Idaho Falls Transit (GIFT) Board Chair



### YOUR Safety ∘ ∘ ∘ ▷ YOUR Mobility ∘ ∘ ∘ ▷ YOUR Economic Opportunity

### Public Transportation Advisory Committee (PTAC) Application Form

#### **Required for Submission**

Please include the following information:

• Cover Letter

**Contact Information** 

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

Full Name: Michelle Pauline Ziel- C	Pingman
Street Address: 951 Limestone Pr.	City/State/Zip: Idalo Falls, 10 8340
Phone: 208-206-4735 E	mail: Mdingman a idahofallo. ga
Organization Affiliation (if any):  Name: City of Idaho Falls  Street Address: 308 Constitute Way C	City/State/Zip: Jelaho Falls, ND 8340
District you are applying for:  District 1 District 2 District 3 District 4	District 5 District 6

### **Conflict of Interest**

As a member of the Public Transportation Advisory Council (PTAC), you will be leading and participating in meetings and processes related to public transportation.

This PTAC function requires that you fully disclose any real or potential conflict of interest that may influence or appear to influence your objectivity, judgment, or decisions. Based on the specific detail of any possible conflict of interest, you may be asked to recuse yourself from elements of the evaluation and recommendation process. If at any point you determine that a conflict of interest may exist, it is your responsibility to notify the presiding PTAC chair to determine the most appropriate action.

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- Is directly or indirectly associated with the project applicant.
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- Has a personal relationship with someone who has an interest in the project application.

The above examples and are not intended as a complete list. If you have any questions concerning possible conflicts of interest, contact Public Transportation Program Manager prior to signing this form.

I have read and fully understand this Conflict of Interest Statement (Attachment A) and will immediately advise the presiding PTAC Chair or the Public Transportation Program Manager of any potential conflict during my term on the PTAC.

Michelle Bel-Dingman	Signature
3/24/22 Date	

951 Limestone Drive | Idaho Falls, ID 83404 (208) 206-4735 | michelleziel@gmail.com

#### **EXPERIENCE**

#### **EXECUTIVE DIRECTOR**

SNAKE RIVER ANIMAL SHELTER | 2022-CURRENT | IDAHO FALLS, ID

- Oversee and manage operations of a nonprofit animal rescue shelter with 15 employees and an operating budget of approximately \$800,000.
- Ensure that compassionate care for animals and humane education for the community is our top priority.
- Oversee the Idaho K9 Academy, a training program for dogs inside the shelter or owned by community members

#### **COUNCILMEMBER & COUNCIL PRESIDENT**

IDAHO FALLS CITY COUNCIL | 2016-CURRENT

- Elected Nov. 2015. Re-elected to my second term unopposed in Nov. 2019.
- Elected to serve as Council President in January 2020.
   Re-elected to my second term as Council President in January 2022.
- Appointed to the Bonneville Metropolitan Planning Organization (BMPO) in Jan 2017. In January 2018, I was elected to the Chair of the BMPO Policy Board. I was re-elected as Chair in January 2019. I served in this role until January 2020.
- Appointed to the Targhee Regional Public Transportation Authority (TRPTA) Board of Directors in January 2020 to represent the City of Idaho Falls. In May 2020, I was elected as Chair of the TRPTA Board of Directors. I led the reorganization of TRPTA, formed the Assumed Business Name of Greater Idaho Falls Transit (GIFT), and am leading the re-launch of public transportation in Idaho Falls on behalf of GIFT
- I serve as the liaison to the Idaho Falls Regional Airport (IDA) and am the longest serving liaison to any department in the City.
- My passion for transit planning has grown through these experiences.

#### **VICE PRESIDENT OF MARKETING & OPERATIONS**

BLUE PHOENIX BRANDING | 2019-CURRENT | IDAHO FALLS, ID

- Oversee the marketing and operations of a promotional product, printing, and apparel Proforma franchise.
- Our company was recently awarded our franchise's "Rising Star" award for our quick growth in the industry. We hit \$1M+ in sales in our second year (2019) and have continued to grow through 2021 with year-end sales closing at 20% over 2020.
- Spearhead marketing strategies and implementation for clients including direct mail, social media, and photography.

951 Limestone Drive | Idaho Falls, ID 83404 (208) 206-4735 | michelleziel@gmail.com

#### **COMMUNITY FOOD BASKET IDAHO FALLS (CFBIF)**

2012-CURRENT | IDAHO FALLS, ID

- I have served CFBIF in a variety of roles including marketing and social media strategist/coordinator, public relations, event planner, newsletter manager, direct mail campaigns, Idaho Gives campaigns, donor appreciation, grant writing, website administrator, community speaker, and volunteer as both an independent contractor and with my positions in Artcore Visual Studio and Blue Phoenix Branding. I also seek volunteers and in-kind donations.
- In the spring of 2020, I transitioned into the contracted Development Director role after leading fundraising efforts for smaller projects since 2012 to coordinate a Capital Campaign to purchase their food storage warehouse. I still manage the general marketing of the organization but also lead fundraising efforts.
- We recently completed CFBIF's capital campaign with a final donation of \$51,500 from Melaleuca to purchase the warehouse. This final donation ended the campaign early, as my goal was to raise this extra \$750,000 during COVID-19 by 12/2022.
- Completed The Murdock Foundation 18-month "Essentials of Development" educational program on fundraising and case development.
- Created signature fundraising events including The CFB Hunger Games, Monsters Ball, and the 40th Anniversary Gala.
- Currently serve as the CFB Board Co-Chair and Secretary. This operates as a committee under the umbrella of Regional Council for Christian Ministry.

#### MARKETING MANAGER

FIN FUN / BLUE SPRING PARTNERS, LLC | 2016-2019 | IDAHO FALLS, ID

- Oversaw the marketing and creative functions of Fin Fun, the #1 online retailer of swimmable mermaid tails. Manage with enthusiasm and high standards the growing team of professionals and interns who produce copywriting, social media, videography, photography, events, children's programs, and influencer marketing plans.
- Provided vision for progressive, unique marketing techniques and opportunities. Ex: I revamped our annual Mermaid Mania program to produce measurable results including sold-out pool parties, national partnerships, and engaged brand ambassadors.
- Created data-driven promotional and sales programs to increase sales and profitability.
- Facilitated national public relations opportunities and nonprofit partnerships to increase brand exposure.
- Wrote and executed profitable email marketing campaigns utilizing advanced software.

951 Limestone Drive | Idaho Falls, ID 83404 (208) 206-4735 | michelleziel@gmail.com

#### CHIEF EXECUTIVE OFFICER

ARTCORE VISUAL STUDIO | 2013-2016 | IDAHO FALLS, ID

- Managed the day-to-day operations and account management for a small, niche graphic design and advertising firm. Led a team of designers, programmers, and social media managers to use innovative thinking, community networking, and social media to attain marketing goals.
- Created marketing plans and provided strategic direction for a variety of Artcore Visual Studio clients. Worked one-on-one with owners and executives to set goals, produce marketing materials, implement plans, research, press releases, media and community events. Clients included businesses in retail, law, financial planning, health/beauty, political/elected officials, cleaning/restoration, and non-profits.
- Handled all media buying and placement on behalf of clients. Negotiated best rates and placement to meet the strategic vision of the client's plan. Lead production of print, radio, and video work.
- Updated the websites and social media accounts for Artcore Visual Studio's premier clients. Implemented campaigns and online advertising.
- Under my leadership, Artcore Visual Studio competed with agencies triple the size and longevity. During my tenure, the company received awards for several design/advertising implementations including print/brochure, T-shirt design, and logo design. The company continues to be profitable using the framework I created

#### **EXECUTIVE DIRECTOR**

EASTERN IDAHO TECHNICAL COLLEGE FOUNDATION | 2011-2013 | IDAHO FALLS, ID

- Led fund raising efforts for the 501(c)3 organization of Eastern Idaho Technical College. Improved fund raising by over 15% during tenure. Utilized new online and traditional advertising techniques to improve community engagement.
- Worked autonomously to execute marketing and promotional strategies including managing the Foundation's website, social media, annual report, paid advertising, and publicity.
- Organized community and fund raising events from start to finish including attaining sponsors and coordinating with partners, vendors, media, volunteers and board directors. Increased profits of the Foundation's premier fund raising event, The Great Race for Education, by \$20,000 in the first year.
- Oversaw \$1.5M in investments and cash to ensure proper money management and oversight. Created and implemented annual budgets to maximize efficiency and fund raising profits.
- Worked in tandem with a Board of Directors consisting of fifteen (15) local business leaders for the greater good of the organization.

#### **ADJUNCT INSTRUCTOR**

EASTERN IDAHO TECHNICAL COLLEGE | 2010-2015 | IDAHO FALLS, ID

- Taught a variety of introductory and advanced classes related to social media, video marketing and business advertising strategy as part of the community education program at EITC. Classes were held in the evenings.
- Created all educational materials for instruction.
- Provided ongoing support for students.
- · Worked with adjunct faculty coordinator to create exciting classes targeted at business professionals.

951 Limestone Drive | Idaho Falls, ID 83404 (208) 206-4735 | michelleziel@gmail.com

#### **MARKETING MANAGER**

SNAKE RIVER LANDING & BALL VENTURES | 2008-2011 | IDAHO FALLS, ID

- Provided leadership in all aspects of strategic marketing and corporate branding for Snake River Landing and Ball Ventures projects.
- Created print-ready design materials including newspaper and magazine ads, brochures, posters, invitations.
- Organized community and VIP events from start to finish including attaining sponsors and coordinating with partners, vendors, media, volunteers and tenants. Directed more than 30 events at the property, driving event traffic to over 20,000 visitors annually.
- Wrote press releases, media quotes, and speeches for executive management.
- Directed social networking and publicity through outlets such as Facebook, Twitter and YouTube. Maintained website and blog for Snake River Landing.
- Prepared annual budget and related financial documents to control expenses and maintain long-term profitability for three business entities with a variety of funding sources. Meticulously forecasted and exceeded budgeting standards.
- Directed and produced video segments promoting various aspects of the project, events, promotions and current tenants
- Engaged in public presentations five times per year to promote the vision of Snake River Landing.
- Cultivated relationships with area business leaders and community partners to ensure maximum participation and support of Snake River Landing's vision and goals.

#### **MARKETING MANAGER**

GRAND TETON MALL / GENERAL GROWTH PROPERTIES | 2005-2008 | IDAHO FALLS, ID

- Managed and tracked marketing expenses and income to maximize a healthy cash flow. In 2007, reduced expenses by \$20,000. Obtained alternative revenue through sales and sponsorships.
- Coordinated a variety of community, corporate-mandated and grand opening events.
- Managed up to ten seasonal and permanent office and customer service staff at both mall management and gift card
- Exceeded yearly non-profit fund raising goals for both Children's Miracle Network and Habitat for Humanity by nearly 10 percent.
- Assisted in exceeding property goals for NOI (up 7.7% over goal), alternative revenue (28% over goal), sales per square foot (up \$37 from 2007) and fund raising (up 25% over goal).
- Mentored six college-aged local students in the areas of marketing, customer service, fund raising, and event planning.
- Received training from the GGP College in Chicago, IL in a variety of areas including crisis management, safety planning, event coordination, fund raising, and more.

951 Limestone Drive | Idaho Falls, ID 83404 (208) 206-4735 | michelleziel@gmail.com

#### **PROFESSIONAL AFFILIATIONS & COMMUNITY SERVICE**

- Idaho Falls City Council President, Seat 1, (2016-Current)
- Idaho Falls Civitans Project Member, President (2015-Current)
- President/Chair of the Greater Idaho Falls Chamber of Commerce Ambassadors (2014-2015)
- Mayor's Scholarship Fund Committee Member (2014-Current)
- Idaho Falls Advertising Federation Board of Directors, Director of Marketing & Communications (2014)
- Greater Idaho Falls Chamber of Commerce Board of Directors, Vice-Chair of Programs & Events (2013)
- The Art Museum of Eastern Idaho Board of Directors, Secretary (2009–2012)
- EITC Foundation Board of Directors (2009-2011)
- Founder, Dancing with the Idaho Falls Stars, fund raising event for Relay for Life (Started in 2008)
- Greater Idaho Falls Chamber of Commerce Ambassadors (2008-2017)
- Community Youth in Action (CYA) Board of Directors (2019-Current)

#### **HONORS**

- Civitan Club of Idaho Falls Member of the Year (2020)
- Southeast Idaho Professional of the Year, Nominee (2015)
- Idaho Business Review "Women of the Year", Nominee (2012)
- Aspen Award from the Idaho Small Business Development Center (2012)
- Accomplished Under 40 award from the Greater Idaho Falls Chamber of Commerce (2010)
- Idaho Business Review "Women of the Year", Nominee (2009)

#### PROFESSIONAL SPEAKING ENGAGEMENTS (MOST NOTABLE)

- Keynote Speaker for Girl Scouts of Silver Sage "Shooting Stars" Banquet (2017)
- Inspirational Speaker at the Idaho Falls Education Association Celebration (2015)
- Keynote speaker for TEDxIdahoFalls (2014)
- Keynote Speaker: Women's Business Symposium (2012)
- East Idaho Insurance Professionals (2011)
- East Idaho Association of Credit Unions (2010)
- Women's Council of Realtors (2010)
- Grand Teton Mediation Association (2007)

#### **SKILLS & ABILITIES**

- Effective leadership
- Budget creation & management
- Non-profit board management & fund raising
- Event planning
- Influencer partnerships & sponsorships
- Public speaking
- Relationship building
- Advanced use of Facebook, Twitter, Instagram, LinkedIn
- Implementing campaigns
- Intermediate experience in WordPress, Weebly, & Nationbuilder web platforms
- Intermediate experience in Constant Contact, MailChimp & Bronto (Email Marketing)

#### **EDUCATION**

- 2005—University of Idaho | Bachelor of Science, Advertising with emphasis in Marketing
- Copywriter for the 2004-2005 Advertising Competition Team for University of Idaho (4th Place in Regional Competition)

Darrell M. West BMPO Director 545 Shoup Ave #257, Idaho Falls, ID 83402 (208) 612-0539 dwest@bmpo.org

March 9, 2022

To whom it may concern,

I am writing this recommendation for City of Idaho Falls Councilmember Michelle Ziel-Dingman. Michelle has served on a couple of public transportation boards and has a wide range of knowledge regarding public transportation planning, programming, and other rules and regulations needed to evaluate conditions and make valuable decisions.

As the Director of the Bonneville Metropolitan Planning Organization (BMPO), I had the opportunity to work with Michelle as she served as a board member for the Regional Public Transportation Authority. During her tenure, she brought to the table a desire and commitment to ensure that services and operations were run with integrity, fiscal responsibility, and in coordination with federal rules and regulations.

Also, Michelle served for two years as the Chair of BMPO. Her leadership skills and ability to coordinate with other public entities on varying transportation issues and needs were exemplary.

I highly recommend Michelle Ziel-Dingman for District 6 Public Transportation Advisory Council (PTAC) member and am confident she will bring the same drive and dedication to PTAC.

If there is any other information I can provide, feel free to contact me at the email or phone number listed above.

Sincerely,

Darrell M. West

Darntfellet



March 18, 2022

ITD – Public Transportation Office Attn: Shauna Miller 206 Frontage Road Lewiston, ID 83501

RE: Public Transportation Advisory Council (PTAC) District 6 Applicant Michelle Ziel-Dingman

To the Idaho Transportation Board:

It is my pleasure to recommend to you the appointment of Michelle Ziel-Dingman to serve in PCTAC's District 6 seat. Ms. Ziel-Dingman serves as City Council President for the City of Idaho Falls. She has a heart for service as evidenced by her tireless efforts to ease the suffering caused by food insecurity. She has also made a real difference in our community as she has worked to bring public transportation service back to the City of Idaho Falls.

Since Targhee Regional Public Transit Authority (TRPTA) closed in May 2019, Ms. Ziel-Dingman worked behind the scenes to revive public transit. We are thrilled to witness the rapidly approaching rollout of the Greater Idaho Falls Transit (GIFT) pilot program later this spring. Re-establishing public transit in Idaho Falls will provide accessibility and mobility for those needing access to and from their daily destinations. The public's demand for these services has been steady since TRPTA's closure 3 years ago.

Working through the TRPTA closure and having a front seat for bringing GIFT online have been tremendous learning opportunities for Ms. Ziel-Dingman. Her understanding and knowledge of transit administration is now significant. In addition, her ability to represent our community's concerns and need for safe, sustainable, and affordable public transportation will serve PTAC well. Just as her service has been a tremendous asset to the City of Idaho Falls, I am confident she will be no less so in representing the region. I believe that if there are concerns in other areas of District 6, she will waste no time becoming aware of and addressing them.

I see in Ms. Ziel-Dingman the qualities required to continue spearheading public transportation issues in both our region and in our state, and to impart her skills as a leader and champion of that cause. She is intelligent, curious, motivated, analytical, and tenacious. Her willingness to understand and anticipate the changing transportation landscape makes her an excellent fit for the District 6 seat. I am honored to support Ms. Ziel-Dingman's application to serve as a member of PTAC. Please do not hesitate to call on me should you desire more information.

Respectfully,

Rebecca L. Noah Casper, Ph.D.

Mayor, City of Idaho Falls

WHEREAS, Idaho Statute 40-514 establishes the Public Transportation Advisory Council (PTAC); and

WHEREAS, the PTAC shall be comprised of six (6) members representing the six (6) Idaho Transportation Department Districts to be appointed by the Idaho Transportation Board; and

WHEREAS, the term of each member shall be three (3) years and the initial appointments to the council shall be such that two (2) members shall be appointed each year thereafter; and

WHEREAS, applications were solicited from interested parties to fill the position in District 6 with two submitted applications; and

WHEREAS, the Public Transportation Office solicited public comment on the submitted applications from April 26, 2022 to May 25, 2022; and

WHEREAS, the submitted applications and associated public comments were reviewed by the PTAC at their June 09, 2022 meeting where the council determined the applicants are qualified to fill the vacant District 6 position.

NOW THEREFORE BE IT RESOLVED t	hat the Transportation Board has
determined to appoint	for the District 6 PTAC
position for the completion of the term of J	uly 1, 2022 through June 30, 2025.



### **Board Agenda Item**

ITD 2210 (Rev. 10-13)

Martina Data dal	. 04 . 0000				
Meeting Date July	y 21, 2022				
Consent Item	Information Iter	n 🗌	Amount of Presentation T	ime Needed 5 r	mins
Presenter's Name			Presenter's Title	Initials	Reviewed By
Randy Danner			Employee Safety Manager	rtd	LSS
Preparer's Name			Preparer's Title	Initials	
Randy Danner			Employee Safety Manager	rtd	
Subject					
Administrative Poli	icy A-06-17, Repor	ting Los	sses to HQ		
Key Number	District	Route	Number		
Background Infor	rmation				
examination and Safety offices, we The Board's Sub	consultation with e recommend this committee on Pol	n ITD C s policy icies co	pergency Operation Guide. Af Operations, Facilities, Environ of be deleted.  Oncurred and supported the doing of the deleted.	mental and	
Board Action					
Approved	Deferred				
Other					
Recommendations	<b>S</b>				
Approve resolution	on page 121.				



#### **ADMINISTRATIVE POLICY A-06-17**

Page 1 of 2

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#### REPORTING LOSSES TO HEADQUARTERS

The following incidents involving Department vehicles, property, or endangering the environment, shall be reported as soon as possible by Headquarters employees to the Employee Safety and Risk Manager (ESRM), and by District employees to District Management who shall notify the ESRM office.

- Accidents which involve an employee's death on the job, or major equipment or property
  loss, require immediate notification of the ESRM, the District Engineer, and the Safety
  Compliance Officer. The ESRM shall notify all members of Executive Management, the
  State Industrial Commission Director, and/or the Department of Administration Office of
  Risk Management Programs (RMP), and other external agencies as appropriate.
- The ESRM or Safety Compliance Officer shall contact the RMP office as soon as possible if an incident involves serious injury, death, to a non-ITD person or appears to be a high dollar claim involving ITD and a public party or construction work zones with ITD oversight. The RMP staff shall make a determination whether to assign an adjustor to go to the scene when possible or to review the damaged equipment and property. The adjustor shall provide an objective investigation report to assist in claim decisions.
- ITD employees must report all damage to Department facilities, property or equipment
  not licensed for the road, by completing the ITD 2536 Property Damage or Loss Report
  and submitted to the Safety and Compliance Officer and District Facilities Manager. The
  Safety Compliance Officer will forward the ITD 2536 to the ESRM.
- ITD employees must report all damage to licensed vehicles by completing the ITD 0556,
   Vehicle Accident Report and submitting the ESRM.
- Hazardous materials contamination or other environmentally endangering incidents shall be reported to Division of Highways Office of Highway Operations and Safety and the Division of Highways Headquarters Environmental Section. The Emergency Program Coordinator shall report the incident to the ESRM.

Notification shall be made by an employee who personally observed or made first discovery of the incident.

Signed	Date	June 18, 2010	
Brian W. Ness		•	
Director			

#### **ADMINISTRATIVE POLICY A-06-17** Page 2 of 2

#### This policy based on:

• Decision by the Director

Department-wide supervision and coordination assigned to:

• Administrative Services Division Administrator

Direction of activity and results assigned to:

• Employee Safety and Risk Management Manager

Department procedures contained in:

Employee Safety/Risk Management Manual
Former dates of A-06-17:

7/9/91, 11/23/93, 7/21/03, and 1/26/09

Forms associated with this policy:

- ITD 2536
- ITD 0556

Cross reference to related Administrative Policies:

- A-23-01, EMPLOYEE SAFETY AND RISK MANAGEMENT PROGRAM
- A-15-01, DAMAGED STRUCTURES

WHEREAS, the Idaho Transportation Board is charged with setting policies for the Idaho Transportation Department; and

WHEREAS, Administrative Policy A-06-17, Reporting Losses to Headquarters required a 5-year review; and

WHEREAS, the requirements set forth in Policy A-06-17, Reporting Losses to Headquarters are contained in either the Operations Manual, the Employee Safety Manual or the Emergency Operations Guide.

*NOW THEREFORE BE IT RESOLVED*, that the Board approves the recommendation to delete Administrative Policy A-06-17.



TBA

### **Board Agenda Item**

ITD 2210 (Rev. 10-13)

Meeting Date <u>7/21/2022</u>			
Consent Item  Information Item	Amount of Presentation Time	Needed 10	min
Presenter's Name	Presenter's Title	Initials	Reviewed By
Caleb Lakey/Dan Richter (Avimor)	District 3 Engineer/General Mngr.		LSS
Preparer's Name	Preparer's Title	Initials	
Vincent Trimboli	District 3 P&D Services Manager		
Subject			
Proposed Proportionate Share Agreement	t, Avimor		
Key Number District Pou	uto Number		

#### **Background Information**

3

The Avimor Development and ITD District 3 have drafted a proportionate share agreement to help fund future highway improvements on Idaho State Highway 55 from SH-44 to Pearl Road. This item is a follow-up to two previous presentations to the Idaho Transportation Board in December of 2021 and last month (June 2022).

SH-55

In December, District Engineer Caleb Lakey and Avimor General Manager Dan Richter presented the complete agreement and a draft resolution to the Idaho Transportation Board for approval.

As part of the agreement, Avimor has voluntarily agreed to commit a Proportionate Share Fee (\$5,000) per residential unit constructed within the project site starting in 2023. Fees collected would go toward funding key intersection improvements and widening the corridor to two lanes from the intersection of SH-44/55 north to the junction of Pearl Rd.

In June, Board members had several questions for ITD and Avimor:

- Why doesn't the agreement adjust for future inflation?
- Is the \$5,000 fixed rate over the 30-year life of the agreement sufficient?
- Should the department look into the possibility of adding an escalator clause into the agreement?

Based on the questions for members, Board Chairman Bill Moad delayed a decision on the agreement and asked ITD Chief Administrative Officer (CAO) Dave Tolman to work with the financial planning and analysis team (FP&A) to look into the questions and present the findings to the Board in July.

After a full review, FP&A analysis shows that \$5,000 is a reasonable number and is at or above the value of the proportional share calculated in the ITD Technical Staff Report (see attached), according to CAO Tolman.

The Analysis shows ITD will be either even or a little bit ahead financially over the life of the agreement. To hedge against future increases, FP&A has made a recommendation to add a single item into the deal that looks into renegotiating the amount paid to ITD every ten years.



## **Board Agenda Item**

ITD 2210 (Rev. 10-13)

This project is an excellent example of teamwork between local, state, and private partners to fund transportation needs. Attached to this item are the updated agreement, a draft resolution, and the 2021 Technical Staff Report used to calculate the proportionate share agreement.	
Recommendations	
Approval of the attached resolution on page 159.	
Board Action	
☐ Approved ☐ Deferred	
☐ Other	



**Development:** Avimor Boise County Development

**Lead Agency:** Boise County

c/o Peggy Breski Horrocks Engineers

2775 W. Navigator Dr., Suite 210

Meridian, Idaho 83642 peggyb@horrocks.com

Phone: 208-895-2520, ext. 435

Location: East and west of SH-55, north of the Ada County/ Boise County Line to Pearl Road

East and west of SH-55. North of the Boise County Line to Pearl Road

SH-55 MP 52.1, Avimor Road SH-55 MP 53.7, McCleod Way SH-55 MP 54.9 (New Access) SH-55 MP 57.0, Pearl Road

**Applicant:** Dan Richter

**Avimor Partners** 

18454 N McLeod Way

Boise, ID 83714 danr@avimor.com Phone: 208-939-5360

Consultant: Sonia Daleidan

Kittelson & Associates

101 S Capitol Boulevard, Suite 600

Boise, ID 83702

sdaleiden@kittelson.com Phone: 208-338-2683

Staff Contact: Erika Bowen

Idaho Transportation Department (Acting) Development Services Manager

Erika.Bowen@itd.idaho.gov Phone: 208-265-4312 ext. #7

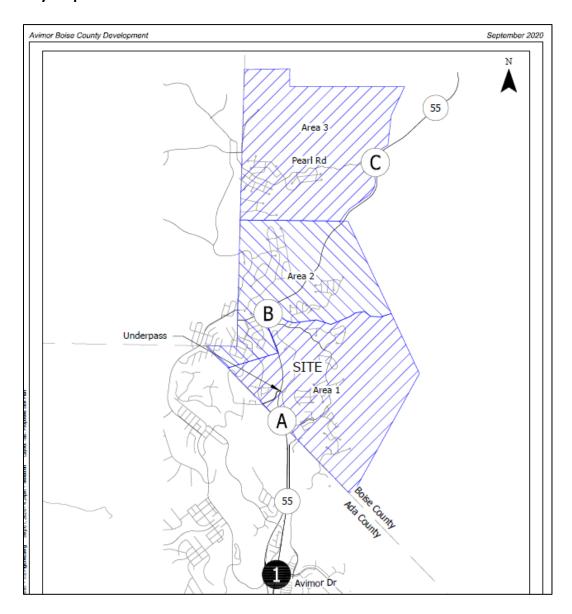
### Traffic Findings for Consideration

#### 1. Proposed Development

The proposed Avimor Boise County Development includes 1900 single-family homes, 107,000 sqft shopping center, and 62,000 sqft mini warehouse.

The development will be constructed in three phases: 2025, 2030 and 2032. The development is requesting a new direct access approach onto Sh-55 at MP 54.9. The proposed access is intended to be a public road. They also want to utilize access off Pearl Road on SH-55 MP 57.0.

#### 2. Vicinity Map

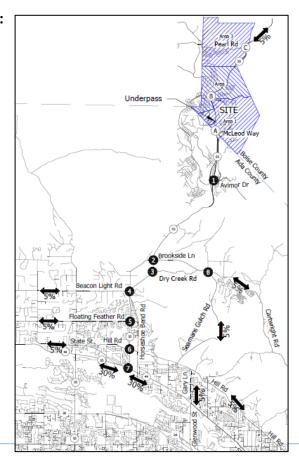


### 3. Trip Generation:

Table 46. Avimor Boise County Estimated Trip Generation (Area 1 + Area 2 + Area 3)

	ITE		Daily	Weekday AM Peak Hour		Weekday PM Peak Hour			Friday PM Peak Hour			
Land Use	Code	Units	Trips	Total	In	Out	Total	In	Out	Total	In	Out
Residential Land Use	N/A	600	5,152	246	89	157	300	174	126	330	175	155
Area 1 Total Net New Residential Trips		5,152	246	89	157	300	174	126	330	175	155	
Residential Land Use	N/A	1,000	8,389	410	148	262	500	290	210	550	292	258
Area 2 Total Net I	New Reside	ential Trips	8,389	410	148	262	500	290	210	550	292	258
Residential Land Use	N/A	300	2,652	123	44	79	150	87	63	165	87	78
Area 3 Total Net I	New Reside	ential Trips	2,652	123	44	79	150	87	63	165	87	78
Area 1+2+3 Total	Area 1 + 2 + 3 Total Net New Residential Trips		16,193	779	281	498	950	551	399	1,045	554	491
Internal Trips	(AM = 2%,	PM = 15%)	(2,131)	(11)	(6)	(5)	(125)	(92)	(33)	(125)	(92)	(33)
Area 1 + 2 + 3 To		I Net New ential Trips	14,062	768	275	493	825	459	366	920	462	458
Shopping Center (Phase 2)	820	70,000	4,717	187	116	71	417	200	217	417	200	217
Shopping Center (Phase 3)	820	37,600	3,091	171	106	65	263	126	137	263	126	137
Area 2 + 3 Internal Shopping Center Trips (AM = 2%, PM = 15%)		(1,434)	(11)	(5)	(6)	(125)	(33)	(92)	(125)	(33)	(92)	
Area 2 + 3 External 9	hopping Co	enter Trips	6,375	346	217	129	556	293	262	555	293	263
Pass-by Trips	(AM = 0%,	PM = 34%)	(2,167)	0	0	0	(188)	(94)	(94)	(188)	(94)	(94)
Area 2 + 3 Net New S	hopping Co	enter Trips	4,207	346	217	129	368	199	168	367	199	168
Mini-Warehouse	151	62,000	94	6	4	2	11	5	6	11	5	6
Internal I	Mini-Warel	nouse Trips	(94)	(6)	(4)	(2)	(11)	(5)	(6)	(11)	(5)	(6)
Area 2 + 3 Net N	Area 2 + 3 Net New Commercial Trips		4,301	353	221	132	378	204	174	378	204	173
	Area 1 Subtotal Trips		5,152	246	89	157	300	174	126	330	175	155
	Area 2 Sub	total Trips	13,106	597	264	333	917	490	427	967	492	475
	Area 3 Sub	total Trips	5,837	300	154	146	424	218	206	439	218	221
Area 1 + 2 + 3 Subtotal Trips		24,095	1,143	507	636	1,641	882	759	1,736	885	851	
	Total Internalization		(3,658)	(28)	(15)	(13)	(261)	(130)	(131)	(261)	(130)	(131)
Area 1 + 2 +	Area 1+2+3 Total External Trips		20,437	1,114	492	622	1,381	752	629	1,475	755	720
	Total Pa	ss-by Trips	(2,167)	0	0	0	(188)	(94)	(94)	(188)	(94)	(94)
Area 1 + 2 + 3	Area 1+2+3 Total Net New Trips		18,270	1,114	492	622	1,193	658	535	1,287	661	626

### 4. Trip Distribution:



## 5. Traffic Impact Study Recommendations Dated: September 4, 2020

Kittleson & Associates prepared a traffic impact study for the proposed Avimor Boise County Development. Below is an executive summary of the findings and recommendations presented in the TIS by Kittleson & Associates. The following summary is not the opinion of ITD staff. ITD staff has reviewed the submitted traffic impact study for consistency with ITD policies and practices and may have additional and/or varied requirements beyond what is noted in the summary.

#### **FINDINGS**

#### **Existing Conditions**

- The study evaluated 10 off-site intersections during the weekday a.m. and weekday p.m. hours of a typical weekday, as well as the Friday p.m. peak hour during the summer months.
- All study intersections were found to operate at acceptable operating standards during the existing weekday a.m. and p.m. peak hours with the exceptions of:
  - SH 55 / Brookside Lane (Weekday p.m. and Friday p.m. Peak Hours)
    - The westbound approach is LOS F during both the weekday p.m. and Friday p.m. peak hours.
    - At the time of data collection for this analysis, this intersection was two-way stop-controlled. Since that time, a traffic signal has been installed at this intersection in February 2020.
    - With the traffic signal, all movements at this intersection will operate at LOS
       D or better, and the intersection v/c ratio will not exceed 0.85.
    - This intersection will be analyzed as a signalized intersection under all future traffic analysis scenarios.
  - SH 55 / Dry Creek Road (Weekday p.m. and Friday p.m. Peak Hours)
    - The westbound approach is LOS F during both the weekday p.m. and Friday p.m. peak hours.
    - Reconfiguring this intersection to right-in, right-out, left-in movements only (where westbound left-turns are routed through the SH 55 / Brookside Lane intersection) will bring all traffic movements to LOS C or better. This reconfiguration is a condition of approval of the Dry Creek Ranch development once Brookside Lane reaches 550 weekday p.m. peak hour trips.
  - SH 55 / SH 44 (Weekday p.m. and Friday p.m. Peak Hours)
    - The westbound through movement has a v/c ratio of 0.91 in the weekday p.m. peak hour and a v/c ratio of 1.09 in the Friday p.m. peak hour (and is LOS F).
    - As this intersection is fully built out with turn lanes, ITD will need to determine
      the future configuration of this high volume intersection and evaluate
      potential alternate intersection treatments (such as a displaced left-turn
      intersection).
- All ACHD study roadway segments operate at acceptable levels of service during the weekday a.m. and weekday p.m. peak hours.

- Under existing conditions, traffic volumes on SH 55 segments between Beacon Light Road and McLeod Way exceed the ACHD roadway segment threshold for LOS E during the Friday p.m. peak hour.
- Crash data at the study intersections for the most recent five years (2014-2018) was analyzed
  for any existing crash trends. The majority of crashes were located at three intersections
  along SH 55: Floating Feather Road, Hill Road, and SH 44, and on roadway segments between
  these three intersections on SH 55.
- There was one fatal crash at the SH 55/Hill Road intersection. On Tuesday, April 17th, 2018, a van heading northbound on SH 55 rear-ended a truck that was stopped in traffic at the intersection. The driver of the van was killed in the crash. The crash was attributed to inattentive driving.

#### Year 2025 Background Traffic Conditions

- In addition to general background growth, the specific traffic volumes from the remaining Avimor Village I development and the Dry Creek Ranch development where incorporated into 2025 background conditions.
  - This analysis assumes full development of Avimor Village 1 by 2025.
  - This analysis assumes 40% build out of the Dry Creek Ranch development by 2025.
- There are no ACHD Capital Improvement Plan (CIP), Integrated Five Year Work Plan (FYWP)
  or ITD Statewide Transportation Investment Program (STIP) projects within the study area
  planned to be completed by 2025.
- Year 2025 background traffic analysis (without inclusion of site-generated traffic) found that
  all study intersections are expected to operate at acceptable operating standards during the
  weekday a.m. and p.m. peak hours with the exceptions of:
  - SH 55 / Avimor Drive (Friday p.m. Peak Hour)
    - The intersection is projected to operate at a v/c ratio of 0.96 in the summer Friday p.m. peak hour. The westbound left-turn lane group has a v/c ratio of 0.93, and the northbound through lane group has a v/c ratio of 0.99.
    - This is condition that will only occur about 10 times during the course of the year.
  - SH 55 / Brookside Lane (Weekday p.m. and Friday p.m. Peak Hours)
    - The intersection is projected to operate at a v/c ratio of 1.15 in the Friday p.m. peak hour. In addition, the westbound left-turn lane group has a v/c ratio of 0.92, and the northbound through lane group has a v/c ratio of 0.93 in the weekday p.m. peak hour and a v/c ratio of 1.19 (and LOS F) in the Friday p.m. peak hour.
    - o The Dry Creek Ranch Development has been conditioned to widen SH 44 to two travel lanes in each direction through this intersection at a certain level of development. If SH 55 is widened to a four-lane facility, then the intersection will operate at acceptable levels during the weekday a.m. and p.m. peak hours, and the Friday p.m. peak hour intersection v/c ratio will be under capacity at 0.93.

#### SH 55 / Dry Creek Road (Weekday a.m., Weekday p.m., and Friday p.m. Peak Hour)

- Without mitigation, the critical movement are projected to operate over capacity and at LOS F during the three peak periods.
- Widening SH 55 and restricting the intersection to right-in, right-out, left-in as conditioned on the Dry Creek Ranch Development will bring operations at this intersection to within acceptable levels.

#### o SH 55 / Floating Feather Road (Friday p.m. Peak Hour)

- The northbound through/right lane group is projected to have a v/c ratio of 0.93 in the Friday p.m. peak hour.
- The overall intersection v/c ratio is projected to be below 0.90 during both the weekday a.m. and weekday p.m. peak hours, and the intersection is largely built-out with turn lanes.

#### SH 55 / Hill Road (Friday p.m. Peak Hour)

- The westbound right-turn lane group is projected to have v/c ratio of 0.91 and LOS F during the Friday p.m. peak hour.
- Adding a westbound right-turn overlap phase brings all intersection and lane group v/c ratios to acceptable levels across all peak periods.

#### SH 55 / SH 44 (Weekday p.m. and Friday p.m. Peak Hours)

- The intersection v/c ratio is projected to be 1.07 in the weekday p.m. peak hour and 1.09 in the Friday p.m. peak hour, and LOS F for both time periods.
- o The westbound through lane group v/c ratio is projected to be 1.52 in the weekday p.m. peak hour and 1.47 in the Friday p.m. peak hour (LOS F for both time periods). In addition, the southbound left-turn lane group is projected to have a v/c ratio of 0.92 in the Friday p.m. peak hour and LOS F during both the weekday p.m. and Friday p.m. peak hours.
- As this intersection is fully built out with turn lanes, ITD will need to determine
  the future configuration of this high volume intersection and evaluate
  potential alternate intersection treatments (such as a displaced left-turn
  intersection).

#### o SH 55 / McLeod Way / Site Access A

- The westbound left/through lane group is projected to be LOS F during the Friday p.m. peak hour.
- Under Year 2025 total traffic conditions, this intersection will become a rightin, right-out intersection with an underpass allowing vehicles to make a rightturn onto SH 55.
- All ACHD roadway study segments are projected to operate at acceptable levels of service during the weekday a.m. and weekday p.m. peak hour.
- As under existing conditions, SH 55 segments from Beacon Light Road to McLeod Way are projected to exceed ACHD segment volume thresholds for LOS E during the Friday p.m. peak hour.

#### Year 2025 Trip Distribution and Trip Assignment

- The projected weekday daily, weekday a.m., weekday p.m., and Friday p.m. peak hour vehicle trips for the proposed development were estimated based on the site-specific trip generation rates for Avimor residential land use outlined in the scoping section of this report.
- The proposed Avimor Boise County Area 1 development (360 single-family dwelling units and 240 multifamily dwelling units) is estimated to generate a total of 5,152 daily net new trips, 246 weekday a.m. peak hour net new trips (89 inbound / 157 outbound), 300 weekday p.m. peak hour net new trips (174 inbound / 126 outbound), and 330 Friday p.m. peak hour net new trips (175 inbound / 155 outbound).
- The trip distribution patterns are consistent with previous Avimor development studies and are based on the access connections to and from the proposed development and their attraction/destination characteristics.

#### Year 2025 Total Traffic Conditions

- Year 2025 total traffic analysis found that all study intersections are expected to operate at acceptable operating standards during the weekday a.m. and p.m. peak hours with the exceptions of:
  - o SH 55 / Avimor Drive (Friday p.m. Peak Hour)
    - The Friday p.m. peak hour intersection v/c ratio is projected to be 1.08 and LOS E.
    - In the Friday p.m. peak hour, the westbound left-turn lane group v/c ratio is projected to be 0.93 and LOS E, and the northbound through lane group is projected to have a v/c ratio of 1.14 and LOS F.
    - This is a condition estimated to only occur during approximately 10 summer
       Friday evenings over the course of the year.
  - SH 55 / Brookside Drive (Weekday p.m. and Friday p.m. Peak Hours)
    - The weekday p.m. peak hour intersection v/c ratio is projected to be 0.98, and the Friday p.m. peak hour v/c ratio is projected to be 1.26 and LOS F.
    - The westbound left-turn lane group is projected to have a v/c ratio of 0.99 and LOS F in the Friday p.m. peak hour. The northbound through lane group is projected to have a v/c ratio of 1.00 and LOS F in the weekday p.m. peak hour and a v/c ratio of 1.30 and LOS F in the Friday p.m. peak hour.
    - Similar to 2025 background conditions, the same mitigation of widening SH
       55 to provide additional thought lanes (as conditioned on the Dry Creek Ranch development) will mitigate 2025 total traffic conditions.
  - SH 55 / Dry Creek Road (Weekday a.m., Weekday p.m., and Friday p.m. Peak Hours)
    - Across all three peak periods, the westbound approach v/c ratio is projected to exceed 2.00 and is LOS F.
    - The same mitigation described in the year 2025 background traffic conditions of widening SH 55 and restricting the intersection to right-in, right-out, left-in as conditioned on the Dry Creek Ranch development will mitigate the intersection in 2025 total traffic conditions.

#### SH 55 / Floating Feather Road (Weekday p.m. and Friday p.m. Peak Hours)

- The northbound through/right lane group is projected to have a v/c ratio of 0.93 in the weekday p.m. peak hour and a v/c ratio of 0.94 in the Friday p.m. peak hour.
- The overall intersection v/c ratio is projected to be below 0.90 during both of these time periods, and the intersection is largely built-out with turn lanes to its full capacity.

#### SH 55 / Hill Road (Friday p.m. Peak Hour)

- The westbound right-turn lane group is projected to have a v/c ratio of 0.93 and LOS F in the Friday p.m. peak hour.
- The same mitigation identified in 2025 background conditions of providing an westbound right-turn overlap phase will also mitigate 2025 total traffic conditions.

#### SH 55 / SH 44 (Weekday a.m., Weekday p.m., and Friday p.m. Peak Hours)

- As in 2025 background conditions, the intersection is projected to operate over capacity in the weekday p.m. peak hour and the Friday p.m. peak hour.
- As this intersection is fully built out with turn lanes, ITD will need to determine
  the future configuration of this heavily trafficked intersection and evaluate
  potential alternate intersection treatments (such as a displaced left-turn
  intersection).
- All ACHD study roadway segments operate at acceptable levels of service during the weekday a.m. and weekday p.m. peak hours.
- As under existing and 2025 background conditions, SH 55 segments from Beacon Light Road to McLeod Way are projected to exceed ACHD roadway segment volume thresholds for LOS E during the Friday p.m. peak hour.

#### Year 2030 Background Traffic Conditions

- In addition to the general growth and specific in process development described in the 2025 background conditions, year 2030 background traffic volumes were estimated assuming 80% build out of the Dry Creek Ranch development by 2030.
- There are no ACHD Capital Improvement Plan (CIP) or ITD Statewide Transportation Investment Program (STIP) projects within the study area planned to be completed by 2030.
- Year 2030 background traffic analysis (without inclusion of site-generated traffic) found that
  all study intersections are expected to operate at acceptable operating standards during the
  weekday a.m. and p.m. peak hours with the exceptions of:

#### o SH 55 / Avimor Drive (Friday p.m. Peak Hour)

- The intersection is projected to operate over capacity in the Friday p.m. peak hour (this is an occurrence that would only happen approximately 10 times per year).
- While is it projected to exceed ITD's v/c target of 0.90 in the weekday a.m.
   and weekday p.m. peak hour, the intersection will operate under capacity.

#### SH 55 / Brookside Lane (Weekday a.m., Weekday p.m., and Friday p.m. Peak Hours)

- The intersection is projected to operate over capacity in the weekday p.m. and Friday p.m. peak hours.
- As outlined in the year 2025 background traffic conditions, dual westbound left-turns and the widening of SH 55 as conditioned on the Dry Creek Ranch Development, will bring the weekday a.m. and weekday p.m. intersection and lane group movement v/c ratios to below 0.90.

#### SH 55 / Dry Creek Road (Weekday a.m., Weekday p.m., and Friday p.m. Peak Hours)

- Across all three analysis periods, the westbound approach v/c ratio is projected to exceed 2.00 and is LOS F.
- As outlined in the year 2025 background traffic conditions, the same mitigation of widening SH 55 and restricting the intersection to right-in, rightout, left-in as conditioned on the Dry Creek Ranch Development will mitigate year 2030 background conditions.
- o SH 55 / Beacon Light Road (Weekday p.m. Peak Hour)
  - In the weekday p.m. peak hour, the intersection v/c ratio is projected to be 0.91. In addition, the northbound left-turn lane group is projected have a v/c ratio of 0.91 and the southbound through/right lane group is projected to have a v/c ratio of 0.94.
  - Providing an exclusive southbound right-turn lane will mitigate the intersection and all lane group v/c ratios below 0.90.

#### SH 55 / Floating Feather Road (Weekday a.m., Weekday p.m., and Friday p.m. Peak Hours)

- The intersection v/c ratio is projected to be 0.93 in the weekday p.m. peak hour and 0.91 in the Friday p.m. peak hour.
- The westbound through/right lane group, the northbound left-turn lane group, the northbound through/right lane group, and the southbound through/right lane group all are projected to have a v/c ratio that exceeds 0.90 across one or more peak hours.
- Adding a right-turn lane to the northbound, southbound, and westbound legs of the intersection will mitigate the intersection v/c ratio to below 0.90 across all analysis time periods.

#### SH 55 / Hill Road (Friday p.m. Peak Hour)

- In the Friday p.m. peak hour, the intersection v/c ratio is projected to be 0.91.
- The westbound right-turn lane group, the northbound through lane group, and the southbound left-turn lane group are projected to have a v/c ratio that exceeds 0.90 and/or is LOS F.
- The same mitigations outlined under year 2025 background traffic conditions (add a westbound right-turn overlap phase) will mitigate the 2030 background traffic conditions.

- SH 55 / SH 44 (Weekday a.m., Weekday p.m., and Friday p.m. Peak Hours)
  - All three peak periods are projected to have an intersection v/c ratio that exceeds 0.90 and is LOS E or worse.
  - The westbound through lane group and southbound left/through lane group are projected to have a v/c ratio that exceeds 1.00 and is LOS F across all three peak periods.
  - As this intersection is fully built out with turn lanes, ITD will need to determine
    the future configuration of this high volume intersection and evaluate
    potential alternate intersection treatments (such as a displaced left-turn
    intersection).

#### Harrison Boulevard / Bogus Basin Road / Hill Road (Weekday a.m. and Weekday p.m. Peak Hours)

- The intersection is projected to operate over capacity in the weekday p.m. peak hour.
- The eastbound left-turn lane group, the westbound through/right lane group, the northbound left-turn lane group, and the southbound through lane group are projected to have v/c ratios that exceed 1.00 and/or are LOS F in the weekday p.m. peak hour.
- Adding a westbound right-turn will mitigate all lane groups under a v/c ratio of 1.00 and improve the LOS to D or better.

#### SH 55 / McLeod Way (Friday p.m. Peak Hour)

- The westbound left/through lane group is projected to have a v/c ratio of 0.92 and is LOS F during the Friday p.m. peak hour.
- This intersection will become a right-in, right-out intersection on both sides of SH 55 with an underpass allowing vehicles to access both northbound and southbound SH 55.
- All ACHD study roadway segments operate at acceptable levels of service during the weekday a.m. and weekday p.m. peak hours.
- SH 55 segments from Beacon Light Road to McLeod Way as well as the segment from Hill Road to Floating Feather Road are projected to exceed the ACHD segment volume thresholds for LOS E during the Friday p.m. peak hour.

#### Year 2030 Trip Distribution and Trip Assignment

The proposed Avimor Boise County Area 1 and Area 2 development (1,600 housing units and 70,000 square feet of commercial space combined) is estimated to generate a total of 14,801 daily net new trips, 825 weekday a.m. peak hour net new trips (344 inbound / 481 outbound), 949 weekday p.m. peak hour net new trips (530 inbound / 419 outbound), and 1,029 Friday p.m. peak hour net new trips (533 inbound / 496 outbound).

 The trip distribution patterns are consistent with previous Avimor development studies and are based on the access connections to and from the proposed development and their attraction/destination characteristics.

#### Year 2030 Total Traffic Conditions

- Year 2030 total traffic conditions were derived by combining the year 2030 background traffic conditions with the year 2030 trip distribution and trip assignment.
- Year 2030 total traffic analysis found that all study intersections are expected to operate at acceptably during the weekday a.m. and p.m. peak hours with the exceptions of:
  - SH 55 / Avimor Drive (Weekday a.m., Weekday p.m., and Friday p.m. Peak Hours)
    - The weekday p.m. peak hour intersection v/c ratio is projected to be 1.15 and LOS E, and the Friday p.m. peak hour intersection v/c ratio is projected to be 1.55 and LOS F.
    - The westbound left-turn lane group movement is projected to have a v/c ratio
      that exceeds 0.90 across all three peak hours, and the northbound through
      lane group is projected to have a v/c ratio that exceeds 0.90 in the weekday
      p.m. and Friday p.m. peak hours.
    - Widening SH 55 to four lanes to north of Avimor Drive will bring the projected weekday a.m. and p.m. peak hour intersection v/c ratios under 0.90 (which meets ITD guidelines) and the projected Friday p.m. peak hour v/c ratio to 0.93, in addition to all lane group v/c ratios below 1.00.
  - SH 55 / Brookside Lane (Weekday a.m., Weekday p.m., and Friday p.m. Peak Hours)
    - The intersection v/c ratio is projected to exceed 1.00 across all three peak periods and are projected to be LOS E or worse.
    - The westbound left-turn lane group, the northbound through lane group, and the southbound through/right lane group v/c ratios are projected to exceed 0.90 and are projected to be LOS F.
    - As under 2030 background conditions, widening SH 55 and providing dual
      westbound left-turn lanes (as conditioned on the Dry Creek Ranch
      development) will mitigate the intersection operations to meet v/c and LOS
      thresholds during the weekday a.m. and p.m. peak hour. The northbound
      through movement at the intersection is still projected to operate over
      capacity during the Friday p.m. peak hour.
  - SH 55 / Dry Creek Road (Weekday a.m., Weekday p.m., and Friday p.m. Peak Hours)
    - Across all three analysis periods, the westbound approach v/c ratio is projected to exceed 2.00 and is projected to be LOS F.
    - As under 2025 background condition, widening SH 55 and restricting movements to right-in, right-out, left-in (as conditioned on the Dry Creek Ranch development) will mitigate intersection operations under 2030 total traffic conditions.

- SH 55 / Beacon Light Road (Weekday p.m. and Friday p.m. Peak Hours)
  - The intersection v/c ratio is projected to be 0.98 in the weekday p.m. peak hour and 1.11 in the Friday p.m. peak hour.
  - The eastbound left-turn lane group, the northbound left-turn lane group, and the southbound through/right lane group are projected to have v/c ratios that exceed 0.90 in both the weekday p.m. peak hour and the Friday p.m. peak hour.
  - As outlined under 2030 background conditions, providing an exclusive southbound right-turn lane will mitigate operations to within desired thresholds during the weekday a.m. and p.m. peak hour. The intersection is projected to operate at capacity during the Friday p.m. peak hour.
- SH 55 / Floating Feather Road (Weekday a.m., Weekday p.m., and Friday p.m. Peak Hours)
  - The intersection is projected to operate over capacity in the weekday p.m. and Friday p.m. peak hours.
  - The eastbound right-turn lane group, the westbound through/right lane group, the northbound left-turn lane group, the northbound through/right lane group, and the southbound through/right lane group are projected to exceed a v/c ratio of 0.90 in either the weekday a.m., weekday p.m. peak hour or Friday p.m. peak hour.
  - To mitigate this intersection to a v/c ratio below 0.90 with buildout of Avimor Boise County Areas 1 and 2, a third through lane on SH 55 in both the northbound and southbound directions will needed. ITD will need to determine the future vision for the SH 55 corridor and the timing and feasibility of the appropriate treatments.
- SH 55 / Hill Road (Weekday p.m. and Friday p.m. Peak Hours)
  - The intersection is projected to operate over capacity in the weekday p.m. and Friday p.m. peak hours.
  - The eastbound left-turn lane group, the westbound right-turn lane group, the northbound through lane group, the southbound left-turn lane group, and the
    - southbound through lane group are projected to exceed a v/c ratio of 0.90 in either the weekday p.m. peak hour or Friday p.m. peak hour.
  - To mitigate these intersections to a v/c ratio below 0.90 with full construction of Avimor Boise County Areas 1 and 2, a third through lane on SH 55 in both the northbound and southbound directions will need to be constructed. ITD will need to determine the future vision for the SH 55 corridor and the timing and feasibility of the appropriate treatments.

- SH 55 / SH 44 (Weekday a.m., Weekday p.m., and Friday p.m. Peak Hours)
  - All three peak periods are projected to have an intersection v/c ratio that exceeds 1.00 and is LOS E or worse.
  - The westbound through lane group and southbound left/through lane group have a v/c ratio that is projected to exceed 1.00 and is LOS F across all three peak periods. The eastbound left-turn lane group has a v/c ratio that is projected to exceed 1.00 and is LOS F in the weekday p.m. and Friday p.m. peak hours.
  - As this intersection is fully built out with turn lanes, ITD will need to determine
    the future configuration of this high volume intersection and evaluate
    potential alternate intersection treatments (such as a displaced left-turn
    intersection).
- Cartwright Road / Bogus Basin Road (Weekday p.m. Peak Hour)
  - The eastbound intersection approach is projected to operate over capacity and at LOS F during the weekday p.m. peak hour.
  - The intersection is projected to meet all three MUTCD volume signal warrants under the 2030 total traffic conditions (Warrant 1: Eight-Hour Vehicular Volume, Warrant 2: Four-Hour Vehicular Volume, and Warrant 3: Peak Hour).
  - As a signalized intersection with an eastbound left-turn lane, the intersection and all lane groups are projected to meet ACHD operational standards in the weekday a.m. and weekday p.m. peak hours.
  - Note that the development represents 3.6% of the combined 2030 total traffic in the weekday a.m. and p.m. peak hours at this intersection.
- Harrison Boulevard / Bogus Basin Road / Hill Road (Weekday a.m. and Weekday p.m. Peak Hours)
  - As under 2030 background conditions, the intersection is projected to operate over capacity in the weekday p.m. peak hour.
  - The eastbound left-turn lane group, the eastbound through/right lane group, the westbound through/right lane group, the northbound left-turn lane group, and the southbound through lane group are projected to either have a
    - v/c ratio that exceeds 1.00 and/or are LOS F in the weekday a.m. or weekday p.m. peak hours.
    - Adding a westbound right-turn and making signal timing adjustments will
      mitigate all lane groups under a v/c ratio of 1.00 and improve operations to
      LOS E during the weekday a.m. peak hour and LOS D during the weekday p.m.
      peak hour.
    - Note that the development represents 2.6% of the combined 2030 total traffic in the weekday a.m. and p.m. peak hours at this intersection.

- All ACHD study roadway segments operate at acceptable levels of service during the weekday a.m. and weekday p.m. peak hours.
- SH 55 segments from Beacon Light Road to McLeod Way are projected to exceed the ACHD segment volume thresholds for LOS E during the weekday a.m. peak hour
- SH 55 segments from SH 44 to McLeod Way are projected to exceed the ACHD segment volume threshold for LOS E during the weekday p.m. and Friday p.m. peak hours.
- A sensitivity analysis was completed for the 2030 horizon year to determine the amount of development that could be built before additional widening of SH 55 beyond two travel lanes in each direction is required to provide under capacity conditions during the weekday p.m. peak hour.
  - o Full buildout of Avimor Boise County Area 1, as well as an additional 275 homes and 15,000 square feet of commercial space in Avimor Boise County Area 2 can be built while maintaining under capacity (v/c less than 1.0) conditions during the weekday a.m. and p.m. peak hours with two travel lanes in each direction on SH 55. This is with the exception of the SH 44/SH 55 intersection which was found to require significant improvements in background conditions.

#### Year 2032 Background Traffic Conditions

- In addition to general background growth and the buildout of development outlined in the year 2025 and year 2030 analysis, year 2032 background conditions assumed full build out of the Dry Creek Ranch development.
- There are no ITD Statewide Transportation Investment Program (STIP) projects within the study area planned to be completed by 2032.
- Based on a review of the ACHD's Capital Improvement Plan, the following improvements are planned in the study area between 2031 – 2035:
  - Beacon Light Road (Eagle Road to SH 55) reconstruct/widen from 2 lanes to 3 lanes.
  - SH 55 / Beacon Light Road add traffic signal, reconstruct/ widen approaches (ACHD approaches only).

- The Dry Creek Ranch Transportation Impact Study development was conditioned to implement the following transportation mitigation projects by 2031:
  - Install a southbound right turn lane at the SH 55 / Beacon Light Road intersection.
  - Improve the SH 55 / SH 44 intersection either with additional turn lanes/through lanes, or modify the intersection to a partial displaced left-turn intersection.
  - Monitor the Bogus Basin Road/Harrison Boulevard & Hill Road intersection for signal timing adjustments during the weekday a.m. peak hour.
  - Install a northbound right turn lane and traffic signal or multilane roundabout at Dry Creek Road and SH 55 intersection.
  - Widen SH 55 from two lanes to four lanes between Beacon Light Road and approximately 1,500 feet to the north of Brookside Lane.
  - Improve Brookside Lane at a 2-lane facility to ACHD Residential Arterial standards within and along the Dry Creek Ranch development.
  - Improve Dry Creek Road to a 2-lane facility to ACHD Residential Arterial/Town Center
     Arterial standards within and along the Dry Creek Ranch development.
- Year 2032 background traffic analysis (without inclusion of site-generated traffic) found that
  all study intersections are expected to operate at acceptable operating standards during the
  weekday a.m. and p.m. peak hours with the exceptions of:
  - SH 55 / Avimor Drive (Friday p.m. Peak Hour)
    - The intersection and the northbound through movement are projected to operate over capacity during the Friday p.m. peak hour.
    - The intersection operates within ITD guidelines during the weekday a.m. and p.m. peak hours.
  - SH 55 / Brookside Lane (Weekday a.m., Weekday p.m., and Friday p.m. Peak Hours)
    - The intersection v/c ratio is projected to exceed 0.90 across all three peak periods and operate at LOS E or worse.
    - The westbound left-turn lane group, the northbound through lane group, the northbound right-turn lane, the southbound left-turn lane, and the southbound through/right lane group v/c ratios are projected to exceed 0.90 and operate at LOS F across the three peak hours.
    - Apply the mitigation conditioned on the Dry Creek Ranch development (widening SH 55 and providing dual westbound left-turn lanes) will mitigate the 2032 background conditions during the weekday a.m. and weekday p.m. peak hours, although the intersection is still projected to exceed capacity during the Friday p.m. peak hour.

- SH 55 / Dry Creek Road (Weekday a.m., Weekday p.m., and Friday p.m. Peak Hours)
  - Across all three analysis periods, the westbound approach v/c ratio is projected to exceed 2.00 and is LOS F.
  - The same mitigations identified in 2025 background conditions (widening SH 55 and restricting movements to right-in, right-out, left-in as conditioned on the Dry Creek Ranch development) will mitigate the 2032 background conditions to acceptable levels.
- o SH 55 / Beacon Light Road (Weekday p.m. and Friday p.m. Peak Hours)
  - The intersection v/c ratio is projected to be 0.99 in the weekday p.m. peak hour and 0.94 in the Friday p.m. peak hour.
  - The eastbound left-turn lane group, the northbound left-turn lane group, and the southbound through/right lane group are projected to have v/c ratios that exceed 0.90 in both the weekday p.m. peak hour and the Friday p.m. peak hour.
  - As identified under 2030 background conditions, providing an exclusive southbound right-turn lane will mitigate the intersection v/c to 0.90 or less during all three peak hours.
- SH 55 / Floating Feather Road (Weekday a.m., Weekday p.m., and Friday p.m. Peak Hours)
  - The intersection v/c ratio is projected to be 1.02 and operate at LOS E in the weekday p.m. peak hour and 0.97 and LOS E in the Friday p.m. peak hour.
  - The eastbound left-turn lane group, the eastbound right-turn lane group, the westbound through/right lane group, the northbound left-turn lane group, the northbound through/right lane group, and the southbound through/right lane group are projected to have at least one peak hour where their either their v/c ratio exceeds 0.90 and/or operate at LOS F.
  - Adding a third travel lane in both the northbound and southbound direction on SH 55 will mitigate all intersection and lane group movement v/c ratios to below 0.90.
  - Adding northbound, southbound, and westbound right turn lanes instead of adding additional through lanes on SH 55 will mitigate the intersection and all lane group v/c ratios to under 1.0, with the overall intersection v/c ratio projected to be 0.92 during the weekday p.m. peak hour.
  - ITD will need to determine the future vision for the SH 55 corridor and the timing and feasibility of the appropriate treatments.

- SH 55 / Hill Road (Weekday p.m. and Friday p.m. Peak Periods)
  - The intersection v/c ratio is projected to be 0.99 in the weekday p.m. peak hour and 1.04 in the Friday p.m. peak hour.
  - The eastbound left-turn lane group, the westbound right-turn lane group, the northbound through lane group, and the southbound left-turn lane group are projected to have v/c ratios that exceed 0.90 or operate at LOS F in the weekday p.m. and Friday p.m. peak hours.
  - Adding a third travel lane in both the northbound and southbound direction on SH 55 will mitigate the intersection and all lane group v/c ratios are below 0.90, except for the westbound right-turn lane group in the Friday p.m. peak hour (where it is projected to be 0.93 but still under capacity).
  - With signal timing adjustments only, it is possible to keep the intersection and all lane groups under capacity, but the intersection and certain lane group v/c ratios are projected to exceed 0.90 in the weekday p.m. and Friday p.m. peak hours.
  - ITD will need to determine the future vision for the SH 55 corridor and the timing and feasibility of the appropriate treatments.
- SH 55/ SH 44 (Weekday a.m., Weekday p.m., and Friday p.m. Peak Hours)
  - All three peak periods are projected to have an intersection v/c ratio that exceeds 1.00 and operate at LOS E or worse.
  - The westbound through lane group and southbound left/through lane group are projected to have a v/c ratio that exceeds 1.00 and operate at LOS F across all three peak periods. The eastbound left-turn lane group is projected to have a v/c ratio that exceeds 0.90 in the weekday p.m. and Friday p.m. peak hours.
  - As this intersection is fully built out with turn lanes, ITD will need to determine
    the future configuration of this high volume intersection and evaluate
    potential alternate intersection treatments (such as a displaced left-turn
    intersection).
- Cartwright Road / Bogus Basin Road (Weekday a.m. and Weekday p.m. Peak Hours)
  - The eastbound intersection approach is projected to operate at LOS F during both the weekday a.m. and weekday p.m. peak hours.
  - The intersection is projected to meet all three MUTCD volume signal warrants under the 2030 total traffic conditions (Warrant 1: Eight-Hour Vehicular Volume, Warrant 2: Four-Hour Vehicular Volume, and Warrant 3: Peak Hour).
  - As a signalized intersection with an eastbound left-turn lane, the intersection and all lane groups are projected to operate within ACHD standards in the weekday a.m. and weekday p.m. peak hours.

#### o Harrison Boulevard / Bogus Basin Road / Hill Road

- The intersection is projected to operate over capacity and at LOS F in the weekday p.m. peak hour.
- The eastbound left-turn lane group, the eastbound through/right lane group, the westbound through/right lane group, the northbound left-turn lane group, and the southbound through lane group are projected to either have a v/c ratio that exceeds 1.00 and/or operate at LOS F in the weekday a.m. or weekday p.m. peak hours.
- Adding an eastbound and a westbound right turn lane and making signal timing adjustments will bring the intersection and all lane groups under capacity and meet ACHD operational standards in the weekday a.m. and weekday p.m. peak hours.

#### o SH 55 / McLeod Way

- The westbound left/through lane group is projected to have a v/c ratio of 0.98 and operate at LOS F.
- This intersection will become a right-in, right-out intersection on both sides of SH 55 with an underpass allowing vehicles to access both northbound and southbound SH 55.
- All ACHD study roadway segments operate at acceptable levels of service during the weekday a.m. and weekday p.m. peak hours, except for:
  - Brookside Lane east of SH 55 during the weekday a.m. and p.m. peak hours.
- SH 55 northbound from SH44 to McLeod Way is projected to exceed ACHD roadway segment thresholds for LOS E during the weekday p.m. peak hour.

#### Year 2032 Trip Distribution and Trip Assignment

- The proposed Avimor Boise County Area 1 + Area 2 + Area 3 (totaling 1,900 housing units, 107,600 square feet of commercial space, and 62,000 square feet of self-storage space) is estimated to generate a total of 18,270 daily net new trips, 1,114 weekday a.m. peak hour net new trips (492 inbound / 622 outbound), 1,193 weekday p.m. peak hour net new trips (658 inbound / 535 outbound), and 1,287 Friday p.m. peak hour net new trips (661 inbound / 626 outbound).
- The trip distribution patterns are consistent with previous Avimor development studies and are based on the access connections to and from the proposed development and their attraction/destination characteristics.

- Year 2032 total traffic conditions were derived by combining the year 2032 background traffic conditions with the year 2032 trip distribution and trip assignment.
- Year 2032 total traffic analysis found that all study intersections are expected to operate at acceptable operating standards during the weekday a.m. and p.m. peak hours with the exceptions of:
  - SH 55 / Avimor Drive (Weekday a.m., Weekday p.m. and Friday p.m. Peak Hours)
    - All three peak periods are projected to have an intersection v/c ratio that exceeds 1.00.
    - The westbound left-turn lane group, the northbound through lane group, and the southbound through lane group are projected to have v/c ratios that exceed 0.90 across the three peak periods.
    - As outlined under year 2030 total traffic conditions, widening SH 55 to four lanes will mitigate the intersection to meet operational thresholds in the weekday a.m. and p.m. peak hours. With that mitigation, the intersection is still projected to have a v/c ratio of 0.99 during the Friday p.m. peak hour.
  - SH 55 / Brookside Lane (Weekday a.m., Weekday p.m. and Friday p.m. Peak Hours)
    - All three peak periods are projected to have an intersection v/c ratio that exceeds 1.00.
    - The westbound left-turn lane group, the northbound through lane group, the southbound left-turn lane group, and the southbound through/right lane group are projected to have v/c ratios that exceed 1.00 across the three peak periods.
    - With the mitigations identified under 2030 background conditions, widening SH 55 and providing dual westbound left-turn lanes as conditioned on the Dry Creek Ranch development, the intersection v/c ratios during the weekday a.m. and p.m. peak hours are under capacity at 0.90 and 0.98, respectively. The Friday p.m. peak hour v/c ratio is still projected to exceed capacity at 1.25.
  - SH 55 / Dry Creek Road (Weekday a.m., Weekday p.m. and Friday p.m. Peak Hours)
    - Across all three analysis periods, the westbound approach v/c ratio is projected to exceeds 2.00 and is LOS F.
    - As outlined under year 2025 background conditions, widening SH 55 and restricting movements at this intersection to right-in, right-out, left-in only as conditioned on the Dry Creek Ranch development will mitigate the year 2032 total traffic conditions.

- SH 55 / Beacon Light Road (Weekday a.m., Weekday p.m. and Friday p.m. Peak Hours)
  - All three peak periods are projected to have an intersection v/c ratio that exceeds 0.90.
  - The eastbound left-turn lane group, the eastbound right-turn lane group, the northbound left-turn lane group, and the southbound through/right lane group are projected to have v/c ratios that exceed 0.90 across the three peak periods.
  - Adding a southbound right turn lane to the intersection with signal timing adjustments will mitigate the intersection to under capacity during the weekday a.m. and weekday p.m. peak hours. The Friday p.m. peak hour v/c ratios for the intersection and a number of movements are projected to exceed capacity.
- SH 55 / Floating Feather Road (Weekday a.m., Weekday p.m. and Friday p.m. Peak Hours)
  - All three peak hours are projected to have an intersection v/c ratio that exceeds 1.00.
  - The eastbound left-turn lane group, the eastbound right-turn lane group, the westbound through/right lane group, the northbound left-turn lane group, the northbound through/right lane group, and the southbound through/right lane group are projected to have v/c ratios that exceed 0.90 across the three peak hours.
  - Adding a third northbound and southbound through lane on SH 55 and a westbound right-turn lane will bring the intersection under capacity during all peak periods although the intersection v/c ratio is projected to exceed 0.90 during the weekday p.m. peak hour and Friday p.m. peak hour. ITD will need to determine the future vision for the SH 55 corridor and the timing and feasibility of the appropriate treatments.
- o SH 55 / Hill Road (Weekday a.m., Weekday p.m. and Friday p.m. Peak Hours)
  - All three peak periods are projected to have an intersection v/c ratio that exceeds 0.90
  - The eastbound left-turn lane group, the westbound right-turn lane group, the northbound left-turn lane group, the northbound through lane group, the southbound left-turn lane group, and the southbound through lane group are projected to have v/c ratios that exceed 0.90 across the three peak periods.
  - Adding a third northbound and southbound through lane on SH 55 and a
    westbound right-turn overlap phase to the signal will bring the intersection
    under capacity during all peak periods, although the intersection v/c ratio is

projected to exceed 0.90 during the weekday p.m. peak hour and Friday p.m. peak hour. ITD will need to determine the future vision for the SH 55 corridor and the timing and feasibility of the appropriate treatments.

#### o SH 55 / SH 44 (Weekday a.m., Weekday p.m. and Friday p.m. Peak Hours)

- All three peak hours are projected to have an intersection v/c ratio that exceeds 1.00 and is LOS F.
- The westbound through lane group and southbound left/through lane group are projected to have a v/c ratio that exceeds 1.00 and operate at LOS F across all three peak hours. The eastbound left-turn lane group is projected to have a v/c ratio that exceeds 1.00 in the weekday p.m. and Friday p.m. peak hours.
- As this intersection is fully built out with turn lanes, ITD will need to determine
  the future configuration of this high volume intersection and evaluate
  potential alternate intersection treatments (such as a displaced left-turn
  intersection).

#### Cartwright Road / Bogus Basin Road (Weekday a.m. and Weekday p.m. Peak Hours)

- Similar to background conditions, the eastbound intersection approach is
  projected to have a v/c ratio of 1.02 and operates at LOS F in the weekday
  a.m. peak hour, and it is projected to have a v/c ratio that exceeds 2.00 and
  operates at LOS F during the weekday p.m. peak hour.
- The intersection was found to meet all three MUTCD volume signal warrants under the 2030 total traffic conditions (Warrant 1: Eight-Hour Vehicular Volume, Warrant 2: Four-Hour Vehicular Volume, and Warrant 3: Peak Hour).
- As a signalized intersection with an eastbound left-turn lane, the intersection
  and all lane groups are projected to operate within ACHD standards in the
  weekday a.m. and weekday p.m. peak hours.
- Note that the development represents 4.4% of the combined 2032 total traffic in the weekday a.m. and p.m. peak hours at this intersection.

#### Harrison Road / Bogus Basin Road / Hill Road (Weekday a.m. and Weekday p.m. Peak Hours)

- Similar to 2032 background conditions, the intersection is projected to operate over capacity in the weekday a.m. and p.m. peak hours.
- The eastbound left-turn lane group, the eastbound through/right lane group, the westbound through/right lane group, the northbound left-turn lane group, and the southbound through lane group are projected to either have a v/c ratio that exceeds 1.00 and/or operate at LOS F in the weekday a.m. or weekday p.m. peak hour.
  - The same mitigations apply from the year 2032 background traffic conditions to mitigate the intersection in the 2032 total traffic conditions.
  - Note that the development represents 3.0% of the combined 2032 total traffic in the weekday a.m. and p.m. peak hours at this intersection.

#### SH 55 / McLeod Way (Friday p.m. Peak Hour)

- This intersection will become a right-in, right-out intersection on both sides of SH 55 with an underpass allowing vehicles to access both northbound and southbound SH 55.
- This mitigation will provide an alternate access to the SH 55 / Avimor Drive intersection and will eliminate the left turns on and off of SH 55 at McLeod Way.
- All ACHD study roadway segments operate at acceptable levels of service during the weekday a.m. and weekday p.m. peak hours except for:
  - Brookside Lane east of SH 55 during the weekday p.m. peak hour.
- All SH 55 segments are projected to exceed ACHD roadway segment LOS E thresholds during the three peak hours

#### Site Access Evaluation

- Three site access locations are proposed for the Avimor Boise County development:
  - SH 55/McLeod Way (Site access A)
    - The ITD access spacing standards are met between Avimor Drive and McLeod Way.
    - The following turn lanes are warranted at the SH 55/McLeod Way accesses in Year 2025:
      - Northbound right-turn lane (already constructed)
      - The planned geometry for the SH 55/McLeod Way intersection is to provide a right-in/right-out access on both sides of SH 55 along with right turn deceleration lanes on both northbound and southbound SH 55

#### SH 55/Site Access B

- The access spacing standards are met between McLeod Way and Site Access B.
- Intersection sight distance was reviewed and is met for the eastbound approach but it is not met for the westbound right-turning movement. This may require the access to be adjusted or require additional improvements to the highway to meet intersection sight distance requirement.
- Shrubbery, weeds, and landscaping near the internal intersections and site access
  points should be maintained to ensure adequate sight distance.
- The following turn lanes are warranted at SH 55/Site Access B:
  - Northbound right-turn lane
  - Southbound right-turn lane
  - Northbound left-turn lane
  - Southbound left-turn lane

- SH 55 / Pearl Road (Site Access C):
  - The access spacing standards are met between Site Access B and Pearl Road.
    - Intersection sight distance was reviewed and is met for the eastbound approach.
    - Shrubbery, weeds, and landscaping near the internal intersections and site
      access points should be maintained to ensure adequate sight distance.
    - The following turn lanes are warranted at SH 55/Pearl Road (Site Access C):
      - Northbound left-turn lane

#### RECOMMENDATIONS

Based on the report's analyses and evaluation findings, recommendations were developed accordingly for time scenario's conditions.

#### Year 2025

Roadway improvements have been derived from the Year 2025 Background Condition Mitigations and from the Year 2025 Total Traffic Condition Mitigations.

2025 Background Improvements by Others (ITD, ACHD, Other Developments)

- Widen SH 55 from two lanes to four lanes between Beacon Light Road and approximately
   1,500 feet to the north of Brookside Lane (condition of the Dry Creek Ranch development)
- Modify SH 55 / Dry Creek Road as a right-in, right-out, left-in intersection (condition of the Dry Creek Ranch development)
- · Add westbound right-turn overlap at SH 55 / Hill Road intersection
- . Determine the best course of action for improving the SH 55 / SH 44 intersection

#### 2025 Improvements Triggered by Development

- Shrubbery and landscaping near the internal intersections and site driveways should be maintained to ensure adequate sight distance.
- Construct underpass under SH 55 to the north of the SH 55 / McLeod Way intersection and provide right-turn deceleration lanes (already constructed) on either side of SH 55.

#### Year 2030

Roadway improvements have been derived from the Year 2030 Background Condition Mitigations and from the Year 2030 Total Traffic Condition Mitigations.

#### 2030 Background Improvements by Others (ITD, ACHD, Other Developments)

- Add westbound dual left-turn lanes at the SH 55 / Brookside Lane intersection (condition on the Dry Creek Ranch development).
- Add southbound right turn lane at SH 55 / Beacon Light Road intersection.
- Add westbound, southbound, and northbound right-turn lanes at SH 55 / Floating Feather Road.
- Monitor SH 55 / Floating Feather Road for signal timing adjustments. The timing and funding
  of this improvement should be determined by ITD.
- Monitor the SH 55 / Hill Road intersection for signal timing adjustments during the weekday p.m. and Friday p.m. peak hours. The timing and funding of this improvement should be determined by ITD.
- Add a westbound right-turn lane at the Harrison Boulevard / Bogus Basin / Hill Road intersection
- Determine the best course of action for improving the SH 55 / SH 44 intersection and complete and SH 55 corridor study to identify the need and desire for additional widening of SH 55 beyond two travel lanes in each direction north of SH 44.

#### 2030 Improvements Triggered by Development

- Widen SH 55 to four lanes from approximately 1,500 feet to the north of Brookside Lane through Avimor Drive.
  - Buildout of Avimor Boise County Area 1, as well as an additional 275 homes and 15,000 square feet of commercial space in Avimor Boise County Area 2 can be completed before this widening of SH 55 is necessary.
- Widen SH-55 to six lanes at Floating Feather Road and Hill Road. This improvement is also needed in 2032 background traffic conditions without any development of the Avimor Boise County project.
- Ensure that westbound right-turning intersection sight distance is met by the time Area 2 begins have residents and/or commercial tenants.
- Construct SH 55 / Site Access B with the following turn lanes:
  - o Northbound right-turn lane
  - o Southbound right-turn lane
  - o Northbound left-turn lane
  - o Southbound left-turn lane

#### Year 2032

Roadway improvements have been derived from the Year 2032 Background Condition Mitigations and from the Year 2032 Total Traffic Condition Mitigations.

#### 2032 Background Improvements by Others (ITD, ACHD, Other Developments)

- If not constructed, study the feasibility of constructing a third northbound and southbound lane on SH 55 between SH 55 / SH 44 and SH 55 / Floating Feather Road.
- Add eastbound right turn lane at the Harrison Boulevard / Bogus Basin Road / Hill Road intersection.
- Monitor the Harrison Boulevard / Bogus Basin Road / Hill Road intersection for signal timing adjustments. The timing and funding of this improvement should be determined by ACHD.

#### 2032 Improvements Triggered by Development

- If not constructed, work with ITD to study the feasibility of constructing an additional northbound and southbound lane on SH 55 between SH 55 / SH 44 and SH 55 / Floating Feather Road.
- · Construct SH 55 / Pearl Road (Site Access C) with a northbound left-turn lane
- Ensure adequate sight distance at SH 55 / Pearl Road for westbound right-turning vehicles.

#### Site Access Recommendations

- All local streets within the development should be constructed with one travel lane in each direction.
- Site driveways with access to public streets should provide sufficient stacking distance for four vehicles (100 feet) to ensure acceptable operation and accommodate larger vehicles, including utility service and delivery vehicles.
- Site accesses should match the existing grade of road to which they access to ensure the best possible sight distance.
- All accesses and internal streets should be designed to provide adequate intersection site
  distance. Shrubbery and landscaping near the intersection and site access point should be
  maintained to ensure adequate sight distance is maintained.

### **Proportionate Share Contribution**

ITD District 3 issued *Memo 39-Development Proportionate Share Contribution (Updated 11-13-2020)* as a means to request equitable contribution from developers to improve public facilities needed to serve new growth and development.

ITD does have jurisdictional authority to require proportionate share contribution from the developer because they are asking for a direct access approach on SH-55 at MP 54.9. Proportionate share contributions shall be used towards future ITIP projects on the State highway system.

Intersection	Proportionate	Mitigation Improvement	Time Frame
	Share Contribution	(Developer Responsibility)	
SH-55 / Avimor Dr	NA	Widen SH-55 to a 4 lane section a minimum of 1500ft north and south of the signal	Within one year of the intersection's NBT v/c ratio exceeding 0.9.
SH-55 / Avimor Dr (MP 52.1)	NA	Install a Grade Separated Interchange	After SH-55 is widened to 4 lanes. Within one year of the intersection's NBT v/c ratio exceeding 0.9.
SH-55 / McCleod Dr (MP 53.61)		Limit McCleod Way to RIRO with concrete traffic separator and construct an underpass.	Built under permit 3-17-084. Provide yearly Friday PM traffic analysis (June – August) to determine when left movements fail and need restriction.
SH-55 / Access B (MP 54.87)	NA	Potential full access aproach.  Possible site distance issue that may limit/restrict movements. To be determined in design. The following turn lanes are needed:  Northbound right turn Lane Southbound right turn lane Southbound left turn lane Northbound left turn lane	Construct immediately upon building the approach for Phase 2.
SH-55 / Pearl Road	NA	Construct a northbound left turn lane.	Prior to any building occupancy in Phase 3
SH-55 Widening from MP 41.75 to 51.7	\$18,502,000	NA	Prior to: Phase 1: (19.0%) \$3,515,380 Phase 2: (55.7%) \$10,305,614 Phase 3: (25.3%) \$4,68,1006
SH-55 / SH-44	\$1,408,281	NA	Phase 1: (19.0%) \$267,573 Phase 2: (55.7%) \$784,412 Phase 3: (25.3%) \$356,295
TOTAL	\$19,910,281		

#### Intersection of SH-55 and Avimor Drive (2025 Total)

Per the TIS, the intersection of SH-55 and Avimor Drive has failing movements in the Friday PM Peak. The overall intersection level of service is E, however both the intersection overall and the northbound thru movement v/c ratios exceed 0.9, 1.08 and 1.14 respectively. The TIS states this is an occurrence happening only 10 times a year. SH-55 is a heavily trafficked recreational corridor. Only Friday PM Peak was analyzed, but it is highly likely this exceedance of v/c occurs on summer Sundays for the southbound movement. This same situation occurs at the intersection of SH-55 and Banks Lowman highway. That intersection receives more calls regarding congestion than any other in District 3 during the summer months.

Table 14. Year 2025 Total Intersection Operations – Weekday AM, Weekday PM, and Friday PM Peak Hour

		Intersection	Interse	ction AM	M/PM/Fri	Lane	A	M Peak I	Hour	P	M Peak I	Hour	Frida	y PM Pe	ak Hour
#	Intersection	Control	V/C¹	LOS <sup>2</sup>	Delay <sup>3</sup>	Group	V/C¹	LOS²	Delay <sup>3</sup>	V/C¹	LOS <sup>2</sup>	Delay <sup>3</sup>	V/C¹	LOS <sup>2</sup>	Delay³
	SH 55 /				WBL	0.85	С	24.6	0.89	D	39.3	0.93	Ε	72.9	
			1. 1	D /	127/	NBR	0.07	В	18.5	0.12	С	27.4	0.21	D	38.0
1		Troffic Cianol		B/	12.7 / 16.6 /	NBT	0.69	В	15.4	0.80	В	19.1	(1.14)	F	95.8
1	1 Avimor Traffic Signa Drive	Traffic Signal		B/	58.4	NBR	0.46	Α	1.6	0.40	Α	1.2	0.38	Α	1.0
	Drive	1.08		E	30.4	SBL	0.07	С	20.2	0.11	С	28.7	0.26	D	54.6
					SBT	0.46	Α	8.1	0.56	Α	9.2	0.49	Α	8.8	

The signal at Avimor was permitted as temporary in nature. The intent, as documented in that permit was for the SH-55 to be widened or the signal to be replaced with a grade separation interchange upon failing movements and/or expansion to the west side of Avimor with the next phase of the development.

ITD requires Avimor to mitigate the signal so that the Friday PM peak v/c ratio does not exceed ITD's threshold of 0.9. The TIS's proposed recommend mitigation as described for 2030 mitigation is widening to a 4-lane section. The speed of SH-55 is 60 MPH. Widening will need to extend a minimum of 1500ft north and south of the signal.

#### Intersection of SH-55 and Avimor Drive (2030 & 2032 Total)

Per the TIS, at 2030 total buildout the northbound thru movement at the intersection of SH-55 and Avimor Drive has a volume to capacity ratio of 0.93. This is even with the roadway widening on SH-55 to 4 lanes thru the intersection. The TIS states this is an occurrence happening only 10 times a year. SH-55 is a heavily trafficked recreational corridor. Only Friday PM Peak was analyzed, but it is highly likely this exceedance of v/c occurs on summer Sundays for the southbound movement. This same situation occurs at the intersection of SH-55 and Banks Lowman highway. That intersection receives more calls regarding congestion than any other in District 3 during the summer months.

Table 28. Year 2030 Mitigated Total Intersection Operations at SH 55 / Avimor Drive

		Intersection	Interse	ction AN	1/PM/Fri	Lane	A	M Peak I	Hour	PI	M Peak I	Hour	Frida	y PM Pe	ak Hour
#	Intersection	Control	V/C¹	LOS <sup>2</sup>	Delay <sup>3</sup>	Group	V/C¹	LOS <sup>2</sup>	Delay <sup>3</sup>	V/C¹	LOS <sup>2</sup>	Delay <sup>3</sup>	V/C¹	LOS <sup>2</sup>	Delay³
						WBL	0.86	С	25.9	0.90	D	36.1	0.95	E	77.4
	cu ss /	Traffic Signal	al o sa /		11.67	NBR	0.07	В	19.3	0.12	С	27.2	0.21	D	36.8
١,	SH 55 /	- SH 55 is a	0.64 /	B/B	11.6/	NBT	0.56	В	13.1	0.69	В	15.8	0.92	С	28.4
1 1	Avimor	four-lane 0.7	0.75 / 0.93	/ C	14.1 / 25.2	NBR	0.45	Α	1.5	0.44	Α	1.3	0.43	Α	1.2
	Drive				23.2	SBL	0.07	В	17.9	0.12	С	25.3	0.25	D	52.1
						SBT	0.42	Α	7.7	0.47	Α	8.5	0.45	Α	8.9

Table 49. Year 2032 Mitigated Total Intersection Operations at SH 55 / Avimor Drive

		Intersection	Interse	ction AN	1/PM/Fri	Lane	Al	M Peak I	Hour	PI	M Peak I	Hour	Frida	y PM Pe	ak Hour
#	Intersection	Control	V/C¹	LOS <sup>2</sup>	Delay³	Group	V/C¹	LOS <sup>2</sup>	Delay <sup>3</sup>	V/C¹	LOS <sup>2</sup>	Delay <sup>3</sup>	V/C¹	LOS <sup>2</sup>	Delay³
						WBL	0.89	С	29.7	0.90	D	40.3	1.01	F	94.5
	011.55 /	Traffic Signal	0.70 /		10.6/	NBR	0.09	С	21.7	0.13	С	29.1	0.24	D	38.2
1	SH 55 /	- SH 55 is a	0.70 /	B/B	13.6 /	NBT	0.62	В	15.1	0.75	В	17.6	0.98	D	37.7
1 1	1 Avimor four-land	four-lane	e 0.79 /	/c	15.5 / 30.8	NBR	0.40	Α	1.3	0.44	Α	1.3	0.43	Α	1.2
	Drive	highway		,	30.6	SBL	0.11	С	21.7	0.14	С	29.8	0.29	D	54.9
						SBT	0.50	Α	9.2	0.54	Α	9.4	0.52	Α	9.2

The signal at Avimor was permitted as temporary in nature. The intent, as documented in that permit was for the SH-55 to be widened or the signal to be replaced with a grade separation interchange upon failing movements and/or expansion to the west side of Avimor with the next phase of the development.

ITD requires Avimor to mitigate the signal so that the Friday PM peak v/c ratio does not exceed ITD's threshold of 0.9. The only mitigation ITD will consider in addition to roadway widening is a grade separated interchange.

#### Intersection of SH-55 and McLeod Way (2025)

Avimor Boise County Development Year 2025 Background and Total Traffic Conditions September 2020

		intersection	Interse	ction AN	N/PM/Fri	Lane	A	M Peak I	Hour	Pi	M Peak I	Hour	Frida	y PM Pe	ak Hour
#	Intersection	Control	V/C1	LOS <sup>2</sup>	Delay <sup>a</sup>	Group	V/C1	LOS2	Delay	V/C1	LOS2	Delay	V/C1	LOS2	Delay
						EBL	0.30	В	17.8	0.78	С	32.4	-	-	-
1 1			l			EBTR	0.94	D	40.2	0.64	С	29.2	-	-	-
1 1	Harrison		l			WBL	0.12	С	26.8	0.08	С	26.9	-	-	-
10	Boulevard / Bogus Basin Road / Hill	Traffic Signal	0.87 /	D/	35.9 /	WBTR	0.32	С	24.1	0.92	D	50.0	-	-	-
10			0.91	D	38.8	NBL	0.51	С	29.6	0.89	D	38.9	-	-	-
1 1	Road / Hill		0.52			NBT	0.40	С	30.3	0.67	С	29.9	-	-	-
1 1	Rodu					SBL	0.22	С	24.7	0.23	С	28.1	-	-	-
						SBT	0.90	D	46.4	0.89	D	49.8	-	-	-
	SH 55 /					EBR	0.29	В	11.4	0.35	В	14.4	0.38	В	14.2
Α	McLeod Way	TWSC	-	-	-	WBR	0.02	В	10.4	0.02	В	12.1	0.05	С	19.4

Notes: <sup>1</sup> V/C Ratio is defined as vehicle-to-capacity ratio which calculates the number of vehicles divided by the capacity of the roadway/intersection during the peak 15 minutes of the peak hour; <sup>2</sup> LOS = Level of Service; <sup>3</sup> Delay is reported in seconds per vehicle; and Bold *and italics* and highlighted cells indicate an intersection and/or lane group operating below its jurisdiction's standards.

The 2025 total traffic operations assumes that the SH 55 / McLeod Way intersection is a right-in, right-out, left-in intersection with an underpass underneath SH 55, allowing left-turning vehicles on McLeod Way to utilize a right-turn onto SH 55 instead.

#### Intersection of SH-55 and Access B (2030)

Avimor Boise County Development Year 2030 Background and Total Traffic Conditions September 2020

		Intersection	Interse	ction AN	//PM/Fri	Lane	А	M Peak I	Hour	P	M Peak I	Hour	Frida	y PM Pe	ak Hour
#	Intersection	Control	V/C1	LOS <sup>2</sup>	Delay <sup>3</sup>	Group	V/C1	LOS <sup>2</sup>	Delay <sup>3</sup>	V/C1	LOS <sup>2</sup>	Delay <sup>a</sup>	V/C1	LOS <sup>2</sup>	Delay
						EBL	0.35	С	22.5	0.99	F	>100.0	-	-	
	Unselson					EBTR	1.00	F	73.0	0.69	D	40.8	-	-	-
	Harrison Boulevard /					WBL	0.22	D	37.3	0.10	D	36.0	-	-	-
10	Bogus Basin	Traffic Signal	0.96 /	E/E	58.8 /	WBTR	0.35	С	29.9	1.02	F	95.8	-	-	-
10	Road / Hill	Traffic Signal	1.09	E/E	76.5	NBL	0.82	E	69.6	1.06	F	>100.0	-	-	-
	Road / Hill					NBT	0.44	D	37.8	0.73	D	40.8	-	-	-
						SBL	0.27	С	30.9	0.33	D	37.4	-	-	-
						SBT	0.97	E	76.2	1.00	F	93.6	-	-	-
	SH 55 /					EBR	0.41	В	12.7	0.68	D	30.1	0.76	E	35.3
Α	McLeod Way	TWSC -		-	WBR	0.05	В	12.7	0.16	С	18.0	0.41	E	41.8	
						EBR	0.33	В	12.0	0.44	С	16.3	0.46	С	15.9
В	SH 55 / Site	TWSC		_		WBR	0.01	В	12.7	0.02	В	12.6	0.04	С	20.9
ь	Access B	TWSC	-	_	_	NBL	0.12	Α	8.2	0.24	Α	9.6	0.23	Α	9.3
$\Box$						SBL	0.01	Α	9.1	0.01	Α	9.2	0.01	В	11.6

Notes: <sup>3</sup> V/C Ratio is defined as vehicle-to-capacity ratio which calculates the number of vehicles divided by the capacity of the roadway/intersection during the peak 15 minutes of the peak hour; <sup>3</sup> LOS = Level of Service; <sup>3</sup> Delay is reported in seconds per vehicle; and Bold *and italics* and highlighted cells indicate an intersection and/or lane group operating below its jurisdiction's standards.

Intersection was evaluated as full access. Turn lanes were included in the analysis for all movements: NBR, SBR, NBL, SBL. There is potentially a site distance issue that may limit this approach to right-in, right-out, left-in. To be evaluated and determined during civil drawings.

#### Intersection of SH-55 and Pearl Road (2030)

Avimor Boise County Development Year 2032 Background and Total Traffic Conditions September 2020

		Intersection	Interse	ction AN	M/PM/Fri	Lane	А	M Peak	Hour	Pi	M Peak I	Hour	Frida	y PM Pe	ak Hour
#	Intersection	Control	V/C1	LOS <sup>2</sup>	Delay <sup>3</sup>	Group	V/C1	LOS <sup>2</sup>	Delay <sup>3</sup>	V/C1	LOS <sup>2</sup>	Delay <sup>3</sup>	V/C1	LOS <sup>2</sup>	Delay <sup>3</sup>
						EBL	0.37	С	22.9	1.04	F	>100.0	-	-	-
1						EBTR	1.06	F	88.4	0.73	D	42.4	-	-	-
1	Harrison Boulevard /					WBL	0.23	D	37.5	0.12	D	36.3	-	-	-
10	Bogus Basin	Traffic Signal	1.03 /	E/F	70.6 /	WBTR	0.37	С	31.0	1.07	F	>100.0	-	-	-
10	Road / Hill	Traffic Signal	1.14	L/F	86.8	NBL	1.06	F	>100.0	1.12	F	>100.0	-	-	-
1	Road					NBT	0.47	D	38.3	0.77	D	42.0	-	-	-
1	коаа					SBL	0.31	С	31.7	0.39	D	40.2	-	-	-
						SBT	1.01	F	86.7	1.06	F	>100.0	-	-	-
	SH 55 /					EBR	0.70	D	29.4	0.83	E	48.1	0.92	F	64.6
Α	McLeod	TWSC	-	-	-	WBR	0.07	В	14.8	0.19	С	21.4	0.48	F	57.0
	Way														
						EBR	0.40	В	14.5	0.50	С	19.8	0.55	С	20.5
В	SH 55 / Site	TWSC				WBR	0.01	В	12.2	0.07	В	14.7	0.18	D	28.1
<sup>b</sup>	Access B	TWSC	-	-	_	NBL	0.13	Α	8.7	0.25	В	10.2	0.25	В	10.0
						SBL	0.01	Α	8.9	0.03	Α	9.9	0.04	В	13.0
	SH 55 /					EBLR	0.23	В	12.2	0.36	С	19.4	0.58	D	32.5
С	Pearl Road Access C	TWSC	-	-	-	NBL	0.12	Α	8.3	0.16	Α	9.3	0.16	Α	9.0

Notes: <sup>1</sup> V/C Ratio is defined as vehicle-to-capacity ratio which calculates the number of vehicles divided by the capacity of the roadway/intersection during the peak 15 minutes of the peak hour; <sup>2</sup> LOS = Level of Service; <sup>3</sup> Delay is reported in seconds per vehicle; and Bold *and italics* and highlighted cells indicate an intersection and/or lane group operating below its jurisdiction's standards.

Intersection was evaluated as full access. A northbound left turn lanes was included in the analysis.

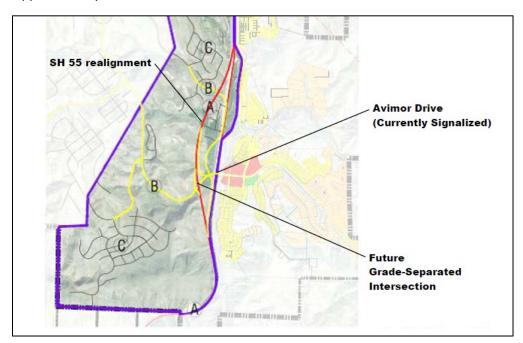
#### **Roadway Segments (2025 Total)**

Per the TIS, by 2025 roadway segments from Brookside Lane to McLeod Way does not meet one-way peak hour volume standards.

Table 15. Year 2025 Total Roadway Segment Operations - Weekday AM, Weekday PM, and Friday PM
Peak Hour

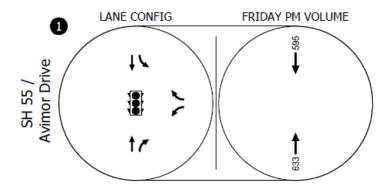
			Two-Way	ACHD Peak	Weekday A Hou		Weekday F Hou		Friday PM Peak Hour	
Roadway Segment	Classification <sup>1</sup>	Travel Lanes²	Average Daily Traffic / (Date)	Hour Std. Volume (One-Way)	One-Way Volume/ Direction	Meets Std.?	One-Way Volume/ Direction	Meets Std.?	One-Way Volume/ Direction	Meets Std.?
SH 55 (North of McLeod Way)	Principal Arterial	2	8,880 (8/15/2019) <sup>3</sup>	E / 690	400 / NB	Yes	540 / NB	Yes	1,015 / NB	No
SH 55 (McLeod Way to Avimor Drive)	Principal Arterial	2	4,754 / (2/8/2018)	E / 690	810 / NB	No	790 / NB	No	1,295 / NB	No
SH 55 (Avimor Drive to Brookside Lane)	Principal Arterial	2	6,352 / (1/18/2018)	E / 690	1,095 / NB	No	1,105 / NB	No	1,620 / NB	No

Per the original Avimor permit and subsequent discussions, it is Avimor's intent to realign SH-55 from approximately MP 51.7 to 52.9. ITD estimated the cost of design, right-of-way, retaining walls, and construction to widen SH-55 to a 4-lane section from 1300ft north of Brookside Lane (MP 48.75) to MP 51.7 to be approximately \$55M.

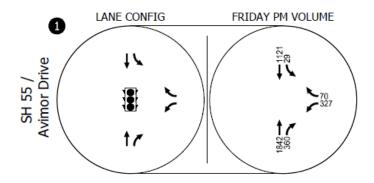


Proportionate share is based on the Friday PM site trips through the intersection of SH-55 / SH-44 compared to total Friday PM traffic volumes in 2032.

#### 2032 Total Site Trips (Friday PM Peak)



#### 2032 Total Traffic Volume



Proportionate Share C	alculations	
Friday PM Site	Friday PM Total	Friday PM % =
595+633 = 1228	1121+327+360+1842= 3650	33.64
SH-55 Widening from	MP 48.75 to 51.7 Cost Estimate	\$55M
Pro	pportionate Share Contribution	\$18,502,000

ITD is willing to consider proportionate share contributions distributed over the three phases of the project.

	ITE		Daily	Weekda	y AM Pea	ik Hour	Weekd	ay PM Pe	ak Hour	Frida	y PM Pea	k Hour
Land Use	Code	Units	Trips	Total	In	Out	Total	ln	Out	Total	ln	Out
	Area 1 Su	btotal Trips	5,152	246	89	157	300	174	126	330	175	155
	Area 2 Subtotal Trips			597	264	333	917	490	427	967	492	475
	Area 3 Subtotal Trips			300	154	146	424	218	206	439	218	221
Area	Area 1 + 2 + 3 Subtotal Trips 2			1,143	507	636	1,641	882	759	1,736	885	851

Phase 1: 330/1736 = 19.0% = \$3,515,380 Phase 2: 967/1736 = 55.7% = \$10,305,614 Phase 3: 439/1736 = 25.3% = \$4,68,1006

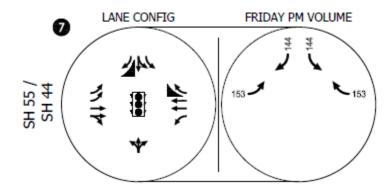
#### Intersection of SH-55 / SH-44

The intersection of SH-44 / SH-55 has failing movements in 2025 background (PM and Friday PM). Congestion and delay only increases with additional Phases of the Avimor development. ITD has determined that the next intersection configuration for SH-44 / SH-55 to bring it up to acceptable level of service is a continuous flow intersection.

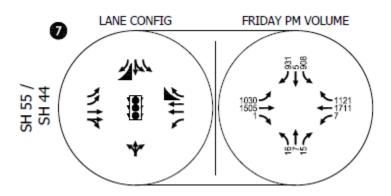
ITD estimates the cost of design, construction and right-of-way for continuous flow intersection at SH-44 / SH-55 is approximately \$17,195,131.

Proportionate share is based on the Friday PM site trips through the intersection of SH-55 / SH-44 compared to total Friday PM traffic volumes in 2032.

#### 2032 Trip Generation for Phase 1, 2, 3



#### **2032 Total Traffic Volumes**



Proportionate Share C	Calculations	
Friday PM Site = 594	Friday PM Total = 7,257	Friday PM % = <b>8.19</b>
S	H-55 / SH-44 CFI Cost Estimate	\$17,195,131
Pro	oportionate Share Contribution	\$1,408,281

ITD is willing to consider proportionate share contributions distributed over the three phases of the project.

		ITE		Daily	Weekd:	y AM Pea	k Hour	Weekd	ay PM Pe	ak Hour	Frida	y PM Pea	k Hour
	Land Use	Code	Units	Trips	Total	In	Out	Total	ln	Out	Total	ln	Out
Ī		ototal Trips	5,152	246	89	157	300	174	126	330	175	155	
	Area 2 Subtotal Trips			13,106	597	264	333	917	490	427	967	492	475
Ι	Area 3 Subtotal Trips			5,837	300	154	146	424	218	206	439	218	221
	Area 1 + 2 + 3 Subtotal Trips			24,095	1,143	507	636	1,641	882	759	1,736	885	851

Phase 1: 330/1736 = 19.0% = \$267,573 Phase 2: 967/1736 = 55.7% = \$784,412 Phase 3: 439/1736 = 25.3% = \$356,295

### Appendix A

#### Cost Estimate – SH-55 / SH-44 Continuous Flow Intersection

SH 55 & SH 44 CFI Preliminary Estimate					
Construction					
Item	Quantity	Unit	\$/Unit	Total	
Pavement widening	385000	SF	\$5.92	\$2,279,390.36	
Overlay	500000	SF	\$2.43	\$1,216,666.67	
Medians (Ty3 Curb)	23000	SF	\$24.66	\$567,283.98	
Medians (Ty1 Curb)	19000	SF	\$23.77	\$451,555.64	
Medians (Traffic Separator)	2700	FT	\$40.00	\$108,000.00	
Earthwork	1	LS	\$250,000.00	\$250,000.00	
Clear and Grub/Misc. Removals	1	LS	\$200,000.00	\$200,000.00	
Striping	1	LS	\$30,000.00	\$30,000.00	
Signing	1	LS	\$650,000.00	\$650,000.00	Assume 4 Overhead Signs @ \$125,000 EA
Signals	8	EA	\$170,000.00	\$1,360,000.00	
Drainage	1	LS	\$300,000.00	\$300,000.00	
Seeding/Landscape	6	AC	\$15,000.00	\$90,000.00	
Subtotal				\$7,502,896.65	
Traffic Cont./Mobilization	10%			\$750,289.66	
		Total	Construction Estimate	\$8,253,186.31	
			Construction	\$8,954,707.15	
			PE+CE	\$1,650,637.26	See "Estimate Summary" Tab
			Contingency	\$4,378,092.64	See "Estimate Summary" Tab
			ROW Costs	\$2,211,693.85	See "ROW Estimate" Tab
			Total	\$17,195,130.90	



## **Board Agenda Item**

ITD 2210 (Rev. 10-13)

ATION US					
Meeting Date July	y 21, 2022				
Consent Item	Information Item	$\boxtimes$	Amount of Presentation Time N	leeded 10-	-15 minutes
Presenter's Name			Presenter's Title	Initials	Reviewed By
Cecilia Arritola/Matt Moore			Sr Planner/Trans.Legis Policy Spec	CAA	LSS
Preparer's Name			Preparer's Title	Initials	
Cecilia Arritola			Senior Planner	CAA	
Subject					
National Electric V	ehicle Infrastructure (	(NEVI	) Formula Program		
Key Number	District I Statewide	Route N	Number		
Background Info	rmation				
This program is a November 15, 202 of Energy and Min will provide an over 1. What is the 2. Timelines a 3. Program G 4. Electric Ve 5. Public Invo	w National Electric Venew initiative signed in the signed	ehicle into la n is a j the Do g criter nate In eployerts for	npact, Siting & Feasibility Study) ment Plan and Considerations Public Outreach	am. ure Law (Bl on Departm	IL) on nent, Office
Recommendation					
For information on	ıy				

160



### **Board Agenda Item**

ITD 2210 (Rev. 10-13)

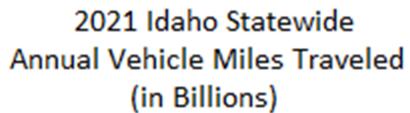
Meeting Date July	21, 2022						
Consent Item  Information Item		Amount of Presentation Time Needed 10 mins.					
Presenter's Name			Presenter's Title	Initials	Reviewed By		
Margaret Pridmore	<b>!</b>		Roadway Data Manager	MP	LSS		
Preparer's Name			Preparer's Title	Initials			
Margaret Pridmore			Margaret Pridmore	MP			
Margaret i Harriore	,		Margaret i Humore	1711			
Subject							
2021 Idaho Traffic	In Review						
Key Number	District	Route	e Number				
Background Infor	mation						
to see in 2022. Thi unprecedented ground it includes a break highway system, a  Interstate: 611 Center	s will include some bwth in 2021 (11% fi down of some of the	statisti rom 20 e statis em. An e publi		ring, as well as the ravel on the interst	е		
Recommendation	S						
Report for Board in	formation only.						
Board Action							
☐ Approved ☐	Deferred						
☐ Other							

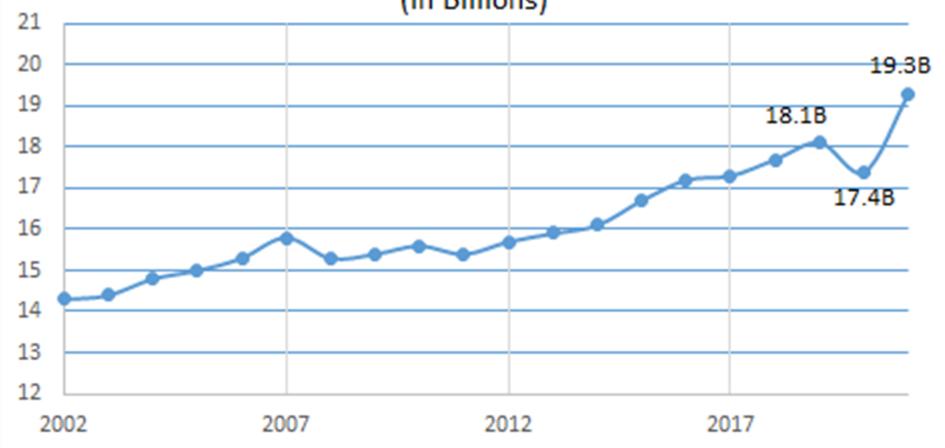
161



# 2021 Idaho Traffic in Review









## 2021 Travel and Extent Facts of Interest

- Interstate:
  - 611 Centerline Miles (1% of all public roads)
  - 25% of all AVMT
- State Highway System:
  - 5,000 Centerline Miles (9% of all public roads)
  - 55% of all AVMT
- Federal Aid System (Including SHS):
  - 12,000 Centerline Miles (20% of all public roads in Idaho)
  - 80% of all AVMT

- Rural (All Roads):
  - 47,000 Centerline Miles (87% of all public roads in Idaho)
  - 58% of all AVMT
- Urban (All Roads):
  - 7,000 Centerline Miles (13% of all public roads in Idaho)
  - 42% of all AVMT



## 2022 What Are We Seeing Now?

#### **Continuous Counters**

Automatic Traffic Recorders Operating from January 2017 to December 2022





## 2022 What Are We Seeing Now?

- Comparing June 2022 to June 2021
  - Urban interstates: -2.7%
  - Urban non-interstates: -1.7%
  - Rural interstates: -3.3%
  - Rural non-interstates: -6.4%



## What is Roadway Data Up to Next?

- Building Community Relationships
  - How can we build partnerships?
  - How can we help each other?
- Watching the Trends
  - Will we continue to see negative growth in the rural areas?
  - What is the impact of gas prices on rural recreational travel?
- Continue to Improve Data Quality and Provide Timely Data
  - How can we make the appropriate data more available to our consumers?
  - What tools can we provide to our partners?



## **Board Agenda Item**

ITD 2210 (Rev. 10-13)

Meeting Date July	/ 21, 2022					
Consent Item	Information Item		Amount of Presentation	n Time N	leeded 10	minutes
Presenter's Name			Presenter's Title		Initials	Reviewed By
Josephine Middleton/Tauna Davis			AHSM/Trooper ISP D2		JM/TD	LSS
Preparer's Name			Preparer's Title		Initials	
Josephine Middleton/Tauna Davis			AHSM/Trooper ISP D2		JM/TD	
Subject						
ISP District 2 Aggre	essive Driving Enforc	ement	and OHS Aggressive Driving C	ampaigr	1	
Key Number	District	Route I	Number			
Background Infor	mation					
information campaig	n. Idaho State Police	Troope	n the current statewide aggressiv r Tauna Davis, the OHS Law En hat targeted aggressive driving o	forcemen	nt Liaison (L <mark>l</mark>	
Recommendation	s					
For information.						
Board Action						
☐ Approved ☐	Deferred					
Other						

Page 1 of 1 168



### **Board Agenda Item**

ITD 2210 (Rev. 10-13)

Meeting Date July	20 - 21, 2022				
Consent Item	Information Item	n 🖂	Amount of Presentation Time	e Needed 15	5 min
Presenter's Name		· 🖂	Presenter's Title	Initials	Reviewed By
	, Darand				Neviewed by
David Tolman/Kelly	y Berard		CAO/Sr. Project Manager, DPW	DT Initials DT	
Preparer's Name			Preparer's Title		
David Tolman			CAO		
Subject					
	gress of ITD's new	HQ Bı	uilding 3 on the Chinden Campus		
Key Number	District	Route	Number		
Rackground Infor	mation				
Background Infor	mation				
G			asbestos abatement and a new roof for		
Recommendation	s				
Information only.					
Board Action					
☐ Approved ☐	Deferred				
Other					

Page 1 of 1 169