



A G E N D A

District 1 Tour, Idaho Transportation Investment Program Outreach Workshop
and Regular Meeting of the Idaho Transportation Board

August 17 - 18, 2022

August 17, 2022

District 1, Columbia Bank Center, Tango Café, 1st Floor
414 Church Street
Sandpoint, Idaho

District 1 Board Tour

- 8:00 Travel to Post Falls
- 9:00 Tour Foam Block Plant, Post Falls
- 11:00 Travel SH-41 project; east on SH-53; north on US-95 through Granite Project to Sandpoint
- 12:00 Lunch at Sandpoint (Board members and invited guests)

ITIP Outreach Workshop

- 2:00 Welcoming – Chairman Moad and Member Thompson
- 2:35 ITD's District 1 Major Priorities
- 3:05 Project Displays – Review Time
 - Interact with Board and ITD staff
- 3:45 Transportation Partner Updates
 - Local partners update Board and ask questions
- 4:30 Adjourn (estimated time)

*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.

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



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August 18, 2022

Idaho Transportation Department, District 1
600 W. Prairie Ave
Coeur d'Alene, Idaho

Business Meeting

To listen:

- Dial 1-415-655-0003 US Toll
a. access code: 2450 400 3135
b. meeting password: 1234

KEY:

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

Table with 3 columns: Action Item, Page #, Time*. Includes items like CALL MEETING TO ORDER, SAFETY SHARE, BOARD MINUTES, BOARD MEETING DATES, CONSENT CALENDAR, and INFORMATIONAL CALENDAR.

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Coeur d'Alene, Idaho

Page # Time

Information Items

- 7. DIRECTOR’S REPORT** **8:40**
 - Director Stokes
 - Chief External Affairs Officer McCarty
- 8. ADOPT-A-HIGHWAY PRESENTATION** **9:00**
Member Thompson: “Skip” Priest
- 9. DISTRICT ENGINEER REPORT:** District 1 Engineer Allen **9:10**
- 10. AGENDA ITEMS**

Information Item

HR ___ Update on the Division of Human Resources’ Modernization Initiative 66A **9:25**
DHR Administrator Wolff

11. BREAK **9:40**

Action Item

ADM ___ August 2022 revenue forecast & proposed FY24 appropriation request 67 **9:55**
Thompson/Bray (Resolution on page 68)

Information Items

ADM ___ State fiscal year 2022 financial statements 69 **10:20**
Tolman

ADM ___ Updated 6-year Capital Facilities Program..... 97 **10:35**
Pirc

Action Items

HWY ___ US-20, Junction SH-87 to Montana State Line, Phases 1 & 2 107 **10:50**
Meppen (Resolution on page 108)

HWY ___ FY22 Apportionment of Highway Infrastructure Program Funds, Bridge..... 109 **11:05**
Farrar Replacement and Rehabilitation Program (Resolution on page 110)

Information Items

COM ___ North Idaho DUI Task Force 111 **11:25**
Kotowski/CPD Knoll

COM ___ 2022-23 ITD zero-based administrative rulemakings 112 **11:40**
Hobdey-Sanchez

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Information Items

COM ____ Utility accommodation rulemaking update..... 139 **11:55**
Hobdey-Sanchez/Beachler

COM ____ FY23-29 draft Idaho Transportation Investment Program outreach results..... 173 **12:15**
Spence/Havey

Action Item

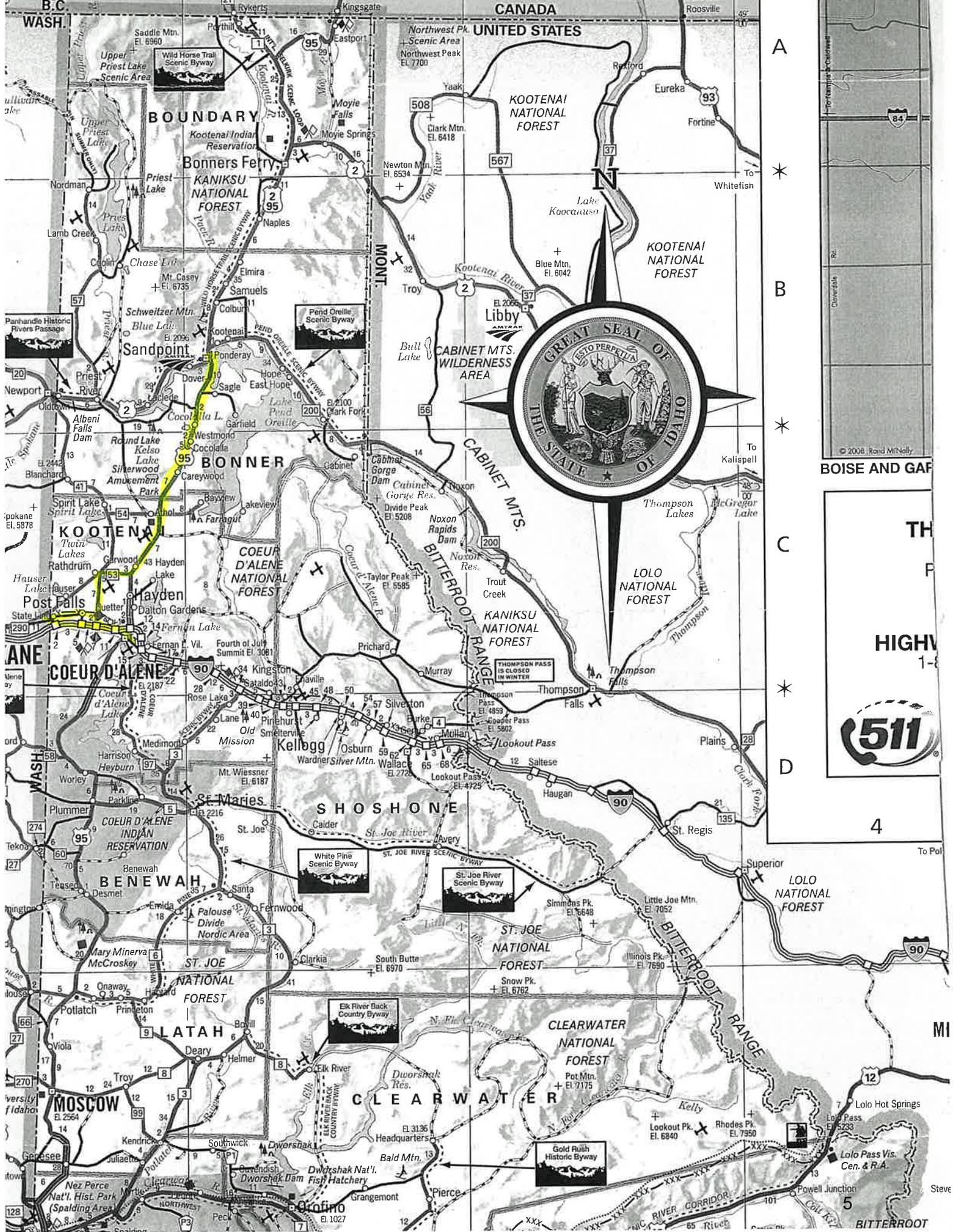
ADM ____ FFY2022 Redistribution of Federal Formula Funds 199 **12:30**
Collins

Information Item

12. EXECUTIVE SESSION (District 1) 12:40
 PERSONNEL ISSUES [SECTION 74-206(a), (b)]
 LEGAL ISSUES [SECTION 74-206(c), (d), (f)]

13. ADJOURNMENT (estimated time) 1:55

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BOISE AND GARDEN VALLEY



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

July 20 - 21, 2022

The Idaho Transportation Board met at 10:30 AM on Wednesday, July 20, 2022, at the Hells Canyon Grand Hotel in Lewiston, Idaho. The following principals were present:

Bill Moad, Chairman

Gary Osborn - District 2

Julie DeLorenzo, Member – District 3

Jim Kempton, Member – District 4

Dwight Horsch, Vice Chairman - District 5

Scott Stokes, Director Stokes

Dan McElhinney, Chief Deputy/Chief Operations Officer

Lorraine Dennis, Executive Assistant to the Board

District 2 Tour and Outreach Workshop. The Board met with officials from the Port of Lewiston who shared information on the types of commodities imported and exported from the port and interest to mitigate restriction on US-12 for oversized cargo. They also heard a presentation on the production and transport of windmill blades. Following the tour, the Board convened at the Hells Canyon Grand Hotel for the Idaho Transportation Investment Program (ITIP) Outreach Workshop. District 2 Engineer Doral Hoff had attendees introduce themselves. Chairman Moad and Member Osborn gave opening remarks and introductions, along with Director Stokes. CD/COO 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 DE-2 Hoff 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 3:11 PM.

July 21, 2022

The Idaho Transportation Board convened at 8:30 AM on Thursday, July 21, 2022 at the District 2 Lewiston Office. All members were present, Lead Deputy Attorney General Tim Thomas joined, and District 1 Member James R. Thompson and District 6 Member Bob Hoff participated remotely.

Safety Share. Staff Engineer Jesse Weaver presented safety information regarding the importance of being prepared for and how to handle emergencies. He emphasized knowing what to do is just as important as knowing how to do it.

Chairman Moad thanked SE Weaver for the important message.

Board Minutes. Member Kempton made a motion to approve the minutes of the regular Board meeting held on June 15 - 16, 2022, as submitted. Vice Chair Horsch seconded the motion and it passed by roll call vote. Due to technical difficulties Members Thompson's and Hoff's vote could not be heard.

Board Meeting Dates. The following meeting dates are scheduled:

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

Consent Items. In response to Chairman Moad's inquiry about the increased contract award for the District 5, I-15 Fort Hall Interchange, Vice Chair Horsch acknowledged the amount was high with having only two bids. He stated escalation was due to supply chain shortages, materials and competition. Because it took a long time to negotiate with Fort Hall and the risk of bids coming in even higher, he recommended moving forward with the project.

Chief Engineer Rindlisbacher added there is a permit with the Corp of Engineers, so if delayed, that can potentially impact the timeliness of the project. He stated the mobilization costs for each of the bidders was about the same.

Member DeLorenzo made a motion and seconded by Vice Chair Horsch to approve the consent calendar resolution and it passed by roll call vote. Due to technical difficulties Member Hoff's vote could not be heard.

The motion to approve the following resolution passed unopposed:

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.

1) Contracts for Award. The low bids on the following project is more than ten percent over the engineer's estimate, requiring justification. On key # 20083, I-15 Fort Hall IC, Bannock County, District 5, there are several difference between the low bid and engineer's estimate includes granular subbase, deck bulb tee girders, excavation, and illumination. On key #22413, W. 5200 S., safety improvements, LHTAC(6), difference between the low bid and engineer's estimate mainly in mobilization, topsoil, and Approach Type A.

The engineer's estimate was developed using the average bid costs of previous projects in the area and assumed price increases. The District and LHTAC does not believe re-advertising the project would result in lower bids, and recommends awarding the contract. Low bidder, for key # 20083: Sundt-Cannon - \$29,871,191.00, and key# 22413: D L Beck Inc. - \$773,261.70.

2) 2022 Children Pedestrian Safety Application Scores. The Idaho Transportation Board provides oversight to the Children Pedestrian Safety (CPS) funds allocated by the Idaho Legislature through Senate Bill 1359 - \$10 million for Fiscal Year 2022. The Local Highway Technical Assistance Council (LHTAC) administers CPS and distributes funding to local highway jurisdictions through a competitive application process. Jurisdictions are limited to one application for a maximum of \$250,000 in award. Applications are scored by a panel of experts and interested parties. On July 14, 2022, the LHTAC Council approved the scores. LHTAC received a total of 79 applications totaling over \$17.5 million in requests.

3) Leading Idaho Local Bridge Program Application Scores. The Board provides oversight to the Leading Idaho Local Bridge (LILB) Program funds allocated by the Idaho Legislature through Senate Bill 1359, which allocates \$200 million in FY 2022. LHTAC administers 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 - June 8, 2022. LHTAC received 221 applications and intends to award projects in five rounds of funding, based on score and the ability to bundle projects in design and construction. The LHTAC Council approved the scores on July 14, 2022.

Informational Items.

1) Contract Awards and Advertisements.

Key #20575, SH-53, Hauser Lake Road to N Bruss Road, District 1. Low bidder: Northwest Grading - \$8,641,381.51

Key #19434, 45th Street West, 49th South to US-30, LHTAC(6). Low bidder: H-K Contractors – \$3,379,769.00.

Key #20645, I-90, Cedars to Dudley Road, District 1. Low bidder: Interstate Concrete & Asphalt Co. – \$15,426,091.93.

Key #22165, US-20/26, Chinden Blvd; 1-84 to Middleton Road, District 3. Low bidder: Staker & Parson Companies, DBA Idaho Materials Construction – \$40,230,764.00.

Key #22239SIA, I-84, interstate fencing, District 3. Low bidder: Northwest Landscape – 60,000 FT.

The list of projects currently being advertised was provided.

2) Professional Services Agreements and Term Agreement Work Tasks Report. From May 21, 2022 to June 26, 2022, 38 new professional services agreements and work tasks were processed, totaling \$5,798,960. Six supplemental agreements to existing professional services agreements were processed during this period for \$863,491.

3) Administrative Settlements in Right of Way Acquisitions. During the semi-annual period of January 1, 2022 through June 30, 2022, the Right of Way Section processed 75 parcels. Of the 75 parcels, 44 parcels had an Administrative Settlement with a total cost of \$5,341,038.

4) FY22 Performance Report for the Division of Financial Management. The FY22 Performance Report to the Division of Financial Management is due by September 1. The report includes the following required elements: Agency Overview, Core Functions of the Department, Revenues and Expenditures, Cases Managed and Key Services Provided, and Performance Measures. Staff provided an informational report for the Board's review.

5) Non-construction Professional Services Report. In accordance with Board Policy 4001, there are no agreements to report for the previous month.

6) Annual Report of Activities to the Board of Examiners. For fiscal year 2022, ITD submitted one request to the Board of Examiners. ITD requested approval to permanently assign a vehicle to a DMV employee who travels extensively throughout the State providing assistance and training to staff at county offices providing DMV services to citizens. The request was approved by the Board of Examiners on September 21, 2021.

7) State FY22 Financial Statements. Revenues to the State Highway Account from all state sources were ahead projections by 1.2% as of May 31. Receipts from the Highway Distribution Account were \$700,000 behind forecast. State revenues to the State Aeronautics Fund were ahead of projections by 44%, or \$1.1 million. The Department's expenditures were within planned budgets. Personnel costs are near planned expenditures with a savings of \$750,000 or 0.6%. Contract construction cash expenditures were \$339 million for July through May.

The balance of the long-term investments was \$173.8 million at the end of May. These funds are obligated against construction projects and encumbrances. The cash balance was \$150.3 million. Expenditures in the Strategic Initiatives Program Fund through the end of May were \$4.8 million. Deposits into the Transportation Expansion and Congestion Mitigation Fund were completed in April 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 \$24.1 million year-to-date. The federal CARES Act provided \$27 million for public transportation. Expenditures totaled \$4.1 million year-to-date.

8) Monthly Reporting of Federal Formula Program Funding through June 30. Idaho received obligation authority of \$432.6 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 \$467.8 million. Currently, obligation authority is 92.5% of apportionments. As of June 30, 2022, \$465,120 million was allocated with \$117,171 million remaining program funding.

Director's Report. Director Stokes stated his presentation will focus on investment as it pertains to the State Transportation Improvement Plan (STIP) and infrastructure investment, current work to update the operational budget, investments in facilities, and workforce needs.

The focus is investing with purpose. Some highlights include factors to success is having a good plan and road map to follow investment priorities, and accommodations for needed adjustments. Increases in 2022, equate to about \$190 million per year for additional available funding for allocation not including bond proceeds. With the Board approved statewide priority 13 corridors last year, ITD anticipates with the bonding program, along with state and federal increases, that they are in a good position to begin modernizing key highways in Idaho. Invest with purpose emphasizes that modernization focus with additional investments in bridges and pavement for safety and capacity in keeping the system safe and in good condition. Additional focus areas include readiness to advance projects, contingency planning in case revenues reduce, hedging against inflation, monitoring contractor capacity, adjusting operational budgets, and investing in facilities and employees.

Chief Deputy/Chief Operations Officer McElhinney reported on ITD's program delivery. Highlights include a breakdown on how ITD will invest new funds in the draft FY24 – FY29 STIP and the inclusion of \$13 million annually for contingency planning to hedge against inflation. Applying delivery dashboard indicators including materials unit price bid tracking data and bids versus estimate, and number of bidders to take an 18-month look ahead focus as they communicate monthly with contractors and AGC. Industry is saying they have the capacity to do the work. Actively tracking material and fuel costs and adjusting weekly to enhance readiness for construction funds. Underscoring the efforts taken through building partnerships with stakeholders meeting regularly to assess risk, receive feedback, garner ideas, and find solutions.

CD/COO McElhinney stated over the last few years, with about 60-70 new contracts averaging 3 to 4 bidders they have received per project have been within 8 – 10% of the engineer's estimate totaling about \$350 million worth of projects. Looking ahead considering industry capacity, ITD plans 70-80 contracts per year and about \$700 million around the state, which contractors report they are ready.

Chief Administrative Officer Tolman reported on ITD's operations. The budget for all operations match Legislative appropriations for FY23. Some highlights include staff is preparing a FY23 supplemental up to \$10 million to address inflation, such as fuel, materials and equipment. The FY23 budget includes early implemented Change in Employee Compensation that averaged a 9% increase, training opportunities, and \$22.3 million for facilities. Due to revenue uncertainty, a \$25 million reserve is included for FY23 as hedge against lower than forecast revenue. ITD, along with partners, are staying flexible on issuance of TECM bonds.

Director Stokes provided a recap of ITD's total appropriation going from \$853.2 million in FY22 to \$1.01 billion for the FY24 budget request.

In response to Chairman Moad's question with everyone struggling with hiring does ITD have enough engineers, Director Stokes stated they have concerns regarding turnover, however, they do have the staff to get the projects done. He plans on presenting more information about the Engineers-In-Training program and proactive efforts taken at a later meeting.

Chairman Moad thanked Director Stokes and staff for the report.

Adopt-A-Highway Presentation. Member Osborn presented the award to a family member Heather Thomas who adopted US-12, Milepost 15 to 17 in memory of Lance Corporal John Allman who was killed in action in 1983. Since 2011, the family picked up 2,870 pounds of trash. Member Osborn applauded their efforts and thanked them for the 10-years of service to the community.

Chairman Moad thanked the Thomas family for serving their community.

District Engineer Report. District 2 Engineer Doral Hoff gave his annual report focusing on safety, innovation, customer engagement, people and projects. Some highlights include report of below average winter resulting in less material use, achieving 75% mobility goal, and crashes up for FY19-21. As a result of a rock slide on White Bird Hill last spring, a “spider” excavator is being used instead of rock scalers, which has more breaking force. Evergreen Highway District helped clean-up 6’ to 8’ snow drifts on SH-64 this winter. Staff held an employee appreciation lunch event this spring, which was well attended. All projects in FY22 were delivered including four FY23 projects. Some major projects on the horizon are Spalding and Arrow bridges replacements, US-95, Moscow to Potlatch and SH-8, Moscow to Troy. Upcoming focal points are delivering the FY24 projects, receiving new snow plows, summer maintenance, and customer engagement. DE-2 Hoff also provided an update on partnering efforts to mitigate a flood on US-95 by Potlatch, US-95 Aht-Wy Interchange, and US-95 Thorn Creek to Moscow projects.

Chairman Moad and Member Osborn thanked DE-2 Hoff for his annual report.

Public Transportation Advisory Council District 2 Appointment. Grants Officer Shauna Miller presented the District 2 PTAC vacancy. The Public Transportation (PT) Office solicited applications for the position in early 2022. One applicant was submitted for reappointment. On June 9, 2022, PTAC by unanimous consent determined that the applicant seeking reappointment continues to be qualified to serve on the PTAC. The District 2 member term began July 1, 2019 and expired June 30, 2022. The applicant will serve a term of July 1, 2022 through June 30, 2025.

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

RES. NO. WHEREAS, Idaho Statute 40-514 establishes the Public Transportation Advisory
ITB22-49 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.

Chairman Moad thanked GO Miller for her presentation.

Public Transportation Advisory Council District 6 Appointment. Grants Officer Shauna Miller presented the District 6 PTAC vacancies. The Public Transportation (PT) Office solicited applications for the position in early 2022. Two applications were submitted for appointment. On June 9, 2022, PTAC by unanimous consent determined the applicants seeking appointment are qualified to serve on the PTAC. The District 6 member term began July 16, 2020 and expired June 30, 2022. The applicant will serve a term of July 1, 2022 through June 30, 2025.

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

RES. NO. ITB22-50 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 that the Transportation Board has determined to appoint Michelle Ziel-Dingman for the District 6 PTAC position for the completion of the term of July 1, 2022 through June 30, 2025.

Chairman Moad thanked GO Miller for her presentation.

Administrative Policy A-06-17 Reporting Losses to Headquarters. Program Manager Steve Spoor proposed deleting Administrative Policy A-06-17, Reporting Losses to Headquarters. In consultation with ITD Operations, Facilities, Environmental and Safety office, staff recommends this policy be deleted. The processes and procedures outlined in A-06-17 are redundant and contained in either the Operations Manual, Employee Safety Manual and Emergency Operation Guide.

The Board's Subcommittee on Policies concurred and supported the deletion at their May meeting.

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

RES. NO. WHEREAS, the Idaho Transportation Board is charged with setting policies for ITB22-51 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.

Chairman Moad thanked PM Spoor for his presentation.

Proposed State Highway Mitigation Agreement, Avimor. In follow-up to last month's board meeting, District 3 Engineer Caleb Lakey provided an update on the SH-55 Avimor agreement. He clarified it is a mitigation agreement not a proportionate share agreement. He reminded the Board, Avimor is voluntarily participating, currently there are no constraints on ITD's use of the fees collected, and Avimor would pay the higher of either impact or mitigation fees.

Chief Administrative Officer Dave Tolman reported a financial analysis of the proportionate share fees to address questions Board members had regarding why there is not adjustments for future inflation, if the fixed amount of \$5,000 over the term of the agreement (32 years) sufficient, and potential of adding an escalator clause to the agreement. In March 2021, ITD performed a Staff Technical Report outlining costs for two future improvements – widening on SH-55 and Intersection of SH-55/SH-44. The total combined present value in 2021 proportionate share is \$19,910,281. Using that figure and adjusting it for inflation at 10.4% for 2022, totals \$21,980,950. Taking into account the number of years and estimated number of units built per year, the estimated future value is \$48.5 million. CAO Tolman provided analysis by

applying the Consumer Price Index (at different discount rates) to determine estimated present value calculations. The difference between the Staff Technical Report versus the factored present value determined each of the eight comparative analyses, with the exception of one, showed a favorable outcome for ITD.

CAO Tolman reported staff will continue to work with Avimor and return next month to seek the Board's approval of the revised mitigation agreement.

In response to Member Hoff's question regarding a conflict for paying impact fees, DE-3 Lakey stated there is none. The developer is doing projects independent of the proposed agreement.

Member Kempton commented he spoke with CAO Tolman about reviewing risk mitigation at 5 or 10-year interval points.

Chairman Moad thanked DE-3 Caleb and CAO Tolman for the update.

National Electric Vehicle Infrastructure Formula Program. Senior Transportation Planner Cecilia Arritola reported the NEVI program was established by the Bipartisan Infrastructure Law (BIL) to make state funding available for states to deploy EV charging infrastructure and to establish a network. Some highlights include the BIL was signed on November 15, 2021 with FHWA releasing guidance in February 2022 for the State's Plans, which are due August 1, 2022. Idaho's formula funding distribution for FY22 - FY26 totals \$29.9 million. Idaho is also eligible to apply for three additional discretionary grant programs. Idaho's state plan will reflect engagement with rural, underserved and disadvantaged communities.

Transportation Legislative Policy Specialist Matt Moore reported on outreach efforts, some of which included planning, creating content and materials, survey deployment, and individual stakeholder meetings. Over 1,000 responses have been received from the online survey. There are several stakeholder groups ranging from utility companies and government agencies to Idaho businesses. Staff is meeting with agency partners every two weeks. Staff is also planning to undertake a siting, access and feasibility study, which will be completed following the initial approval of Idaho's plan. Some EV charging infrastructure considerations include them being located 50 miles or less from each other and less than 1 mile from the interstate, sufficient electric power for 24/7/365 use, and providing public restrooms, lighting, shelter, food and ADA access. Some project eligibility parameters are purchase of installation of EV charging infrastructure, data sharing, and mapping and analysis activities.

In responses to Member DeLorenzo's question regarding the 50-mile distance between charging stations and rest areas, TLPS Moore stated charging stations are not allowed at rest areas. The purpose now is to consider potential locations, identify interest and access to power, and then consider distance. There are some exceptions for rural areas.

In response to Member Kempton's question regarding the process for funding distribution, TLPS Moore responded the respective state's department of transportation would

decide the charging process; however it is complicated. The study being conducted will help work through those issues and other policy considerations for registrations fees.

Member Kempton asked that the board be kept informed as details are learned regarding implementation, policy and funding distribution to garner a better understanding and to keep the legislature informed.

CD/COO McElhinney stated ITD is working with USDOT and all 50 states are to submit plans by August, which is the first milestone. They anticipate \$5 million per year for about 10 – 15 charging stations, but the power grids needs to be improved. Staff will keep the board updated.

Chairman Moad thanked STP Arritola and TLPS Moore for the presentation.

2021 Idaho Traffic Review. Roadway Data Manager Margaret Pridmore reported on the traffic monitoring data for Idaho's roadways in 2021. The Annual Vehicle Miles Traveled (AVMT) is 19.3 billion up 11% from 2020. She presented facts and trends some highlights include the State Highway System carries 55% of all AVMT – 45% are on local roads. There are 47,000 Rural centerline miles (87% of all public roads in Idaho) that carries 58% of all AVMT. Automatic traffic recorders operating from January 2017 to December 2022 show traffic is leveling out in comparison to the increase seen in 2021 due to pandemic activity patterns. Urban interstate and rural non-interstate travel has decreased by 2.7% and 6.4% respectively. Focus will continue to be placed on building community partnerships, watching trends for long-term impacts, improving data quality and providing it to partners in timely manner.

Chairman Moad thanked RDM Pridmore for the report.

Aggressive driving enforcement and driving campaign. Acting Highway Safety Manager Josephine Middleton shared aggressive driving facts such as nearly half of all crashes involve aggressive driving, 75% happen in urban areas, and 71% of fatal crashes are in rural areas. Driving too fast for conditions is the number one reason for aggressive driving fatalities, of which 88% are in rural areas. The 100 Deadliest Days of Summer campaign is focusing on younger drivers. Staff is using high impact media to raise awareness on dangers of speeding such as streaming TV and social media, Tik Tok. Acting HSM Middleton shared a video produced by the National Highway Traffic Safety Administration for their speeding campaign. She also reported partnering efforts with locals that has helped them to better understand and address safety concerns. They have funded seven speed monitoring trailers this year, which provides data every three hours. Law enforcement agencies statewide are conducting High Visibility Enforcement (HVE) checks for the month of July.

Lewiston ISP Trooper Tauna Davis reported they conduct quarterly HVEs in her region. They are monitoring four areas amongst US-95 and US-12. Patrols have seen a rise in speeding. In order to curb behavior, campaigns are focusing on distracted driving with cell phones, speeding, aggressive driving and seat belt usage. In partnership with ITD, Trooper Davis shared a video of an HVE campaign for Lewiston Hill regarding aggressive driving.

Chairman Moad and Member Kempton thanked ISP Trooper Davis for the report and service to the community.

Update on ITD's new Headquarter Chinden Campus Building 3. Chief Administrative Officer Tolman introduced Division of Public Works (DPW) Sr. Project Manager Kelly Berard who provided a project update on Chinden Campus, Building 3. The Request for Quote (RFQ) was advertised on June 23, 2022 with submissions due July 28. Evaluations and interviews will be conducted July 29 – August 26, which ITD is part of the evaluation team. Once selection is made, it will go before the Permanent Building Fund Advisory Council (PBFAC) at its September meeting. They anticipate contract award in September to begin the design process in October/November 2022 with construction starting in July 2023 and completion by April 2025. Additional improvements are being made to Building 3 simultaneously, which include a new HVAC system, asbestos abatement, roof replacement, and building separate access corridors for Hewlett Packard's Buildings 1 and 5 that transverses through Building 3.

In response to Member Osborn's question regarding ITD's involvement in the design process, DPW's PM Berard stated ITD executive staff is engaged in the process and will have input to who is on the design team. CD/COO McElhinney added ITD will be involved in the interview process and have monthly check-ins with the Department of Administration.

Chairman Moad thanked DPW's PM Berard for the update.

Executive Session on Legal and Personnel Issues. Member DeLorenzo made a motion to meet in executive session at 11:15 AM to discuss issues as authorized in Idaho Code Section 74-206 (b) and in Idaho Code Section 74-206 (f). Vice Chair Horsch 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 12:58 PM.

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

WILLIAM H. MOAD, Chairman
Idaho Transportation Board

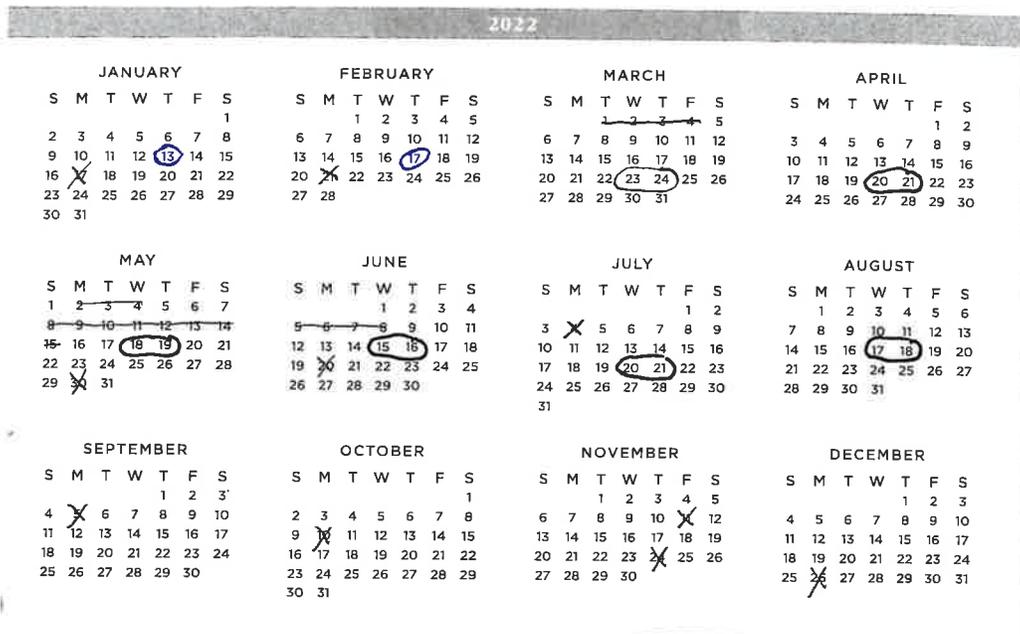
Read and Approved
_____, 2022
_____, Idaho

BOARD MEETING DATES

2022

September 22 – Boise
November 16 & 17 – Boise

October 19 & 20 – Boise
December 14 & 15 - Boise



“X” = holiday

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

Information: Board meeting dates scheduled.



IDAHO TRANSPORTATION BOARD

RESOLUTION FOR CONSENT ITEMS

Pages 19 - 46

RES. NO. ITB22-53 WHEREAS, consent calendar items are to be routine, non-controversial, self-explanatory items that can be approved in one motion; and

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

NOW THEREFORE BE IT RESOLVED, that the Board approves the FY22 Account Write Off report, FY22 Performance Report, the Burgess & Niple individual task agreement extension, delay of Peckham Road Intersections, and Franklin Blvd. & Karcher Road, consultant agreement, contract awards, and contract to reject.



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date August 18, 2022

Consent Item Information Item Amount of Presentation Time Needed Consent

Presenter's Name Dave Tolman	Presenter's Title Chief Administrative Officer	Initials DT	Reviewed By LSS
Preparer's Name Nancy Luthy	Preparer's Title Revenue Operations Manager	Initials NL	

Subject

FY2022 Account Write Off		
Key Number	District	Route Number

Background Information

Each year the Board is presented information on the outstanding accounts receivable determined to be uncollectible. Department policy requires that all uncollectible accounts exceeding \$1,000 be reviewed and approved for write off by the Board. The Director or his/her designee reviews and approves for write off all accounts less than \$1,000.

Collection procedures for outstanding receivables include direct contact and demand letters on a stand-ard schedule. Claims to the courts are made where applicable. Private collection agencies and their techniques are utilized to solicit payment in full from delinquent accounts. If the department receives payment for any of these accounts in the future, the customer will be given proper credit.

This year 16 accounts have been determined to be uncollectible.

	FY22 QTY	FY22	FY21 QTY	FY21
Accounts > \$1,000	6	\$10,409.79	9	\$28,449.81
Accounts < \$1,000	10	\$3,136.97	18	\$5,997.26

Account balances to be written off that are over the \$1,000 threshold are damage claims, commercial registrations and insufficient funds checks totaling \$10,409.79.

Account balances to be written off for FY22 that are less than \$1,000 are mostly due to the expiration of the statute of limitations.

The outstanding receivables are more than four years delinquent. Customers are not allowed to do business with the Department, where applicable until their deficiencies are paid or statute of limitations is reached. The Chief Administrative Officer has reviewed the write off of 6 uncollectible accounts receivable over \$1,000 totaling \$10,409.79.

Recommendations

Staff recommends approval of the write off of 6 accounts in excess of \$1,000, for a total write off of \$10,409.79.

Board Action

Approved Deferred _____
 Other _____

ACCOUNTS TO BE WRITTEN OFF

Fiscal Year 2022

Over (\$1,000)

Account	Name	Amount	Mileage Tax	Registration	Returned Check	Audit	Reinstatement	Damage Claim	Permits	Final Comments
5006023	SPRUTE ENTERPRISES LLC	\$2,716.55	\$0.00	\$2,676.55	\$0.00	\$0.00	\$40.00	\$0.00	\$0.00	Past statute of limitations.
5654122	MIDNIGHT RIDE EXPRESS LLC	\$2,081.37	\$0.00	\$0.00	\$2,041.37	\$0.00	\$40.00	\$0.00	\$0.00	Past statute of limitations.
4101323	BISHOFF, RICHARD A	\$1,624.42	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$1,624.42	\$0.00	Past statute of limitations.
6100043	BRADSHAW, ROBERT	\$1,576.04	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$1,576.04	\$0.00	Past statute of limitations.
4911989	HARDISTY TRUCKING	\$1,306.19	\$0.00	\$1,266.19	\$0.00	\$0.00	\$40.00	\$0.00	\$0.00	Past statute of limitations.
9329460	ADAMS, NICHOLAS L	\$1,105.22	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$1,105.22	\$0.00	Past statute of limitations.

Account	Name	Amount	Mileage Tax	Registration	Returned Check	Audit	Reinstatement	Damage Claim	Permits	Final Comments
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Total of Accounts:	6	\$10,409.79	\$0.00	\$3,942.74	\$2,041.37	\$0.00	\$120.00	\$4,305.68	\$0.00	
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Approved by:

Idaho Transportation Board Chairman

Date

ACCOUNTS TO BE WRITTEN OFF

Fiscal Year 2022

under (\$1,000)

Account	Name	Amount	Mileage Tax	Registration	Returned Check	Audit	Reinstatement	Damage Claim	MVR	Permits	Plans & Specs	Final Comment
G120	SAHMSI AUTO SALES	\$741.50	\$0.00	\$0.00	\$741.50	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	Past statute of limitations.
6207413	SENTINEL SERVICES INC	\$538.40	\$0.00	\$498.40	\$0.00	\$0.00	\$40.00	\$0.00	\$0.00	\$0.00	\$0.00	Past statute of limitations.
9329606	DIVINE, SIERRA BETH	\$444.38	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$444.38	\$0.00	\$0.00	\$0.00	Past statute of limitations.
1101389	JACKSON, VANESSA	\$386.08	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$386.08	\$0.00	\$0.00	\$0.00	Past statute of limitations.
9329609	HENDERSON, KEIGAN A	\$356.92	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$356.92	\$0.00	\$0.00	\$0.00	Past statute of limitations.
9329673	GRIFFITH, TAMIE LYNN	\$217.13	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$217.13	\$0.00	\$0.00	\$0.00	Past statute of limitations.
9329471	POST, CRISTINA RAE	\$193.14	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$193.14	\$0.00	\$0.00	\$0.00	Past statute of limitations.

Account	Name	Amount	Mileage Tax	Registration	Returned Check	Audit	Reinstatement	Damage Claim	MVR	Permits	Plans & Specs	Final Comment
9329373	ROBINSON, REBECCA L	\$153.24	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$153.24	\$0.00	\$0.00	\$0.00	Past statute of limitations.
0148833	JOHNSON, DONALD	\$83.00	\$0.00	\$0.00	\$0.00	\$0.00	\$40.00	\$0.00	\$0.00	\$43.00	\$0.00	Past statute of limitations.
G120	WINGERT SR, ROGER ALLEN	\$23.18	\$0.00	\$0.00	\$23.18	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	Past statute of limitations.
Total of Accounts	10	\$3,136.97	\$0.00	\$498.40	\$764.68	\$0.00	\$80.00	\$1,750.89	\$0.00	\$43.00	\$0.00	

Approved by:

Controller

Date

Chief Administrative Officer

Date



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date August 18, 2022

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

Presenter's Name L. Scott Stokes	Presenter's Title Director	Initials LSS	Reviewed By LSS
Preparer's Name Lorraine Dennis	Preparer's Title Executive Assistant to the Board	Initials LD	

Subject

FY22 Performance Report for the Division of Financial Management (DFM)		
Key Number	District	Route Number

Background Information

Idaho Code 67-1903 – 67-1904 requires all state agencies to submit an annual Performance Report to the Division of Financial Management by September 1.

The report includes the following required elements:

- Agency Overview
- Core Functions of the Department
- Revenues and Expenditures
- Cases Managed and Key Services Provided
- Performance Measures

The FY22 financial “Revenue and Expenditures” data from the previous month has been updated to reflect the final year-end data.

Recommendations

Staff requests Board approval.

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 through several sources, including user fees (fuel tax and vehicle registration), dedicated state sales tax and general fund surplus revenues, and federal funds. 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 ⁷	\$3,261,472	\$3,087,459	\$6,588,053	\$10,038,005
Federal	\$348,141	\$540,836	\$616,830	\$212,780
State Highway Account Fund				
State	\$344,727,599	\$342,120,304	\$372,589,659	\$373,642,502
Federal	\$354,641,984	\$396,513,651	\$398,455,281	\$369,789,459
Local	\$10,367,038	\$22,275,600	\$8,531,271	\$8,829,584
Strategic Initiatives Program ^{4,7}				
State	\$37,304,701	\$654,886	\$75,064,550	\$228,527,875
Trans Expansion & Mitigation ⁵				
State	\$19,851,449	\$22,411,732	\$24,368,633	\$180,569,645
CARES Act Covid-10 Fund ⁶	\$0	\$65,486	\$5,877,687	\$4,304,351
Total	\$770,502,384	\$787,669,954	\$892,091,964	\$1,175,914,201
Expenditures¹⁻⁶	FY 2019	FY 2020	FY 2021	FY 2022
Personnel Costs	\$118,331,785	\$123,658,416	\$125,836,563	\$134,288,402
Operating Expenditures	\$95,713,628	\$92,690,148	\$98,214,764	\$97,279,147
Capital Outlay ³	\$549,813,087	\$582,847,403	\$543,275,278	\$515,224,454
Trustee/Benefit Payments	\$18,162,284	\$17,855,871	\$26,483,507	\$24,151,973
Total	\$782,020,784	\$815,051,836	\$793,810,112	\$770,943,976

Footnotes:

¹Revenues and Expenditures do not include GARVEE bond proceeds or project costs.

²Expenditures include cash expenditures and encumbrances.

³Capital Outlay includes GARVEE debt-service payments.

⁴Strategic Initiatives Program Fund as established in Idaho Code 40-719.

⁵Transportation Expansion and Congestion Mitigation Fund (TECM) as established in Idaho Code 40-720.

⁶CARES Act COVID-19 Fund established to track Federal expenditures and reimbursements

⁷\$6.4 million was transferred into the State Aeronautics Fund and \$228 million was transferred into the Strategic Initiatives Program Fund for FY22 from the Governor's "Building Idaho's Future".

⁸\$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.

⁹\$80 million in sales taxes were transferred into the TECM Fund for transportation infrastructure projects.

Caseload and/or Key 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 ¹	1.84 million	1.86 million	1.82 million	1.83 million
Annual Miles Driven ² - <i>on State Highway System</i>	9.98 billion	10.12 billion	9.72 billion	10.92 billion
Short Tons of Freight Moved – <i>on State Highway System</i>	285.3 million	270.5 million	Data not available ³	273.6 million

¹Represents transactions for registered vehicles

²Data is published annually after the end of the calendar year and reported as fiscal year metric

³Data 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 – 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 – DISTRIBUTOR				
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 – DISTRIBUTOR BRANCH				
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 BRANCH REPRESENTATIVE				
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 REPRESENTATIVE				
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 – FACTORY BRANCH				
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 BRANCH REPRESENTATIVE				
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 – MANUFACTURER				
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 – MANUFACTURER REPRESENTATIVE				
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 – SALESMAN				
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 – WHOLESALE DEALER				
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

*New statutory tool, Notice of Deficiency Suspension Notice (NODS) creates increase. 245 customer issues were resolved and only 10 NODS resulted in suspensions. The majority of complaints are from proactive motor vehicle investigator reportings.

**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 Per 100 Million Miles Traveled	actual		1.30	1.35	1.33	1.35*	----
	target		1.33	1.40	1.41	1.35	1.36
<ul style="list-style-type: none"> Estimate only – final not available until Feb/March 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 Condition	actual		91%	92%	87%	94%	--%
	target		80%	80%	80%	80%	80%
3. % Bridges in Good or Fair Condition	actual		75%	75%	77%	79%	--%
	target		80%	80%	80%	80%	80%
4. % of Time Mobility Unimpeded during Winter Storms (<i>winter season; Dec. - March</i>)	actual		86%	85%	80%	82%	--%
	target		73%	73%	73%	73%	73%

*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
 Phone: (208) 334-8207
 E-mail: Lorraine.Dennis@itd.idaho.gov



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date August 18, 2022

Consent Item Information Item Amount of Presentation Time Needed _____

Presenter's Name Matt Farrar, PE	Presenter's Title State Bridge Engineer	Initials MF	Reviewed By MF
Preparer's Name Darren LaMay, PE	Preparer's Title Technical Engineer I	Initials DL	LSS

Subject

Burgess & Niple Individual Task Agreement Extension		
Key Number 23044	District 4	Route Number US-93 Perrine Bridge

Background Information

The purpose of this Board Agenda Item is to request approval to exceed the consultant individual task agreement limit of \$500,000 for consultants selected from the term agreement list set by Board Policy 4001 for Burgess & Niple on the US-93 Perrine Bridge Repair Project, Key No. 23044.

In November 2021, Burgess & Niple was initially selected from the term agreement list with a Request for Information (RFI) to prepare Preliminary Design bridge repair plans through Plans, Specifications and Estimate (PS&E) services for \$390k. The original scope of work included a field inspection that revealed some additional repairs that needed to be addressed. These additional bridge repairs include the replacement of all pedestrian railing expansion panels, extensions for the bridge deck downspouts, cleaning and painting of the metal deck forms around the manholes in the bridge deck, and replacement of metal balusters in the pedestrian railing that are damaged or missing. As a result, a Supplement in the amount of nearly \$30k was added, bringing the total agreement amount to \$420k.

This project's design phase is complete, having received the final PS&E deliverable in May 2022, and the services of Burgess & Niple will be needed for upcoming engineer of record (EOR) services and construction engineering and inspection (CE&I) services. These services will be more involved than on most repair projects due to the complex nature of the field work required by the contractor, and are estimated at \$480k which will increase the combined agreement amount to \$900k. Burgess & Niple have extensive institutional knowledge of the project and would be extremely difficult to replace with another consultant at this stage of design. Additional services by Burgess & Niple are estimated at \$480,000 for a total of \$900,000. The cost of these EOR and CE&I services will be covered by funds that have already been scheduled within the project.

Recommendations

Approve request for Burgess & Niple to exceed the consultant individual task agreement limit of \$500,000 for consultants selected from the term agreement list, up to \$900,000.

Board Action

Approved Deferred _____
 Other _____



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date August 18, 2022

Consent Item Information Item Amount of Presentation Time Needed _____

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

Subject

Delay of **LOCAL, PECKHAM RD INTERSECTIONS, CANYON CO (\$459,000)** and **STC-8223, FRANKLIN BLVD & KARCHER RD INT, NAMPA (\$3,125,000)** by **\$3,584,000** in the approved FY2022- 2028 ITIP Safety and Capacity Program.

22101,22102	District 3	Route Numbers LOCAL, STC-8223
-------------	---------------	----------------------------------

Background Information

The purpose of this consent item is to delay **LOCAL, PECKHAM RD INTERSECTIONS, CANYON CO** and **STC-8223, FRANKLIN BLVD & KARCHER RD INT, NAMPA** from FY2022 to FY2023 in the Safety and Capacity Program at the request of the Local Highway Technical Assistance Council (LHTAC) and the project sponsors, Golden Gate Highway District and City of Nampa, respectively, per policy 5011 *Idaho Transportation Investment Program (ITIP)*.

LOCAL, PECKHAM RD INTERSECTIONS, CANYON CO (KN 22101) : Due to delays in obtaining the Railroad encroachment permit from the Union Pacific Railroad, this project will not be ready for advertisement in FY2022. Therefore, LHTAC and the project sponsor, Golden Gate Highway District #3 request the project be delayed until FY23.

STC-8223, FRANKLIN BLVD & KARCHER RD INT, NAMPA (KN 22102) The City is in negotiations with the surrounding property owners which is taking more time than anticipated. Therefore, LHTAC and the project sponsor, City of Nampa, request the project be delayed until FY23.

Actions	KN	District	Program Year	Route, Project Name	Phases	FY22	FY23
Delay construction to FY23	22101	3	2022	LOCAL, PECKHAM RD INTERSECTIONS, CANYON CO	UT, CN	\$ (459,000.00)	\$ 459,000.00
Delay construction to FY23	22102	3	2022	STC-8223, FRANKLIN BLVD & KARCHER RD INT, NAMPA	LP, CE, CC, CL, CN	\$ (3,125,000.00)	\$ 3,125,000.00
					Totals	\$ (3,584,000.00)	\$ 3,584,000.00

(UT) Utilities; (LP) Land Purchase; (CE) Construction Engineering by ITD; (CL) Construction Engineering by LHTAC; (CC) Construction Services by Consultant; (CN) Construction

Authorize staff to adjust the approved FY2022-2028 ITIP and the FY2023-2029 DRAFT ITIP, accordingly.

Recommendations

Approve the delay of **LOCAL, PECKHAM RD INTERSECTIONS, CANYON CO (\$459,000)** and **STC-8223, FRANKLIN BLVD & KARCHER RD INT, NAMPA (\$3,125,000)** by **\$3,584,000** in the approved FY2022- 2028 ITIP Safety and Capacity Program from FY2022 to FY2023 AND authorize staff to adjust the FY2022-2028 ITIP AND to authorize staff to include in the FY2023- 2029 DRAFT ITIP.

Golden Gate Highway District No. 3

Commissioners: Ed Leavitt, Andy Bishop, Fred Sarceda

May 25, 2022

Subject: Peckham Road Project KN22101 Intersection Freight Improvements

To: Wayne Herbal, P.E. and Federal-Aid Engineer
Local Highway Technical Assistance Council

From: Bob Watkins, Director of Highways Golden Gate Highway Dist#3

Regarding: KN22101 Peckham Road Intersection Freight

Golden Gate Highway District No. 3 is the Sponsor for KN22101. This Federal-Aid project will make greatly needed improvements. Due to a delay in permitting by Union Pacific Rail Road we will not be able to start construction in a timely manner. Please consider our request to move funds to the next fiscal year "2023".

Sincerely,

Bob Watkins
Director of Highways
Golden Gate Highway Dist. No.3



DEBBIE KLING
MAYOR



NAMPA CITY HALL
411 3RD STREET SOUTH
NAMPA, ID 83651
(208) 468-5401
MAYOR@CITYOFNAMPA.US

OFFICE OF THE MAYOR

June 21st, 2022

Dan Coonce
Federal-aid Engineer and T2 Director at LHTAC T2 Center
Local Highway Technical Assistance Council
3330 W Grace Street
Boise, ID 83703

Re: KN 22102— Roundabout at Franklin Boulevard and Karcher Road

Dan:

The City of Nampa requests that funding for this project be delayed from FY2022 to FY2023. The City recognizes that this may not work out exactly as requested, but the project cannot be under contract within the current fiscal year. A portion of the northwest quadrant for the roundabout is being re-designed to facilitate right-of-way acquisition. Nampa also has another roundabout on Franklin (at Birch) that will be under construction this fall and we do not want both intersections closed at the same time.

I believe you have had discussions with Parametrix' design engineers and Nampa City staff about this delay and you are simply awaiting this letter for confirmation.

Sincerely,

A handwritten signature in blue ink that reads "Debbie Kling". The signature is written in a cursive style with a large, looping "D" and "K".

Debbie Kling
Mayor
City of Nampa



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date August 18, 2022

Consent Item Information Item Amount of Presentation Time Needed _____

Presenter's Name Monica Crider, P.E.	Presenter's Title State Design Engineer	Initials MC	Reviewed By MC
Preparer's Name Holly McClure	Preparer's Title Contracts Officer	Initials HM	LSS

Subject

REQUEST TO APPROVE CONSULTANT AGREEMENTS		
Key Number	District	Route Number

Background Information

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

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

Recommendations

Approve: (see attached sheet for additional detail)

- KN 23456 – I-84, Meridian Road Interchange to Eagle Road Interchange (District 3) – for preliminary design services of approximately \$1.5M

Board Action

Approved Deferred _____

Other _____



Your Safety • Your Mobility
Your Economic Opportunity

Department Memorandum

Idaho Transportation Department

ITD 0500 (Rev. 07-17)
itd.idaho.gov

DATE: Aug 9, 2022

Program Number(s)A023(456)

TO: Monica Crider,
PE Contracting Services Engineer

Key Number(s)23456

FROM: Caleb Lakey
District 3 Administrator

Program ID, County, Etc.I 84, Meridian Road IC
to Eagle Road IC, Design, Meridian

RE: Request for Professional Services Agreement Amount Over \$1,000,000 for Design Services by T-O Engineers, Inc.

In December 2021, D3 requested and was approved for board unallocated dollars to improve mobility and safety on I-84 Eastbound between the Meridian Road Interchange and the Eagle Road Interchange. Specifically, the proposed project will design an Eastbound auxiliary lane and new shoulder as well as a second on-ramp lane at Meridian Road Interchange and a second off-ramp lane at Eagle Interchange. This will require two Interchange Modification Reports (IMR) for Federal Highway Administration (FHWA) to review and approve.

On March 14, 2022, through an RFP process, T-O Engineers, Inc., was selected to negotiate for design services. A Phase 1 package of Preliminary Design services, including two Interchange Modification Reports, has been negotiated for \$1.321M.

The project currently has \$1.325M in available obligated funds and will add \$175K in state funding from other FY23 programmed projects for preliminary engineering (PE).

The purpose of this board item is to request Board approval for a consultant services agreement amount to \$1.5M to complete design services through final design.

We will track this project in the Early Development Program. Construction (CN) cost is currently unknown and unfunded.



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date August 18, 2022

Consent Item Information Item Amount of Presentation Time Needed _____

Presenter's Name Blake Rindlisbacher, P.E.	Presenter's Title Transportation Engineering Division Administrator	Initials BR	Reviewed By LSS
Preparer's Name Monica Crider, P.E.	Preparer's Title State Design Engineer	Initials MC	

Subject

Board Approval of Contracts for Award		
Key Number	District	Route Number

Background Information

INFORMATION

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

Year to Date Bid Summary 07/01/22 to 07/31/22					
Contracts Bid		Contracts Requiring Board Approval to Award		Contracts Requiring Board Approval to Reject	
ITD	Local	ITD	Local	ITD	Local
6	3	0	2	0	1

ACTION

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

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

Contracts requiring Board Approval to Award -Justification received 07/01/22 to 07/31/22	
ITD	Local
0	2

Recommendations

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

Board Action

Approved Deferred _____

Other _____

Monthly Status Report to the Board

CONTRACT(S) FOR BOARD APPROVAL

District	Key No.	Route	Opening Date	No. of Bids	Eng. Est.	Low Bid	Net +/-
LHTAC(6)	22401	OFF SYS	7/19/2022	2	\$140,209.44	\$247,295.00	\$107,085.56
STC-5705, Benewah Creek Road Safety Improvements							176%
Contractor: Razz Construction Inc					Federal		

District	Key No.	Route	Opening Date	No. of Bids	Eng. Est.	Low Bid	Net +/-
LHTAC(3)	20230	OFF SYS	7/19/2022	3	\$2,822,447.86	\$3,220,091.55	\$397,643.69
Eastside Drive Bridge							114%
Contractor: LaRiviere Inc					Federal		

DATE OF BID OPENING - JULY 19, 2022

IDAHO FEDERAL AID FINANCED PROJECT
STC-5705, BENEWAH CREEK ROAD SAFETY IMPROVEMENTS
Benewah County
Key No. 22401

DESCRIPTION: The work on this project consists of installing additional warning signs, improving the gravel surface, and the installation of guardrail and end terminals at two spot locations

BIDDERS:

RAZZ CONSTRUCTION INC BELLINGHAM, WA	\$247,295.00
KNIFE RIVER CORPORATION - MOUNTAIN WEST BOISE, ID	\$259,000.00

2 BIDS ACCEPTED

ENGINEER'S ESTIMATE - \$140,209.44

LOW BID - 176% Percent of the Engineer's Estimate

NET +/- OF EE \$107,085.56

(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

Digitally signed by
Monica Crider
Date: 2022.07.28
09:37:44 -06'00'

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
www.lhtac.org



Neal Gier
Chairman
Phil Lampert
Vice Chairman
Mac Pooler
Secretary/Treasurer
Laila Kral, P.E.
Administrator

Date: July 25, 2022

Project No: A022(401)

To: Monica Crider, P.E. *MC*
State Design Engineer

Key No: 22401

From: Laila Kral, PE *LK*
LHTAC Administrator

Project Identifications, County
Signing Safety Upgrades, Ashton

RE: Justification of Bid for Award

Bids were opened on July 19, 2022 for the Benewah Creek Rd Safety Improvements project in Benewah County. LHTAC, Benewah County, and the design consultant have reviewed the bid results. Razz Construction, Inc. submitted the low bid at \$247,295 which was (76.4%) over the Engineer's Estimate

There were two bids submitted for the project. The second bid received was \$259,000, which is \$11,705 (4.7%) over the lowest bidder. This shows a relatively tight cluster between the bids.

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 Price	Bid Price	\$ Difference
201-010A	CLEARING & GRUBBING	1 LS	\$4,000.00	\$20,000.00	\$16,000.00
303-022A	3/4" AGGR TY B FOR BASE	270 TON	\$17,550.00	\$33,750.00	\$16,200.00
675-005A	SURVEY	1 LS	\$7,500.00	\$25,000.00	\$17,500.00
S904-05A	SP - TEMPORARY TRAFFIC CONTROL	1 LS	\$10,000.00	\$49,000	\$39,000.00
				Total	\$88,700.00
				% Difference From EE	83%

The project is located in a fairly remote location of Benewah County, west of the City of St. Maries. The estimate assumed the availability of all items from sources closer to the project. The two bids received were both higher on these items and may indicate the travel distance required to get to the project site combined with relatively smaller nature of this job.

The bid prices received and the low number of bids submitted, likely reflect the remote nature of the project as well as the work window at the end of the busy 2022 construction season.

LHTAC recommends that the contract be awarded to the low bidder. Construction of this Safety project that would benefit the County and it is unlikely that alternations to the plans or specifications would provide savings to the project. Funds to cover the additional cost have been designated.

Association of Idaho Cities

Mayor Mac Pooler
City of Kellogg
Mayor Robert (BJ) Berlin
City of Roberts
Councilwoman Kari Peterson
City of Fruitland

Idaho Association of Highway Districts

Commissioner Neal Gier
Buhl Highway District
Commissioner Kevin Renfrow
South Latah Highway District
Commissioner Gilbert Hofmeister
Power County Highway District

Idaho Association of Counties

Commissioner Phil Lampert
Benewah County
Commissioner Mark Rekow
Gem County
Commissioner Todd Smith
Madison County

Ex-Officio Members

Kelley Packer, Executive Director
Association of Idaho Cities
Nick Veldhouse, Executive Director
Idaho Association of Highway Districts
Seth Grigg, Executive Director
Idaho Association of Counties

Board of
County Commissioners
245-2234

Clerk District Court
Auditor and Recorder
245-3212

Treasurer and
Tax Collector
245-2421



Prosecuting Attorney
245-2564

Assessor
245-2821

Sheriff
245-2555

Coroner
245-2611

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

July 26, 2022

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

RE: 22401 Benewah Creek Road Safety Improvements

Benewah 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 do not hesitate to contact me at (208) 245-3212 or dbramblett@benewahcounty.org.

Sincerely,
Benewah County Board of Commissioners
Philip Lampert, Chairman

By: Deanna Bramblett, clerk

DATE OF BID OPENING - JULY 19, 2022

IDAHO FEDERAL AID FINANCED PROJECT
EASTSIDE DRIVE BRIDGE
Valley County
Key No. 20230

DESCRIPTION: The work on this project consists of replacing the single lane bridge over the Payette River with a two-lane bridge along with replacing two culverts with a new box culvert on Eastside Drive

BIDDERS:

LARIVIERE, INC RATHDRUM, ID	\$3,220,091.55
KNIFE RIVER CORPORATION - MOUNTAIN WEST BOISE, ID	\$3,583,085.00
RALPH L. WADSWORTH CONST. CO., LLC DRAPER, UT	\$3,728,370.57

3 BIDS ACCEPTED

ENGINEER'S ESTIMATE - \$2,822,447.86

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

NET +/- OF EE \$397,643.69

(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

Digitally signed by Monica
Crider
Date: 2022.07.25 13:55:12
-06'00'

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
www.lhtac.org



Neal Gier
Chairman
Phil Lampert
Vice Chairman
Mac Pooler
Secretary/Treasurer
Laila Kral, P.E.
Administrator

Date: July 27, 2022

Project No.: A020(230)

To: Monica Crider, P.E. *MC*
State Design Engineer

Key No.: 20230

From: Laila Kral, PE *LK*
LHTAC Administrator

Project Identification, County
Eastside Drive Bridge, Valley Co

RE: Justification of Bid for Award

Bids were opened on July 19, 2022 for the Eastside Drive Bridge project in Valley County. LaRiviere, Inc. submitted the low bid at \$3,220,092 which is \$397,644 (14.1%) over the Engineer's Estimate. There were three bids submitted for the project. The second and third bids were \$760,637 (26.9%) and \$905,923(32.1%) over the Engineer's Estimate.

After review of the LaRiviere bid items, mobilization accounts for \$298,632 or 75% of the overage. All three bids have higher mobilization cost than the Engineer's Estimate. The LaRiviere bid cost for mobilization is \$708,732 which is 28% of the subtotal for the other bid items. The Engineer's Estimate assumed a mobilization cost of \$410,100 which was 17% of the subtotal for the other bid items. It is typical to use 10% to 15% of the subtotal to estimate mobilization cost. The project is located in a fairly remote location of Valley County that is nine miles north of the City of McCall. LaRiviere, is located in Rathdrum, Idaho which is 290 miles from the project site.

LHTAC recommends that the contract be awarded to the low bidder. The short construction window for this project is very critical for public use and permitting requirements. Funds to cover the additional cost have been designated.

Association of Idaho Cities

Mayor Mac Pooler
City of Kellogg
Mayor Robert (BJ) Berlin
City of Roberts
Councilwoman Kari Peterson
City of Fruitland

Idaho Association of Highway Districts

Commissioner Neal Gier
Buhl Highway District
Commissioner Kevin Renfrow
South Latah Highway District
Commissioner Gilbert Hofmeister
Power County Highway District

Idaho Association of Counties

Commissioner Phil Lampert
Benewah County
Commissioner Mark Rekow
Gem County
Commissioner Todd Smith
Madison County

Ex-Officio Members

Kelley Packer, Executive Director
Association of Idaho Cities
Nick Veldhouse, Executive Director
Idaho Association of Highway Districts
Seth Grigg, Executive Director
Idaho Association of Counties



Valley County Road & Bridge

PO Box 672* Cascade, Idaho 83611

Jeff McFadden
Superintendent

jmcfadden@co.valley.id.us
Office * (208)382-7195
Fax * (208)382-7198

Eastside Drive Bridge

July 21, 2022

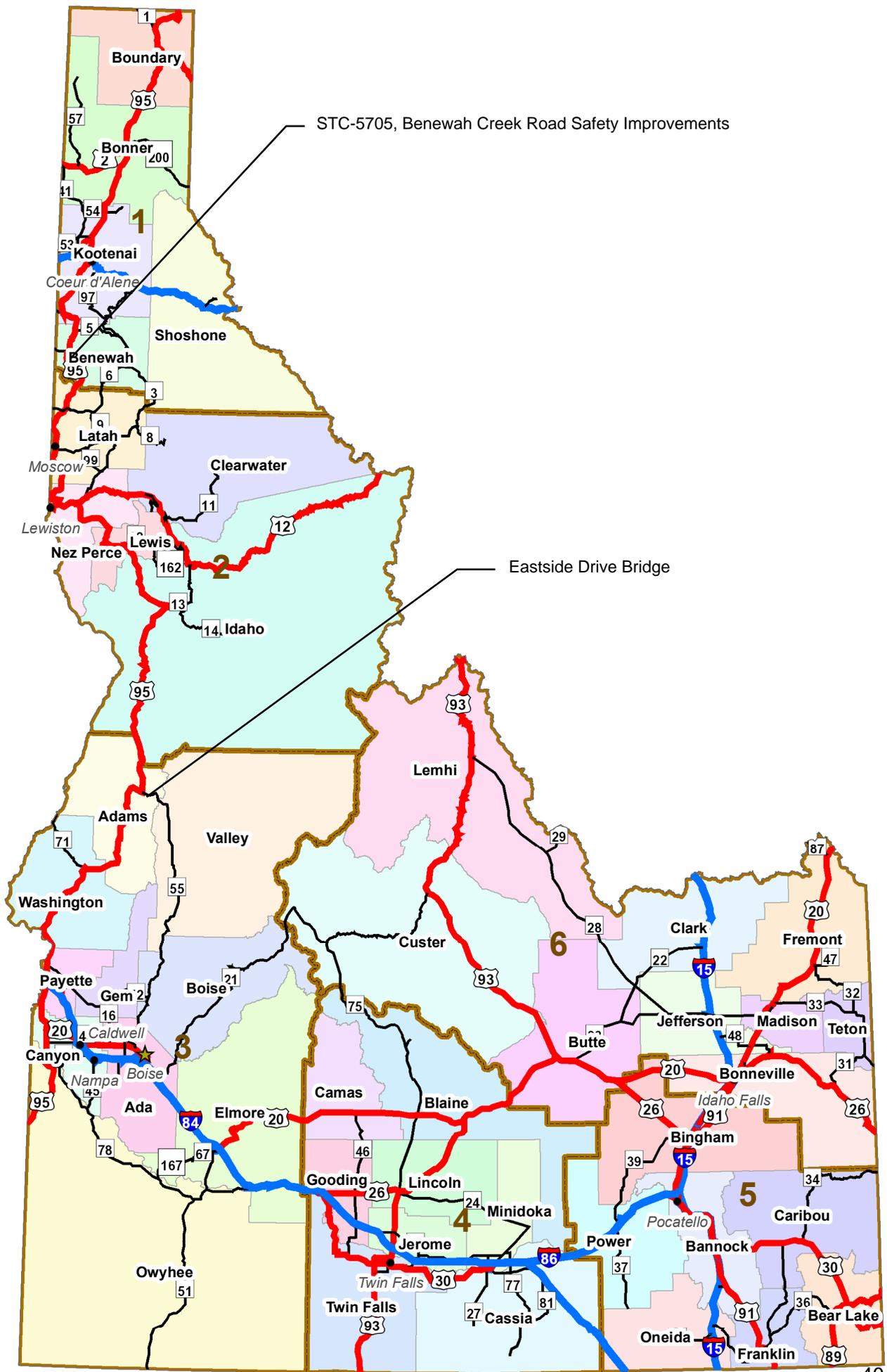
Laila,

Valley County agrees to accept the LaRiviere's bid of \$3,220,092 that was submitted on July 19, 2022. The County has been planning for the design and construction of this project for many years. Thousands of people use this bridge for recreation opportunities throughout the year but especially in the Summer. Given the time critical construction window we have, it is imperative that this project proceed as soon as possible.

Thank You,

A handwritten signature in black ink, appearing to read "Jeff McFadden".

Jeff McFadden, Superintendent
Valley County Road Department





Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date August 18 2022

Consent Item Information Item Amount of Presentation Time Needed _____

Presenter's Name Blake Rindlisbacher, P.E.	Presenter's Title Transportation Engineering Division Administrator	Initials BR	Reviewed By LSS
Preparer's Name Monica Crider, P.E.	Preparer's Title State Design Engineer	Initials MC	

Subject

Board Approval of Contracts for Rejection		
Key Number	District	Route Number

Background Information

INFORMATION

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

Year to Date Bid Summary 07/01/22 to 07/31/22					
Contracts Bid		Contracts Requiring Board Approval to Award		Contracts Requiring Board Approval to Reject	
ITD	Local	ITD	Local	ITD	Local
6	3	0	2	0	1

ACTION

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

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

Contracts requiring Board Approval to Reject -Justification received 07/01/22 to 07/31/22	
ITD	Local
0	1

Recommendations

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

Board Action

Approved Deferred _____

Other _____

Monthly Status Report to the Board

CONTRACT(S) FOR BOARD REJECTION

District	Key No.	Route	Opening Date	No. of Bids	Eng. Est.	Low Bid	Net +/-
LHTAC(6)	22414	OFF SYS	7/12/2022	1	\$212,805.00	\$540,060.00	\$327,255.00
Signing Safety Upgrades, Ashton							254%
Contractor: Ralph L. Wadsworth CO LLC					Federal		

DATE OF BID OPENING - JULY 12, 2022

IDAHO FEDERAL AID FINANCED PROJECT
SIGNING SAFETY UPGRADES, ASHTON
Fremont County
Key No. 22414

DESCRIPTION: The work on this project consists of correcting the location and height of regulatory signs in the City which currently do not meet standards found in the Manual on Uniform Traffic Control Devices (MUTCD)

BIDDERS:

RALPH L. WADSWORTH CONST. CO., LLC \$540,060.00
DRAPER, UT

1 BID ACCEPTED

ENGINEER'S ESTIMATE - \$212,805.00

LOW BID - 254% Percent of the Engineer's Estimate

NET +/- OF EE \$327,255.00

(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.

Digitally signed by Monica Crider
Date: 2022.07.14 15:41:43 -06'00'

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
www.lhtac.org



Neal Gier
Chairman
Phil Lampert
Vice Chairman
Mac Pooler
Secretary/Treasurer
Laila Kral, P.E.
Administrator

Date: July 22, 2022

Project No: A022(414)

To: Monica Crider, P.E. *MC*
State Design Engineer

Key No: 22414

From: Laila Kral, PE
LHTAC Administrator *LK*

Project Identifications, County
Signing Safety Upgrades, Ashton

RE: Rejection of Bid

Bids were opened for KN 22414 Signing Safety Upgrades, Ashton project on July 12, 2022. One (1) bid was from Ralph L. Wadsworth Co., LLC. at \$540,060. This bid was 153% higher than the Engineer’s Estimate (EE) of \$212,805.

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 Price	Bid Price	\$ Difference
203-135A	REMOVAL OF SIGN	145 Each	\$18,125.00	\$58,000.00	\$39,875.00
616-070A	BRKAWY STL SIGN POST INST TY E – (E-2)	145 Each	\$49,300.00	\$159,500.00	\$110,200.00
Z629-05A	MOBILIZATION	1 LS	\$27,000.00	\$140,000.00	\$113,000.00
				Total	\$263,075.00
			% Difference From EE (\$327,255.00)		85%

The bid prices likely reflect the dispersed nature of the project as well as the work window at the end of the busy 2022 construction season.

The City of Ashton and LHTAC wish to reject the bid, revise the project scope and rebid the project for construction in Spring of 2023. Moving construction to the beginning of the 2023 season may allow more schedule flexibility for additional contractors to bid on the project.

It is recommended that the bid for the Signing Safety Upgrades, Ashton project be rejected. The project will be re-advertised allowing for construction in the spring of 2023.

Association of Idaho Cities

Mayor Mac Pooler
City of Kellogg
Mayor Robert (BJ) Berlin
City of Roberts
Councilwoman Kari Peterson
City of Fruitland

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
Germ County
Commissioner Todd Smith
Madison County

Ex-Officio Members

Kelley Packer, Executive Director
Association of Idaho Cities
Nick Veldhouse, Executive Director
Idaho Association of Highway Districts
Seth Grigg, Executive Director
Idaho Association of Counties



City of Ashton
P.O. Box 689
Ashton, ID 83420
(208)652-3987

Date: July 20, 2022

Project No: A022(990)

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

Key No: 22414

From: Tom Mattingly
Mayor

Project Identifications, County
Signing Safety Upgrades, Ashton

RE: Rejection of Bid

Bids were opened for KN 22414 Signing Safety Upgrades, Ashton project on July 12, 2022. One (1) bid was received and it was 153% more than the Engineer's Estimate (EE). The apparent low bidder is Ralph L. Wadsworth Co., LLC. at \$540,060 which is \$327,2550 (153%) over the EE.

Several bid items exceeded the EE by 200%. Removal of Sign and Breakaway Sign Post Installation Mobilization exceeded the EE by 418%. These items account for most of the overage compared to the EE. The bid prices likely reflect the dispersed nature of the project as well as the work window at the end of the busy 2022 construction season. The EE was based on the latest ITD bid tabulation data for districts 5, 6 and LHTAC along with local input from the City and Consultant.

The City of Ashton and LHTAC wish to reject the bid, revise the project scope and rebid the project for construction in the Spring of 2023. The scope of the project will be reduced to match the project budget using the rejected bid pricing. Moving construction to the beginning of the 2023 season may allow more schedule flexibility for additional contractors to bid on the project.

It is recommended that the bid for the Signing Safety Upgrades, Ashton project be rejected. The project scope will be reduced to match available budget with construction moved to the Spring of 2023.

Sincerely,

A handwritten signature in black ink, appearing to read "Tom Mattingly".

Tom Mattingly
Mayor

Cc: Laila Kral - LHTAC
Kevin Kuther - LHTAC



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date August 18, 2022

Consent Item Information Item Amount of Presentation Time Needed _____

Presenter's Name Blake Rindlisbacher, P.E.	Presenter's Title Transportation Engineering Division Administrator	Initials BR	Reviewed By LSS
Preparer's Name Monica Crider, P.E.	Preparer's Title State Design Engineer	Initials MC	

Subject

Contract Awards and Advertisements		
Key Number	District	Route Number

Background Information

INFORMATION

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

NOTE:

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

Year to Date Bid Summary 07/01/22 to 07/31/22					
Contracts Bid		Contracts Requiring Board Approval to Award		Contracts Requiring Board Approval to Reject	
ITD	Local	ITD	Local	ITD	Local
6	3	0	2	0	1

RECENT ACTIONS

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

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

Contracts Requiring no action from the Board 07/01/22 to 07/31/22	
ITD	Local
3	0

FUTURE ACTIONS

The Current Advertisement Report is attached.

Recommendations

For Information Only.

Board Action

Approved Deferred _____

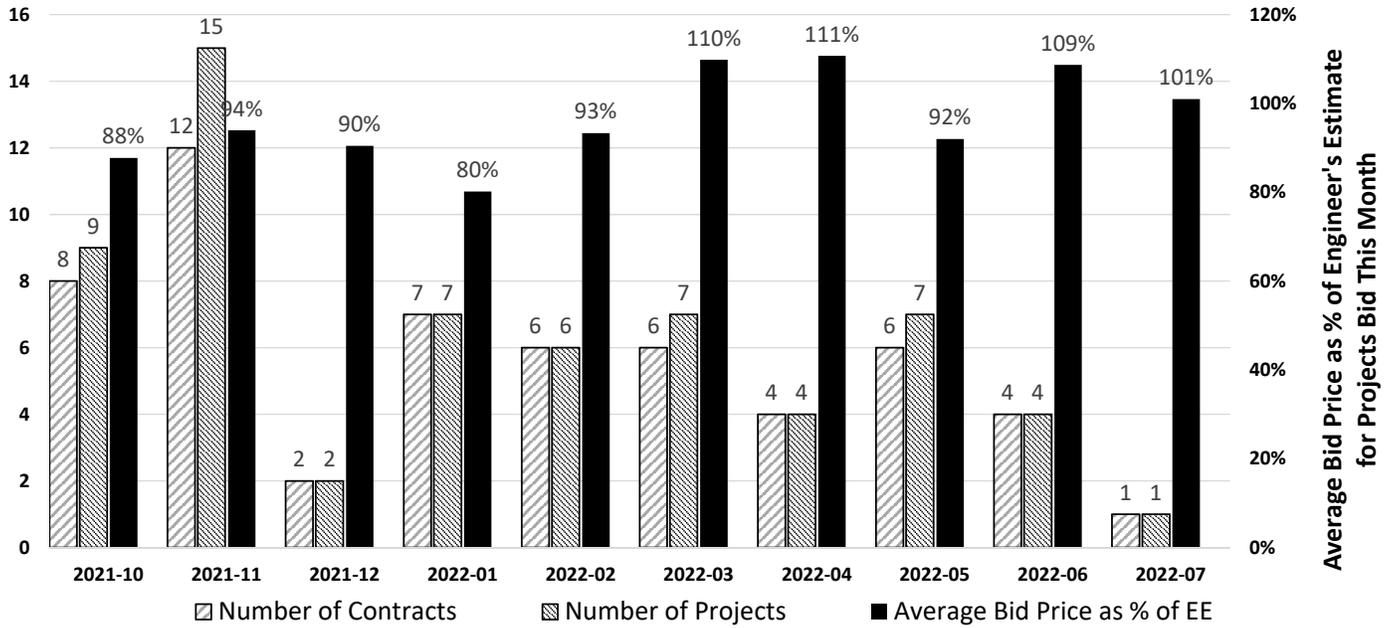
Other _____

FFY22 State Infrastructure Project Bid Results: YTD Summary By Cost

62 Projects YTD through July 31, 2022

YTD Total for all 62 projects:

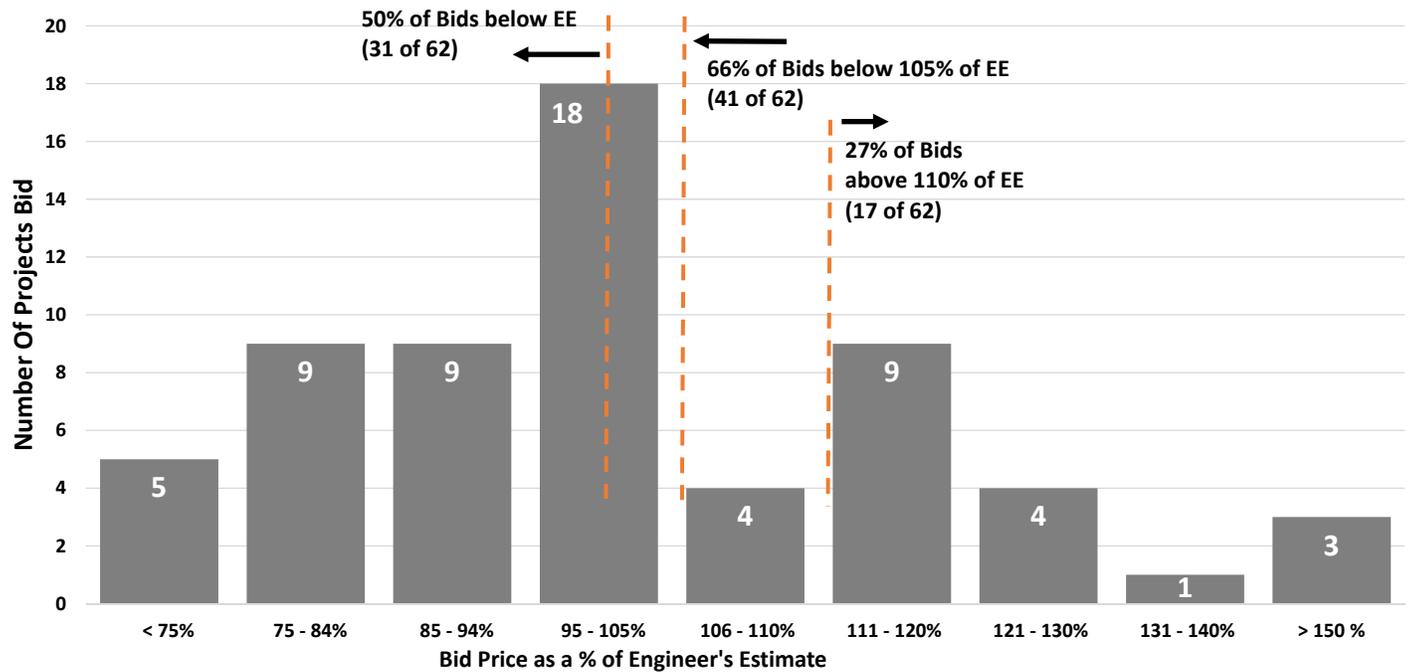
Ratio of Bid Costs / Engineer's Estimates = \$702.5 / \$718.0 M = 96.3%



Notes: 1) Local and SIA Projects are not included 2) Contracts may have multiple Projects

FFY22 State Infrastructure Project Bid Results: YTD Summary By Project Count

62 Projects YTD through July 31, 2022



Note: Local and SIA Projects are not included

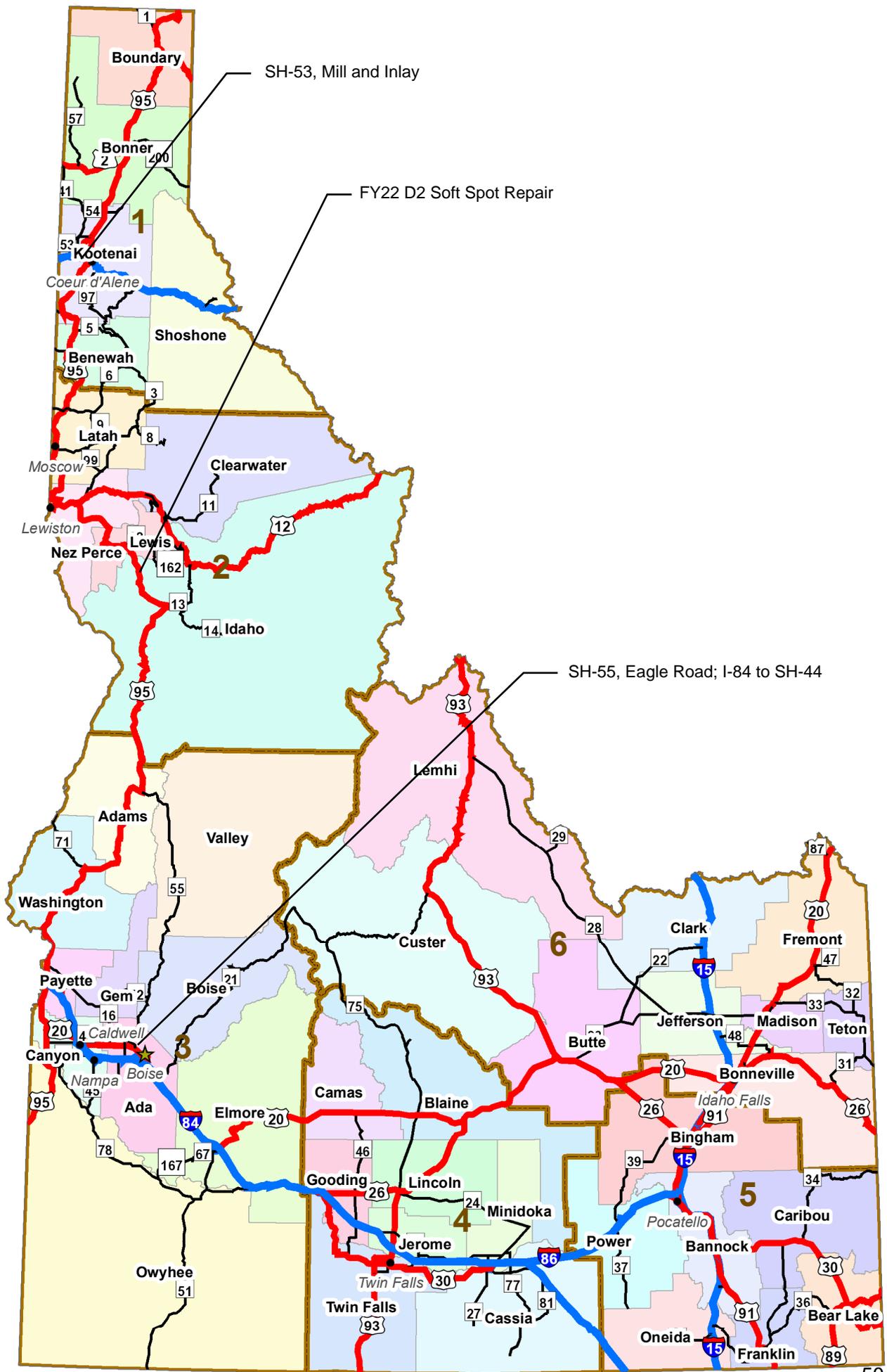
Monthly Status Report to the Board

CONTRACT(S) ACCEPTED BY STAFF SINCE LAST BOARD MEETING

District	Key No.	Route	Opening Date	No. of Bids	Eng. Est.	Low Bid	Net +/-
							% of EE
3	22665	SH-55. I-84 & SH-44	7/12/2022	3	\$17,700,306.06	\$17,876,403.00	\$176,096.94 101%
SH-55, Eagle Road; I-84 to SH-44					Federal		
Contractor: Staker & Parson Companies DBA Idaho Materials Construction							

District	Key No.	Route	Opening Date	No. of Bids	Eng. Est.	Low Bid	Net +/-
2	22782 SIA	US-95	7/12/2022	1	\$703,132.00	\$581,260.00	(\$121,872.00) 83%
FY22 D2 Soft Spot Repair					State		
Contractor: Knife River Corporation-Mountain West							

District	Key No.	Route	Opening Date	No. of Bids	Eng. Est.	High Bid	Net +/-
						FPVQ	
1	22768 SIA	SH-53	7/12/2022	2	14,401.83 SY	11,151 SY	(3,250.83 SY)
SH-53, Mill and Inlay					State		
Contractor: Poe Asphalt Paving Inc							



Monthly Contract Advertisement As of 07-31-2022

District	Key No.	Route	Bid Opening Date
2	21888	US-95	8/2/2022
US-95, Whitebird Creek Bridge repairs \$5,000,000.00 to \$10,000,000.00			

District	Key No.	Route	Bid Opening Date
5	23564	US-91	8/2/2022
US-91, City of Preston Seal Coat \$500,000.00 to \$1,000,000.00			

District	Key No.	Route	Bid Opening Date
2	20704/20391	US-12	8/2/2022
US-12, Orofino to Greer \$15,000,000.00 to \$25,000,000.00			

District	Key No.	Route	Bid Opening Date
2	23356	SH-64	8/2/2022
FY23 D2 Non Commerce Pavement Restoration \$2,500,000.00 to \$5,000,000.00			

District	Key No.	Route	Bid Opening Date
3	23270/23455/ 232457	I-84	8/2/2022
I-84 Galloway Road Repair, I-84 Robinson & I-84 Orchard \$500,000.00 to \$1,000,000.00			

District	Key No.	Route	Bid Opening Date
LHTAC(1)	18813	OFF SYS	8/2/2022
Slaughter House Bridge \$1,000,000.00 to \$2,500,000.00			

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

District	Key No.	Route	Bid Opening Date
4	22709	US-93	8/9/2022
D4 Luminaire Repair \$500,000.00 to \$1,000,000.00			

District	Key No.	Route	Bid Opening Date
5	22488 SIA	I-86	8/9/2022
I-86, FY22 Fence Improvements \$250,000.00 to \$500,000.00			

District	Key No.	Route	Bid Opening Date
4	20675	I-84, SH-50	8/16/2022
I-84, Kimberly IC (SH-50) \$15,000,000.00 to \$25,000,000.00			

District	Key No.	Route	Bid Opening Date
3	23708 SIA	I-84	8/16/2022
FY23 D3 Interstate Striping \$250,000.00 to \$500,000.00			

District	Key No.	Route	Bid Opening Date
1	23234 SIA	US-95	8/16/2022
US-95, Mill and Inlay \$250,000.00 to \$500,000.00			

District	Key No.	Route	Bid Opening Date
2	22787 SIA	Various	8/16/2022
FY22 D2 Highway Luminaires LED Update \$100,000.00 to \$250,000.00			

District	Key No.	Route	Bid Opening Date
4	22456	SH-46	8/23/2022
SH-46, Intersection East 2000 South \$500,000.00 to \$1,000,000.00			

District	Key No.	Route	Bid Opening Date
LHTAC(1)	21194/21996	OFF SYS	8/30/2022
OFF SYS Guardrail Upgrade, Near Bonners Ferry \$500,000.00 to \$1,000,000.00			



Board Agenda Item

ITD 2210 (Rev. 10-13)

Date August 18, 2022

Consent Item Information Item Amount of Presentation Time Needed _____

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

Subject

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

Background Information

For all of ITD:

Consultant Services processed forty-one (41) new professional services agreements and work tasks totaling **\$25,289,797** and eight (8) supplemental agreements to existing professional services agreements totaling **\$7,144,781** from June 27, 2022 through July 24, 2022.

New Professional Services Agreements and Work Tasks

Reason Consultant Needed	District								Total
	1	2	3	4	5	6	HQ		
Resources not Available									
Roadway Design	2		1	1	1				5
Environmental	1	2				1			4
Geotechnical		1	1			2			4
Surveying					1				1
Construction	2	1	2	2	3				10
Hydraulics	1								1
Bridge Design		1	1	1	1	1			5
Public Involvement			1						1
Bridge Inspection							4		4
Bridge Load Rating							2		2
Local Public Agency Projects		1	1			2			4
Total	6	6	7	4	6	6	6		41



Board Agenda Item

For ITD District Projects:

Thirty-Seven (37) new professional services agreements and work tasks were processed during this period totaling **\$24,858,413**. Five (5) supplemental agreements totaling **\$7,103,234** were processed.

District 1

<i>Project</i>	<i>Reason Consultant Needed</i>	<i>Description</i>	<i>Selection Method</i>	<i>Consultant</i>	<i>Amount</i>
FY21 D1 Bridge Repairs	Resources not available: Construction	Construction Engineering, Inspection, Sampling and Testing Services	Individual Project Solicitation	David Evans and Associates	\$43,361
US95, Parks Road Interchange & Frontage Roads	Resources not available: Roadway Design	Roadway Design, Phase I, Surveying & Preliminary Environmental Services	Individual Project Solicitation	David Evans & Associates	\$849,498
US95, Sagle Road to Long Bridge Interim Improvements	Resources not available: Construction	Construction Engineering, Inspection, Sampling & Testing Services	Individual Project Solicitation	David Evans & Associates	\$426,268
I90, Spokane Street to US95	Resources not available: Roadway Design	Technical Review Services	Individual Project Solicitation	GeoEngineers, Inc.	\$86,714
Statewide Bridge Hydraulics Services; I90, Coeur d'Alene River Bridge	Resources not available: Hydraulics	Hydraulic Expertise and Technical Assistance	Direct from Term Agreement	Jacobs Engineering Group	\$50,000
SH3, Soldier Creek Bridge	Resources not available: Environmental	Architectural Historian Services	Direct from Term Agreement	Gorman Preservation Associates	\$5,237



Board Agenda Item

ITD 2210 (Rev. 10-13)

District 2

<i>Project</i>	<i>Reason Consultant Needed</i>	<i>Description</i>	<i>Selection Method</i>	<i>Consultant</i>	<i>Amount</i>
US95, Hat Creek Bridge	Resources not available: Bridge Design	Bridge Design, Phase II: Completion of Design through PS&E	Individual Project Solicitation	David Evans & Associates	Prev: \$259,902 This: \$573,129 Agreement total to Date: \$888,031
US95, Thorn Creek Road to Moscow	Resources not available: Environmental	Environmental services	Direct from Term Agreement	Anderson Environmental	\$65,240
SH62, Craigmont Business Loop	Resources not available: Construction	Cosntruction Engineering & Inspection Staff Augmentation	RFI from Term Agreement	J-U-B Engineers	\$85,795
US12, Clearwater River Memorial Bridge	Resources not available: Environmental	Environmental Services	Direct from Term Agreement	Anderson Environmental	\$48,094
FY22 D2 Planning & Scoping	Resources not available: Geotechnical	Provide Materials/ Geotechnical Services	Direct from Term Agreement	Shannon & Wilson	\$49,991

District 3

<i>Project</i>	<i>Reason Consultant Needed</i>	<i>Description</i>	<i>Selection Method</i>	<i>Consultant</i>	<i>Amount</i>
SH55, Eagle Road: I84 to SH44	Resources not available: Construction	Engineer of Record Services	Individual Project Solicitation	H.W. Lochner	Prev: \$549,416 This: \$95,538 Agreement Total to Date: \$644,954
SH52, Snake River Bridge	Resources not available: Bridge Design	Bridge Design Services	Individual Project Solicitation	HDR Engineering	\$3,355,211 Total Budget \$3.6M approved in June 2022



Board Agenda Item

SH55, Farmway Road to Middleton Road	Resources not available: Roadway Design	Technical Review Services	Individual Project Solicitation	Keller Associates	\$234,703
US20, Phyllis Canal Bridge to SH-14 US20, Phyllis Canal Bridge	Resources not available: Public Involvement	Public Involvement Services	Individual Project Solicitation	HDR Engineering	\$177,380
SH21, Technology Way to Surprise Way	Resources not available: Construction	Construction Engineering, Inspection, Sampling & Testing Services	RFI from Term Agreement	Atlas Technical Consultants	\$206,467
US95, Oregon State Line to Junction SH55	Resources not available: Geotechnical	Materials/Geo technical Services	RFI from Term Agreement	Shannon & Wilson	\$249,653

District 4

<i>Project</i>	<i>Reason Consultant Needed</i>	<i>Description</i>	<i>Selection Method</i>	<i>Consultant</i>	<i>Amount</i>
I84, Declo Port of Entry, East Bound	Resources not available: Construction	Engineer of Record Services	Individual Project Solicitation	Stanley Consultants	\$181,222
SH75, Elkhorn Road to River Street	Resources not available: Roadway Design	Phase III Final Design and PS&E Package	Individual Project Solicitation	Parametrix	Prev: \$2,994,023 This: \$2,083,952 Agreement Total to Date: \$5,077,975 Total Budget \$6.1M approved in June 2022
SH75, Cobblestone Land to Cottonwood Creek	Resources not available: Construction	Construction Engineering, Inspection, Sampling & Testing Services	RFI from Term Agreement	Horrocks Engineers	Prev: \$137,784 This: \$39,728 Agreement Total to Date: \$177,512
US93, Perrine Bridge Repair	Resources not available: Bridge Design	Design of Additional Repairs	RFI from Term Agreement	Burgess & Niple	Prev: \$389,945 This: \$29,385 Agreement Total to Date: \$419,330



Board Agenda Item

District 5

<i>Project</i>	<i>Reason Consultant Needed</i>	<i>Description</i>	<i>Selection Method</i>	<i>Consultant</i>	<i>Amount</i>
I15, Northgate to Fort Hall	Resources not available: Roadway Design	Project Development Services	Individual Project Solicitation	David Evans and Associates	\$12,998,131 Total Budget \$14M approved in April 2022
I86/I15 System Interchange	Resources not available: Construction	Engineer of Record Services	Individual Project Solicitation	GeoEngineers	Prev: \$886,561 This: \$50,480 Agreement Total to Date: \$937,041
FY22 D5 Bridge Repair	Resources not available: Construction	Construction Engineering & Inspection Services	RFI from Term Agreement	Strata, Inc.	\$278,330
FY22 D5 Monument Preservation	Resources not available: Surveying	Benchmark Reset Level Data Processing	Direct from Term Agreement	Ayres Associates	\$60,214
SH34, West Side Road to Wayan Loop Road	Resources not available: Construction	Construction Engineering & Inspection Services	Direct from Term Agreement	Strata, Inc.	\$92,087
I15, Rapid Creek Bridge	Resources not available: Bridge Design	Continuation of Bridge Design Services	RFI from Term Agreement	Forsgren Associates	Prev: \$474,072 This: \$6,521 Agreement Total to Date: \$480,593

District 6

<i>Project</i>	<i>Reason Consultant Needed</i>	<i>Description</i>	<i>Selection Method</i>	<i>Consultant</i>	<i>Amount</i>
US20, Exit 344 Interchange	Resources not available: Bridge Design	Diamond Interchange Design	Individual Project Solicitation	J-U-B Engineers	\$1,855,315 Total Budget \$2.5M approved in April 2022



Board Agenda Item

ITD 2210 (Rev. 10-13)

SH33, Junction US20 (Interchange 333)	Resources not available: Geotechnical	Geotechnical Engineering Report Addendum	Direct from Term Agreement	Shannon & Wilson	Prev: \$52,766 This: \$9,963 Agreement Total to Date: \$62,729
NHS-7726, Junction University Blvd, (Interchange 332)	Resources not available: Geotechnical	Geotechnical Engineering Report Addendum	Direct from Term Agreement	Shannon & Wilson	Prev: \$53,100 This: \$9,963 Agreement Total to Date: \$63,063
US93, Salmon Road Bridge	Resources not available: Environmental	Cultural Resource Services	Direct from Term Agreement	Bionomics Environmental	\$22,822

Headquarters

Project	Reason Consultant Needed	Description	Selection Method	Consultant	Amount
FY22 State Bridge Inspection	Resources not available: Bridge Inspection	Bridge Inspection Services	RFI from Term Agreement	Collins Engineers	\$49,986
FY22 State Bridge Inspection	Resources not available: Bridge Inspection	Bridge Inspection Services	RFI from Term Agreement	Burgess & Niple	\$126,590
FY22 State Bridge Inspection	Resources not available: Bridge Load Rating	Bridge Load Rating Services	Direct from Term Agreement	Vander Boegh Engineering	\$49,849
FY22 State Bridge Inspection	Resources not available: Bridge Load Rating	Bridge Load Rating Services	RFI from Term Agreement	Parametrix	\$82,557
FY22 State Bridge Inspection	Resources not available: Bridge Inspection	Underwater Bridge Inspection Services	RFI From Term Agreement	Collins Engineers	\$124,652
FY22 Local/Offsys Bridge Inspection	Resources not available: Bridge Inspection	Underwater Bridge Inspection Services	RFI From Term Agreement	Collins Engineers	\$104,387



Board Agenda Item

ITD 2210 (Rev. 10-13)

Supplemental Agreements to Existing ITD Professional Service Agreements

<i>District</i>	<i>Project</i>	<i>Consultant</i>	<i>Original Agreement Date/Description</i>	<i>Supplemental Agreement Description</i>	<i>Total Agreement Amount</i>
2	US95, Spalding Bridge and Arrow Bridge	WSP USA, Inc.	11/2021, Bridge Design Services	Subsurface Geotechnical Exploration	Prev: \$2,999,672 This: \$1,707,096 Agreement Total to Date: \$4,706,768 Total Budget \$5M approved in March 2022
3	I84, Karcher Interchange	Jacobs Engineering Group	11/2021, Roadway Design Services	Additional Design Services	Prev: \$2,796,978 This: \$461,685 Agreement Total to Date: \$3,258,663 Total Budget \$3.5M approved in April 2022
4	US93, Perrine Bridge Asset Plan	Burgess & Niple	6/2020, Asset Management Plan	Update Asset Management Plan	Prev: \$247,589 This: \$11,080 Agreement Total to Date: \$258,669
4	I84, Declo POE West Bound	Stanley Consultants	2/2021, Engineer of Record Services	Additional Engineer of Record Services	Prev: \$139,012 This: \$26,050 Agreement Total to Date: \$165,062
5	I15, Pocatello to Idaho Falls	David Evans & Associates	12/2021, Corridor Study	Advance project through concept design and environmental	Prev: \$4,995,066 This: \$4,897,323 Agreement Total to Date: \$9,892,389 Total Budget \$10.5M approved in April 2022



Board Agenda Item

For Local Public Agency Projects:

Four (4) new professional services agreements totaling **\$431,384** were processed during this period. Three (3) supplemental agreement totaling **\$41,547** were processed.

<i>Project</i>	<i>Sponsor</i>	<i>Description</i>	<i>Selection Method</i>	<i>Consultant</i>	<i>Amount</i>
Lenore Bridge Feasibility Study, Nez Perce County	Nez Perce County	Feasibility Study	RFI from Term Agreement	Keller Associates	\$140,000
FY22 Stoddard Pathway, Nampa	City of Nampa	Construction Engineering and Inspection Services	Direct from Term Agreement	Paragon Consulting	\$38,300
45 th West; 49 th South to US20	Bonneville County	Construction Engineering, Inspection, Sampling and Testing Services	Individual Project Solicitation	Civil Science	\$223,387
SH33 and LeGrand Pierre Pathway Extension	City of Driggs	Construction Engineering, Inspection, Sampling and Testing Services	Direct from Term Agreement	Atlas Technical Consultants	\$29,697

Supplemental Agreements to Existing Local Professional Services Agreements

<i>District</i>	<i>Project</i>	<i>Consultant</i>	<i>Original Agreement Date/Description</i>	<i>Supplemental Agreement Description</i>	<i>Total Agreement Amount</i>
3	Middleton and Ustick Roundabout	Six Mile Engineering	9/2014, Roadway Design Services	Modify design of west leg of roundabout	Prev: \$298,145 This: \$ 24,870 Agreement Total to Date: \$323,015
3	US20, Chinden, Intersection 43 rd Street Pedestrian Improvements	Six Mile Engineering	2/2022, Pedestrian Crossing Design Services	Traffic Impact Study	Prev: \$120,000 This: \$7,177 Agreement Total to Date: \$127,177
6	Transportation Plan, Rigby	Harper-Leavitt Engineering	2/2022, Transportation Plan	Traffic Counts	Prev: \$103,189 This: \$9,500 Agreement Total to Date: \$112,689



Board Agenda Item

ITD 2210 (Rev. 10-13)

Recommendations

For Information Only

Board Action

- Approved Deferred _____
- Other _____



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date August 18, 2022

Consent Item Information Item Amount of Presentation Time Needed Information

Presenter's Name Dave Tolman	Presenter's Title Chief Administrative Officer	Initials DT	Reviewed By LSS
Preparer's Name Nancy Luthy	Preparer's Title Revenue Operations Manager	Initials NL	

Subject

Return Check Report for FY 2022		
Key Number	District	Route Number

Background Information

The following is a report of FY 22 dollar value of checks returned and collected.

	FY 2022	FY 2021
Total Value of Checks	\$58,063,868	\$30,930,465
Value of Returned Checks	\$137,192	\$281,959
Quantity of checks	119	90
Percent of return checks based on all checks received	.24%	.91%
Collection of returned checks	\$134,856	\$273,611
Annual collection rate	98.30%	97.04%

Analysis:

There was a substantial increase in the total value of checks processed at ITD. This increase is due to Centralized Processing of all DMV renewals by mail. They are now coming to ITD instead of the counties for processing. The decrease in value of returned checks from FY21 to FY22 was due to 2 large checks totaling \$157,198.40 processed in FY21

Conclusion:

Overall the department receives a minimal amount of returned checks. Our collection efforts follow industry standards.

Recommendations

Board Action

Approved Deferred _____

Other _____



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date August 18, 2022

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

Presenter's Name Kevin Sablan	Presenter's Title Traffic Operations	Initials ks	Reviewed By LSS
Preparer's Name Nathan Herbst	Preparer's Title District 1 Traffic Engineer	Initials nh	

Subject

District 1 Speed Zone Modifications - US 95 south of Bonners Ferry		
Key Number	District 1	Route Number US95

Background Information

In accordance with Note *1 in Administrative Policy 5016, the following table is a listing of the planned changes to the Minute Entries for Speed Control Zones for August 2022.

South of Bonners Ferry

Route	Beg Milepost	End Milepost	Speed	
			Old	New
US 95	503.550	504.770	60	45

In response to a request from the Boundary County Commissioners, District 1 evaluated the speed zones on US 95 in the vicinity of Deep Creek Loop road south of Bonners Ferry. After reviewing highway operations and crash history along this stretch of US 95, D1 determined it appropriate to extend the existing 45 mph speed zone approximately 1-1/4 mile south. Boundary County Commissioners have been informed of this planned adjustment and are supportive of the extending the 45 mph speed zone further south.

Recommendations

For information only

Board Action

Approved Deferred _____

Other _____



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date August 18, 2022

Consent Item Information Item Amount of Presentation Time Needed Information Only

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

Subject

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

Background Information

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

Business and Support Management section did not execute any professional service agreements during the previous month.

Recommendations

Information only

Board Action

Approved Deferred _____

Other _____



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date August 18, 2022

Consent Item Information Item Amount of Presentation Time Needed _____

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

Subject

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

Background Information

Idaho has received full-year obligation authority via an Appropriations Act signed on March 15, 2022. Obligation authority through September 30th is \$432.6 million. This includes \$2 million of *Highway Infrastructure General Funds* carried over from last year in the Local Urban and Off-System Bridge Programs, \$45 million *IIJA Bridge formula* (General Fund) funds, and \$39 million *COVID Relief Funds* carried over from last year in the Transportation Management Area, Local Urban, and SHS Programs. The COVID Relief and General Funds are also included in the apportionments detailed below.

The Infrastructure Investment and Jobs Act (IIJA) was signed on November 15, 2021. Additional apportionments were allocated via the Appropriations Act. Idaho will receive apportionments of \$467.8 million. Currently, obligation authority is 92.5% of apportionments.

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

Recommendations

For Information

Board Action

Approved Deferred _____

Other _____



Board Agenda Item

ITD 2210 (Rev. 10-13)

Exhibit One Actual Formula Funding for FY2022

Per IJJA FY2022 – Total Year	
Federal Aid Only	\$382,419
Including Match	\$412,845
Per Apportionments + COVID + Hwy Infra.	
Federal Aid Only	\$466,474
Including Match	\$503,588
Obligation Limits through 9/30/2022	
Federal Aid Only	\$437,884
Including Match	\$465,771

- Notes:
1. All dollars in Thousands
 2. 'Approved Program' amounts from the April 2022 Highway Funding Plan.
 3. Apportionment and Obligation Authority amounts reflect available funds via federal notices received through 8/4/2022

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

Program	Allotted Program Funding through 8/4/2022	Program Funding Remaining as of 8/4/2022
All Other SHS Program	\$307,901	\$62,095
GARVEE Formula Debt Service*	\$65,925	\$0
State Planning and Research*	\$8,278	\$876
Metropolitan Planning*	\$3,038	\$0
Railroad Crossings	\$4,275	\$0
Transportation Alternatives (Urban/Rural)	\$6,113	\$3,276
Recreational Trails	\$1,475	\$1,695
STBG - Local Urban+	\$10,618	\$1,292
STBG - Transportation Mgt. Area	\$12,962	\$953
Transportation Alternatives (TMA)	\$926	\$25
STBG – Local Rural	\$16,030	\$4,312
Local Bridge*	\$12,047	\$7,864
Off System Bridge*	\$7,063	\$343
Local Safety	\$9,121	\$5,730
Total	\$465,771	\$88,461

- 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 August 4th.
- * These programs are provided 100% Obligation Authority. Other programs are reduced accordingly.



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date August 18, 2022

Consent Item Information Item Amount of Presentation Time Needed 10 minutes

Presenter's Name Lori Wolff	Presenter's Title DHR Administrator	Initials LW	Reviewed By LSS
Preparer's Name Brenda Williams	Preparer's Title Chief Human Resources Officer	Initials BW	

Subject

Update on the progress of the DHR Modernization initiative		
Key Number	District	Route Number

Background Information

DHR Administrator Lori Wolff will discuss the DHR Modernization effort, progress to date, implementation steps and timelines as well as address any questions.

Background Information: On June 8, 2021, Governor Little announced his plan regarding Phase 2 of the Luma Project and the Modernization of Human Resources in the State. HR Modernization is an initiative to provide consistency and efficiency in services delivered by Human Resources. This HR Modernization Project includes the consolidation of HR staff and functions through the centralized agency of the Division of Human Resources.

Governor Little and DHR expect the HR Modernization initiative will:

- Provide more efficient and effective HR services to the state agencies.
- Assist agency leadership in fulfilling and carrying out their missions by ensuring they hire, train, and retain a skilled workforce.
- Reduce legal liability and costs through consistent application of HR statutes, rules, policies, and procedures.
- Eliminate duplication of effort, reduce paperwork, and increase efficiencies.
- Increase consistency of HR related information communicated to state employees.
- Lessen the “loss of knowledge” and/or skills due to turnover of HR positions.

Recommendations

Information and discussion only.

Board Action

Approved Deferred _____

Other _____



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date August 18, 2022

Consent Item Information Item Amount of Presentation Time Needed 25 minutes

Presenter's Name Bob Thompson / Chris Bray	Presenter's Title Economist / Financial Manager	Initials rt / cb	Reviewed By
Preparer's Name Bob Thompson / Chris Bray	Preparer's Title Economist / Financial Manager	Initials rt / cb	

Subject

August 2022 Revenue Forecast & Proposed FY2024 Appropriation Request		
Key Number	District	Route Number

Background Information

The department's revenue forecast was updated August 1, 2022. Bob Thompson will review the current forecast.

FY2024 budget requests are due by September 1, 2022. Chris Bray will review the department's proposed FY2024 Appropriation request.

Attached information:

- * Copy of Board Policy 4003
- * August 2022 Revenue Forecast
- * Select Highlights
- * FY24 Proposed Budget Request Summary
- * FY24 Draft Summary and Certification (Form B-2)

In accordance with Board Policy 4003 and pursuant Board review of the attached information and approval of the Proposed FY2024 Budget Request Summary and Resolution, the fully detailed FY2024 Budget Request will be finalized and submitted to the Division of Financial Management and Legislative Services Office. Copies of the submitted request will be available upon request after September 1, 2022.

Recommendations

Approve Board resolution on page 68.

Board Action

Approved Deferred _____

Other _____



BOARD POLICY 4003

Page 1 of 1

BUDGET PREPARATION

Purpose

The purpose of this policy is to establish the process and review requirements for preparing the Department's budget request.

Legal Authority

Idaho Code 67-35 - State Budget Provisions

Idaho Code 40-314(3) - The Board exercises the powers and duties necessary to carry out the provisions of title 40 and the financial affairs of the Board and the Department.

Idaho Code 40-505 - The Director has delegated authority to act as the Board's technical and administrative officer

The Director shall prepare and submit the Idaho Transportation Department's Executive Budget Request in accordance with guidelines published by the Division of Financial Management (DFM), Office of the Governor.

Prior to the annual DFM submittal, the Department's Executive Budget Request and supporting documents shall be reviewed and approved by the Idaho Transportation Board. The "Agency Summary and Certification" portion shall be reviewed and signed by the Director.

Approved by the Board on:

Signed
Jerry Whitehead
Board Chairman

Date December 12, 2012

IDAHO TRANSPORTATION DEPARTMENT
REVENUE FORECAST

Summary of ITD Revenues History & Forecast		History			August 1, 2022 Forecast	
		FY 2020	FY 2021	FY 2022	FY 2023	FY 2024
State Highway Account	Federal					
	FHWA	\$ 379.68	\$ 381.12	\$ 342.86	\$ 485.57	\$ 467.17
	FTA - Transit	\$ 11.53	\$ 12.13	\$ 9.95	\$ 16.37	\$ 16.37
	NHTSA - Hwy Safety	\$ 4.20	\$ 3.89	\$ 5.09	\$ 6.43	\$ 6.43
	CARES Act	\$ -	\$ 0.07	\$ 5.88	\$ 9.00	\$ 7.86
	Other Federal Aid	\$ 1.11	\$ 1.31	\$ 0.22	\$ 4.51	\$ 4.51
	Total Federal	\$ 396.51	\$ 398.52	\$ 363.99	\$ 521.88	\$ 502.34
	State					
	Dedicated (HDA)	\$ 216.34	\$ 233.96	\$ 236.54	\$ 240.64	\$ 244.89
	Miscellaneous (SHA direct)	\$ 42.91	\$ 44.01	\$ 44.73	\$ 40.09	\$ 42.77
	Ethanol exemption	\$ 18.32	\$ 19.55	\$ 19.78	\$ 19.70	\$ 19.90
	Cigarette Tax*	\$ 1.18	\$ -	\$ -	\$ -	\$ -
	Fuel/Registration Direct to SHA	\$ 67.25	\$ 73.86	\$ 72.59	\$ 73.12	\$ 74.05
	Total State	\$ 345.99	\$ 371.38	\$ 373.64	\$ 373.55	\$ 381.61
	Local	\$ 8.53	\$ 8.83	\$ 8.83	\$ 6.32	\$ 5.73
Interagency	\$ -	\$ -	\$ -	\$ -	\$ -	
Total State Highway Account		\$ 751.03	\$ 778.73	\$ 746.46	\$ 901.75	\$ 889.68
SIPF	ITD					
	General Fund Transfer	\$ -	\$ 72.80	\$ 18.00	\$ 120.00	\$ 123.60
	Interest	\$ 0.65	\$ 0.26	\$ 0.29	\$ 0.72	\$ 0.74
	Local					
	General Fund Transfer	\$ -	\$ 2.00	\$ 210.00	\$ 80.00	\$ 82.40
	Interest	\$ 0.00	\$ 0.00	\$ 0.24	\$ 0.48	\$ 0.49
Total Strategic Initiative Fund		\$ 0.66	\$ 75.06	\$ 228.53	\$ 201.20	\$ 207.23
TECM		FY 2020	FY 2021	FY 2022	FY 2023	FY 2024
	Sales Tax Revenue	\$ 17.69	\$ 20.90	\$ 180.00	\$ 80.00	\$ 80.00
	Cigarette Tax*	\$ 3.89	\$ 3.31	\$ 0.22	\$ -	\$ -
	Interest	\$ 0.84	\$ 0.15	\$ 0.35	\$ 1.10	\$ 1.20
Total Expansion and Mitigation		\$ 22.41	\$ 24.37	\$ 180.57	\$ 81.10	\$ 81.20
Aeronautics		FY 2020	FY 2021	FY 2022	FY 2023	FY 2024
	Federal	\$ 0.54	\$ 0.62	\$ 0.21	\$ 0.67	\$ 0.67
	State					
	Fuel Taxes	\$ 2.36	\$ 1.96	\$ 2.87	\$ 2.20	\$ 2.25
	Miscellaneous	\$ 0.37	\$ 4.49	\$ 6.76	\$ 0.34	\$ 0.34
	Total State	\$ 2.73	\$ 6.45	\$ 9.63	\$ 2.54	\$ 2.59
	Local					
Interagency	\$ 0.24	\$ 0.28	\$ 0.41	\$ 0.25	\$ 0.26	
Total Aeronautics Fund		\$ 3.51	\$ 7.35	\$ 10.25	\$ 3.46	\$ 3.52
TOTAL Federal		\$ 397.05	\$ 399.14	\$ 364.20	\$ 522.54	\$ 503.01
TOTAL State		\$ 371.78	\$ 402.46	\$ 564.13	\$ 457.91	\$ 466.14
TOTAL Local		\$ 8.53	\$ 8.83	\$ 9.07	\$ 6.80	\$ 6.22
TOTAL Interagency		\$ 0.24	\$ 0.28	\$ 0.41	\$ 0.25	\$ 0.26
TOTAL General Fund		\$ -	\$ 74.80	\$ 228.00	\$ 200.00	\$ 206.00
GRAND TOTAL		\$ 777.61	\$ 885.51	\$ 1,165.81	\$ 1,187.51	\$ 1,181.63

*Does not include \$4.7 Million directed to the GARVEE Debt Service Account for state match on bond payments

IDAHO TRANSPORTATION BOARD
FY24 BUDGET REQUEST – AUGUST 2022
SELECT HIGHLIGHTS

Revenue and Funding Outlook

Federal

- The current Federal Transportation Act, “Infrastructure Investment and Jobs Act” (IIJA), is a five-year act that expires September 30th, 2026. FHWA funding estimates for FY24 are based on apportionment levels carried in the Act.

State

- Growth rates overall for State funds
 - **Highway Distribution Account:** 0.8% forecasted increase in FY23 over actual FY22 receipts and an additional 1.0% increase in FY24.
 - **HB312 receipts:** 0.7% forecasted increase in FY23 over actual FY21 receipts and an additional increase of 1.3% in FY24.
- Strategic Initiative Program Fund (SIPF)
 - The 2022 Legislature transferred \$200 million to the Strategic Initiative Program Fund for FY23. \$80 million of this transfer was dedicated to locals.
- Sales Tax and Cigarette Tax within the Transportation Expansion and Congestion Mitigation fund (TECM)
 - \$80 million of sales tax revenue will be deposited into the TECM account for large infrastructure projects on the state highway system. Any excess of the \$80 million is dedicated to local units of government for roads and bridges.
- Aero fund
 - The 2022 Legislature transferred \$6.4 million to the Aeronautics Fund in FY22. Forecasted revenues will decrease in FY23 but are projected to increase in FY24.
- Petroleum Clean Water Trust Fund distribution
 - 0.8 cent transfer will continue for the foreseeable future

FY24 Appropriation Request

Personnel reflects a \$1.494M (+1%) increase for Change in Employee Compensation (CEC)

Employer Benefit Costs reflect an overall decrease of \$1.98M

- \$1,975,800 net increase in variable benefits (PERSI contributions, workers comp, and unemployment)

Replacement Equipment spending authority \$48.5M

- \$27.3M Road Equipment cost estimate.
- \$13.5M Buyback equipment cost estimate. Final Buyback proceed bids pending.
- \$4.2 Computer Equipment
- \$3.5 Misc. Equipment

Sixteen (16) Line Items are included in the FY24 request \$331.1M Total

- \$323.9M One-time, \$7.2M Ongoing
- \$248.6M State-funded, \$81.7M Federal, .7M Local

Line Items are listed separately in the attachment titled “Proposed FY24 Appropriation Request”

FY24 Debt Service

- GARVEE \$64.9M (\$60.2M Federal, \$4.7M State)
- TECM \$20.0M

IDAHO TRANSPORTATION DEPARTMENT

August 2022 Board Meeting

Original Submission FY24 Appropriation

	<u>Funding</u>	<u>FTE's</u>
FY24 BASE	760,216,800	1,648.0
Adjustments		
Change in Employee Compensation (1.0%)	\$1,494,200	
Replacement Equipment	\$48,541,900	
Statewide Cost Allocation Program (SWCAP)	\$150,000	
ETS Base Increase	\$96,500	
Variable Benefits	\$1,975,800	
Advantage Inflation	\$53,900	
	\$52,312,300	
FY24 ADJUSTED BASE	812,529,100	1,648.0
Line Items (Grouped by Division)		
Administration: Construction Planning Software Support	\$500,000	
Administration: Extrahop Expansion	\$500,000	
Administration: LUMA Development	\$2,028,000	
Administration: User Management with Varonis for Microsoft Azure	\$167,500	
Aeronautics: Aero Equipment Request	\$40,500	
Aeronautics: Idaho Airport Aid Program and IAN Coordinator	\$280,000	
Capital Facilities: General Projects	\$15,500,000	
Capital Facilities: District 4 Headquarters	\$25,000,000	
Capital Facilities: Administrative Projects	\$25,713,000	
Contract Construction & Right of Way: Construct Construction Funds	\$108,535,400	
Contract Construction & Right of Way: Leading Idaho Future (LIF) + Interest	\$124,832,000	
Highways: AASHTOware Project Materials Module Implementation	\$5,554,500	
Highways: Federal Spending Authority	\$12,785,300	
Highways: GIS ESRI Software Licenses	\$400,000	
Highways: New Equipment Statewide	\$8,030,800	
Highways: Right of Way Acquisition Management Software	\$1,210,000	
	\$331,077,000	
FY24 TOTAL APPROPRIATION (Spending Authority)	\$1,143,439,600	1,648.0
GARVEE Bond Debt Service	\$64,882,900	
TECM Bond Debt Service	\$20,000,000	
FY24 TOTAL PROGRAM FUNDING (Rounded)	\$1,228,323,000	1,648.0

DEPARTMENT SUMMARY AND CERTIFICATION			2024		
AGENCY: IDAHO TRANSPORTATION DEPARTMENT		Agency Number: 290		FY 2024 Request	
FUNCTION:		Function Number:		Page ___ of ___ Pages	
ACTIVITY: N/A		Activity Number: 00		Original Submission Date ___ or Revision Request Date ___	
In accordance with 67-3503, Idaho Code, I certify the attached forms properly state the receipts and expenditures of the department (agency, office, or institution) for the fiscal years indicated. The summary of expenditures by major program, fund source, and standard class is indicated below.					
			* PROPOSED REQUEST *		
			SUBJECT TO BOARD REVIEW AND APPROVAL		
	2022	2022	2023	2023	2024
	Total	Actual	Original	Estimated	Total
By Major Programs	Appropriation	Expenditures	Appropriation	Expenditures*	Request
290 01 Administration	30,627,900	29,085,800	32,873,500	32,873,500	36,006,800
290 02 Planning	-	-	-	-	-
290 03 Motor Vehicles	39,084,100	29,649,000	41,769,200	41,769,200	41,313,800
290 04 Highway Operations	220,023,000	213,645,800	235,459,300	247,203,500	281,214,800
290 05 Capital Facilities	7,768,500	5,310,200	22,665,000	25,575,900	73,378,000
290 06 Contract Construction & Right-of-Way Acquisition	1,032,176,500	405,817,500	1,015,575,700	1,015,575,700	707,083,400
290 07 Aeronautics	15,537,100	2,692,100	3,995,100	16,348,600	4,442,800
290 08 Transportation Performance	-	-	-	-	-
TOTAL	1,345,217,100	686,200,400	1,352,337,800	1,379,346,400	1,143,439,600
	Total	Actual	Original	Estimated	Total
By Fund Source	Appropriation	Expenditures	Appropriation	Expenditures	Request
0260-02 d State Highway	515,615,900	353,950,400	435,579,800	448,647,600	485,011,100
0260-03 f State Highway	329,743,500	271,859,500	386,768,200	388,296,800	452,681,600
0260-04 i State Highway	-	-	-	-	-
0260-05 o State Highway	6,323,300	5,887,100	6,904,700	6,904,700	7,538,500
0260-45 f State Highway	67,451,700	11,441,600	-	-	-
0345-00 f CARES Act	9,000,000	4,511,800	9,000,000	9,000,000	7,857,300
0269-02 d Transportation Expans & Congest Mitigation Fund	94,145,000	25,730,200	180,000,000	180,000,000	61,200,000
0270-02 d Strategic Initiatives Program Fund	95,355,000	8,141,100	120,000,000	120,000,000	124,342,000
0270-05 o Strategic Initiatives Program Fund	212,000,800	2,000,000	210,000,000	210,000,000	490,000
0221-02 d Aeronautics	14,656,500	2,209,500	3,146,800	15,559,000	3,376,000
0221-03 f Aeronautics	670,500	214,300	676,700	676,700	678,900
0221-04 i Aeronautics	254,900	254,900	261,600	261,600	264,200
0001-00 g General Fund	-	-	-	-	-
TOTAL	1,345,217,100	686,200,400	1,352,337,800	1,379,346,400	1,143,439,600
	Total	Actual	Original	Estimated	Total
By Object	Appropriation	Expenditures	Appropriation	Expenditures	Request
Personnel Costs	139,459,800	134,288,400	149,249,500	149,249,500	152,719,500
Operating Expenditures	106,853,000	97,279,300	211,044,000	224,833,400	130,106,100
Capital Outlay	842,439,300	430,422,900	749,146,700	753,012,400	822,191,100
Trustee and Benefit Payments	256,465,000	24,209,800	242,897,600	252,251,100	38,422,900
Lump Sum	-	-	-	-	-
TOTAL	1,345,217,100	686,200,400	1,352,337,800	1,379,346,400	1,143,439,600
TOTAL FTP	1,648.0	1,648.0	1,648.0	1,648.0	1,648.0
FUNDED FTP	1,648.0	1,648.0	1,648.0	1,648.0	1,648.0

* FY21 Estimated Expenditures includes: original appropriation, reappropriated spending authority from FY20, and FY21 supplemental appropriation request

RES. NO.

WHEREAS, the FY2024 Department Budget Request will be prepared in accordance with instructions in the Division of Financial Management's Budget Development Manual; and

WHEREAS, the Board has reviewed the Proposed FY2024 Budget Request Summary.

NOW THEREFORE BE IT RESOLVED, that the Transportation Board has reviewed the budget request estimates reflected in the Department Summary and Certification, submitted for approval August 18, 2022, and authorizes the estimates and guidance provided to serve as the basis for the FY2024 budget request submitted to the Division of Financial Management and Legislative Services Office.



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date August 17-18, 2022

Consent Item Information Item Amount of Presentation Time Needed 15

Presenter's Name David Tolman	Presenter's Title CAO	Initials DT	Reviewed By LSS
Preparer's Name David Tolman	Preparer's Title CAO	Initials DT	

Subject

State Fiscal Year 2022 Financial Statements		
Key Number	District	Route Number

Background Information

July 01, 2021 thru June 30, 2022, Fiscal Year 2022 Financial Statements

The financial operations of the Department for fiscal year 2022 ended with revenue coming in behind forecast for the State Highway Account and ahead of forecast for the Aeronautics Fund. Expenditures were within projected budgets.

- Revenues to the State Highway Account from all state sources were behind forecast by -0.6%. Total receipts from the Highway Distribution Account are behind forecast by \$6.6M or -2.7%. The total for the State Highway Account from the H.D.A, Fuel Reg/Direct and Ethanol was below forecast by -2.5% or -\$8.4M. State revenues to the State Aeronautics Fund are ahead of forecast by 40% or \$1M when excluding Leading Idaho one-time funding transfers.
- Expenditures were within planned budgets FTD. Personnel costs were higher than the previous year due to CEC, retention actions and early adoption of the FY23 CEC. Management continues working diligently to keep vacancies as low as possible.
- Contract construction expenditures in the State Highway Account for the fiscal year are \$369M. This is less than the amounts for the previous 3 years as shown: FY21= \$401M; FY20= \$451M; FY19= \$452M. Traditionally, August through November are ITD's highest construction payout months.

The balance of the long-term investments as of the end of June is \$174 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 (\$147.9) totals \$321.9M.

Expenditures in the Strategic Initiatives Program Fund (GF Surplus) for the year, were \$8.1M. 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 \$291k was added to the 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 \$25.7M for the year. All amounts over the \$80M are to be distributed to local units of government and that amounted to \$27.1M.

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 \$4.3M.

Recommendations



Board Agenda Item

ITD 2210 (Rev. 10-13)

Board Action

Approved Deferred _____

Other _____

**AUGUST
ITD BOARD PACKET**

**JUNE
FINANCIAL STATEMENTS**

User ID: ddecker
 Report ID: AD-FN-GL-010
 Run Date: 26 Jul 2022
 % of Time
 Remaining: 0

Idaho Transportation Department

SUMMARY OF RECEIPTS AND DISBURSEMENTS
 STATE HIGHWAY ACCOUNT AND STATE AERONAUTICS FUND
 BUDGET TO ACTUAL
 FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDING 6/30/2022
 (all amounts in '000)

Fiscal Year: 2022

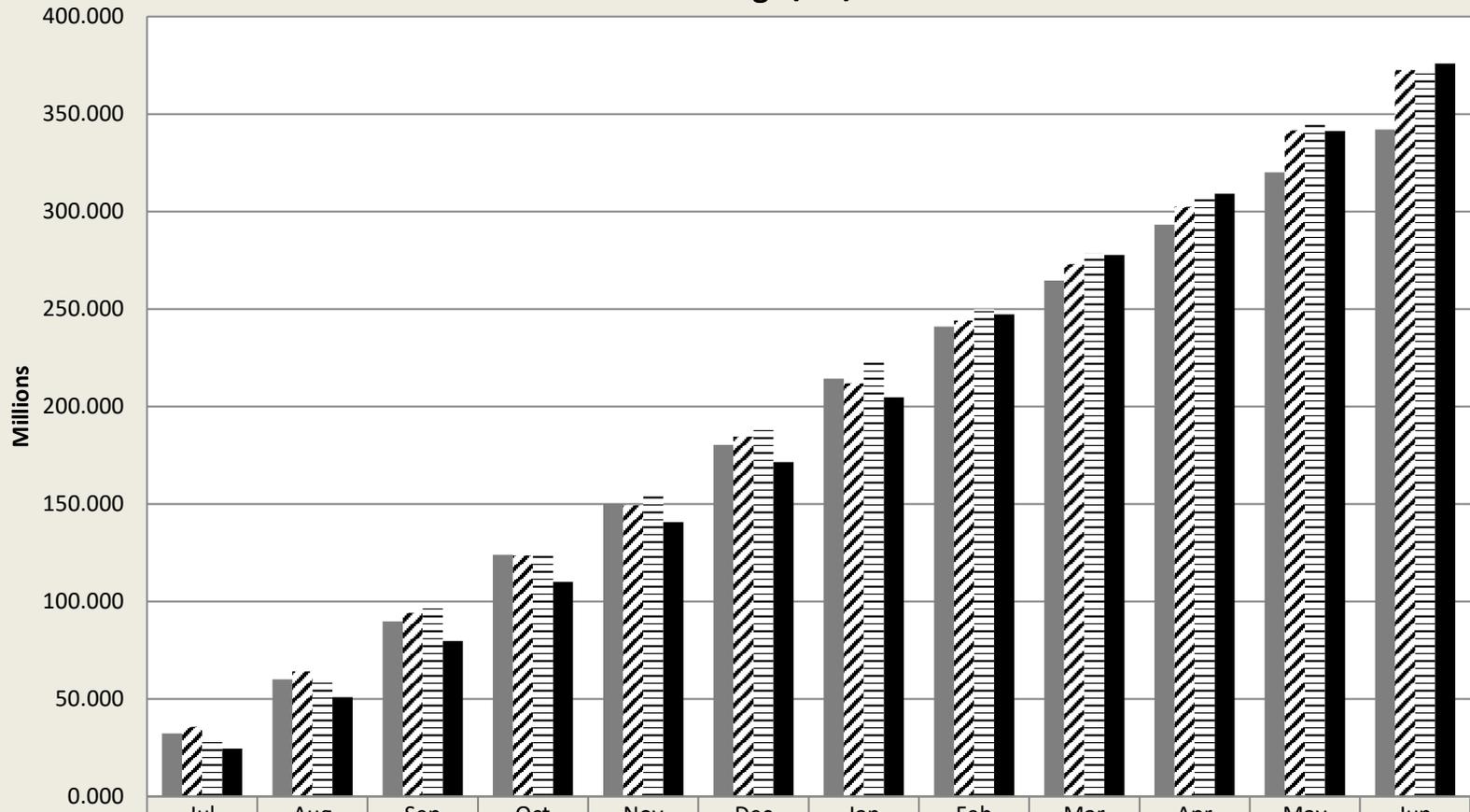
Funds Received					
	FY21 Actual YTD	FY22 Actual YTD	FY22 Forecast YTD	FY22 to FY21 Actual	FY 22 to Forecast
<u>State Highway Account</u>					
Federal Reimbursements	398,455	369,789	494,234	-7.2%	-25.2%
State (Inc. H.D.A.)	372,590	373,643	375,836	0.3%	-0.6%
Local	8,531	8,830	6,323	3.5%	39.6%
Total State Highway Account:	779,576	752,262	876,393	-3.5%	-14.2%
<u>State Aeronautics Fund</u>					
Federal Reimbursements	617	213	669	-65.5%	-68.2%
State	6,588	10,038	8,996	52.4%	11.6%
Total State Aeronautics Fund:	7,205	10,251	9,664	42.3%	6.1%
Total Fund Received:	786,781	762,512	886,058	-3.1%	-13.9%
Disbursements (includes Encumbrances)					
	FY21 Actual YTD	FY22 Actual YTD	FY22 Budget YTD	FY22 to FY21 Actual	FY 22 to Budget
Construction Payouts	401,549	369,888	630,618	-7.9%	-41.3%
<u>Operations Expenses</u>					
Highways	211,186	209,134	215,476	-1.0%	-2.9%
DMV	30,174	29,649	35,184	-1.7%	-15.7%
Administration	26,810	29,086	30,026	8.5%	-3.1%
Facilities	2,504	5,310	8,162	112.1%	-34.9%
Aeronautics	2,984	2,692	15,596	-9.8%	-82.7%
Total Operations Expenses:	273,659	275,871	304,444	0.8%	-9.4%
<u>Transfers</u>					
Operating	0	385	0	0.0%	0.0%
Debt Service	58,366	60,994	60,833	4.5%	0.3%
Total Transfers:	58,366	61,379	60,833	5.2%	0.9%
Total Disbursements:	733,574	707,138	995,894	-3.6%	-29.0%
<u>Expenditures by Type</u>	FY21 Actual YTD	FY22 Actual YTD	FY22 Budget YTD	FY22 to FY21 Actual	FY 22 to Budget
Personnel	125,837	134,288	137,110	6.7%	-2.1%
Operating	93,436	91,854	98,849	-1.7%	-7.1%
Capital Outlay	32,952	32,254	36,913	-2.1%	-12.6%
Sub-Grantee	21,435	17,474	31,572	-18.5%	-44.7%
Totals Operations Expenses:	273,659	275,871	304,444	0.8%	-9.4%
Contract Construction	401,549	369,888	630,618	-7.9%	-41.3%
Totals (excluding Transfers):	675,208	645,759	935,062	-4.4%	-30.9%

State Highway Fund 0260

Fiscal Year 2022

State Revenue Source Forecast vs Actual

June - For Period Ending 6/30/2022



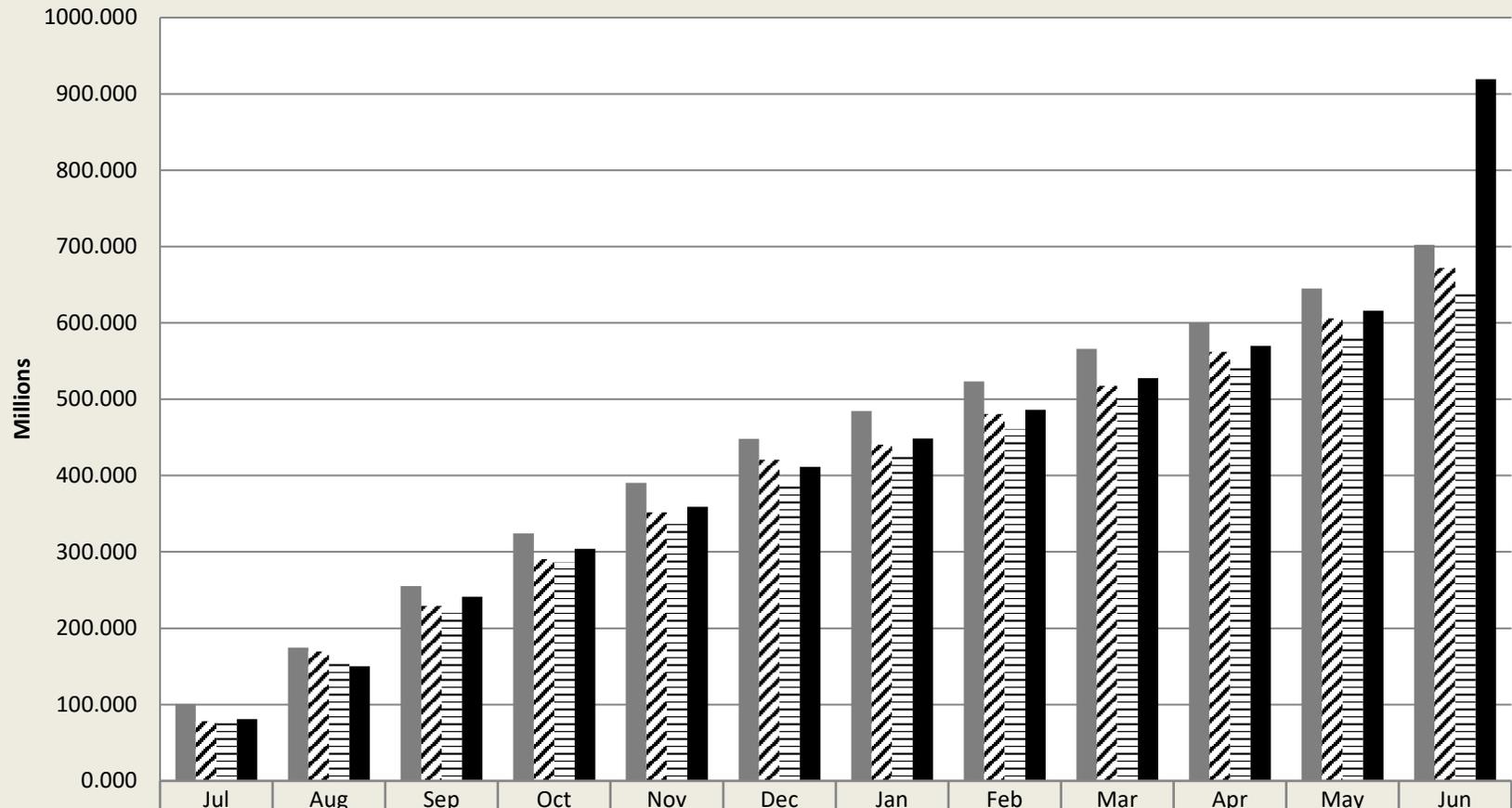
	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
■ FY20 Actual Revenue	32.334	60.074	89.748	123.908	150.217	180.320	214.342	240.972	264.584	293.293	320.052	342.120
▨ FY21 Actual Revenue	35.679	64.171	94.151	123.596	149.350	184.635	211.939	244.099	272.992	302.353	341.648	372.590
□ FY22 Current	29.335	61.151	97.126	124.843	156.087	188.317	222.664	249.988	278.673	307.797	345.339	373.643
■ FY22 Forecast	24.492	50.866	79.745	110.061	140.676	171.557	204.695	247.298	277.696	309.097	341.332	375.836

State Highway Fund 0260

Fiscal Year 2022

Expenditures

June - For Period Ending 6/30/2022



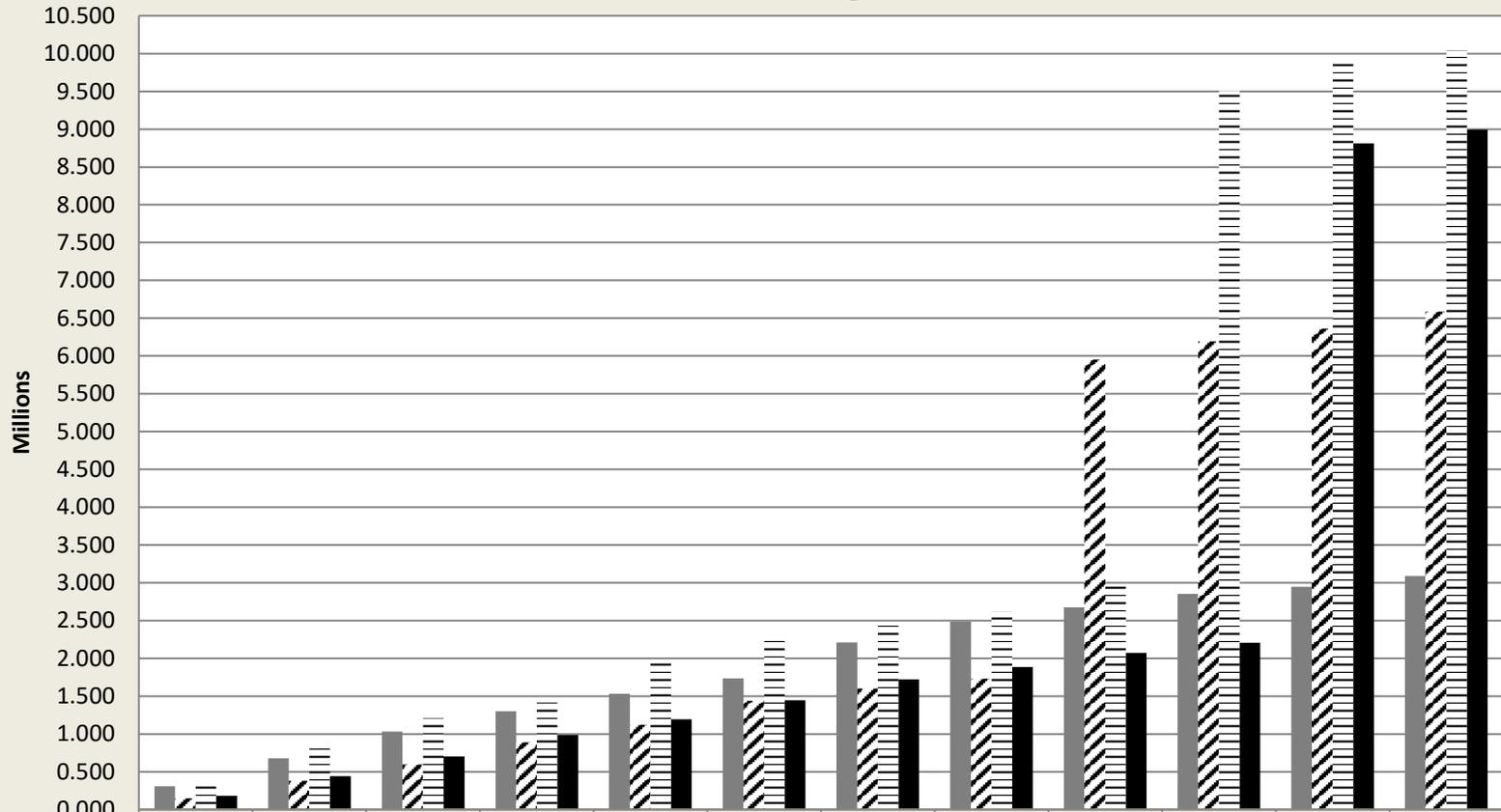
	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
■ FY20 Actual Expenditures	100.532	174.652	255.180	324.290	390.416	448.247	484.733	523.466	565.891	600.575	645.173	702.364
▨ FY21 Actual Expenditures	78.041	169.582	229.279	290.676	351.690	420.679	440.459	480.646	517.509	562.101	605.748	672.238
= FY22 Current	75.916	154.865	219.859	286.037	343.275	386.479	427.652	460.866	501.191	541.203	584.948	643.081
■ FY22 Forecast	80.748	150.222	241.287	304.142	358.921	411.559	448.462	486.209	527.412	569.674	615.879	919.480

Aeronautics Fund 0221

Fiscal Year 2022

State and Interagency Revenue Sources Forecast vs Actual

June - For Period Ending 6/30/2022



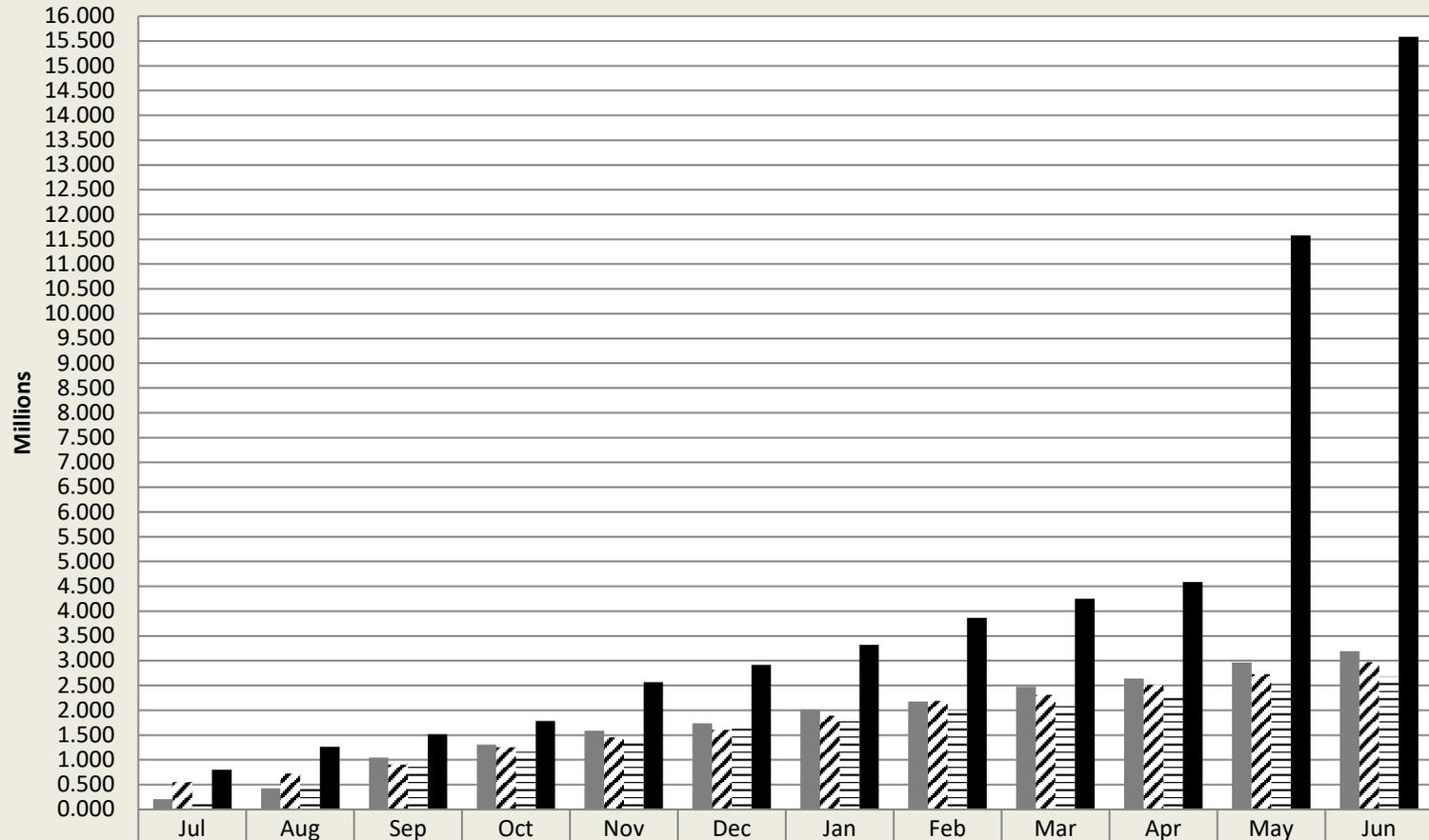
	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
■ FY20 Actual Revenue	0.306	0.679	1.033	1.301	1.531	1.733	2.211	2.486	2.673	2.853	2.947	3.087
▨ FY21 Actual Revenue	0.149	0.382	0.596	0.888	1.121	1.438	1.602	1.732	5.952	6.193	6.361	6.588
▤ FY22 Current	0.356	0.820	1.207	1.414	1.956	2.277	2.451	2.623	2.965	9.507	9.877	10.038
■ FY22 Forecast	0.183	0.443	0.701	0.988	1.194	1.447	1.724	1.886	2.074	2.205	8.810	8.996

Aeronautics Fund 0221

Fiscal Year 2022

Expenditures

June - For Period Ending 6/30/2022



■ FY20 Actual Expenditures	0.206	0.426	1.047	1.310	1.591	1.736	2.014	2.177	2.474	2.641	2.965	3.191
▨ FY21 Actual Expenditures	0.546	0.729	0.906	1.253	1.455	1.609	1.888	2.187	2.312	2.515	2.728	2.970
= FY22 Current	0.198	0.461	0.932	1.163	1.438	1.633	1.810	1.990	2.129	2.353	2.532	2.679
■ FY22 Forecast	0.799	1.264	1.515	1.784	2.565	2.919	3.321	3.867	4.247	4.584	11.580	15.582

UserID: ddecker
 Report ID: AD-FN-GL-002
 Run Date: 26 Jul 2022

Idaho Transportation Department

OPERATING FUND BALANCE SHEET FOR THE PERIOD ENDED 6/30/2022

	State Aeronautics Fund		State Highway Fund		Transportation Expansion and Congestion Mitigation Fund	
	0221		0260		0269	
	May-22	Jun-22	May-22	Jun-22	May-22	Jun-22
ASSETS						
Cash on Hand (Change Fund)	0	0	5,495	5,495	0	0
Cash in Bank (Daily Operations)	13,098,660	13,095,710	150,274,391	147,906,169	183,410,653	182,112,489
Investments (Long Term: STO - Diversified Bond Fund)	1,889,826	1,892,023	173,836,104	174,039,342	0	0
Total Cash & Investments	14,988,486	14,987,733	324,115,990	321,951,006	183,410,653	182,112,489
Receivables - Other	0	4,559	1,114,877	1,105,795	0	0
- Due From Locals (Project Overruns)	(0)	0	1,375,110	1,347,860	0	0
- Inter Agency	28,698	15,893	0	0	0	0
Total Receivables	28,698	20,453	2,489,987	2,453,655	0	0
Inventory on Hand	0	0	22,966,425	17,702,559	0	0
Total Assets:	15,017,184	15,008,186	349,572,402	342,107,220	183,410,653	182,112,489
LIABILITIES						
Vouchers Payable	0	0	0	0	0	0
Sales Tax Payable	0	0	8,665	22,917	0	0
Deferred Revenue (Local Projects Match)	0	0	29,359,488	29,143,967	0	0
Accounts Receivable Overpayment	0	0	16,019	16,019	0	0
Contractor Retained % (In Lieu Of Performance Bond)	0	0	145,991	136,920	0	0
Total Liabilities:	0	0	29,530,162	29,319,823	0	0
FUND BALANCE						
Reserve for Encumbrance	151,696	119,762	42,369,754	44,769,960	0	0
Fund Balance	14,865,488	14,888,424	277,672,485	268,017,438	183,410,653	182,112,489
Total Fund Balance:	15,017,184	15,008,186	320,042,240	312,787,397	183,410,653	182,112,489
Total Liabilities and Fund Balance	15,017,184	15,008,186	349,572,402	342,107,220	183,410,653	182,112,489

UserID: ddecker
 Report ID: AD-FN-GL-002
 Run Date: 26 Jul 2022

Idaho Transportation Department

OPERATING FUND BALANCE SHEET FOR THE PERIOD ENDED 6/30/2022

	Strategic Initiatives Fund (State Share) 0270.02		Strategic Initiatives Fund (Local Share) 0270.05		Total Strategic Initiatives Fund 0270		CARES Act Covid-19 0345		
	May-22	Jun-22	May-22	Jun-22	May-22	Jun-22	May-22	Jun-22	
	ASSETS								
Cash on Hand (Change Fund)	0	0	0	0	0	0	0	0	0
Cash in Bank (Daily Operations)	89,650,267	86,431,888	210,092,568	210,238,042	299,742,835	296,669,929	(296,023)	(16)	
Investments (Long Term: STO - Diversified Bond Fund)	0	0	0	0	0	0	0	0	0
Total Cash & Investments	89,650,267	86,431,888	210,092,568	210,238,042	299,742,835	296,669,929	(296,023)	(16)	
Receivables - Other	0	0	0	0	0	0	0	0	0
- Due From Locals (Project Overruns)	0	0	0	0	0	0	0	0	0
- Inter Agency	0	0	0	0	0	0	0	0	0
Total Receivables	0	0	0	0	0	0	0	0	0
Inventory on Hand	0	0	0	0	0	0	0	0	0
Total Assets:	89,650,267	86,431,888	210,092,568	210,238,042	299,742,835	296,669,929	(296,023)	(16)	
LIABILITIES									
Vouchers Payable	0	0	0	0	0	0	0	0	0
Sales Tax Payable	0	0	0	0	0	0	0	0	0
Deferred Revenue (Local Projects Match)	0	0	0	0	0	0	0	0	0
Accounts Receivable Overpayment	0	0	0	0	0	0	0	0	0
Contractor Retained % (In Lieu Of Performance Bond)	0	0	0	0	0	0	0	0	0
Total Liabilities:	0	0	0	0	0	0	0	0	0
FUND BALANCE									
Reserve for Encumbrance	0	0	0	0	0	0	249,592	207,432	
Fund Balance	89,650,267	86,431,888	210,092,568	210,238,042	299,742,835	296,669,929	(545,615)	(207,448)	
Total Fund Balance:	89,650,267	86,431,888	210,092,568	210,238,042	299,742,835	296,669,929	(296,023)	(16)	
Total Liabilities and Fund Balance	89,650,267	86,431,888	210,092,568	210,238,042	299,742,835	296,669,929	(296,078)	(16)	

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Idaho Transportation Department

STATEMENT OF REVENUES AND EXPENDITURES BUDGET TO ACTUAL FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 6/30/2022

Fund: 0260 State Highway Fund

	Year to Date Allotment (A)	Year to Date Actual (B)	Current Month Activity (C)	Year to Date Encumbrance (D)	Variance Favorable / Unfavorable (E = A - B - D)	Percent Variance (F = E / A)	Annual Appropriation (G)	Appropriation Balance (H = G - B - D)	Percent Remaining (I = H / G)
Fiscal Year: 2022									
Budget Fiscal Year: 2022									
REVENUES									
Federal Sources									
FHWA - Highway	377,401,500	315,562,050	66,476,669	0	(61,839,450)	-16.39%	377,401,500	61,839,450	16.39 %
FHWA - COVID Relief	67,451,700	11,680,274	4,273,963	0	(55,771,426)	-82.68%	67,451,700	55,771,426	82.68 %
FHWA - Indirect Cost	25,000,000	27,295,854	(49)	0	2,295,854	9.18 %	25,000,000	(2,295,854)	-9.18%
Federal Transit Authority	15,512,600	9,946,395	1,042,280	0	(5,566,205)	-35.88%	15,512,600	5,566,205	35.88 %
NHTSA - Highway Safety	4,642,800	5,086,523	169,556	0	443,723	9.56 %	4,642,800	(443,723)	-9.56%
Other Federal Aid	4,225,000	218,363	10,355	0	(4,006,637)	-94.83%	4,225,000	4,006,637	94.83 %
Total Federal Sources:	494,233,600	369,789,459	71,972,773	0	(124,444,141)	-25.18%	494,233,600	124,444,141	25.18 %
State Sources									
Equipment Buy Back	10,194,200	9,964,237	0	0	(229,963)	-2.26%	10,194,200	229,963	2.26 %
Miscellaneous Revenues	28,275,399	34,764,312	3,114,391	0	6,488,913	22.95 %	28,275,399	(6,488,913)	-22.95%
Total State Sources:	38,469,599	44,728,549	3,114,391	0	6,258,950	16.27 %	38,469,599	(6,258,950)	-16.27%
Local Sources									
Match For Local Projects	6,323,300	8,822,084	315,770	0	2,498,784	39.52 %	6,323,300	(2,498,784)	-39.52%
Other Local Sources	0	7,500	0	0	7,500	0.00 %	0	(7,500)	0.00 %
Total Local Sources:	6,323,300	8,829,584	315,770	0	2,506,284	39.64 %	6,323,300	(2,506,284)	-39.64%
TOTAL REVENUES:	539,026,499	423,347,592	75,402,934	0	(115,678,907)	-21.46%	539,026,499	115,678,907	21.46 %
TRANSFERS-IN									
Highway Distribution Account	243,110,000	236,542,507	17,869,457	0	(6,567,493)	-2.70%	243,110,000	6,567,493	2.70 %
Fuel/Registration Direct	74,056,800	72,587,044	5,801,926	0	(1,469,756)	-1.98%	74,056,800	1,469,756	1.98 %
Ethanol Fuels Tax	20,200,000	19,784,402	1,517,393	0	(415,598)	-2.06%	20,200,000	415,598	2.06 %
TOTAL TRANSFERS-IN:	337,366,800	328,913,953	25,188,776	0	(8,452,847)	-2.51%	337,366,800	8,452,847	2.51 %
TOTAL REV AND TRANSFERS-IN:	876,393,299	752,261,545	100,591,710	0	(124,131,754)	-14.16%	876,393,299	124,131,754	14.16 %

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Idaho Transportation Department

STATEMENT OF REVENUES AND EXPENDITURES BUDGET TO ACTUAL FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 6/30/2022

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)	(D)	(E = A - B - D)	(F = E / A)	(G)	(H = G - B - D)	(I = H / G)
EXPENDITURES									
Operations Expense									
Permanent Staff Salaries	91,791,170	91,182,787	7,268,993	0	608,383	0.66 %	91,791,170	608,383	0.66 %
Board, Hourly, OT, Shift Diff	2,545,428	1,513,198	48,899	0	1,032,230	40.55 %	2,545,428	1,032,230	40.55 %
Fringe Benefits	41,516,802	40,352,360	3,349,853	0	1,164,442	2.80 %	41,516,802	1,164,442	2.80 %
In State Travel Expense	1,856,654	1,500,969	142,457	0	355,685	19.16 %	1,856,654	355,685	19.16 %
Out of State Travel Expense	432,653	146,293	24,807	0	286,360	66.19 %	432,653	286,360	66.19 %
Operating Expense	72,366,510	53,160,693	4,485,603	13,141,390	6,064,427	8.38 %	72,366,510	6,064,427	8.38 %
Technology Operating Expense	22,550,112	19,839,742	3,655,327	3,308,901	(598,531)	-2.65%	22,550,112	(598,531)	-2.65%
Capital Equipment Expense	23,781,475	11,305,589	1,414,624	12,068,863	407,023	1.71 %	23,781,475	407,023	1.71 %
Technology Equipment Expense	4,190,192	2,914,769	471,633	902,094	373,329	8.91 %	4,190,192	373,329	8.91 %
Capital Facilities Expense	7,648,164	4,966,130	257,003	0	2,682,034	35.07 %	7,648,164	2,682,034	35.07 %
Trustee & Benefit Payments	20,182,700	14,711,247	1,772,308	2,177,133	3,294,320	16.32 %	20,182,700	3,294,320	16.32 %
Total Operations Expense:	288,861,859	241,593,777	22,891,507	31,598,381	15,669,702	5.42 %	288,861,859	15,669,702	5.42 %
Contract Construction									
Operating Expense	10,600,000	2,789,064	167,168	0	7,810,936	73.69 %	10,600,000	7,810,936	73.69 %
Technology Operating Expense	0	2,231,701	58,541	0	(2,231,701)	0.00 %	0	(2,231,701)	0.00 %
Capital Projects	616,575,918	364,297,701	30,434,234	0	252,278,217	40.92 %	616,575,918	252,278,217	40.92 %
Trustee & Benefit Payments	3,442,000	569,924	108,922	0	2,872,076	83.44 %	3,442,000	2,872,076	83.44 %
Total Contract Construction:	630,617,918	369,888,391	30,768,865	0	260,729,528	41.35 %	630,617,918	260,729,528	41.35 %
TOTAL EXPENDITURES:	919,479,778	611,482,167	53,660,372	31,598,381	276,399,230	30.06 %	919,479,778	276,399,230	30.06 %
TRANSFERS OUT									
Statutory	0	493,655	0	0	(493,655)	0.00 %	0	(493,655)	0.00 %
Operating	60,832,732	60,885,581	47,342,686	0	(52,849)	-0.09%	60,832,732	(52,849)	-0.09%
TOTAL TRANSFERS OUT:	60,832,732	61,379,236	47,342,686	0	(546,504)	-0.90%	60,832,732	(546,504)	-0.90%
TOTAL EXPD AND TRANSFERS OUT:	980,312,510	672,861,403	101,003,058	31,598,381	275,852,726	28.14 %	980,312,510	275,852,726	28.14 %
Net for Fiscal Year 2022:	(103,919,211)	79,400,142	(411,348)		151,720,972		(103,919,211)	(151,720,972)	

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Idaho Transportation Department

STATEMENT OF REVENUES AND EXPENDITURES

BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 6/30/2022

Fund: 0260 State Highway Fund

		Year to Date Allotment	Year to Date Actual	Current Month Activity	Year to Date Encumbrance	Variance Favorable / Unfavorable	Percent Variance	Annual Appropriation	Appropriation Balance	Percent Remaining
		(A)	(B)	(C)	(D)	(E = A - B - D)	(F = E / A)	(G)	(H = G - B - D)	(I = H / G)
Fiscal Year:	2022									
Budget Fiscal Year:	2022									
Contract Construction										
Operating Expenditures										
Operating Expenditures	Dedicated	2,500,000	553,383	43,206	0	1,946,617	77.86 %	2,500,000	1,946,617	77.86 %
Operating Expenditures	Federal	8,000,000	4,466,543	182,485	0	3,533,457	44.17 %	8,000,000	3,533,457	44.17 %
Operating Expenditures	Local	100,000	839	19	0	99,161	99.16 %	100,000	99,161	99.16 %
Total Operating Expenditures		10,600,000	5,020,765	225,709	0	5,579,235	52.63 %	10,600,000	5,579,235	52.63 %
Capital Outlay										
Capital Outlay	Dedicated	242,609,889	95,604,761	9,899,490	0	147,005,128	60.59 %	242,609,889	147,005,128	60.59 %
Capital Outlay	Federal	275,709,029	231,257,194	17,024,910	0	44,451,835	16.12 %	275,709,029	44,451,835	16.12 %
Capital Outlay	FICR	25,000,000	18,105,232	677,404	0	6,894,768	27.58 %	25,000,000	6,894,768	27.58 %
Capital Outlay	Local	5,805,300	7,888,885	(332,239)	0	(2,083,585)	-35.89%	5,805,300	(2,083,585)	-35.89%
Capital Outlay	COVID Relief	67,451,700	11,441,629	3,164,668	0	56,010,071	83.04 %	67,451,700	56,010,071	83.04 %
Total Capital Outlay		616,575,918	364,297,701	30,434,234	0	252,278,217	40.92 %	616,575,918	252,278,217	40.92 %
Trustee & Benefit Payments										
Trustee & Benefit Payments	Dedicated	475,000	0	(36,771)	0	475,000	100.00 %	475,000	475,000	100.00 %
Trustee & Benefit Payments	Federal	2,867,000	569,924	145,693	0	2,297,076	80.12 %	2,867,000	2,297,076	80.12 %
Trustee & Benefit Payments	Local	100,000	0	0	0	100,000	100.00 %	100,000	100,000	100.00 %
Total Trustee & Benefit Payments		3,442,000	569,924	108,922	0	2,872,076	83.44 %	3,442,000	2,872,076	83.44 %
Total Contract Construction:		630,617,918	369,888,391	30,768,865	0	260,729,528	41.35 %	630,617,918	260,729,528	41.35 %

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Idaho Transportation Department

STATEMENT OF REVENUES AND EXPENDITURES

BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 6/30/2022

Fund: 0269 Transportation Expansion and Congestion Mitigation Fund

Fiscal Year:	2022	Year to Date Allotment	Year to Date Actual	Current Month Activity	Year to Date Encumbrance	Variance Favorable / Unfavorable	Percent Variance	Annual Appropriation	Appropriation Balance	Percent Remaining
Budget Fiscal Year:	2022	(A)	(B)	(C)	(D)	(E = A - B - D)	(F = E / A)	(G)	(H = G - B - D)	(I = H / G)
REVENUES										
Miscellaneous Revenues		670,000	349,983	127,851	0	(320,017)	-47.76%	670,000	320,017	47.76 %
TOTAL REVENUES:		670,000	349,983	127,851	0	(320,017)	-47.76%	670,000	320,017	47.76 %
TRANSFERS-IN										
Cigarette Tax		0	219,662	219,662	0	219,662	0.00 %	0	(219,662)	0.00 %
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	0	0	0	0.00 %	80,000,000	0	0.00 %
TOTAL TRANSFERS-IN:		80,000,000	180,219,662	219,662	0	100,219,662	125.27 %	80,000,000	(100,219,662)	-125.27%
TOTAL REV AND TRANSFERS-IN:		80,670,000	180,569,645	347,513	0	99,899,645	123.84 %	80,670,000	(99,899,645)	-123.84%
EXPENDITURES										
Contract Construction - Capital Projects		94,145,045	25,730,272	1,645,678	0	68,414,773	72.67 %	94,145,045	68,414,773	72.67 %
TOTAL EXPENDITURES:		94,145,045	25,730,272	1,645,678	0	68,414,773	72.67 %	94,145,045	68,414,773	72.67 %
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:		94,145,045	28,920,603	1,645,678	0	65,224,442	69.28 %	94,145,045	65,224,442	69.28 %
Net for Fiscal Year 2022:		(13,475,045)	151,649,043	(1,298,164)		165,124,087		(13,475,045)	(165,124,087)	

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Idaho Transportation Department

STATEMENT OF REVENUES AND EXPENDITURES

BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 6/30/2022

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

	Year to Date Allotment	Year to Date Actual	Current Month Activity	Year to Date Encumbrance	Variance Favorable / Unfavorable	Percent Variance	Annual Appropriation	Appropriation Balance	Percent Remaining
	(A)	(B)	(C)	(D)	(E = A - B - D)	(F = E / A)	(G)	(H = G - B - D)	(I = H / G)
Fiscal Year: 2022									
Budget Fiscal Year: 2022									
REVENUES									
State Sources - Miscellaneous Revenues	259,000	291,017	63,122	0	32,017	12.36 %	259,000	(32,017)	-12.36%
TOTAL REVENUES:	259,000	291,017	63,122	0	32,017	12.36 %	259,000	(32,017)	-12.36%
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:	18,259,000	18,291,017	63,122	0	32,017	0.18 %	18,259,000	(32,017)	-0.18%
EXPENDITURES									
Contract Construction - Capital Projects	95,354,956	8,141,063	3,281,501	0	87,213,893	91.46 %	95,354,956	87,213,893	91.46 %
TOTAL EXPENDITURES:	95,354,956	8,141,063	3,281,501	0	87,213,893	91.46 %	95,354,956	87,213,893	91.46 %
TOTAL EXPD AND TRANSFERS OUT:	95,354,956	8,141,063	3,281,501	0	87,213,893	91.46 %	95,354,956	87,213,893	91.46 %
Net for Fiscal Year 2022:	(77,095,956)	10,149,954	(3,218,379)		87,245,910		(77,095,956)	(87,245,910)	

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STATEMENT OF REVENUES AND EXPENDITURES

BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 6/30/2022

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

	Year to Date Allotment	Year to Date Actual	Current Month Activity	Year to Date Encumbrance	Variance Favorable / Unfavorable	Percent Variance	Annual Appropriation	Appropriation Balance	Percent Remaining
	(A)	(B)	(C)	(D)	(E = A - B - D)	(F = E / A)	(G)	(H = G - B - D)	(I = H / G)
Fiscal Year: 2022									
Budget Fiscal Year: 2022									
REVENUES									
State Sources - Miscellaneous Revenues	0	236,858	145,474	0	236,858	0.00 %	0	(236,858)	0.00 %
TOTAL REVENUES:	0	236,858	145,474	0	236,858	0.00 %	0	(236,858)	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	210,236,858	145,474	0	236,858	0.11 %	210,000,000	(236,858)	-0.11 %
EXPENDITURES									
Contract Construction - Trustee & Benefit Payments	212,000,781	2,000,000	0	0	210,000,781	99.06 %	212,000,781	210,000,781	99.06 %
TOTAL EXPENDITURES:	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)	208,236,858	145,474		210,237,639		(2,000,781)	(210,237,639)	

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Idaho Transportation Department

STATEMENT OF REVENUES AND EXPENDITURES

BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 6/30/2022

Fund: 0345 CARES Act Covid-19

	Year to Date Allotment	Year to Date Actual	Current Month Activity	Year to Date Encumbrance	Variance Favorable / Unfavorable	Percent Variance	Annual Appropriation	Appropriation Balance	Percent Remaining
	(A)	(B)	(C)	(D)	(E = A - B - D)	(F = E / A)	(G)	(H = G - B - D)	(I = H / G)
Fiscal Year: 2022									
Budget Fiscal Year: 2022									
REVENUES									
Federal Sources - Federal Transit Authority	9,000,000	4,304,351	474,778	0	(4,695,649)	-52.17%	9,000,000	4,695,649	52.17 %
TOTAL REVENUES:	9,000,000	4,304,351	474,778	0	(4,695,649)	-52.17%	9,000,000	4,695,649	52.17 %
TOTAL REV AND TRANSFERS-IN:	9,000,000	4,304,351	474,778	0	(4,695,649)	-52.17%	9,000,000	4,695,649	52.17 %
EXPENDITURES									
Operating Expenditures	1,000,000	196,678	48,255	207,432	595,890	59.59 %	1,000,000	595,890	59.59 %
Trustee & Benefit Payments	8,000,000	4,107,683	130,516	0	3,892,317	48.65 %	8,000,000	3,892,317	48.65 %
TOTAL EXPENDITURES:	9,000,000	4,304,361	178,771	207,432	4,488,207	49.87 %	9,000,000	4,488,207	49.87 %
TOTAL EXPD AND TRANSFERS OUT:	9,000,000	4,304,361	178,771	207,432	4,488,207	49.87 %	9,000,000	4,488,207	49.87 %
Net for Fiscal Year 2022:	0	(10)	296,007		(207,442)		0	207,442	

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Idaho Transportation Department

STATEMENT OF REVENUES AND EXPENDITURES

BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 6/30/2022

Fund: 0372 TECM Debt Service Fund

	Year to Date Allotment	Year to Date Actual	Current Month Activity	Year to Date Encumbrance	Variance Favorable / Unfavorable	Percent Variance	Annual Appropriation	Appropriation Balance	Percent Remaining
	(A)	(B)	(C)	(D)	(E = A - B - D)	(F = E / A)	(G)	(H = G - B - D)	(I = H / G)
Fiscal Year: 2022									
Budget Fiscal Year: 2022									
REVENUES									
State Sources - Miscellaneous Revenues	0	2,767	1,836	0	2,767	0.00 %	0	(2,767)	0.00 %
TOTAL REVENUES:	0	2,767	1,836	0	2,767	0.00 %	0	(2,767)	0.00 %
TRANSFERS-IN									
Operating	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	3,193,097	1,836	0	3,193,098	0.00 %	0	(3,193,098)	0.00 %
EXPENDITURES									
Bond Principal / Interest	0	1,595,165	797,583	0	(1,595,165)	0.00 %	0	(1,595,165)	0.00 %
TOTAL EXPENDITURES:	0	1,595,165	797,583	0	(1,595,165)	0.00 %	0	(1,595,165)	0.00 %
TOTAL EXPD AND TRANSFERS OUT:	0	1,595,165	797,583	0	(1,595,165)	0.00 %	0	(1,595,165)	0.00 %
Net for Fiscal Year 2022:	0	1,597,932	(795,747)	1,597,933	0	(1,597,933)	0	(1,597,933)	0.00 %

User ID: ddecker
 Report ID: AD-FN-GL-003
 Run Date: 26 Jul 2022
 % of Time Remaining: 0.0

Idaho Transportation Department

STATEMENT OF REVENUES AND EXPENDITURES

BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 6/30/2022

Fund: 0373 TECM Capital Project Fund

	Year to Date Allotment	Year to Date Actual	Current Month Activity	Year to Date Encumbrance	Variance Favorable / Unfavorable	Percent Variance	Annual Appropriation	Appropriation Balance	Percent Remaining
	(A)	(B)	(C)	(D)	(E = A - B - D)	(F = E / A)	(G)	(H = G - B - D)	(I = H / G)
Fiscal Year: 2022									
Budget Fiscal Year: 2022									
REVENUES									
State Sources - Miscellaneous Revenues	0	5,725,032	2,587,524	0	5,725,032	0.00 %	0	(5,725,032)	0.00 %
TOTAL REVENUES:	0	5,725,032	2,587,524	0	5,725,032	0.00 %	0	(5,725,032)	0.00 %
TOTAL REV AND TRANSFERS-IN:	0	5,725,032	2,587,524	0	5,725,032	0.00 %	0	(5,725,032)	0.00 %
EXPENDITURES									
Capital Projects	0	5,640,063	2,502,555	0	(5,640,063)	0.00 %	0	(5,640,063)	0.00 %
TOTAL EXPENDITURES:	0	5,640,063	2,502,555	0	(5,640,063)	0.00 %	0	(5,640,063)	0.00 %
TOTAL EXPD AND TRANSFERS OUT:	0	5,640,063	2,502,555	0	(5,640,063)	0.00 %	0	(5,640,063)	0.00 %
Net for Fiscal Year 2022:	0	84,970	84,970		84,969		0	(84,969)	

User ID: ddecker
 Report ID: AD-FN-GL-003
 Run Date: 26 Jul 2022
 % of Time Remaining: 0.0

Idaho Transportation Department

STATEMENT OF REVENUES AND EXPENDITURES

BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 6/30/2022

Fund: 0374 GARVEE Capital Project Fund

	Year to Date Allotment	Year to Date Actual	Current Month Activity	Year to Date Encumbrance	Variance Favorable / Unfavorable	Percent Variance	Annual Appropriation	Appropriation Balance	Percent Remaining
	(A)	(B)	(C)	(D)	(E = A - B - D)	(F = E / A)	(G)	(H = G - B - D)	(I = H / G)
Fiscal Year: 2022									
Budget Fiscal Year: 2022									
REVENUES									
State Sources - Miscellaneous Revenues	0	105,213,453	7,439,648	0	105,213,453	0.00 %	0	(105,213,453)	0.00 %
TOTAL REVENUES:	0	105,213,453	7,439,648	0	105,213,453	0.00 %	0	(105,213,453)	0.00 %
TRANSFERS-IN									
Statutory	0	384,755	0	0	384,755	0.00 %	0	(384,755)	0.00 %
TOTAL TRANSFERS-IN:	0	384,755	0	0	384,755	0.00 %	0	(384,755)	0.00 %
TOTAL REV AND TRANSFERS-IN:	0	105,598,208	7,439,648	0	105,598,208	0.00 %	0	(105,598,208)	0.00 %
EXPENDITURES									
Operating Expenditures	0	608,840	38,570	0	(608,840)	0.00 %	0	(608,840)	0.00 %
Capital Projects	0	109,043,144	7,399,948	0	(109,043,144)	0.00 %	0	(109,043,144)	0.00 %
TOTAL EXPENDITURES:	0	109,651,985	7,438,518	0	(109,651,984)	0.00 %	0	(109,651,984)	0.00 %
TRANSFERS OUT									
Statutory	0	384,755	0	0	(384,755)	0.00 %	0	(384,755)	0.00 %
TOTAL TRANSFERS OUT:	0	384,755	0	0	(384,755)	0.00 %	0	(384,755)	0.00 %
TOTAL EXPD AND TRANSFERS OUT:	0	110,036,740	7,438,518	0	(110,036,739)	0.00 %	0	(110,036,739)	0.00 %
Net for Fiscal Year 2022:	0	(4,438,532)	1,130		(4,438,531)		0	4,438,531	

User ID: ddecker
 Report ID: AD-FN-GL-003
 Run Date: 26 Jul 2022
 % of Time Remaining: 0.0

Idaho Transportation Department

STATEMENT OF REVENUES AND EXPENDITURES

BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 6/30/2022

Fund: 0375 GARVEE Debt Service Fund

	Year to Date Allotment	Year to Date Actual	Current Month Activity	Year to Date Encumbrance	Variance Favorable / Unfavorable	Percent Variance	Annual Appropriation	Appropriation Balance	Percent Remaining
	(A)	(B)	(C)	(D)	(E = A - B - D)	(F = E / A)	(G)	(H = G - B - D)	(I = H / G)
Fiscal Year: 2022									
Budget Fiscal Year: 2022									
REVENUES									
State Sources - Miscellaneous Revenues	0	28,720	5,812	0	28,720	0.00 %	0	(28,720)	0.00 %
TOTAL REVENUES:	0	28,720	5,812	0	28,720	0.00 %	0	(28,720)	0.00 %
TRANSFERS-IN									
Statutory	0	18,869,755	0	0	18,869,755	0.00 %	0	(18,869,755)	0.00 %
Operating	0	65,585,581	47,342,686	0	65,585,581	0.00 %	0	(65,585,581)	0.00 %
TOTAL TRANSFERS-IN:	0	84,455,336	47,342,686	0	84,455,336	0.00 %	0	(84,455,336)	0.00 %
TOTAL REV AND TRANSFERS-IN:	0	84,484,056	47,348,498	0	84,484,056	0.00 %	0	(84,484,056)	0.00 %
EXPENDITURES									
Bond Principal / Interest	0	83,206,465	425,483	0	(83,206,465)	0.00 %	0	(83,206,465)	0.00 %
TOTAL EXPENDITURES:	0	83,206,465	425,483	0	(83,206,465)	0.00 %	0	(83,206,465)	0.00 %
TOTAL EXPD AND TRANSFERS OUT:	0	83,206,465	425,483	0	(83,206,465)	0.00 %	0	(83,206,465)	0.00 %
Net for Fiscal Year 2022:	0	1,277,591	46,923,015	0	1,277,591	0.00 %	0	(1,277,591)	0.00 %

User ID: ddecker
 Report ID: AD-FN-GL-003
 Run Date: 26 Jul 2022
 % of Time
 Remaining: 0.0

Idaho Transportation Department

STATEMENT OF REVENUES AND EXPENDITURES

BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 6/30/2022

Fund: 0221 State Aeronautics Fund

	Year to Date Allotment	Year to Date Actual	Current Month Activity	Year to Date Encumbrance	Variance Favorable / Unfavorable	Percent Variance	Annual Appropriation	Appropriation Balance	Percent Remaining
	(A)	(B)	(C)	(D)	(E = A - B - D)	(F = E / A)	(G)	(H = G - B - D)	(I = H / G)
Fiscal Year: 2022									
Budget Fiscal Year: 2022									
REVENUES									
Federal Sources - FAA	668,500	212,780	8,391	0	(455,720)	-68.17%	668,500	455,720	68.17 %
State Sources - Miscellaneous	341,000	359,415	18,553	0	18,415	5.40 %	341,000	(18,415)	-5.40%
Interagency Sources -	254,900	410,579	9,812	0	155,679	61.07 %	254,900	(155,679)	-61.07%
TOTAL REVENUES:	1,264,400	982,775	36,757	0	(281,626)	-22.27%	1,264,400	281,626	22.27 %
TRANSFERS-IN									
Statutory	6,400,000	6,400,000	0	0	0	0.00 %	6,400,000	0	0.00 %
Operating	2,000,000	2,868,011	132,952	0	868,011	43.40 %	2,000,000	(868,011)	-43.40%
TOTAL TRANSFERS-IN:	8,400,000	9,268,011	132,952	0	868,011	10.33 %	8,400,000	(868,011)	-10.33%
TOTAL REV AND TRANSFERS-IN:	9,664,400	10,250,786	169,709	0	586,385	6.07 %	9,664,400	(586,385)	-6.07%
EXPENDITURES									
Permanent Staff Salaries	824,569	825,871	70,015	0	(1,302)	-0.16%	824,569	(1,302)	-0.16%
Board, Hourly, OT, Shift Diff	71,000	67,548	10,988	0	3,452	4.86 %	71,000	3,452	4.86 %
Fringe Benefits	360,831	346,638	32,327	0	14,194	3.93 %	360,831	14,194	3.93 %
In State Travel Expense	61,537	43,356	2,218	0	18,181	29.54 %	61,537	18,181	29.54 %
Out of State Travel Expense	20,526	12,771	0	0	7,755	37.78 %	20,526	7,755	37.78 %
Technology Operating Expense	34,617	48,234	3,257	2,474	(16,092)	-46.49%	34,617	(16,092)	-46.49%
Operating Expense	1,526,220	644,413	32,299	5,037	876,770	57.45 %	1,526,220	876,770	57.45 %
Technology Equipment Expense	6,400	0	0	6,329	71	1.11 %	6,400	71	1.11 %
Capital Equipment Expense	103,000	34,052	21,118	55,962	12,986	12.61 %	103,000	12,986	12.61 %
Capital Facilities Expense	1,183,682	0	0	0	1,183,682	100.00 %	1,183,682	1,183,682	100.00 %
Trustee & Benefit Payments	11,389,453	585,985	4,749	0	10,803,468	94.86 %	11,389,453	10,803,468	94.86 %
TOTAL EXPENDITURES:	15,581,835	2,608,868	176,971	69,803	12,903,165	82.81 %	15,581,835	12,903,165	82.81 %
TOTAL EXPD AND TRANSFERS OUT:	15,581,835	2,608,868	176,971	69,803	12,903,165	82.81 %	15,581,835	12,903,165	82.81 %
Net for Fiscal Year 2022:	(5,917,435)	7,641,918	(7,262)		13,489,550		(5,917,435)	(13,489,550)	

ITD Board Financial Report

July 2021 – June 2022

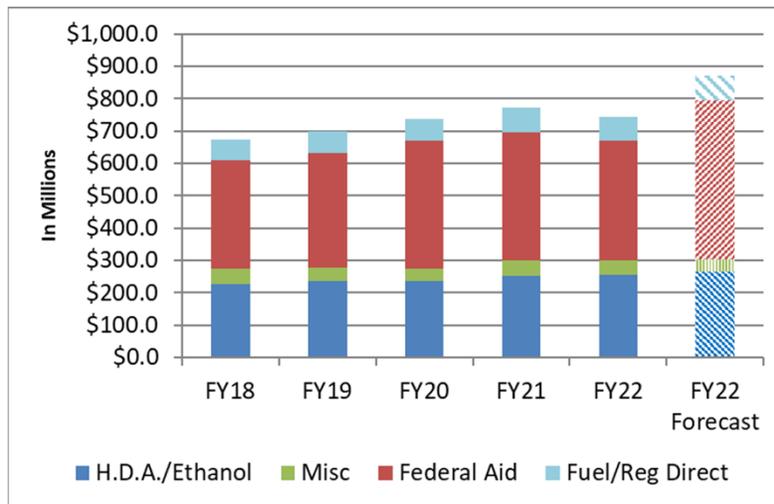
Fiscal Year 2022



Your Safety. Your Mobility. Your Economic Opportunity.

1

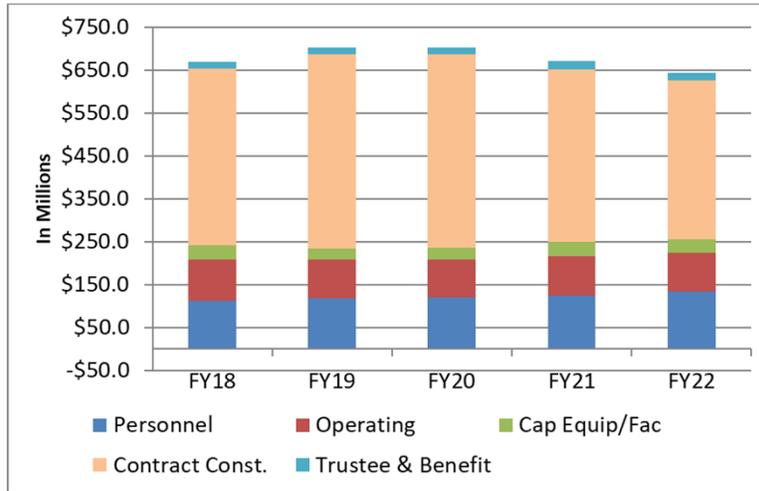
Revenue Trends Actual vs. Forecast State Highway Fund – FY22



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FY 22 YTD Expenditure Trend State Highway Fund

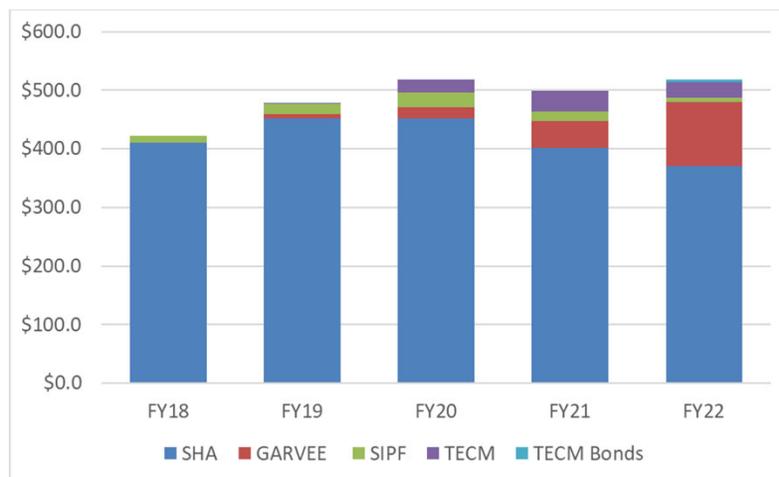


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3

FY 22 YTD Expenditure Trend Contract Construction – All Funds

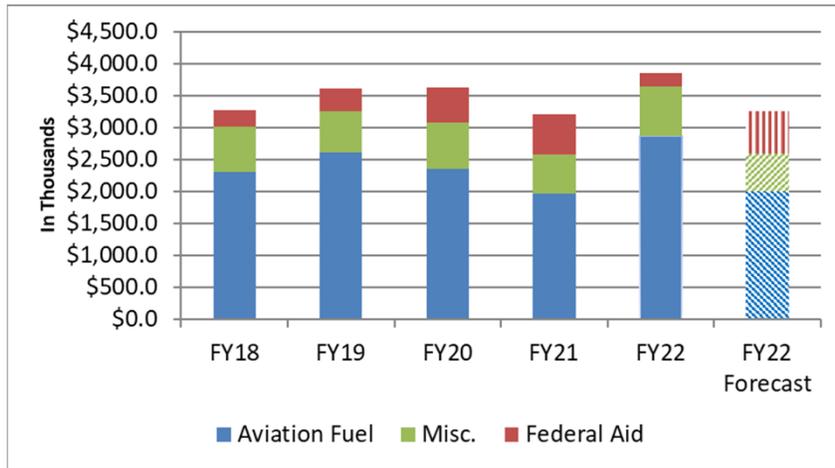


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4

Revenue Trends Actual vs. Forecast State Aeronautics Fund – FY22

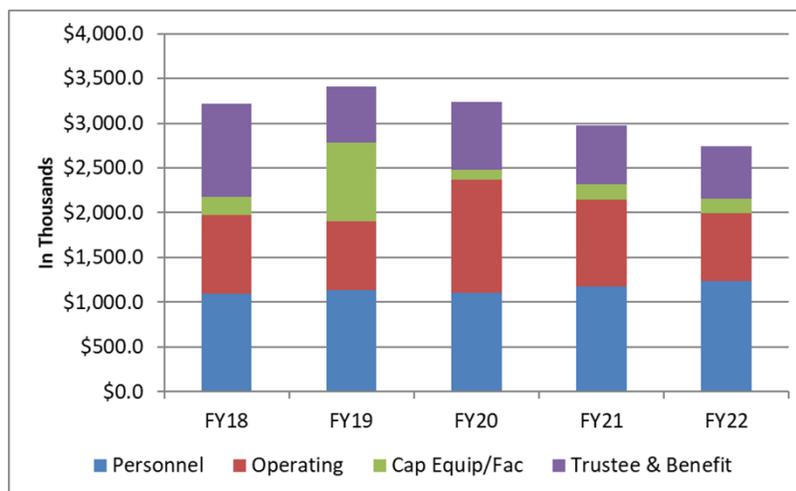


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FY 22 Expenditure Trend State Aeronautics Fund



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Transportation Expansion & Congestion Mitigation Fund (TECM)

- Beginning Balance = \$ 30.5 M
- Transfer In = \$180.2
– Includes \$100M to reduce bond size
- Interest Revenue = \$ 0.3
- Transfer to Debt Service = \$- 3.2
- Expenditures in FY22 = \$- 25.7
- June 30, 2022 Balance = \$182.1 M

NOTE: Sales Tax Distribution above \$80M to ITD was \$27.1M

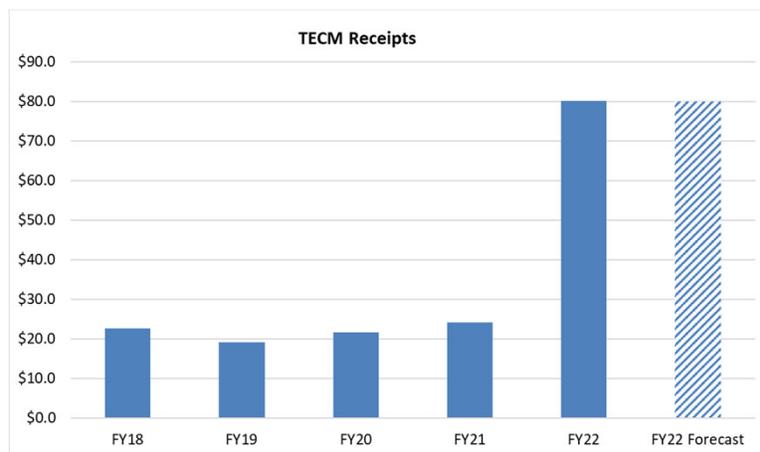


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Revenue Trends Actual vs. Forecast State TECM Fund – FY22



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8

Strategic Initiatives Program Fund

- Beginning Balance = \$ 76.2
- Transfer In = \$ 18.0
- Interest Revenue = \$.3
- Expenditures in FY22 = \$- 8.1

- June 30, 2022 Balance = \$ 86.4

– Note: Does not include transfers of \$210M for projects administered by LHTAC



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9

Bonding

- GARVEE
 - FY22 Expenses on Projects \$109.6 M
 - Series 2012 Bonds Called \$ 18.5
 - Paid with GF Transfer
 - Series 2019 Bonds fully utilized on projects
 - \$144M
 - Series 2021 Bonds being expended
- TECM
 - Series 2022 issued for \$216M
 - FY22 Expenses on Projects \$ 5.6 M



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Questions?



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11

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Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date August 18, 2022

Consent Item Information Item Amount of Presentation Time Needed 15 minutes

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

Subject

Updated Six Year Capital Facilities Program		
Key Number	District	Route Number

Background Information

The Idaho Transportation Department owns nearly 700 buildings statewide, primarily categorized as Operational or Administrative buildings. There are six Administration buildings that require DPW oversight: D1, D2, D3, D4, D5, and D6 Main Administrative Buildings. The remainder are Operational buildings which do not need DPW oversight. These Operational buildings are subcategorized as maintenance buildings, material sheds, equipment sheds, brine making facilities, mechanic shops, supply warehouses, material testing labs, employee housing, and various miscellaneous buildings. In addition to these two main categories, ITD owns Rest Areas, Port of Entry facilities, and the various buildings included within the Aeronautics Division.

The plan will address our backlog of projects, increase our functionality, upgrade our existing conditions, and maximize our long-term strategic facility management plan. In addition to relocating the Headquarters office staff and functions to the Chinden campus, the plan will address currently known ITD facility needs statewide to further our department efficiencies of our 1600 staff members and better serve the citizens of Idaho well into the future.

The staff prepared plan also includes the annual facilities program which will be funded with ITD dedicated funds.

This program provides for expansion, reconstruction, modification, and roof deterioration replacement of existing facilities to meet the department's operational function and needs. This program also provides for minor remodeling, increasing energy conservation, code upgrade, and equipment associated with the building to reduce the number of possible emergency repairs.

Attached is a list of building projects for the current six-year program.

Projects are included that have not been assigned a target program year. This is a Draft plan subject to refinement and Board approval.

Recommendations

This is informational only. Staff will pursue approval at a later date.

Headquarters Sale Proceeds Administrative Projects

Executive Summary



Overview

The Idaho Transportation Department owns nearly 700 buildings statewide, primarily categorized as Operational or Administrative buildings. According to Idaho Code, the Division of Public Works (DPW) is required to oversee Administrative facilities. The new ITD headquarters, located at the Chinden campus, is leased from the Department of Administration and Aeronautics is leased from the City of Boise. This leaves six Administration buildings within the ITD facilities portfolio that require DPW oversight; D1, D2, D3, D4, D5, and D6 Main Administrative Buildings. The remainder are Operational buildings which do not need DPW oversight. These Operational buildings are subcategorized as; maintenance buildings, material sheds, equipment sheds, brine making facilities, mechanic shops, supply warehouses, material testing labs, employee housing, Rest Areas, Port of Entrys, and various miscellaneous buildings.

Objectives

ITD staff has prepared a robust plan to invest with purpose into the Administrative and Operational facilities throughout the state. The plan will address our backlog of projects, increase our functionality, upgrade our existing conditions, and maximize our long-term strategic facility management plan. In addition to relocating the Headquarters office staff and functions to the Chinden campus, the plan will address currently known ITD facility needs statewide to further our department efficiencies of our 1600 staff members and better serve the citizens of Idaho well into the future.

Administrative Buildings

DPW is responsible to administer state agencies administrative building projects for projects greater than \$300,000. The Division of Aeronautics leases a building at Gowen Field from the City of Boise and the building does not fall under DPW's authority. The new Headquarters Administration building will also be a leased building and will be managed by the Department of Administration.

Building Assessments

As a statewide effort, DPW has contracted to perform facility condition assessments of all of the State of Idaho agencies Administrative buildings. This includes ITD's six administrative buildings. The assessments are being scheduled at this time and will be performed within fiscal year 2023. As a result, additional Administrative Facilities project costs will be determined by DPW from these assessments and will need to be programmed into the budget.

Additionally, ITD has developed a systematic plan to evaluate over 150 operational buildings that house staff members and public facing buildings. Based off of the findings from the assessments, the start of the plan to renovate or replace these buildings is incorporated into this updated 6 Year plan. Upon completion of each project within the plan, the building will be placed on a ongoing maintenance cycle to ensure it's maximum life expectancy.



Six Year Capital Facilities Program Plan

Fiscal Years 2024 - 2029

FY 2024 Budget

Operational Projects

District	Project	Estimated Cost
1	Copeland - New Maintenance Building with Brine Making Facility and Fuel Station	\$4,500,000
2	Lewiston - Replacement of Lower Port of Entry Building	\$3,750,000
3	SH51 (mp50) - New Material and Loader Storage Building and utilities	\$1,500,000
3	Lowman - Storage Building	\$100,000
4	Fairfield - 4 Employee Houses and Site Prep (septic, water, electric, etc.)	\$2,100,000
4	Stanley - Additional Home, Cover, and Site Prep	\$575,000
5	Montpelier - Replacement of Maintenance Building	\$4,115,000
6	Salmon - Maintenance Building Extension and Renovation	\$2,750,000
6	St. Anthony - New Brine Making Facility	\$1,250,000
6	Island Park - Snow Roof Covers for New Homes purchased in FY23	\$625,000
Statewide Alterations and Repairs		\$1,000,000
Operating Expenses		\$300,000
Operational Projects Totals		\$22,565,000

Administrative Projects

District	Project	Estimated Cost
1	D1 Administration Building - HQ Office Renovation (Phase 1) Lab Relocation	\$2,500,000
1	D1 Administration Building - Elevator Replacement	\$150,000
3	D3 Administration Offices - Elevator Replacement in Supply	\$500,000
3	D3 Administration Offices - Office Space above Supply removes modular buildings	\$1,213,000
4	D4 Administrative Building - New (includes site, building, equip, & move)	\$25,000,000
5	D5 Administrative Building - Complex Water and Power Distribution Upgrade	\$1,750,000
6	D6 Administrative Yard - Connect to City Sewer services	\$850,000
8	Aeronautics Maintenance Building relocation to Orchard Yard	\$2,750,000
9	HQ Central Lab (26,000 sf @ \$500/sf - no property acquisition)	\$13,000,000
9	HQ Furniture & Fixtures for office space (\$5,000/space; 600 employees)	\$3,000,000
Administrative Projects Totals		\$50,713,000
(SHA Fund 0260-02) FY24 Request Total		\$73,278,000
(Aero Fund 0221-02) FY24 Alterations and Repairs Request		\$100,000

Six Year Capital Facilities Program Plan

Fiscal Years 2024 - 2029

FY 2025 Budget

Operational Projects

District	Project	Estimated Cost
1	Petersen Hill - Maintenance Building Renovation	\$1,000,000
1	Petersen Hill - Equipment Building	\$500,000
1	St. Maries - New Brine Making Facility	\$1,250,000
2	Moscow - (relocation) - New Maintenance Buildings w/ Brine Making Facility, Material Shed, and Equipment Building	\$7,400,000
3	Idaho City - Maintenance Building Renovation	\$2,250,000
3	New Plymouth - Maintenance Building Renovation	\$1,628,000
4	Rupert - Maintenance Building Renovation	\$987,000
5	Preston - Maintenance Building Replacement	\$3,500,000
6	Challis - Maintenance Building Extension and Renovation	\$2,750,000
Statewide Alterations and Repairs		\$1,000,000
Operating Expenses		\$300,000
<i>Operational Projects Totals</i>		<i>\$22,565,000</i>

Administrative Projects

District	Project	Estimated Cost
1	D1 Administration Building - HQ Office Renovation (Phase 2) Lab to Office Conversion	\$2,250,000
1	D1 Administration Building - Roof Replacement	\$750,000
2	D2 Administrative Building - HQ Office Renovation (North End)	\$2,000,000
3	D3 Administration Yard - Re-surface Asphalt	\$275,000
5	D5 Administration Building - Additional Conference Room	\$2,000,000
<i>Administrative Projects Totals</i>		<i>\$7,275,000</i>

(SHA Fund 0260-02) FY25 Request Total		\$29,840,000
(Aero Fund 0221-02) FY25 Alterations and Repairs Request		\$100,000

Six Year Capital Facilities Program Plan

Fiscal Years 2024 - 2029

FY 2026 Budget

Operational Projects

District	Project	Estimated Cost
1	Osburn - Maintenance Building Renovation	\$1,100,000
1	Osburn - New Brine Making Facility	\$1,250,000
2	Elk City - Maintenance Building Renovation	\$1,500,000
3	Bruneau - Maintenance Building Renovation	\$1,500,000
4	Jerome - New Mechanic Shop and Supply Warehouse for new D4 HQ Facility	\$10,000,000
5	American Falls - Maintenance Building Replacement	\$3,565,000
6	Gibbonsville - Maintenance Building Extension and Renovation	\$2,350,000
Statewide Alterations and Repairs		\$1,000,000
Operating Expenses		\$300,000
(SHA Fund 0260-02) FY26 Request Total		\$22,565,000
(Aero Fund 0221-02) FY26 Alterations and Repairs Request		\$100,000

DRAFT

Six Year Capital Facilities Program Plan

Fiscal Years 2024 - 2029

FY 2027 Budget

Operational Projects

District	Project	Estimated Cost
1	St. Maries - Maintenance Building Renovation	\$1,340,000
1	Sandpoint - New Brine Making Facility	\$1,250,000
2	Bovill - Maintenance Building Extension and Renovation	\$2,750,000
2	Grangeville - New Equipment Building	\$850,000
3	SH21 (mp94) - New Loader Storage Building	\$500,000
3	Orchard - Maintenance Building Renovation	\$1,500,000
4	Hailey - Fuel Island Cover	\$125,000
4	Rupert - Fuel Island Cover	\$125,000
4	Shoshone - Fuel Island Cover	\$125,000
4	Twin Falls - Maintenance Building Extension and Renovation	\$2,750,000
4	Shoshone - New Brine Making Facility	\$1,250,000
5	Downey - Maintenance Building Renovation and 4 Bay Addition	\$2,750,000
5	Blackfoot - Maintenance Building 4 Bay Addition	\$1,950,000
6	Idaho Falls - Maintenance Building Extension and Renovation	\$2,750,000
6	Arco - New Brine Making Facility	\$1,250,000
Statewide Alterations and Repairs		\$1,000,000
Operating Expenses		\$300,000
<u>(SHA Fund 0260-02) FY27 Request Total</u>		\$22,565,000
(Aero Fund 0221-02) FY27 Alterations and Repairs Request		\$100,000

DRAFT

Six Year Capital Facilities Program Plan

Fiscal Years 2024 - 2029

FY 2028 Budget

Operational Projects

District	Project	Estimated Cost
1	Mullan - Building Renovation (with site improvements)	\$1,615,000
1	Coeur d'Alene - Mechanic Shop and Supply Warehouse Renovation	\$3,000,000
1	Cedars - New Brine Making Facility	\$1,250,000
2	Orofino - New Brine Making Facility	\$1,250,000
2	Grangeville - New Brine Making Facility	\$1,250,000
2	Craigmont - Maintenance Building Renovation and Extension	\$2,750,000
3	Hammett - Maintenance Building Renovation	\$1,100,000
4	Declo - Maintenance Building Renovation	\$1,500,000
4	Bliss - New Brine Making Facility	\$1,250,000
5	Soda Springs - Maintenance Building Renovation	\$2,000,000
5	Pocatello - Service Station Conversion to Car Wash	\$750,000
6	Mackay - New Equipment Building	\$800,000
6	Mud Lake - Maintenance Building Extension and Renovation	\$2,750,000
Statewide Alterations and Repairs		\$1,000,000
Operating Expenses		\$300,000
(SHA Fund 0260-02) FY28 Request Total		\$22,565,000
(Aero Fund 0221-02) FY28 Alterations and Repairs Request		\$100,000

DRAFT

Six Year Capital Facilities Program Plan

Fiscal Years 2024 - 2029

FY 2029 Budget

Operational Projects

District	Project	Estimated Cost
1	Cedars - Maintenance Building Extension and Renovation	\$1,750,000
1	Clark Fork - Maintenance Building Extension and Renovation	\$1,000,000
1	Meyers - New Brine Making Facility	\$1,250,000
2	Lucille - Maintenance Building Renovation	\$1,250,000
3	Mountain Home - Maintenance Building Renovation	\$1,265,000
3	Orchard - New Brine Making Facility	\$1,250,000
4	Jerome - (relocation) - New Maintenance Buildings w/ Brine Making Facility, Material Shed, and Equipment Building	\$7,750,000
4	Fairfield - Maintenance Building Renovation	\$1,750,000
5	Preston - Maintenance Building Renovation	\$1,250,000
6	Island Park - Maintenance Building Extension and Renovation	\$2,750,000
Statewide Alterations and Repairs		\$1,000,000
Operating Expenses		\$300,000
(SHA Fund 0260-02) FY29 Request Total		\$22,565,000
(Aero Fund 0221-02) FY29 Alterations and Repairs Request		\$100,000

DRAFT

Six Year Capital Facilities Program Plan
Not Yet Assigned Target Program Year

Operational Projects

District	Project	Estimated Cost
3	D3 - (relocation) - Training Lab	\$2,500,000
3	D3 - (relocation) - Mechanic Shop and Supply Warehouse	\$12,000,000
3	Garden City - (relocation) - New Maintenance Buildings w/ Brine Making Facility	\$4,500,000
3	Garden City - (relocation) - Material Shed	\$800,000
3	Garden City - (relocation) - Equipment Building	\$800,000
3	D3 - (relocation) - Vegetation Building	\$1,750,000
3	D3 - (relocation) - Incident Response Building	\$1,250,000
3	D3 - (relocation) - Truck Wash	\$1,250,000
3	D3 - (relocation) - Bridge and Building Shop	\$1,250,000
3	3 - (relocation) - Coffee Maintenance / Striping / Electricians / Sign Crew Building	\$4,500,000
9	HQ Data Center Equipment (estimate)	\$2,500,000
9	HQ Central Lab Equipment (estimate)	\$3,500,000
9	Move employees from State Street and from Bldg. 8 to new location	\$1,250,000
9	Sign / Signals / Lighting Building	\$3,000,000
Operational Projects Estimates		\$37,850,000

Administrative Projects

District	Project	Estimated Cost
3	D3 Administrative Building - New (includes site, building, equip, & move)	\$35,000,000
Administrative Projects Estimates		\$35,000,000

Notes

- * **Additional Administrative Facilities project costs being determined by DPW Assessments**
- * **Ultimate relocation of entire D3 complex will need to be programmed**
- * **The existing D3 complex has priority renovations to remedy health and safety risks that are currently programmed in 6 Year Plan. These items are subject to revision hinging on resources to relocate entire facility.**



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date August 18, 2022

Consent Item Information Item Amount of Presentation Time Needed 15 minutes

Presenter's Name Drew Meppen	Presenter's Title Engineering Manager	Initials TDM	Reviewed By
Preparer's Name Jeremie Pettingill	Preparer's Title Staff Engineer	Initials JP	

Subject

US-20, JCT SH-87 to MT ST LN (Targhee Pass) PH 1 and PH 2		
Key Number 14054	District 6	Route Number US-20

Background Information

The purpose of this project is to improve the safety and mobility of US-20 from the Junction of SH-87 to Montana State line (Targhee Pass) by reconstructing 4 miles of US-20 and adding a passing/climbing lane on the Targhee Pass.

The project has received environmental clearance through an Environmental Assessment and is currently carrying out project development tasks. No additional Right-of-Way was required for this project.

Currently, the District is carrying out a Planning and Environmental Linkage Study (PEL) on US-20 south of the project limits between Ashton and the Junction of SH-87.

The District is seeking approval to move this project from the FY28 Pavement Restoration program to the Early Development Program to coordinate efforts with the PEL study and to balance the District 6 portion of the FY22 to FY28 ITIP and the draft FY23 to FY29 ITIP. The District will continue final design while in the Early Development Program. Sufficient funds remain in the project development phase (PE & PC) to continue to fund the project activities purposed.

Moving the project to the Early Development Program will remove construction funds from this project. The current construction estimate of \$19.8M will be re-evaluated and programed in future updates or submitted for Board approval if construction funding becomes available.

Recommendations

Approval of resolution on page 108.

Board Action

Approved Deferred _____

Other _____

RES. NO.

WHEREAS, the US-20, JCT SH-87 to MT ST LN (Targhee Pass) Phase 1 and 2 supports the Idaho Transportation Department's mission of safety, mobility, and economic opportunity; and

WHEREAS, Board Policy allows, upon request, projects to be added to the Early Development Program of the Idaho Transportation Investment Program (ITIP); and

WHEREAS, this project the Idaho Transportation Department has recognized a need to move the project into the Early Development Program to continue development and coordinate with adjacent Planning and Environmental Linkage (PEL) study on US-20; and

WHEREAS, the Department has the need to balance the Idaho Transportation Investment Program (ITIP); and

NOW THEREFORE BE IT RESOLVED, that the FY 2022-2028 Idaho Transportation Investment Program (ITIP) be amended to change the US-20, JCT SH-87 to MT ST LN (Targhee Pass) Phase 1 and 2 from FY28 to the Early Development Program and added to the draft FY23 to FY29 ITIP.



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date August 17, 2022

Consent Item Information Item Amount of Presentation Time Needed 10 Minutes

Presenter's Name Matt Farrar	Presenter's Title State Bridge Engineer	Initials MMF	Reviewed By LSS
Preparer's Name Matt Farrar	Preparer's Title State Bridge Engineer	Initials MMF	

Subject

FY 2022 Apportionment of Highway Infrastructure Program Funds under the DOT Approp. Act, 2022		
Key Number	District	Route Number

Background Information

On May 5, 2022 ITD received word from the FHWA Idaho Division Office that Idaho was to receive \$18,145,733.00 for its share of the FY2022 Highway Infrastructure Program Funds under the Department of Transportation Appropriations Act, 2022, (bridge replacement and rehabilitation program). FHWA indicated in the letter to ITD that implementation of these funds was to follow guidance included in the Bridge Formula Program (BFP) as part of the Bipartisan Infrastructure Law (BIL).

Following the Board Agenda Item and resolution from the February 17, 2022 Board Meeting where the Board indicated that it would distribute 35% of IJA or BIL Bridge Formula funds to the Local Highways Programs in the following proportions: Off-System Bridge Program (15%) and Local Bridge Program (20%) and the remaining 65% would be distributed to the State Highway System – Bridge Preservation and Restoration Programs.

It is proposed to distribute the bridge replacement and rehabilitation funds of \$18,145,733.00 consistent with the February 17, 2022 Board Meeting as described below.

Local Bridge Program or Off-System Bridge Program	35%	\$6,351,006.55
State Highway System Bridge Programs	65%	\$11,794,726.45

Recommendations

The Board approve the attached resolution on page 110.

Board Action

Approved Deferred _____

Other _____



Board Agenda Item

RESOLUTION

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 Idaho Transportation Department (ITD) will receive \$18,145,733.00 in FY2022 Highway Infrastructure Program Funds under the Department of Transportation Appropriations Act, 2022, (bridge replacement and rehabilitation program); and

WHEREAS, ITD proposes to distribute these Bridge related funds following the Board Resolution made at the February 17, 2022 Board Meeting; and

WHEREAS, ITD proposes to distribute 35% of the funds to the Local Highway Technical Assistance Council, and 65% to the SHS Bridge Preservation and Restoration Programs.

NOW THEREFORE BE IT RESOLVED that the Idaho Transportation Board approves, the FY2022 Highway Infrastructure Program Funds under the Department of Transportation Appropriations Act, 2022, (bridge replacement and rehabilitation program) distribution plan.



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date August 18, 2022

Consent Item Information Item Amount of Presentation Time Needed 20 minutes

Presenter's Name Nick Knoll	Presenter's Title Coeur d'Alene PD	Initials NK	Reviewed By LSS
Preparer's Name Bill Kotowski	Preparer's Title Grants Officer	Initials BK	

Subject

North Idaho DUI Task Force		
Key Number	District	Route Number

Background Information

Nick Knoll is the District 1 Law Enforcement Liaison (LEL) and works for the Coeur d'Alene Police Department. He will talk about the North Idaho DUI Task Force events and patrols that are taking place in that area. He will also touch on their outreach efforts and future plans for the task force.

Nick is also a certified Drug Recognition Expert. He routinely is in the top 10 nationally in the number of evaluations he does each year. Grants Officer Kotowski will recognize him for his work as an OHS LEL and for his dedication and focus on eliminating impaired driving.

Recommendations

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Board Action

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



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date August 18, 2022

Consent Item Information Item Amount of Presentation Time Needed 10 Minutes

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

Subject

2022-23 ITD ZBR Administrative Rulemakings		
Key Number	District	Route Number

Background Information

This agenda item covers the Department's 2nd year of reviewing rules under Governor Little's [Zero-Based Regulation E. O. 2020-01](#) and the [Department's 5-year review schedule](#). As a result, the Department continues to support Governor Little's Red Tape Reduction Initiative by eliminating outdated information and streamlining processes.

The rules scheduled for review this year and presentation to the 2023 Legislature include the following:

- [39.02.02](#): Rules Governing Vehicle & Vessel Dealer License Requirements - Motor Vehicles
- [39.02.22](#): Rules Governing Registration and Permit Fee Administration (**fee rule**)
- [39.02.26](#): Rules Governing Temporary Vehicle Clearance for Carriers (**fee rule**) (**Proposed Repeal**) *
- [39.02.70](#): Rules Governing Restricted Driving Permits
- [39.02.71](#): Rules Governing Driver's License Violation Point System
- [39.02.72](#): Rules Governing Administrative License Suspensions
- [39.02.73](#): Rules Governing Accident Prevention Course (**Proposed Repeal**) **
- [39.03.44](#): Rules Governing Highway Relocation Assistance for Persons Displaced by Public Programs
- 39.03.81: Rules Governing Issuance of Temporary Permits in Lieu of Full Registration (**Repealed '22 session**)

*Proposed consolidation into 39.02.22

** Proposed consolidation into 39.02.71

These rules were open for comment May 4th through 27th, 2022, and open for negotiation during a public meeting on May 12th from 3:30pm-6:30pm (MT). No comments were made or received.

The rules were published as *Proposed* in the August Administrative Bulletin and are currently open for a 2nd round of public comments, running August 3rd through August 24th, 2022.

The changes reflected in the rule drafts are also strongly supported by the Division of Financial Management (DFM) within the Governor's Office. Modifications are predominantly focused on non-substantive changes and removing restrictions and redundancies with Idaho Code.

Additionally, for the first time in 4 years, the Idaho Legislature reauthorized the administrative rules; therefore, this year, there are no omnibus rulemakings that make up all of IDAPA Title 39. There is an added standalone rulemaking for 2022-23, as the Department continues work on IDAPA 39.03.43, broadband and the Utility Accommodation Policy.

Recommendations

For informational purposes only. Resolution to likely follow in October.



Board Agenda Item

ITD 2210 (Rev. 10-13)

Board Action

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

**39.02.02 – RULES GOVERNING VEHICLE AND VESSEL DEALER
LICENSE REQUIREMENTS – MOTOR VEHICLES**

000. LEGAL AUTHORITY.

This rule is adopted under the authority of Sections 49-1602, and 49-1606(7), Idaho Code. (7-1-21)T

~~001. TITLE AND SCOPE.~~

~~01. Title. This rule is titled IDAPA 39.02.02, “Rules Governing Vehicle and Vessel Dealer License Requirements – Motor Vehicles.” (7-1-21)T~~

~~02. Scope. This rule clarifies the requirements for the issuance of dealer licenses, clarifies allowable locations for “supplemental lot” and “temporary supplemental lot” licenses, and specifies other provisions for refunds of dealer and salesman licensing fees, dealer thirty day (30) temporary permits, dealer license plates, and dealer validation sticker licenses and fees. (7-1-21)T~~

002. -- 099. (RESERVED)

100. DEALER LICENSE REQUIREMENTS.

A dealer license is ~~required~~ needed in the following situations: (7-1-21)T

01. Seller Not Titled Owner. Selling or exchanging; or (7-1-21)T

02. Maximum Sales. Selling, or exchanging, or soliciting the sale of five (5) or more vehicles or vessels in any one (1) calendar year even though titled in seller’s name; or (7-1-21)T

03. Display for Sale. Displaying for sale or exchange, five (5) or more vehicles or vessels at any one (1) time even though titled in the displayer’s name; or (7-1-21)T

04. Displaying Vehicles or Vessels. Displaying vehicles or vessels for sale, exchange or consign on property not legally controlled by the owner of the vehicle or vessel. (7-1-21)T

101. SALESPERSON LICENSE.

Dealers ~~shall~~ will not allow a person to act as a salesperson in their behalf unless such person holds a valid salesperson license containing a current photograph of the salesperson, and the date of expiration of the salesperson’s license. (7-1-21)T

01. Temporary Salesperson. A new or transferring salesperson may act as a temporary salesperson for a sponsoring dealer for a period, not to exceed sixty (60) days, if the person ~~has~~ submits an application with the appropriate fee.; (7-1-21)T

~~a. Made application to the Department; and (7-1-21)T~~

~~b. Paid the required fees; and (7-1-21)T~~

~~c. Has retained a copy of the completed application. (7-1-21)T~~

02. Temporary Salesperson Sales Authorization. A copy of the application must be carried by the temporary salesperson as authorization to act as a salesperson. (7-1-21)T

102. -- 199. (RESERVED)

~~200. OFF-PREMISE SALES ACTIVITIES.~~

~~The Department will not issue a “supplemental lot” or “temporary supplemental lot” license, unless the proposed sale or display activity is located within the same or adjacent county as the dealership’s principal place of business location or unless the dealership satisfies the requirements of Section 49-121(1), Idaho Code. Display of vehicle(s) or vessel(s) for sale or exchange at a location other than the location specified on the license issued to the dealer is a violation of this rule and the Dealer and Salesman Licensing Act. (7-1-21)T~~

201. -- 299. (RESERVED)

300. REQUEST FOR REFUND OF DEALER OR SALESPERSON LICENSING FEES.

~~The fees established for dealer and salesperson licenses are based on the costs to set up the files and to issue the necessary documents to begin operation of the enterprise. Therefore, t~~The Department will only process requests for refunds of licensing fees if: (7-1-21)T

01. Application Denial. The application is denied prior to the issuance of a temporary license. (7-1-21)T

02. Prior to License Issuance. The applicant requests a refund prior to the issuance of a license. (7-1-21)T

03. Prior to Renewal Issuance. The licensee pays a renewal license fee and then requests a refund prior to the issuance of the renewed license. (7-1-21)T

04. Over-Payment. The applicant over-pays the fees ~~required~~needed. (7-1-21)T

301. REFUND OF DEALER THIRTY DAY TEMPORARY PERMITS, LICENSE PLATES, AND VALIDATION STICKER FEES.

The Department will process requests for refunds if: (7-1-21)T

01. Unused Permits. The thirty (30) day temporary permits are returned unused by a dealership that is going out of business. (7-1-21)T

02. Plates Not Ordered. The dealer license plates have not been ordered through the plate manufacturer. (7-1-21)T

03. Validation Stickers Unused. The dealer validation stickers have not been applied to the dealer’s license plates. (7-1-21)T

302. -- 999. (RESERVED)

**39.02.22 – RULES GOVERNING REGISTRATION AND PERMIT FEE ADMINISTRATION AND
TEMPORARY VEHICLE CLEARANCE FOR CARRIERS**

000. LEGAL AUTHORITY.

This rule, governing registration and permit fee administration as provided for in Sections 49-201, 49-202, 49-434, and 49-439 and 49-501, Idaho Code, is adopted under authority of Section 49-201, Idaho Code. (7-1-21)T

001. ~~TITLE AND SCOPE.~~

~~01. **Title.** This rule is titled IDAPA 39, Title 02, Chapter 22, “Rules Governing Registration and Permit Fee Administration.” (7-1-21)T~~

~~02. **Scope.** This rule clarifies the procedures for administering registration and permit fees and provides for temporary vehicle clearance (TVC) procedures in Idaho. (7-1-21)T~~

002. -- 009. (RESERVED)

010. DEFINITIONS.

01. Combination of Vehicles. A tractor or truck tractor and one (1) or more trailers and/or semitrailers. (7-1-21)T

~~02. **Customer.** The individual or entity that is registering/permitting the vehicle. The following terms; customer, individual, company or registrant are interchangeable in this rule. (7-1-21)T~~

023. Insufficient Funds (INSF). INSF will be the abbreviation as it pertains to checks written on personal and/or business checking accounts without sufficient funds to cover the check, for payment to the department. (7-1-21)T

034. Non-Reducible Load. Defined in IDAPA 39.03.01, Rules Governing Definitions Regarding Special Permits. (7-1-21)T

~~05. **Probable Cause.** Information sufficient to create a reasonable belief that the registrant of a motor vehicle(s) has either not paid fees due or has under reported miles traveled or has underpaid fees due. (7-1-21)T~~

046. Quarterly Report. The form for registrants to report the laden miles traveled on Idaho highways during the preceding three (3) months when transporting non-reducible vehicles/loads under annual overweight/oversize permits. (7-1-21)T

057. Revocation of Registration. The termination of a registrant’s vehicle registrations and authority to operate on Idaho highways for failure to comply with requirements specified by the Department and Idaho Code. (7-1-21)T

068. Registrant. A person, firm, or corporation in whose name a vehicle or vehicles are registered, with an Idaho account number assigned by the department. (7-1-21)T

079. Road Use Fee. The fee per mile paid for non-reducible vehicles or combinations of vehicles hauling non-reducible loads. The fees are based on the number of axles on the vehicle or combination of vehicles and the total gross weight, in addition to the registration fee. (7-1-21)T

0810. Suspension of Registration. The temporary withdrawal of a registrant’s vehicle registrations and authority to operate on Idaho highways for failure to comply with requirements specified by the edDepartment and

Idaho Code.

(7-1-21)T

~~11. — Third Party Checks. Checks payable to one entity, and endorsed over to another entity for payment. (7-1-21)T~~

011. -- 099. (RESERVED)

100. QUARTERLY ROAD USE FEE REPORTS FOR ANNUAL OVERWEIGHT PERMITS.

To comply with Section 49-1001, Idaho Code, the customer will make quarterly reports of laden only mileage to the department for the movements of non-reducible vehicle/loads, at the appropriate permitted weight level of the annual ~~overweight/oversize~~ **special** permits. These fees are in addition to the registration fees ~~required to be paid to the department.~~ Mileage and road use fees for single trip ~~overweight/oversize~~ **special** permits are calculated and collected at the time of issuance and are not reported quarterly. (7-1-21)T

101. QUARTERLY ROAD USE FEE REPORTING.

01. Quarterly Reporting Forms Issued. The department will generate an online quarterly report form for each valid annual ~~overweight/oversize~~ **special** permit issued to them. ~~Customers can choose to opt in and receive a printed form via mail.~~ (7-1-21)T

02. Use of Quarterly Reporting Form. The customer ~~is required to~~ **will** report each quarter's information on the **Department's** form ~~with all requested information completed~~ **provided online or on a Department printed copy that will be mailed** on or before the ~~specified~~ **specified** due date ~~specified on the quarterly report form,~~ even when reporting zero (0) miles traveled. (7-1-21)T

a. If the customer does not receive a quarterly report form or report their information online, it is the customer's responsibility to notify the ~~d~~**D**epartment allowing adequate time to submit the report before the due date. (7-1-21)T

b. Any report transmitted through the US Postal Service ~~shall be~~ **is** considered filed and received by the department on the date shown by the post office cancellation mark stamped on the envelope or wrapper containing the report. A postage meter cancellation ~~shall is~~ **not be** considered as a post office cancellation mark. (7-1-21)T

c. If the quarterly report form due date falls on a Saturday, Sunday, or legal holiday, the due date will be extended to the next business day. (7-1-21)T

d. Quarterly reports not submitted will result in the account being suspended. (7-1-21)T

~~03. — Information Required on the Quarterly Report Form. Customers must report the following: (7-1-21)T~~

~~**a.** The number of laden miles traveled on Idaho highways when operating under an annual overweight/oversize permit with non-reducible vehicles and/or load that exceed eighty thousand (80,000) pounds and/or legal axle weights for the appropriate weight category for the quarter specified on the quarterly report form, rounded to the next full mile; and the road use fee due; and penalty, if the report is filed after the due date. (7-1-21)T~~

~~**b.** Total amount due. (7-1-21)T~~

~~**c.** Signature and title of company official, and date of report. All reports filed with the department must be signed by an authorized representative of the company/individual in order to be considered a valid report even if zero (0) miles are being reported. (7-1-21)T~~

~~**d.** Address change, if different from quarterly report form. (7-1-21)T~~

~~**e.** Customer telephone number (7-1-21)T~~

102. -- 199. (RESERVED)

200. INSTALLMENT PAYMENTS FOR COMMERCIAL VEHICLE REGISTRATION.

The department offers a Payment Plan for registrants in compliance with Sections 49-434, Idaho Code. (7-1-21)T

01. Requirements to Participate in Installment Payments. (7-1-21)T

a. Participant must sign participation contract agreement. (7-1-21)T

b. Only Full Fee and Idaho IRP registration fees are included in the payment plan. Other jurisdictions' IRP fees ~~shall~~ will not be included. (7-1-21)T

c. Only full annual registration fees ~~shall~~ will be included in payment plan. Registrations for less than one full year ~~shall~~ will not be included. (7-1-21)T

d. Vehicles not registered within thirty (30) days after the previous year registration has expired ~~shall~~ will not be eligible for the installment payment option. Submitted applications for registration that have been invoiced, but not paid for, by the last day of the registration effective month ~~shall~~ will not be eligible for the installment payment option.

e. Installment contract requirements do not provide opportunity for registrant to opt out of any remaining installment payments. The balance of the payment plan ~~shall~~ may continue to be paid even if the truck is not being operated. (7-1-21)T

f. If registrant meets the criteria in Section 300 of this rule, the prorated portion of the Idaho fee ~~shall~~ will be credited toward the installment plan or refunded if the plan has been paid in full. (7-1-21)T

g. Registrant ~~shall~~ may not participate in installment payment plan if the registrant's account has previously been suspended as stated in Subsection 200.06 of this rule. (7-1-21)T

h. The contract ~~shall~~ will stipulate the payment periods and the installment payment vouchers ~~shall~~ will stipulate the due dates of each subsequent payment. (7-1-21)T

i. An installment payment plan fee of fifty dollars (\$50) ~~shall~~ will be required and collected at the time of setup for each installment payment plan created. (7-1-21)T

02. Billings, Payments and Due Dates of Installment Plan. (7-1-21)T

a. The department ~~shall~~ will upon acceptance of the contract by the registrant, receive one-quarter of the annual registration fee along with the installment payment plan fee, and then ~~shall~~ will bill the registrant for three (3) equal installments based upon the previously set payment periods outlined in the contract, which are due by the end of the third, sixth, and ninth months after the effective date of the registration. (7-1-21)T

b. Installment payment vouchers will be provided with the initial invoice. (7-1-21)T

c. US Postal Service postmark ~~shall~~ may be used to determine if payment is received on time. If the envelope is postmarked on or before the last day of the month, the payment ~~shall~~ will be considered "on time."(7-1-21)T

d. If the last day of the month falls on a Saturday, Sunday or legal holiday, the next business day ~~shall~~ will be considered the due date. (7-1-21)T

e. Failure to retain provided payment vouchers does not relieve the burden of the registrant to pay the installment amount by the due date. (7-1-21)T

03. Failure to Pay Installment Payment by Due Date. (7-1-21)T

a. The department ~~shall~~ may send out courtesy pre-suspension notices approximately five (5) days after the due date to registrants who have failed to remit payment by the due date printed on the quarterly billing.(7-1-21)T

b. The pre-suspension letter ~~shall~~ will contain a late penalty fee of ten percent (10%) of the amount due and an additional one percent (1%) for each month or portion of a month that the payment is past due. (7-1-21)T

c. Registrant ~~shall~~ will pay installment amount portion that is due, plus assessed penalties and interest. (7-1-21)T

04. Suspension of Registrant's Account Due to Non-Payment of Payment Plan. Approximately two (2) weeks after pre-suspension notices are mailed to the registrant, the department ~~shall~~ may suspend accounts of registrant's that have failed to remit installment payment and/or interest and penalty. (7-1-21)T

05. Reinstatement Fee for Payment Plan Registration. (7-1-21)T

a. A forty dollar (\$40) reinstatement fee ~~shall~~ will be applied to all payment plan accounts that have been suspended. (7-1-21)T

b. Registrant must pay quarterly payment portion, penalty and interest, if applicable, and reinstatement fee before suspension ~~shall~~ will be cleared from account. (7-1-21)T

06. Repetitive Suspensions Result. (7-1-21)T

a. After the registrant's account has been suspended for delinquent installment payments two (2) or more times, the registrant ~~shall~~ will not be allowed to participate in future payment plan programs unless; (7-1-21)T

i. Customer has twelve (12) consecutive months of no suspensions related to the account starting from the month the account is cleared; and (7-1-21)T

ii. Customer requests in writing to the department to participate in future installment payment plans and will be allowed to do so. (7-1-21)T

201. -- 299. (RESERVED)

300. REFUNDS.

01. Fees Eligible for Refund. Registrants may make a request for refunds if appropriate information is submitted to the Department in the following instances: (7-1-21)T

a. Commercial vehicle registration is eligible for refund when the criteria in Section 49-434, Idaho Code, are met. (7-1-21)T

b. If account has been overpaid, and no other fees are owed to the department. (7-1-21)T

c. Unexpired portion of Idaho based fees are refundable for: (7-1-21)T

i. A vehicle that has been sold or repossessed; (7-1-21)T

ii. A vehicle that has been damaged beyond repair; or (7-1-21)T

iii. A vehicle on which the lease has been terminated. (7-1-21)T

iv. Other refund requests will be reviewed and approved or denied on a case by case basis. (7-1-21)T

02. Fees Not Eligible for Refunds. Other jurisdiction's fees are not refundable by Idaho. (7-1-21)T

- ~~03. Request for Refunds: (7-1-21)T~~
- ~~a. Registrant can make a request for refund of fees from the department. The refund request must include: (7-1-21)T~~
- ~~i. Proof of sale or repossession of the vehicle; (7-1-21)T~~
- ~~ii. Proof from the insurance company or law enforcement agency that the vehicle has been damaged beyond repair; or (7-1-21)T~~
- ~~iii. Proof of lease termination from the leasing company. (7-1-21)T~~
- ~~b. Request shall may be subject to audit as provided in Idaho Code. (7-1-21)T~~
- ~~c. All refund requests shall may be reviewed to ensure that all requests are valid and eligible. The Revenue Operations supervisor shall will also approve/disapprove refunds. If the refund amount is greater than or equal to one thousand (\$1,000) dollars, a Financial Services manager shall will also review and approve/disapprove the request before refund is processed. (7-1-21)T~~
- ~~d. Approval/disapproval shall may be indicated by either signature, or electronic approval by means of the department's financial management system. (7-1-21)T~~

301. -- ~~5399~~. (RESERVED)

~~6400. INSUFFICIENT FUNDS.~~

~~Insufficient Funds will be indicated by the abbreviation ISF. (7-1-21)T~~

01. Payment With ~~I~~Nonsufficient Fund Check. If a customer pays a fee by check and the check is returned to the department as ~~I~~NSF, the transaction will be cancelled. The department reserves the right to not accept checks from a customer who has written two (2) or more ~~I~~NSF checks within four (4) years to the department. That customer will have to pay with cash, or verifiable check, or credit card. (7-1-21)T

02. Suspension of Account. The department will suspend the customer's account until the customer has paid the amount of the ~~I~~NSF check, along with the twenty dollar (\$20) ~~I~~NSF fee. (7-1-21)T

03. No Further Transactions. The department will not complete further transactions with the customer until the customer has paid the amount of the ~~I~~NSF check along with the twenty dollar (\$20) ~~I~~NSF fee. (7-1-21)T

~~601. ACCEPTANCE OF CHECKS.~~

~~The department will accept personal checks as form of payment with sufficient proof of identification. If check payment is received by mail, the check will be accepted unless the customer has written two (2) or more ISF checks within four (4) years to the department, per Subsection 600.01 of this rule. (7-1-21)T~~

~~602. CREDIT CARD PAYMENTS.~~

~~The department will accept only Visa, Discover, American Express, or Mastercard for any fees due to or purchases from the department. (7-1-21)T~~

~~401603~~. -- ~~4699~~. (RESERVED)

~~7500. SUSPENSION OF REGISTRATION.~~

~~The department shall will suspend the vehicle registration(s) by notifying the registrant in writing sent via first class pre-paid mail to the registrant's last known address if: (7-1-21)T~~

01. Failure to Comply. The registrant fails to comply with a billing letter requesting payment of fees and penalties. (7-1-21)T

02. Non-Filing by the Registrant. The registrant does not file quarterly reports or make installment payments to the department. (7-1-21)T

7501. REVOCATION OF REGISTRATION.

The department ~~shall~~ may revoke the vehicle registration(s) if the registrant fails to comply with a suspension notice within fifteen (15) days of receipt of the notice. (7-1-21)T

7502. REQUIREMENTS FOR REINSTATEMENT OF REVOKED OR SUSPENDED VEHICLE REGISTRATION.

01. Revocation. In the case of a revocation, a registrant must pay all fees due and a forty dollar (\$40) reinstatement fee to be reinstated and must also re-register to resume operating. (7-1-21)T

02. Suspension. In the case of a suspension all fees, reports, and records required prior to the suspension must be provided to the department, including a forty dollar (\$40) reinstatement fee. (7-1-21)T

7503. REQUIREMENTS FOR COLLECTIONS.

All unpaid amounts owed to the department may be sent to an external collection agency. Collection agencies may charge a fee for their efforts in collection of a debt as per Section 67-2358, Idaho Code. Accounts that have been assigned to a collection agency must pay the collection agency all fees due. The department will not accept the payment once assigned to the collection agency. (7-1-21)T

7504. -- 7599. (RESERVED)

8600. ENFORCEMENT.

01. Delayed Movement. If the registration of a vehicle is suspended the Ports of Entry ~~shall~~ may delay movement of the vehicle until such time as the registrant complies with the condition(s) that caused the suspension. (7-1-21)T

02. Revoked Registrations. If a registrant's registrations are revoked for failure to respond to a suspension notice, the motor vehicle cannot be operated on Idaho highways until the registrant complies with Section 702 of this rule. Registrants with outstanding balances owed to the department or revoked registrations are not eligible to purchase trip permits. (7-1-21)T

8601. -- 8699. (RESERVED)

9700. APPEAL PROCEDURE.

01. Filing of Appeal. A registrant wishing to contest a penalty or suspension of a registration or an account may file an appeal within ten (10) days of receipt of the notice. (7-1-21)T

~~**02. Delivery of Appeal.** The appeal must be either hand delivered or mailed to Compliance Manager, Idaho Transportation Department, P.O. Box 7129, Boise, Idaho 83707-1129. (7-1-21)T~~

~~**03. Delivery of Decision.** A copy of the final decision in response to the request will be sent to the registrant. (7-1-21)T~~

9701. -- 9799. (RESERVED)

SUBCHAPTER A – RULES GOVERNING TEMPORARY VEHICLE CLEARANCE FOR CARRIERS

800. ADMINISTRATION.

Temporary Vehicle Clearances are valid for a maximum of forty-five (45) days or to the registration year expiration date and may be issued to a carrier whose account is in good standing upon payment of the fee. If self-issued by the carrier online, the temporary vehicle clearance fee is waived. (7-1-21)T

801. -- 899. (RESERVED)

900. ISSUANCE OF VEHICLE REGISTRATION (CAB CARD) AND LICENSE PLATE(S).

01. Issuance of Vehicle Registration & License Plate(s). The vehicle registration and license plate(s) may be issued when: (7-1-21)T

a. The online application is received by the Department, all applicable fees are paid and all licensing requirements are met. (7-1-21)T

02. Permanent Identification. When all criteria are met, a registration, license plate and sticker (if applicable) will be issued.

901. -- 999. (RESERVED)

39.02.70 – RULES GOVERNING RESTRICTED DRIVING PERMITS

000. LEGAL AUTHORITY.

Under authority of Sections 18-8002A, 49-325, and 49-326, Idaho Code, the Idaho Transportation Board adopts the following Rule for the issuance of Restricted Driving Permits for licensed drivers who face certain suspension or revocation of driving privileges in the state of Idaho. (7-1-21)T

~~001. TITLE AND SCOPE.~~

~~01. Title. This rule is titled IDAPA 39.02.70 “Rules Governing Restricted Driving Permits,” IDAPA 39, Title 02, Chapter 70. (7-1-21)T~~

~~02. Scope. This rule contains guidelines for issuance of non-commercial restricted driving privileges for those individuals whose driving privileges have been suspended or revoked under authority of Idaho law; and establishes minimum standards for the issuance, denial and cancellation of non-commercial Restricted Driving Permits pursuant to Sections 18-8002A, 49-325 and 49-326, Idaho Code. (7-1-21)T~~

002. -- 099. (RESERVED)

100. ELIGIBILITY.

~~In establishing these standards, the Idaho Transportation Board has determined that i~~Individuals eligible for restricted driving privileges in the state of Idaho ~~must will~~ meet ~~three two~~ (32) general criteria: (7-1-21)T

01. Need. ~~It must be shown~~ Show that driving privileges are essential to maintain a livelihood and/or to provide necessities of life; (7-1-21)T

02. Safety. ~~It must be shown~~ Show that restricted driving privileges will not jeopardize the safety of the traveling public; and (7-1-21)T

~~03. Rehabilitation. It must be shown that restrictions upon a person’s driving privileges would improve the person’s driving skills and habits. (7-1-21)T~~

101. -- 199. (RESERVED)

200. DURATION AND EXPIRATION OF RESTRICTED DRIVING PERMIT.

01. Duration and Expiration. The Restricted Driving Permit ~~shall will~~ remain in effect for the period of time the driver’s privileges have been suspended or revoked unless canceled by the department or otherwise provided by law. (7-1-21)T

02. Reinstatement Action. Satisfactory completion of the terms and conditions of the Restricted Driving Permit will be noted in the driving records of the participant as maintained by the Department, and the Department ~~shall will~~ reinstate the applicant’s regular driving privileges at the expiration of the Restricted Driving Permit if he has complied with all conditions of the Restricted Driving Permit and reinstatement requirements. Any convictions or notices of suspension or revocation ~~shall will~~ remain a part of the driver’s file. (7-1-21)T

201. -- 299. (RESERVED)

~~300. RESTRICTED DRIVING PERMITS MAY BE ISSUED.~~

~~The Department may only issue Restricted Driving Permits to individuals whose driving privileges have been suspended or revoked for: (7-1-21)T~~

~~01. Reckless Driving. Conviction of reckless driving per Sections 49-1401 and 49-326(1)(f), Idaho~~

Code. _____ (7-1-21)T

~~02. Fleeing or Eluding an Officer. Conviction of fleeing or attempting to elude a peace officer per Sections 49-1404 and 49-326(1)(f), Idaho Code. (7-1-21)T~~

~~03. Points. Accumulation of excessive "point" violations per Sections 49-326(1)(i) and (j), Idaho Code. (7-1-21)T~~

~~04. Leaving Scene of Accident. Conviction of leaving the scene of an accident involving damage to a vehicle per Sections 49-1301, and 49-326(1)(l), Idaho Code. (7-1-21)T~~

~~05. Using Motor Vehicle. Conviction of using a motor vehicle in the commission of a felony per Section 49-325(1)(b), Idaho Code. (7-1-21)T~~

~~06. Offense in Another State. Conviction of an offense in another state that would be grounds for suspension/revocation in this state per Section 49-326(1)(e), Idaho Code. (7-1-21)T~~

~~07. Restricted License. Conviction of violation of a restricted license per Sections 49-317 and 49-326(1)(k), Idaho Code. (7-1-21)T~~

~~08. Administrative License Suspension. An administrative suspension of driving privileges for a first-time failure of an evidentiary test for the last sixty (60) days of that suspension, for Class D privileges only per Section 18-8002A, Idaho Code. (7-1-21)T~~

301. -- 399. (RESERVED)

400. RESTRICTED DRIVING PERMITS ~~SHALL~~ WILL NOT BE ISSUED.

Restricted Driving Permits ~~shall~~will not be issued by the Department to: (7-1-21)T

01. Privileges Suspended. Individuals who have had their driving privileges suspended or revoked by the Court and/or Department three (3) or more times during the three (3) year period prior to the effective date of the current suspension. (7-1-21)T

02. Like Offense. Individuals who have been issued a Restricted Driving Permit by the Department or by an Idaho Court for a like offense within a previous two (2) year period prior to the effective date of the current suspension or revocation. (7-1-21)T

03. Violation of Restrictions. An individual found to be in violation of restrictions on any court or Department-issued ~~restricted driving~~ permit. (7-1-21)T

04. Revoked Out-of-State Drivers. An individual who was an out-of-state resident at the time driving privileges were revoked or suspended in that state or any other state ~~other than Idaho~~. (7-1-21)T

05. Under Seventeen. An individual who is not at least seventeen (17) years of age at the time of issuance of the permit. (7-1-21)T

401. -- 499. (RESERVED)

500. GENERAL APPLICATION PROCEDURE FOR A NON-COMMERCIAL RESTRICTED DRIVING PERMIT.

01. Applicant Submissions. Applicant ~~must~~will submit the following before their suspension or revocation is stayed: (7-1-21)T

a. Completed Form No. ITD-3227, Application for Restricted Driving Permit; (7-1-21)T

- b. Completed Form No. ITD-3208, Work Verification; (7-1-21)T
- c. Proof of motor vehicle liability insurance coverage in the amount ~~required~~ directed by Idaho law to cover any and all vehicles to be used by the applicant; (7-1-21)T
- d. All applicable reinstatement requirements ~~must~~ will be satisfied; (7-1-21)T
- e. A non-refundable application fee pursuant to Section 49-306, Idaho Code; (7-1-21)T

02. Written Agreement. If the Department determines that an applicant is eligible for a non-commercial Restricted Driving Permit, the applicant must then sign written agreements, prepared by the Department, affirming ~~that~~ all the information requested by the Department. (7-1-21)T

~~a. Cause exists to suspend or revoke the driver's license or privileges of the applicant and that the driver's license of the applicant is suspended or revoked; (7-1-21)T~~

~~b. The applicant shall obey all motor vehicle laws; (7-1-21)T~~

~~c. The applicant shall provide and maintain adequate motor vehicle liability insurance; (7-1-21)T~~

~~d. The applicant shall notify the Department within one (1) business day following arrest, citation, accident or warnings by any law enforcement officer with regard to motor vehicle violations or alleged violations, and any change of address, telephone number, place of employment; (7-1-21)T~~

~~e. The applicant shall not operate any motor vehicle after consuming any alcohol, drugs, or other intoxicating substances (7-1-21)T~~

~~f. The applicant shall submit to any evidentiary testing to determine alcohol concentration at any time at the request of any peace officer; (7-1-21)T~~

~~g. The applicant shall operate a motor vehicle only for those reasons specified on the Restricted Driving Permit (See Section 600); (7-1-21)T~~

~~h. The applicant shall abide by all rules and regulations concerning the Restricted Driving Permit; (7-1-21)T~~

~~i. The applicant's Restricted Driving Permit may be cancelled by the Department without a hearing for violation of the terms of the agreement or other conditions specified on the Restricted Driving Permit; and (7-1-21)T~~

~~j. The applicant understands that if, while driving on a Restricted Driving Permit, he/she receives an additional Department or court suspension that results in cancellation of the restricted permit, the applicant will not be eligible to receive another Restricted Driving Permit for said suspension. (7-1-21)T~~

03. Restricted Driving Permit Approval. Approval will be given and a Restricted Driving Permit ~~shall~~ will be issued if the following conditions are met: (7-1-21)T

- a. Submission and approval of all requirements ~~listed in Subsection 500.01~~; and (7-1-21)T
- b. No other suspensions or revocations are in effect which preclude issuance of a Restricted Driving Permit. (7-1-21)T

501. -- 599. (RESERVED)

600. DRIVING RESTRICTIONS SPECIFIED.

The Department may impose the following restrictions upon an applicant's driving privileges and such restrictions

~~shall~~ will be specified on the Restricted Driving Permit: (7-1-21)T

01. Operation of Vehicle. Time of operation of a motor vehicle, i.e. restricted to certain days, or hours of a day. (7-1-21)T

02. Geographic Area. Geographic limitations within limits of states, counties, cities. (7-1-21)T

03. ~~Purpose of Permitted Travel.~~ ~~The purpose of travel is to~~ and from work, school, medical appointments, treatment programs, and to provide for basic life necessities of the applicant and/or their dependents such as ~~to and from employment, to and from counseling sessions, to and from medical appointments, to and from grocery store, church, etc.~~ (7-1-21)T

~~**04. Purpose of Permit Administrative License Suspension.** To travel to and from work and for work purposes, to attend an alternative high school, work on a GED, for post-secondary education, or to meet the medical needs of the person or their family.~~ (7-1-21)T

601. -- 699. (RESERVED)

700. CANCELLATION OF RESTRICTED DRIVING PERMIT.

The Department may cancel a Restricted Driving Permit and ~~shall~~ will re-activate the suspension or revocation order which will expire according to the original order if: (7-1-21)T

01. Violation of Terms. There is a violation of terms of the written driver's agreement ~~set forth in Section 500.02. herein.~~ (7-1-21)T

02. Violation of Restrictions. There is a violation of any of the restrictions set forth in the applicant's Restricted Driving Permit, ~~see Section 600.~~ (7-1-21)T

701. -- 999. (RESERVED)

39.02.71 – RULES GOVERNING DRIVER’S LICENSE VIOLATION POINT SYSTEM AND ACCIDENT PREVENTION COURSES

000. LEGAL AUTHORITY.

~~Under authority of Sections 41-2515, 49-201 and 49-326, Idaho Code, the Department adopts the following rule.~~(3-31-22)

001. ~~TITLE AND SCOPE.~~

~~**01. Title.** This rule is titled IDAPA 39.02.71, “Rules Governing Driver’s License Violation Point System.” (3-31-22)~~

~~**02. Scope.** These rules establish a driver’s license violation point system for drivers convicted of moving traffic violations and convictions. Subchapter A establishes minimum standards for approval of a motor vehicle accident prevention course. (3-31-22)~~

002. ADMINISTRATIVE APPEALS.

Administrative appeals under this chapter will be governed by the rules of administrative procedure of the Attorney General, IDAPA 04.11.01, “Idaho Rules of Administrative Procedure of the Attorney General.”

003.-- 099. (RESERVED)

100. VIOLATION POINT COUNT SYSTEM.

01. Points for Moving-Traffic Violations. Idaho Code authorizes and directs the Department to establish a violation point count system for drivers convicted of various moving traffic violations and infractions occurring either within the state of Idaho, or outside the state of Idaho. ~~Moving traffic violations and infractions are violations that occur while operating a motor vehicle, hereinafter, referred to collectively as traffic violations. Therefore, a schedule of violation points for traffic violations has been established.~~ (3-31-22)

02. Violation Point Count List. The following violation point count list includes traffic violations in Idaho Code, and the appropriate code section reference. Convictions of traffic violations not herein listed which are violations of a state law or municipal ordinance will receive three (3) violation points, except those for which mandatory withdrawal of driving privileges is required by Idaho Code or the Idaho Code provides a point exemption. (3-31-22)

03. Points Assessed. Each traffic violation conviction will be assessed from one (1) point for less serious violations to a maximum of four (4) points for more serious violations. The degree of seriousness of traffic violations has been determined by considering the possibility of bodily injury or property damage resulting from such violation. (3-31-22)

04. Dual Violation. In cases where the driver is convicted of more than one (1) violation arising from one (1) occasion of arrest or citation, only one (1) conviction will be counted and assessed points against the driver’s record. The conviction counted will be the one with the greater amount of points. (3-31-22)

05. Speeding Violation. Drivers convicted of traveling sixteen (16) miles per hour or more over the posted maximum speed limit or exceeding the speed limit in a work zone will receive four (4) points. Driving convictions of other speeding violations will receive three (3) points. (3-31-22)

06. Distracted Driving. A first offense of Section 49-1401A, Idaho Code, will not be assessed points pursuant to code. Subsequent offenses will be assessed points as shown in Section 200. Third and subsequent offenses in a three-year period may also be subject to a court suspension. (3-31-22)

101. -- 199. (RESERVED)

200. LIST OF TRAFFIC CONVICTIONS AND VIOLATION POINT COUNT.

Idaho Code	Convictions Reported by Court	Point Count
49-603	Starting Parked Vehicle	Two (2)
49-604	Limitations on Backing	One (1)
49-605	Driving Upon Sidewalk	Three (3)
49-606	Coasting Prohibited	Two (2)
49-612	Obstruction to Driver's View or Driving Mechanism	Three (3)
49-614	Stopping When Traffic Obstructed	One (1)
49-615	Drivers to Exercise Due Care	Three (3)
49-616	Driving through Safety Zone Prohibited	Two (2)
49-619	Slow Moving Vehicles	Two (2)
49-623(4)	Authorized Emergency or Police Vehicles	Three (3)
49-624	Duty Upon Approaching a Stationary Police Vehicle or an Emergency Vehicle Displaying Flashing Lights	Three (3)
49-625	Operation of Vehicles on Approach of Authorized Emergency or Police Vehicles	Three (3)
49-626	Following Fire Apparatus Prohibited	Three (3)
49-627	Crossing Fire Hose	One(1)
49-630	Drive on Right Side of Roadway - Exceptions	Three (3)
49-631	Passing Vehicles Proceeding in Opposite Directions	Two (2)
49-632	Overtaking a Vehicle on Left	Three (3)
49-633	When Passing on the Right Is Permitted	Two (2)
49-634	Limitations on Overtaking on the Left	Three (3)
49-635	Further Limitations on Driving on Left of Center of Highway	Three (3)
49-636	One-Way Highways	One (1)
49-637	Driving on Highways Laned for Traffic	One (1)
49-638	Following Too Closely	Three (3)
49-639	Turning Out of Slow Moving Vehicles	Two (2)

49-640	Vehicles Approaching or Entering Unmarked or Uncontrolled Intersection	Three (3)
49-641	Vehicle Turning Left	Three (3)
49-642	Vehicle Entering Highway	Three (3)
49-643	Highway Construction and Maintenance	Three (3)
49-644	Required Position and Method of Turning	Three (3)
49-645	Limitations on Turning Around	Three (3)
49-648	Obedience to Signal Indicating Approach of Train	Four (4)
49-649	Compliance with Stopping Requirement at All Railroad Grade Crossings	Four (4)
49-650	Moving Heavy Equipment at Railroad Grade Crossings	Three (3)
49-651	Emerging from Alley, Driveway or Building	Three (3)
49-652	School Safety Patrols – Failure to Obey Unlawful	Three (3)
49-654	Basic Rule and Maximum Speed Limits	Three (3) Four (4)
49-655	Minimum Speed Regulation	Three (3)
49-656	Special Speed Limitations	Three (3) Four (4)
49-657	Work Zone Speed Limits	Four (4)
49-658	School Zone Speed Limit	Three (3)
49-663	Restricted Use of Neighborhood Electric Vehicles on Highways	Two (2)
49-702	Pedestrians' Right of Way in Crosswalks	Three (3)
49-706	Blind and/or Hearing Impaired Pedestrian Has Right-of-Way	Three (3)
49-707	Pedestrians' Right-of-Way on Sidewalks	Three (3)
49-801	Obedience to and Required Traffic Control Devices	Three (3)
49-802	Traffic Control Signal Legend	Three (3)
49-804	Flashing Signals	Three (3)
49-806	Lane Use Control Signals	Three (3)
49-807(2)	Stop Signs	Three (3)
49-807(3)	Failure to Yield – Signed Intersection	Three (3)
49-808	Turning Movements and Required Signals	Three (3)

49-1302	Duty to Give Information in Accident Involving Damage to a Vehicle	Four (4)
49-1303	Duty Upon Striking Unattended Vehicle	Four (4)
49-1304	Duty Upon Striking Fixtures Upon or Adjacent to a Highway	Four (4)
49-1401(3)	Inattentive Driving	Three (3)
49-1401A	Distracted Driving (second and subsequent offenses)	Three (3)
49-1419	Obedience to Traffic Direction	Two (2)
49-1421(1)	Driving on Divided Highways	One (1)
49-1421(2)	Restricted Access	One (1)
49-1422	Overtaking and Passing School Bus	Four (4)
49-1424	Racing on Public Highways	Four (4)

(3-31-22)

201. -- 299. (RESERVED)

300. SUSPENSION OF DRIVER LICENSE.

01. Twelve Points. When a driver accumulates twelve (12) or more points in any twelve (12) month period of time, the suspension period ~~shall~~ will be for thirty (30) days. (3-31-22)

02. Eighteen Points. When a driver accumulates eighteen (18) or more points within any twenty-four (24) month period of time, the suspension period ~~shall~~ will be for ninety (90) days. (3-31-22)

03. Twenty-Four Points. When a driver accumulates twenty-four (24) or more points within any thirty-six (36) month period of time, the suspension period ~~shall~~ will be for six (6) months. (3-31-22)

301. -- 399. (RESERVED)

400. COMPLETION OF A DEFENSIVE DRIVING CLASS OR TRAFFIC SAFETY EDUCATION PROGRAM.

01. Removal of Points Upon Completion of Defensive Driving Class or Traffic Safety Education Program. Three (3) points may be removed from an Idaho driving record upon the driver's completion of an approved defensive driving class or points may be removed from a traffic violation upon the driver's completion of an approved traffic safety education program. Points may only be removed from a driver's record once every three (3) years. The three-year period begins on the completion date of either a defensive driving class or traffic safety education program. (3-31-22)

a. For completion of a defensive driving class, points are only removed from the violation point count total on the driving record. (3-31-22)

b. For completion of a traffic safety education program as provided in Section 50-336, Idaho Code, points are removed from the conviction for which the traffic safety education program was offered and taken. (3-31-22)

02. Driving Conviction Cannot Be Removed. A driver may not remove a traffic conviction from

their record by attending a defensive driving class or a traffic safety education program. (3-31-22)

03. Suspension for Excessive Points. Once the department has suspended a driver for excessive points, that driver may not have the suspension action rescinded by attending a defensive driving class or traffic safety education program. (3-31-22)

04. Driver May Not Reserve Point Reduction. When a driver completes a defensive driving class or traffic safety education program but has no violation points on their driver record, the driver may not reserve a point reduction for use on a future traffic violation that points are assessed. (3-31-22)

401. -- 9499. (RESERVED)

SUBCHAPTER A – RULES GOVERNING ACCIDENT PREVENTION COURSE

500. ACCIDENT PREVENTION COURSE.

A structured course of study, either in a traditional classroom setting, field driving or internet based format, with curriculum focusing on becoming a safer driver and avoiding accidents, by being cautious, aware, responsible, and respectful of other drivers while abiding by Idaho’s rules of the road. The terms “accident prevention course” and “defensive driving class” are interchangeable, and the course standards established for the accident prevention course in this rule are the same standards for the defensive driving class for violation point count reduction as established above.

(7-1-21)T

501. -- 549. (RESERVED)

550. CRITERIA.

01. Instructor Certification. For classroom and field driving instruction, instructors will be certified by the Idaho Department of Education as a Driver and Traffic Safety Education instructor, or the National Safety Council, American Automobile Association’s program (AAA), American Association of Retired Persons (AARP), or an equivalent program, as determined by the Department. (7-1-21)T

02. Contents of Course. Other than courses provided by the National Safety Council, AAA, or AARP, all accident prevention course outlines will be approved by the Department. (7-1-21)T

03. Length of Class. The course will be a minimum of six (6) hours, which may include any combination of classroom instruction, field driving instruction, or on-line instruction time. (7-1-21)T

04. Proof of Insurance. For any field driving instruction, the course provider will confirm adequate proof of insurance. (7-1-21)T

05. Provider Location. The course provider will confirm location(s) of established place of business, and a telephone number or e-mail address of a contact person who can be reached during regular working hours 8 a.m. to 5 p.m. (7-1-21)T

06. Participant Certification. Each participant will be issued a certificate of completion by the instructor or course provider. (7-1-21)T

651. -- 599. (RESERVED)

600. COURSE REVIEW.

Accident Prevention Courses are subject to periodic review by the Department. As a part of the review process, the provider may be asked to confirm course and instructor information and resubmit instruction materials. (7-1-21)T

601. WITHDRAWAL OF COURSE APPROVAL.

The Department may withdraw course approval if minimum standards are no longer met or if course providers have failed to respond to a course review. (7-1-21)T

602. -- 999. (RESERVED)

39.02.72 – RULES GOVERNING ADMINISTRATIVE LICENSE SUSPENSIONS

000. LEGAL AUTHORITY.

~~In accordance with~~ Section 18-8002A, Idaho Code, ~~the Idaho Transportation Board adopts the following rule governing Administrative License Suspensions (ALS).~~ (7-1-21)T

~~001. TITLE AND SCOPE.~~

~~01. Title. This rule is titled IDAPA 39.02.72, “Rules Governing Administrative License Suspensions.”~~ (7-1-21)T

~~02. Scope. The purpose of this Rule is to~~ This rule establishes driver’s license suspension procedures for persons driving under the influence of alcohol or other intoxicating substances as indicated by an evidentiary test of blood, breath, or urine, ~~pursuant to Section 18-8002A, Idaho Code. This rule also includes the procedures for administrative hearings to review the propriety of administrative license suspensions.~~ (7-1-21)T

002. -- 009. (RESERVED)

010. DEFINITIONS.

01. Petitioner. A person who has been served with a Notice of Suspension pursuant to Section 18-8002A, Idaho Code. (7-1-21)T

~~02. Received by the Department. A document that has been:~~ (7-1-21)T

~~a. Personally delivered to the Department’s Driver Services Section at 3311 W. State Street, Boise, Idaho; or~~ (7-1-21)T

~~b. Delivered by mail and addressed to P.O. Box 7129, Boise, ID 83707-1129; or~~ (7-1-21)T

~~c. Transmitted by facsimile machine to telephone number (208) 332-4124.~~ (7-1-21)T

~~d. Sent by e-mail to driverrecords@itd.idaho.gov.~~ (7-1-21)T

~~03. Business Days. All days of the week except Saturday, Sunday, and legal holidays as defined by Section 73-108, Idaho Code.~~ (7-1-21)T

04. Certified Copy. A reproduction of an original record that has been certified by a custodian of such record to be a true and accurate copy. (7-1-21)T

05. Duplicate Original. A counterpart produced by the same impression as the original, or from the same matrix. (7-1-21)T

06. Evidentiary Test. An analysis of blood, breath, or urine to determine the presence of alcohol, drugs, or other intoxicating substances. (7-1-21)T

011. -- 099. (RESERVED)

100. HEARING REQUESTS.

01. Written Requests. Hearing requests ~~must~~ will be made in writing and ~~. Hearing requests must~~ contain the following information: (7-1-21)T

- a. The petitioner’s full name, complete mailing address, and telephone number where hearing will be conducted; (7-1-21)T
- b. The driver’s license number; (7-1-21)T
- c. The petitioner’s date of birth; (7-1-21)T
- d. The date of arrest; (7-1-21)T
- e. A brief statement of the issues the petitioner proposes to raise at the hearing; and (7-1-21)T
- f. Any dates or times that the petitioner or attorney cannot be available for the hearing. (7-1-21)T

02. Timely Requests. Hearing requests ~~must~~ **will** be received by the Department no later than 5 p.m. of the seventh **business** day following the service of the Notice of Suspension. Hearing requests received after that time will be considered untimely. The Department ~~shall~~ **will** deny an untimely hearing request unless the petitioner can demonstrate that a request should be granted. (7-1-21)T

03. Request Withdrawal. Petitioners may withdraw their hearing requests at any time. (7-1-21)T

101. HEARING NOTICES.

01. Notification. Upon timely receipt of hearing requests, the Department will notify petitioners of the time and date of the hearing as soon as practicable, but no later than seven (7) days prior to the hearing. Hearing notices will be mailed or e-mailed to the address provided in the hearing requests, or if no address was provided, notices will be mailed to the most current address contained in the petitioner’s driver’s license records. (7-1-21)T

02. Hearings Conducted by Telephone. Hearings will be conducted by telephone unless the hearing officer will determine that the petitioner or other participant would be denied the opportunity to participate in the entire hearing if held by telephone. Face to face hearings will be held in Ada County (or other locations within the state as may be determined by the Department). (7-1-21)T

~~**03. Hearing Date.** Hearings shall be conducted within twenty (20) days of receipt of the hearing request. However, the Hearing Officer may extend the hearing date for one (1) ten (10) day period upon a showing of good cause. Such extension shall not stay the suspension. (7-1-21)T~~

102. -- 199. (RESERVED)

200. DOCUMENT SUBMISSION.

~~**01. Forwarding Documents to the Department.** Upon service of a Notice of Suspension, a law enforcement agency shall, in accordance with Section 18-8002A, Idaho Code, forward the following documents to the Department within five (5) business days: (7-1-21)T~~

~~a. Notice of Suspension. (7-1-21)T~~

~~b. The sworn statement of the officer incorporating any arrest or incident reports relevant to the arrest and evidentiary testing. (7-1-21)T~~

~~c. A certified copy or duplicate original of the test results or log of test results if the officer has directed an evidentiary test of the petitioner’s breath. (7-1-21)T~~

~~**02. Compliance.** The documents **shall will** be considered forwarded in a timely manner if they are postmarked within five (5) business days of the date of service of the Notice of Suspension or are accompanied by a certificate, certifying the documents were deposited with: (7-1-21)T~~

- a. The United States mail or overnight delivery service; or (7-1-21)T
- b. Hand delivered, within five (5) business days of the date of service of the suspension notice. (7-1-21)T

032. Blood and Urine Tests. If an evidentiary test of blood or urine was administered rather than a breath test, the Notice of Suspension ~~shall~~ will not be served until the results of the test are obtained. In such cases, the peace officer may forward the sworn statement and accompanying reports to the Department and the Department ~~shall~~ will have the responsibility of serving the Notice of Suspension, if necessary. (7-1-21)T

201. -- 299. (RESERVED)

300. SUBPOENAS.

01. Request. The Hearing Officer assigned to the matter may, upon written request, issue subpoenas requiring the attendance of witnesses or the production of documentary or tangible evidence at a hearing. (7-1-21)T

02. Serving Subpoenas. Parties requesting subpoenas ~~shall~~ will be responsible for having the subpoenas served. Witnesses ~~shall~~ will not be compelled to attend and testify at hearings unless served with subpoenas at least one hundred and twenty (120) hours prior to the time of hearing. (7-1-21)T

03. Proof of Service. Parties responsible for service of the subpoena ~~shall~~ will provide proof of service of the subpoena prior to the scheduled hearing. (7-1-21)T

301. -- 399. (RESERVED)

400. DOCUMENT DISCOVERY.

01. Obtaining Photocopies. To obtain a photocopy of a document which is public record, relates to the petitioner hearing, and is in the possession of the Department, petitioners ~~shall~~ will make a written request to the Department. The Department ~~shall~~ will attempt to provide the requested copies prior to the hearing date, but failure to do so ~~shall~~ will not be grounds for staying or rescinding a suspension. (7-1-21)T

02. Further Document Discovery. Further discovery ~~shall only~~ will be conducted in accordance with IDAPA 04.11.01.521, "Idaho Rules of Administrative Procedure of the Attorney General." (7-1-21)T

401. -- 499. (RESERVED)

500. RECORDS OF PROCEEDINGS.

01. Required Records. The Hearing Officer ~~shall~~ will make a record of hearing proceedings. ~~This record shall~~ consisting of: (7-1-21)T

- a. An audio recording of the hearing, except in instances where the Hearing Officer authorizes a different method of reporting the hearing. (7-1-21)T
- b. Exhibits and other items of evidentiary nature. (7-1-21)T

02. Requesting Copies. Any party may make a written request for a copy of the audio recording of the hearing from the Department. The requesting party ~~shall~~ will reimburse the Department for the actual cost of providing the copy. (7-1-21)T

501. -- 599. (RESERVED)

600. FINAL ORDER REQUEST FOR RECONSIDERATION.

The Hearing Officer ~~shall~~ will make Findings of Fact, Conclusions of Law and Order either sustaining or vacating

the license suspension in question following the hearing. ~~The Findings of Fact, Conclusions of Law and Order shall be the final order of the Department.~~ A request for reconsideration must will be made within fourteen (14) days of the issuance of the Findings of Fact, Conclusions of Law and Order. The request for reconsideration shall will contain a request to submit new evidence if the party wishes the hearing officer to consider any new evidence.(7-1-21)T

01. Issuing Facts and Findings. ~~The Hearing Officer shall issue the Findings of Fact, Conclusions of Law and Order following the hearing.~~ (7-1-21)T

02. Mailing Final Order. The Findings of Fact, Conclusions of Law and Order is issued when a copy is deposited in the United States Mail addressed to the petitioner or the petitioner's attorney or e-mailed to the petitioner or the petitioner's attorney. (7-1-21)T

601. -- 699. (RESERVED)

700. FAILURE TO APPEAR.

01. Proposed Order of Default. Should the petitioner fail to appear at the scheduled hearing, either in person or through an attorney, the Hearing Officer shall will promptly issue a notice of proposed order of default. This notice is deemed served when mailed or e-mailed to the petitioner or petitioner's attorney at the address shown in the request for hearing, or if no address was provided, the notice shall will be mailed to the most current address contained in the petitioner's driver's license records. (7-1-21)T

02. Filing Petition. The petitioner may, within seven (7) days of service of the notice of proposed order of default, file a petition requesting that the order of default not be entered and stating the grounds for such a request. If the Hearing Officer grants the petitioner's request, the hearing shall will be rescheduled. Granting the petitioner's request shall will not stay or vacate the suspension. (7-1-21)T

03. Denied Petitions. If the Hearing Officer denies the petitioner's request that the default order not be entered, the Hearing Officer shall will make a determination to sustain or vacate the suspension based upon the documentary record submitted by the Department. (7-1-21)T

04. Attending a Hearing. A petitioner or witness shall will be deemed to have appeared if present within fifteen (15) minutes after the time the Hearing Officer is ready to begin the hearing. In the case of a telephone hearing, the petitioner or witness shall will be deemed to have appeared if contacted by telephone on the second attempt to do so within a fifteen (15) minute period from the commencement of the hearing. (7-1-21)T

701. -- 799. (RESERVED)

800. FORMS.

~~The Department shall develop appropriate forms to be used throughout the state including, but not limited to, forms for Notice of Suspension and officer's sworn statement.~~ Each law enforcement agency shall will use the forms supplied by the Department in carrying out the requirements of Section 18-8002A, Idaho Code, and this Rule. However, the sworn statement may be in the form of a law enforcement agency's affidavit of probable cause or equivalent document, so long as it contains the elements required directed by Section 18-8002A, Idaho Code.(7-1-21)T

801. -- 999. (RESERVED)

**39.03.44 – RULES GOVERNING HIGHWAY RELOCATION ASSISTANCE FOR
PERSONS DISPLACED BY PUBLIC PROGRAMS**

000. LEGAL AUTHORITY.

~~The Idaho Transportation Board adopts this rule under the authority of~~ Chapters 1 and 20, Title 40, and Chapter 11, Title 58, Idaho Code, ~~and any amendments thereto.~~ ()

001. TITLE AND SCOPE.

~~This rule is titled IDAPA 39.03.44, “Rules Governing Highway Relocation Assistance for Person Displaced by Public Programs.”~~ The purpose of this rule is to ensure that persons displaced as a result of all state, federal or federally assisted projects are treated fairly, consistently and equitably, so that such persons will not suffer disproportionate injuries as a result of projects designed for the benefit of the public as a whole and further that displaced persons are dealt with in a manner that is efficient and cost effective. ()

002. INCORPORATION BY REFERENCE.

01. Regulations Incorporated. 49 CFR Part 24 Uniform Relocation Assistance and Real Property Acquisition Regulations dated March 2, 1989 and amendments thereto. ()

02. Availability of Records. Copies of the 49 CFR Part 24 Uniform Relocation Assistance and Real Property Acquisition Regulations can be obtained from the Superintendent of Documents, U.S. Government Printing Office, Washington, D.C. 20402. ()

003. -- 999. (RESERVED)

FY23 Word Counts

ZBR Rulemakings (effective *sine die* 2023)

IDAPA Chapter	Added Words	Deleted Words	Total Words	Deleted Restrictions
39.02.02	+13	-196	-183	-2
39.02.22 (Fee Rule)	+167	-562	-395	-36
39.02.26 (Repeal)*	0	-328	-328	0
39.02.70	+33	-458	-425	-19
39.02.71	+380	-59	+321	-3
39.02.72	+7	-244	-237	-34
39.02.73 (Repeal)*	0	-499	-499	-7
39.03.44 (Hwys.)	0	-32	-32	0
Total			-1,778	-101

*Complete chapter repeal/deletion

Snapshot of Overall Cuts

2018 Totals		FY19 – FY22	FY23 Cuts	Total Overall Cuts	Remaining Totals
80	# of Chapters	-38 (-47.5%)	-2	-40 (-50%)	40
121,995	# of Words	-22,690 (-18.6%)	-1,778	-24,468 (-20.1%)	97,527
1,809	# of Restrictive Words	-567 (-31.3%)	-101	-668 (-37%)	1,141



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date August 18, 2022

Consent Item Information Item Amount of Presentation Time Needed 15 mins.

Presenter's Name R. Hobdey-Sánchez & Robert Beachler	Presenter's Title Gov. Affairs PM & Planning PM	Initials RHS/RB	Reviewed By LSS
Preparer's Name R. Hobdey-Sánchez & Robert Beachler	Preparer's Title Gov. Affairs PM & Planning PM	Initials RHS	

Subject

Utility Accommodation Rulemaking Update (IDAPA 39.03.43)		
Key Number	District	Route Number

Background Information

Per the Idaho Legislature’s passage of [HB640aaS-2022](#), which created the Idaho Broadband Dig Once and Right-of-Way Act, ITD is working through the rulemaking process to update the policies and procedures impacted by this new law.

In IDAPA Title 39, [39.03.43 – Rules Governing Utilities on State Highway Right-of-Way](#), the Department *incorporates by reference* the 2022 Edition of the “Utility Accommodation Policy” (UAP). You may recall, that this policy was just updated as it relates to small wireless facilities.

This year, with the focus on the new *Act*, ITD staff has held two negotiated rulemaking meetings with stakeholders, interested parties, citizens and local jurisdictions. There were also two open comment periods, during June and July, with great engagement and participation.

The UAP is being presented to the Idaho Transportation Board for input and/or suggestions as it relates to the proposed changes and HB640aaS-2022.

In September, ITD will hold a public hearing as staff presents an updated draft UAP to partners and stakeholders. A resolution and final pending draft will likely come to the Board in October.

Recommendations

For informational purposes only.

Board Action

Approved Deferred _____

Other _____

39.03.43 – RULES GOVERNING UTILITIES ON STATE HIGHWAY RIGHT-OF-WAY

000. LEGAL AUTHORITY.

Under authority of Sections 40-312(3) and 67-5229, Idaho Code, the Idaho Transportation Board adopts this rule. (3-21-22)

001. SCOPE.

The purpose of the policy is to regulate the location, design and methods for installing, relocating, adjusting and maintaining utilities on State highway right-of-way (ROW) when such use and occupancy is legal, in the public interest and will not adversely affect the highway or its users. The policy applies to new utility installations, to existing utility installations to be retained, relocated, maintained or adjusted because of highway construction or reconstruction, and to the relocation of utility facilities which are found to constitute a definite hazard to the traveling public. (3-21-22)

002. ADMINISTRATIVE APPEALS.

Administrative appeals under this chapter shall be governed by Section 2.4 “Administrative Appeal” of the “Utility Accommodation Policy” incorporated by reference. (3-21-22)

003. INCORPORATION BY REFERENCE.

The Idaho Transportation Department incorporates by reference the 2022~~3~~ Edition of the “Utility Accommodation Policy.” This publication is available for public review on the Department’s website at <http://itd.idaho.gov>. (3-21-22)

004. SMALL WIRELESS FACILITIES.

01. Definitions. (3-21-22)

a. Small Wireless Facilities (SWF). (3-21-22)

i. The facilities: (3-21-22)

(1) Are mounted on structures fifty (50) feet or less in height including their antennas as defined in 47 C.F.R. § 1.1320(d); or (3-21-22)

(2) Are mounted on structures no more than ten percent (10%) taller than other adjacent structures; or (3-21-22)

(3) Do not extend existing structures on which they are located to a height of more than fifty (50) feet or by more than ten percent (10%), whichever is greater. (3-21-22)

ii. Each antenna associated with the deployment, excluding associated antenna equipment (as defined in the definition of an antenna in 47 C.F.R § 1.1320(d)), is no more than three (3) cubic feet in volume; (3-21-22)

iii. All other wireless equipment associated with the structure, including the wireless equipment associated with the antenna and any pre-existing associated equipment on the structure, is no more than twenty-eight (28) cubic feet in volume; (3-21-22)

iv. The facilities do not require antenna structure registration under 47 C.F.R § 17.4; (3-21-22)

v. The facilities are not located on Tribal lands, as defined under 36 CFR 800.16(x); and (3-21-22)

vi. The facilities do not result in human exposure to radiofrequency radiation in excess of the applicable safety standards specified in 47 C.F.R. §1.1307(b). (3-21-22)

02. Small Wireless Facility Fees. (3-21-22)

a. Federal Communications Commission (FCC). Per the Declaratory Ruling and Third Report and Order, WT Docket No. 17-79, WC Docket No. 17-84, FCC 18-133, (Sept. 26, 2018), the fee schedule is as follows: (3-21-22)

i. Five hundred dollars (\$500) for non-recurring fees, including a single up-front application that includes up to five (5) SWFs, with an additional one hundred dollars (\$100) for each SWF beyond five (5); or (3-21-22)

ii. One thousand dollars (\$1,000) for non-recurring fees for a new pole (i.e. not a collocation) intended to support one (1) or more SWF; and (3-21-22)

iii. Two hundred seventy dollars (\$270) per SWF per year for all recurring fees, including any possible ROW access fee or fee for attachment to structures in the ROW. (3-21-22)

005. – 999. (RESERVED)

UTILITY ACCOMMODATION POLICY

IDAHO TRANSPORTATION DEPARTMENT
202~~2~~³ Edition

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SECTION 1 GENERAL INFORMATION

1.1 PURPOSE AND APPLICATION

This document supersedes the Department's ~~2003~~ 2022 Edition of the Utility Accommodation Policy" and all prior editions. These provisions concern the location and manner in which utility installations are to be made within the rights-of-way of the state highway system of Idaho and highway projects for local roads using Federal-aid.

This policy of the Idaho Transportation Department (ITD) shall adhere with Idaho code and accommodate utility facilities installations on federal aid and non-federal aid state highway rights-of-way, to the extent that such facilities may be accommodated without compromising the safety or integrity of the highway and without interference to the normal operation and maintenance activities as required.

This policy applies to maintenance of existing public and non-public utilities, new utility installations, and existing utility installations to be retained or adjusted as a result of highway construction or reconstruction, and the relocation of utility facilities that are found to constitute a hazard to the traveling public on all rights-of-way under the jurisdiction of the ITD. The standards set forth in this policy will also apply where encroachment by private utility facilities is permitted.

ITD will enter into agreements with local highway authorities to regulate the use and occupancy of the right-of-way of local federal-aid highways by utility facilities in accordance with the Federal Highway Administration's regulations found in Title 23, Code of Federal Regulations, Part 645, Subpart B, Accommodation of Utilities coupled with any other reference cited therein and any amendments or supplements which are in effect prior to execution of the agreement.

Exceptions to any provisions contained in this policy may be authorized by ITD or the Idaho Transportation Board in any instance where there is evidence showing that unusual hardship and/or unusual conditions provide justification and where alternate measures can be prescribed in keeping with the intent of the policy. All requests for such exceptions shall be documented with design data, cost comparison, and other information that may be pertinent.

~~ITD's Guide for Utility Management (GUM) current edition in accordance with this policy outlines the procedures established by ITD regarding coordination and administration of utility facility installations, relocations and adjustments within the right of way of the State Highway System and for utility facility relocations on local highway improvement projects using Federal Aid funds. The GUM is available for public inspection and copying at the Idaho Transportation Department central office, 3311 West State, Boise, Idaho 83707 or the Idaho Transportation Department website: <https://apps.itd.idaho.gov/Apps/manuals/ManualsOnline.html>~~

1.2 AUTHORITY

The provisions of this manual are authorized by the following sections of the Idaho Administrative Procedures Act:

- *Administrative Rule (IDAPA) 39.03.42* “Rules Governing Highway Right-of-Way Encroachments on State Right-of-Ways”; references the rule establishing standards and guidelines for encroachments on state highway rights-of-way; including but not limited to: definitions, safety, maintenance, applications, permits, access spacing, design standards, turnouts and unauthorized/nonstandard encroachments.
- *Administrative Rule (IDAPA) 39.03.43* “Rules Governing Utilities on State Highway Right-of-Way”; references this policy for utilities occupying the highway right-of-way of the State Highway System.

The authority of utilities to use and occupy the right-of-way of highways is cited as follows:

- *Idaho Code §§ 62-701, 62-705, and 62-1101* provides that telephone and telegraph companies, electric power companies, oil and gas pipeline companies, etc., may use the public right-of-way for their transmission lines.
- *Idaho Code § 42-3212(k)* permits sewer and water districts to construct and maintain facilities across or along any public street or highway and to use the public right-of-way for their transmission lines.
- *Idaho Code § 40-2308* provides for use of public highways and city streets by gas and water.
- *Idaho Code § 40-515 provides for the use of highway rights-of-way for cost-efficient, orderly, and coordinated installation of broadband infrastructure during roadway construction.*

The state's authority to regulate the use of the right-of-way of state highways is cited as follows:

- *Idaho Code § 40-312(1)* authorizes the Idaho Transportation Board to prescribe rules and regulations affecting state highways and to enforce compliance with such rules and regulations.
- *Idaho Code § 40-312(3)* provides additional rule-making powers by the Idaho Transportation Board for the regulation of public right-of-way usage by utilities.

1.3 DEFINITION OF TERMS

ACCESS	The ability to enter or leave a public highway or highway right-of-way from an abutting private property or other public highway.
BACKFILL	Approved material used to replace excavated material.
BEDDING	Soil or other suitable material to support a pipe, conduit, casing, or gallery.
BORING	Rotary drilling into the earth to insert a conduit or casing in the bore.
<u>BROADBAND</u>	<u>Wide bandwidth communication transmissions allowing high speed internet access with an ability to simultaneously transport multiple signals and traffic types at a minimum transmission speed of one hundred (100) megabits per second for downloads and twenty (20) megabits per second for uploads.</u>
<u>BROADBAND INFRASTRUCTURE</u>	<u>Networks of deployed telecommunications equipment, conduit, and technologies necessary to provide broadband and other advanced telecommunications services to wholesalers or end users, including but not limited to private homes, businesses, commercial establishments, schools, or public institutions.</u>
<u>BROADBAND PROVIDER</u>	<u>Any entity that:</u> <u>(a) Provides broadband services, including but limited to a telecommunications provider, cable service provider, broadband provider, cellular provider, political subdivision that provides broadband services, electric cooperative that provides broadband services, electric utility that provides broadband services, state government entity that provides broadband services, tribal government that provides broadband services, or internet service provider; or</u> <u>(b) Builds broadband infrastructure, including but not limited to a port, nonprofit organization, or private-public partnership established for the purpose of expanding broadband in the state.</u>
CARRIER	Pipe directly enclosing a transmitted fluid (liquid or gas).
CASING	A larger pipe generally under the roadway, through pier(s), or abutment(s) of highway structures that enclose one or more utility conduits or carriers.
CLEAR ZONE	An area outside the traveled way, auxiliary lanes and shoulders that is constructed and maintained as free from physical obstruction as practical, for use as a recovery area by errant vehicles.
COATING	Material applied to or wrapped around a pipe.
CONDUIT or DUCT	An enclosed casing for protecting wires or cables.
CONTROLLED ACCESS	Any highway or roadway in respect to which owners or occupants of abutting lands and other persons have no legal right of access to or from the highway except at such points only or in such manner as may be determined by the public authority having jurisdiction over the highway.
DEPTH OF COVER	Depth of material from top of underground utility facility to the finish grade of a roadway or the natural ground or the bottom of a stream channel.
<u>DIG-ONCE POLICY</u>	<u>A policy or practice that minimizes the number and scale of excavations or construction and costs when installing utility infrastructure in highway right-of-way.</u>
DISTRICT	An administrative and maintenance subdivision of the Idaho Transportation Department encompassing a particular geographical region of the State of Idaho.

DRIVING	A mechanical means to forcibly install a casing without the means of drilling or boring.
EASEMENT	An interest in real property that conveys use, but not ownership, of a portion of an owner’s property.
ENCASEMENT	A larger structural element around an underground utility facility. Includes casing or utility tunnel.
ENCROACHMENT	Any authorized or unauthorized use of highway right-of-way or the air space above the highway right-of-way.
FORESLOPE	The area from the edge of pavement to ditch line.
FRONTAGE ROAD	A road auxiliary to and located to the side of the highway for service to the abutting properties and adjacent areas, for the purpose of controlling access to the highway.
GRADE SEPARATION	A structure separating the elevations of two or more intersecting roads above or below a highway.
HIGHWAY(S)	The entire width between the boundary lines of every main traveled way publicly maintained when any part is open to use by the public for vehicular travel, with jurisdiction extending to the adjacent property line, including sidewalks, shoulders, berms, and rights-of-way not intended for motorized traffic. The term “street” is interchangeable with highway. Also, roads, streets, alleys, and bridges laid out or established for the public or dedicated or abandoned to the public. Highways shall include necessary culverts, sluices, drains, ditches, waterways, embankments, retaining walls, bridges, tunnels, grade separation structures, roadside improvements, adjacent lands, or interests lawfully acquired, pedestrian facilities, and any other structures, works, or fixtures incidental to the preservation or improvement of the highways. Roads laid out and recorded as highways, by order of a board of commissioners, and all roads used as such for a period of five (5) years, provided they shall have been worked and kept up at the expense of the public, or located and recorded by order of a board of commissioners, are highways.
HIGHWAY RIGHT-OF-WAY	Property rights to land generally designated for transportation purposes, open to the public, and under the jurisdiction of a Public Highway Agency.
IDAHO TRANSPORTATION BOARD	Is vested with authority, control, supervision and administration of the Idaho Transportation Department established by Title 40, Chapter 3, of the Idaho Code.
INTERSECTION	The general area where two or more highways join or cross at-grade.
INTERSTATE HIGHWAY	As identified by U.S. Code, a part of the National System of Interstate and Defense Highway System with a fully controlled access and having medians, grade separations at cross roads, and ramp connections for entrance to and exit from the traveled way.
JACKING	A method to place underground pipe without trenching by cutting an opening ahead of the pipe and forcing the pipe into the opening by means of horizontal jacks.
<u>LONGITUDINAL ACCESS</u>	<u>Access to or use of any part of right-of-way of a highway that extends generally parallel to the right-of-way for a total of one hundred (100) or more linear feet.</u>

MAINTENANCE	The continuous work or in kind replacement that is required to keep any encroachment within the highway right-of-way from deterioration due to wear and tear, and to preserve the general character of the original improvement without alteration of any of its component factors.
MEDIAN	The portion of a divided highway or approach that separates opposing traveled ways. Medians may be raised, flush, or depressed relative to the roadway surface, and may be landscaped or paved.
PERFORMANCE BOND	A statutory bond, issued by a surety company authorized to do business in the state of Idaho that guarantees performance of work in accordance with permit requirements.
REST AREA	A roadside area with parking and other facilities, separated from the roadway that provides travelers an opportunity to stop and rest.
RIGHTS-OF-WAY	A general term denoting land, property, or interest therein and under the jurisdiction of specified entity.
ROADSIDE	A general term denoting the area adjoining the outer edge of the roadway with-in the right-of-way.
ROADWAY	The portion of a highway, including shoulders, for vehicular use.
SHOULDER	The paved or unpaved portion of the roadway contiguous with the traveled way for accommodation of stopped vehicles, for emergency use, and for lateral support of base and surface courses.
SMALL WIRELESS FACILITY	<p>(1) The facilities—</p> <ul style="list-style-type: none"> (i) are mounted on structures 50 feet or less in height including their antennas as defined in 47 C.F.R. 1.1320 (d), or (ii) are mounted on structures no more than 10 percent taller than other adjacent structures, or (iii) do not extend existing structures on which they are located to a height of more than 50 feet or by more than 10 percent, whichever is greater; <p>(2) Each antenna associated with the deployment, excluding associated antenna equipment (as defined in the definition of antenna in 47 C.F.R. §1.1320(d)), is no more than three cubic feet in volume;</p> <p>(3) All other wireless equipment associated with the structure, including the wireless equipment associated with the antenna and any pre-existing associated equipment on the structure, is no more than 28 cubic feet in volume;</p> <p>(4) The facilities do not require antenna structure registration under 47 C.F.R. § 17.4;</p> <p>(5) The facilities are not located on Tribal lands, as defined under 36 CFR 800.16(x); and</p> <p>(6) The facilities do not result in human exposure to radiofrequency radiation in excess of the applicable safety standards specified in 47 C.F.R §1.1307(b).</p>
STATE HIGHWAY SYSTEM	The principal highway arteries in the state, including connecting arteries and extensions through cities, and includes roads to every county seat in the state.
SUBBASE	A layer or layers of specified or selected material of designed thickness placed on a subgrade to support a base course.
SUBGRADE	The surface of the roadbed or that surface noted as “Subgrade” on the highway plans.

TRAVELED WAY	The portion of the roadway for the movement of vehicles exclusive of shoulders and auxiliary lanes.
UTILITY	An entity comprised of any person, private company, public agency or cooperative owning and/or operating utility facilities.
UTILITY FACILITY	All privately, publicly or cooperatively owned lines, facilities, and systems for producing, transmitting or distributing communications, cable television, electricity, light, heat, gas, oil, petroleum products, ore, water, slurry, steam, sewage, waste or storm water not connected with highway drainage, and other similar commodities.
UTILITY TUNNEL	An underground structure capable of containing several pipes, cables and conduits for utility facilities.
VIEW AREA	A roadside area provided for motorists to pull off the traveled way and view the scenery in safety.

SECTION 2 RIGHT-OF-WAY & PERMIT

2.1 USE

ITD acquires rights-of-way adequate for the construction of the highway facility, and for its safe operation and maintenance. ITD recognizes Idaho law allowing utilities to jointly-use highway right-of-way when it does not impair or interfere with the free and safe flow of traffic and highway maintenance. The opportunity for joint use avoids the additional cost of acquiring separate rights-of-way for the exclusive accommodation of utilities. ITD is not obligated to acquire extra right-of-way needed to allow utilities within highway right-of-way.

2.2 PRE-EXISTING

ITD recognizes that pre-existing property interests within public rights-of-way exist. Proof of a pre-existing property interest within a highway right-of-way shall be accepted in the form of a duly executed deed, grant or other document establishing the same, or at least two affidavits sufficient to establish prior right or title of the utility.

In the absence of such proof, it shall be assumed that the utility occupies the highway right-of-way as a permittee (i.e. by permission), and enjoys no vested interest.

2.3 PERMITTED

An ITD [Right-of-Way Encroachment Application and Permit for Utilities Utility Encroachment Permit](#) (form # ITD-2110), or ITD [Right-of-Way Encroachment Application and Permit Encroachment Permit](#) for Small Wireless Facilities (form # ITD-2118) are the documents that specify the requirements and conditions under which installing and maintaining utility facilities on the highway right-of-way shall be performed. Plan sheets showing the location for utility facilities within the highway right-of-way are to be attached and made a part of the Utility Encroachment Permit. The District issuing the Utility Encroachment Permit will include all additional requirements called “Special Provisions”.

Each new utility facility installation that is to occupy state highway right-of-way shall require the owner of the facility to secure an ITD Utility Encroachment Permit. Any addition to or change in location or components of existing facilities other than for routine maintenance and emergency repairs, shall require issuance of a new Utility Encroachment Permit prior to the initiation of such work or change.

Existing utility facilities that are to be relocated or adjusted to a position within the highway right-of-way due to a construction project shall be issued a Board Order to relocate and a no cost Utility Encroachment Permit by ITD. Before issuance of the Board Order, the Utility shall be afforded the opportunity of a Hearing before the Idaho Transportation Board.

Utility facilities not adjusted and already covered by a permit will not require a new permit.

No permitted interest or rights-of-way shall be transferred to another utility or person except by written consent of ITD.

Utility facilities wishing to locate on or across highways for which all deeded rights have not been obtained (such as through National Forest System lands, U.S. Bureau of Land Management lands, lands owned or managed by a Tribe or within the boundaries of a Tribal Reservation, Railroad property, etc.) shall acquire approval to use the rights-of-way for non-highway purposes from the appropriate entity having administration of the property prior to issuance of an ITD Encroachment Permit.

Because it is impossible to anticipate all future highway needs or proposals, the ITD reserves the right to deny any request for a permit.

~~The ITD GUM outlines the process to be followed for requesting, approving and implementing Utility Encroachment Permits on the highway right-of-way and the Hearing process and issuance of a Board Order.~~

2.4 ADMINISTRATIVE APPEAL

If the applicant for a Utility Encroachment Permit is denied a permit by the District, the applicant may appeal as follows:

1. **Commencement.** Applicants may appeal denied permits, or permits granted with conditions that the applicant believes to be unreasonable, in writing to the Department's District Engineer within thirty (30) days of receipt of written notification of the denial or grant of the permit. The appeal process commences on the date the Department's District office receives written notification of appeal from the applicant.
2. **Process Hold.** If at any time during the appeal process it is determined that insufficient documentation was submitted with the appeal, all parties shall be notified that the appeal process is placed on hold until the necessary documentation is supplied.
3. **Appeal Process.** The District will have thirty (30) working days to review the appeal. If the District Engineer does not rule on the appeal within the thirty (30) day period, the denial of the permit shall be deemed overturned and the permit shall be issued, or the contested permit conditions stricken. Notice of the decision of the District Engineer shall be issued by certified mail within seven (7) days of the ruling. Otherwise, if the District Engineer does not overturn the original denial or strike the contested provisions from the permit, upon receipt of a written request from the applicant within twenty-one (21) days of the date of the denial of the appeal, it shall be forwarded to the Department's legal section to initiate an appeal to the Idaho Transportation Board. The appeal will be processed in accordance with the Idaho Administrative Procedure Act and IDAPA 04.11.01, "Idaho Rules of Administrative Procedure of the Attorney General."

2.5 REQUIREMENTS OF PERMITTEE

Because it is impossible to anticipate all future highway needs or proposals, ITD may require relocation of permitted utilities if needed. The utility shall waive reimbursement for any future relocation expenses as a condition of obtaining a permit to install new or upgrade existing facilities within the highway right-of-way.

The permittee shall conduct their operation so as to cause a minimum of interference to the highway users and the operation and maintenance of the highway. The utility shall provide a traffic control plan in conformance with the latest edition adopted by Idaho of the Federal Highway Administration's *"Manual on Uniform Traffic Control Devices"* as adopted by ITD (MUTCD) and all other ITD standards concerning the construction operations of the utility facility. Traffic control plans showing detours and signing operations for all lanes must have ITD approval prior to any work beginning. No lane closure shall be made without prior ITD approval. Peak hour lane closures may be prohibited.

Any noncompliance of the permit requirements will result in termination of the utility company's permit and the utility facilities covered by the permit must be removed.

If the utility fails to construct, repair or remove said utility in accordance with the terms of the permit to the satisfaction of ITD or fails to pay ITD any sum of money for the inspection, reconstruction, repair or maintenance of said utility, ITD retains the right to cancel the permit, remove said utility and restore the highway at the sole expense of the utility. Before canceling the permit, ITD shall notify the utility in writing, setting forth the violations and give the utility reasonable time to fully correct the violations.

Any utility work done through a contract issued by the permittee shall be subject to the same requirements of the permit.

2.6 EMERGENCY REPAIR AND MAINTENANCE

An emergency repair or adjustment of utility facilities may be made without prior permit if there is an extreme emergency. An extreme emergency would exist if the utility facility were damaged such that it presented imminent danger, or loss of life, or severe damage to property, or loss of vital utility services.

The utility company shall notify ITD as soon as possible in advance of any maintenance or emergency repair work to utility facilities within highway right-of-way. Notification shall be given to the appropriate ITD District office or state communications. ~~per the GUM.~~

None of the provisions of this policy are waived for maintenance or emergency repairs except for the requirement to secure a permit prior to work. In all cases the permittee shall comply with the State Law requiring notification of all utility owners prior to any excavation. Highway right-of-way access will only be granted for the actual time when repairs are being made and the extreme emergency exists. Every precaution shall be taken during such periods to safeguard the highway user.

Violation of the above-listed regulations governing maintenance and emergency access to the highway right-of-way shall result in immediate cancellation of the Utility Encroachment Permit for that facility.

2.7 PERMIT FEE

Utility Encroachment Permit shall not be processed until all applicable permit fees are received. Fees for permits are not refundable. Utility Encroachment Permit fees shall be as follows:

- Non-Interstate: new, modify or relocated, fifty dollars (\$50).
- Interstate: new, modify or relocated, fees will be addressed at the time of application.
- Interstate & Non-Interstate: maintenance or emergency repair without change in location, No Charge.
- Interstate & Non-Interstate: ITD highway project requires modify or relocation, No Charge.
- Small Wireless Facility (SWF): permit fees are based on IDAPA 39.03.43 – Rules Governing Utilities on State Right-of-Way, and ~~Master License Non-Exclusive Installation and Occupancy Agreement terms including rates per facility, and annual attachment and right of way access fees.~~

2.8 INSPECTION

To ensure compliance with the terms and conditions of Utility Encroachment Permit, ITD reserves the right to inspect the work of the utility or their contractor during such periods as deemed necessary to check compliance and to require correction of deviations from the terms and conditions of the permit. ITD may assign at the time of permit issuance, an inspector to inspect the work and the expense of said inspector shall be borne by the permittee. Such inspection by ITD shall in no way relieve the permittee of any duty or responsibility to the general public, nor shall such inspection relieve the permittee from any liability for loss, damage, or injury to persons or property as provided in this policy.

2.9 PERFORMANCE BOND

ITD reserves the right to require a performance bond in any amount it deems appropriate, in order to guarantee satisfactory completion and cleanup of the utility work being permitted. The bond amount designated at the time of permit issuance shall be large enough to cover costs to repair, replace and/or correct damage that might be caused by the Permittee. The bond shall be executed by a surety company in good standing and authorized to conduct business in Idaho and in full force prior to commencing of permitted work.

SECTION 3 INDEMNIFICATION

3.1 MAINTENANCE BY UTILITIES

The utility facility shall at all times be maintained, repaired, renewed and operated by and at the expense of the utility. The utility shall maintain at its sole expense their facilities occupying the highway right-of-way in a condition satisfactory to ITD.

3.2 NOTICE OF DAMAGE

Notification of damage to any utility facility by ITD or by another utility shall be made to the affected utility company.

3.3 UTILITY INDEMNIFICATION

ITD's Utility Encroachment Permit shall include the following language as a provision of the permit:

“By signing this permit, the permittee, his designated representative or successors, agree to indemnify, save harmless and defend regardless of outcome, the State from the expense of and against all suits or claims, including costs, expenses and attorney fees that may be incurred by reason of any act or omission, neglect, or misconduct of the permittee or its contractors in the design, construction, maintenance or use of the facility covered by the permit.”

SECTION 4 DESIGN

4.1 RESPONSIBILITY

When a utility requests to locate or adjust its utility facility within the highway right-of-way, or attach to a highway structure, the utility is responsible for the design and installation of the facility. ITD is responsible for review and approval of the utility's proposed design with respect to the location of the utility facilities to be installed or relocated and the manner of placement. This includes the measures to be taken to preserve the safe and free flow of traffic, structural integrity of the roadway or highway structure, ease of highway maintenance, appearance of the highway and existing landscape and the integrity of the utility facility.

When a highway construction project requires the relocation or adjustment of utility facilities, ITD must coordinate the design with the utility, ~~in accordance with the GUM.~~

4.2 RELOCATING COST

When highway improvements require the relocation of utility facilities that have been permitted on highway right-of-way, they shall be moved at the owner's sole expense unless ITD agrees in advance, and at its sole discretion to pay or share in the cost of relocation.

On highway construction where a utility facility originally occupied and/or occupies a portion of the rights-of-way in which the utility has a prior right to the location, the following provisions shall apply:

- ITD will enter into an agreement to reimburse the utility for all costs incurred in designing, removing, adjusting, or relocating the specified utility facility now and if required at any future time by ITD.
- The utility shall release and relinquish to ITD all its rights, title, and interest in its easements located within the right-of-way in exchange for necessary ITD permits to accommodate utility facilities that are relocated, adjusted, or remain in place. These permits may not be canceled except by mutual agreement between the utility and ITD.

In all cases, the utility shall be liable for any cost incurred upon ITD due to the action or the failure to act during relocation or alteration of the utility's facilities within the highway right-of-way or the boundaries of a highway project.

4.3 MINIMUM REQUIREMENTS

All utility installations on, over, or under highway right-of-way and attachments to highway structures should be of durable materials designed for long service life expectancy and relatively free from routine servicing and maintenance. Utility installations, at a minimum, shall meet the following requirements:

- Electric Power and Communication Facilities shall conform to the currently applicable National Electrical Safety Code.
- Water Lines shall conform to the currently applicable specifications of the American

Water Works Association.

- Pressure Pipelines shall conform to the current applicable sections of the Standard Code for Pressure Piping of the American National Standards Institute, Title 49, Code of Federal Regulations, Parts 192 and 195, and applicable industry codes.
- Liquid Petroleum Pipelines shall conform to the current applicable recommended practice of the American Petroleum Institute for pipeline crossings under railroads and highways.
- Corrugated Metal Pipe or Reinforced Concrete Pipe, Conduit, casing pipe, or gravity carrier pipe shall conform to the current issue of the Standard Specifications for Highway Construction, published by the Idaho Transportation Department and the American Society of Testing and Materials.

Utility facilities shall conform to or surpass the requirements of federal, state, and local regulations if such regulations are more restrictive than the standards referred to above.

On new installations or adjustments of existing utility lines, provisions should be made for known or planned expansion of the utility facilities, particularly those located underground or attached to structures. They should be planned to minimize hazards and interference with highway traffic when additional overhead or underground lines are installed at some future date.

SECTION 5 LOCATION

5.1 GENERAL

Utility facilities shall be located in such a manner so as to:

- Not adversely affect highway operation or traffic safety;
- Avoid interference with highway maintenance and signing;
- Eliminate or at least minimize the need for later adjustment of the facility to accommodate future highway improvements;
- Permit access to the facilities for servicing with a minimum interference to highway traffic.
- Preserve or minimize disturbance to natural landscape.

A decision regarding the accommodation of a utility at a particular location should be made consistent with sound engineering practices. The right-of-way shall be left in as good a condition or better than it was prior to any work.

5.2 EXISTING FACILITIES

Existing facilities within the limits of, and not in conflict with, a highway construction project may remain in place provided the conditions of this policy have been met.

Existing facilities on highway right-of-way that, after comprehensive accident history or safety studies are declared by ITD to be a hazard to highway users shall be relocated or shielded.

Existing underground facilities that fall in the path of a highway construction project and are too weak to support the highway loads and the equipment operation for the highway construction shall be relocated or protected in a manner acceptable to both ITD and the utility.

If existing utilities are allowed to be left in a location that would be under the roadway, the utility will not be allowed to cut the pavement for repair of that facility damaged by an accident or a natural disaster unless first approved by ITD. Approval by ITD will only be granted if the utility can show the repair is an emergency condition that can only be achieved by cutting the pavement. If repairs are done by pavement cuts, the utility company will replace the highway subbase, base and pavement to the requirements and satisfaction of ITD.

5.3 UNDERGROUND FACILITIES

Underground utilities shall be installed to preclude any necessity for disturbing the highway to perform maintenance or expansion operations.

Minimum depth of cover below the roadway surface and within 20 feet of edge of roadway shall be at least 4 feet except for Interstate highways the minimum depth shall be 5 feet. Everywhere else depth of cover shall be at least 3 feet, except for pipe siphons that shall be installed in accordance with ITD Standards.

ITD may approve location for underground facilities with less than minimum depth of cover provided the top of the facility does not project above the highway subgrade, and protection in a manner acceptable to ITD is included.

5.4 ABOVE GROUND FACILITIES

Above ground utility facilities including pedestals or service poles installed as part of a buried installation, shall be located outside the clear zone of the highway as near as possible to the rights-of-way. Where highway right-of-way is not sufficient to allow installation beyond the clear zone, the facilities will be placed in the best possible location that affords adequate protection to ITD satisfaction for an out-of-control vehicle, such as behind guardrail. Particular care shall be exercised when such facilities are to be located on the outside of a horizontal curve.

Above ground, utility facilities shall not be closer to the traveled way than other roadside appurtenances and fixtures unless approved by ITD.

Minimum conductor vertical clearance for overhead utility lines crossing highways shall be approved by ITD, but in no case shall be less than the clearance required by the National Electrical Safety Code.

5.5 LONGITUDINAL

Longitudinal utility facility installations shall be located outside the normal maintenance operating area (beyond ditch or curb line) and as near to the right-of-way line as terrain and other existing utilities will reasonably allow.

Where frontage roads are provided, utility facilities shall be located so they can be serviced from the frontage road or other access outside highway rights-of-way.

ITD may approve longitudinal installations to locate within the foreslope limits only if the following conditions are shown to exist to ITD satisfaction:

1. The utility facilities are not a detriment to the highway system.
2. The highway traverses a scenic area where an aerial installation would detract from the view or the terrain.

Installations approved to be located within the foreslope limits shall be placed a uniform distance from the pavement edge as near as practicable to the inside edge of the ditch.

Open canals or irrigation ditches shall not parallel highways within the rights-of-way.

5.6 CROSSING

Facilities crossing the highway should be placed as near to a right angle to the highway alignment as practical and preferably under the highway.

Crossings by water canals and irrigation ditches shall be made through culverts or bridges as appropriate to the size of the canal, topographic conditions, and highway safety aspects. Irrigation line and pipe siphon crossings shall be buried from right-of-way line to right-of-way line.

Underground utility crossings in deep cuts, near footings of structures, at cross drains, at grade intersections or ramp terminals and in wet or rocky terrain shall be avoided if possible.

5.7 WITHIN CONTROLLED ACCESS HIGHWAYS

Access for constructing and servicing a utility facility along or across an Interstate shall be limited to access via:

- Frontage roads where provided;
- Intersecting or adjacent public highways, roads and streets, or;
- Special cases which must be evaluated and approved by ITD and FHWA.

Where a utility facility already exists within the proposed rights-of-way of an Interstate and it can be serviced, maintained, and operated without access from the through-traffic lanes, shoulders or ramps, it may remain provided it does not adversely affect the safety, design, construction, operation, maintenance, or stability of the Interstate.

Manholes and other points of access to underground utilities will only be permitted within the rights-of-way of an Interstate where they can be constructed and serviced without access from the through-traffic lanes, shoulders or ramps.

Access to utility facilities from through-traffic lanes, shoulders or ramps will only be permitted if an extreme emergency exists and repairs are needed for the immediate protection of property and persons or prevention of injury. Refer to Section 2.6. In these emergency cases when direct access to the authorized facilities from ramps or main traveled ways is required, no vehicular traffic movements shall be tolerated that would cross traffic or be contrary to standard traffic movement.

5.7.1 ALONG CONTROLLED ACCESS HIGHWAYS

New utility facilities shall not be permitted to install longitudinally within the rights-of-way of any Interstate, except in special cases under strictly controlled conditions established by ITD and FHWA for each specific case.

Where such longitudinal installations are requested, the utility must in each case show to ITD satisfaction:

1. There are no frontage roads or adjacent public roads/streets established at locations where accommodation of the utility facilities is feasible.

2. That the accommodations will not adversely affect the design, construction, operations, safety, maintenance, or stability of the interstate and that it will not interfere with or impair the present use or future expansion of the interstate.
3. The location of the utility outside of the right-of-way would result in the loss of productive agricultural land, or loss of productivity of agricultural land, if any. In this case, the utility must provide information on the direct and indirect environmental and economic effects, which will be evaluated and considered pursuant to Title 23 U.S. Code Section 109(1).

Where a longitudinal utility installation is permitted, service connections to adjacent properties will not be permitted from the Interstate Right-of-Way.

Where longitudinal utility installations must traverse interchange areas, they shall be located and treated in the same manner as utility crossings within interchange areas.

Installation of utilities shall not be allowed longitudinally within the median area.

5.7.2 CROSSING CONTROLLED ACCESS HIGHWAYS

Installations of new utility facilities and adjustments or relocations of existing utility facilities may be permitted to cross an Interstate.

Utility facilities should cross over or under the Interstate within the permitted easement or rights-of-way of the existing or relocated crossroad, provided installation and servicing thereof can be accomplished without access from the Interstate traffic lanes, shoulders or ramps. Where the utilities prefer to locate outside the permitted easement or rights-of-way of the crossroad, they shall be located and treated in the same manner as utility facilities crossing the Interstate at points removed from grade separation structures.

Overhead utility lines crossing an Interstate at points removed from grade separation structures or those crossing near a grade separation but not within the rights-of-way of the crossroad, shall be adjusted so that supporting structures are located outside the control of access lines. Where right-of-way lines and control of access lines are not one and the same, as where frontage roads are provided, supporting poles may be located in the area between them. In extraordinary cases where such spanning of the roadways is not feasible, consideration should be given to conversion to an underground facility to cross the Interstate.

At interchange areas, support for overhead utilities should be permitted only where all of the following conditions are met:

1. The appropriate clear zone from the edge of ramps and Interstate through-traffic lanes are provided.
2. Essential sight distance is not impaired.

Except for necessary crossings, water canals and irrigation ditches shall be excluded from the Interstate right-of-way. Crossings may be made by an underground siphon

or through culverts or bridges as appropriate to the size of the canal, topographic conditions, highway safety aspects and ITD standards. All access for servicing or patrolling such facilities shall be from outside the control of access lines.

5.8 INSTALLATIONS ON HIGHWAY STRUCTURES

Attachment to highway structures will be allowed only where ITD approves location and the method of attachment to the highway structures. Attachments to highway structures shall not be approved by ITD if doing so will negatively affect the structure for safe traffic operation, efficiency of maintenance, and appearance.

ITD Bridge section shall review plans and design calculations to ensure that the structure is adequate to support the additional load and accommodate the utility attachment. Utilities shall not be allowed to attach to a highway structures until approved by ITD.

Utility facility mountings shall be of a type which limit rattle due to vibrations caused by traffic. Attachments shall be made below the deck but the utility facility and mountings shall not extend below the superstructure. Bolting through the bridge floor will not be allowed. The design of the attachment device shall be reviewed and approved by ITD.

Attachment details shall be shown on the existing bridge plan sheets that can be obtained from the ITD Bridge Section. Design for utilities attached to existing structures shall follow the same requirement as utilities installed with new construction. Any existing utilities on the same side of the structure as the proposed utility should be shown on the plans. The utility company shall be responsible for calculating design stresses in the utility and design of the support system. All calculations shall be on 8½"x11" paper and stamped by an engineer licensed in Idaho. Plans shall be either 11"x17" or 22"x34" sheets and stamped by an engineer licensed in Idaho.

Upon leaving the bridge, the utility should be aligned outside the roadway in as short a distance as is operationally practicable.

The utility shall be required to make satisfactory provisions approved by ITD for the lineal expansion and contraction of its facility due to temperature variations.

Shut-off valves, either manual or automatic, shall be provided at or near ends of structures to provide a means of control in case of an emergency.

Communication and electric power line attachments shall be suitably insulated, grounded, and carried in protective conduit or pipe from the point of exit from the ground to re-entry. Some structures may have existing hangers or conduits available for use with permission from ITD and the company owning the hanger or conduit.

5.9 AESTHETIC CONTROLS

Aerial and underground facilities shall be designed to minimize any adverse visual impact. Locations should be planned to preserve attractive landscapes and minimize disturbance of natural landscape.

New utility installations shall not be permitted within highway right-of-way passing through or adjacent to scenic strips, view areas, overlooks, rest areas, recreation areas, public parks and historic sites except under the following conditions:

- New underground utility installations may be permitted where they do not require extensive removal or alteration of vegetation visible to the highway user or impair the visual quality of the area.
- New aerial installations are to be avoided at such locations unless there is no feasible and prudent alternative and if it can be established to ITD satisfaction that:
 1. Other utility locations are not available or are less desirable from the standpoint of visual quality.
 2. Underground installations are not technically feasible or are more detrimental to the visual quality of the area.
 3. The proposed installation will be made at a location and in a manner that will not significantly detract from the visual qualities of the area being traversed and will employ suitable designs and materials that give the greatest weight to aesthetic values.

These provisions shall also apply to utility installations that are needed for highway purposes, such as for highway lighting or to serve a weigh station, rest area, or recreational area.

SECTION 6 CONSTRUCTION

6.1 GENERAL

All work in connection with utility facilities shall be done in a continuous, efficient and skillful manner to the satisfaction of ITD. The details of construction of the facility shall at a minimum conform to the provisions of this policy, the “*Standard Specifications for Highway Construction*” current issue by ITD, the MUTCD and all other established federal, state and industry standards currently in effect. ITD may require more stringent provisions covered by the Utility permit to accommodate any project or site specific conditions or need.

The size of a disturbed area shall be kept to a minimum. Any highway features or facilities such as paint stripes, signs, culverts, traffic signal, luminaires, Right-of-way markers, delineators, etc., disturbed or damaged as a result of the utility work shall be properly restored at the permittee's expense, to the satisfaction of ITD.

Upon completion of the work all equipment, barricades, unearthed boulders and other debris shall be removed from within the limits of the highway, including mud tracks on paved roads. The disturbed surface shall be carefully graded to the lines and grades established. Seeding shall be required to restore vegetation damaged or destroyed.

6.2 PROTECTION OF PUBLIC

The Utility Company permit shall include a traffic control plan that will not allow or at the least limit the contractor's equipment/vehicle parking and materials storage within the roadway and the clear zone. Work zone access during construction shall be described as well as the type of protection for the public from any open excavation or other hazards. The traffic control plan and all flagging, signing, and traffic control devices used shall be in conformance with the MUTCD and ITD standards and requirements.

Construction operations shall be conducted so that a minimum amount of interference or interruption of highway traffic results. Inconvenience to residents and businesses shall be minimized. Safe and proper connections with all intersecting public or private roads or driveways shall be maintained in passable condition at all times, except when authorization is obtained from the State, County, City or Highway District having jurisdiction over the roadway. Delay to traffic including access to and from residents and businesses, shall not exceed 15 minutes unless approved by ITD.

The contractor shall provide, erect, and maintain all the required traffic control devices and provide certified flaggers necessary for the protection of the workers and the safety of the public in accordance with an approved traffic control plan. Highways, roads or driveways closed to traffic shall be protected by effective barricades. Suitable warning signs, illuminated at night, or other approved means shall be provided to mark the places where surfacing ends or is not compacted, or where there are other obstructions. All lights for this purpose shall be illuminated from sunset to sunrise. Signs not required during non-work periods shall be removed from view.

Except in cases of extreme emergency, full road closures of state highways shall not be permitted unless authorized in advance by ITD. Emergency services (e.g., police, fire and ambulance) shall be advised of the closure and proposed detour routes as soon as possible.

Flaggers shall wear approved retro reflective vests and hard hats, and shall provide stop/slow paddles of the size and color required by the MUTCD. All flagging and traffic control for the work zone shall conform to the requirements of the MUTCD and ITD.

6.3 PRESERVATION AND RESTORATION

Utility shall be responsible to provide appropriate erosion control devices approved by ITD, before and during all facility installation and relocation activities. The surface area disturbed by utility installation and relocation shall be kept to a minimum.

Removal or disturbance of the existing landscape and vegetation, including tree trimming or removal, shall have prior approval by ITD. Restoration of landscape and vegetation shall be completed immediately following completion of the work and to ITD satisfaction.

6.4 TRENCHING

Utilities on highways shall not be placed under the roadway by cutting through the pavement unless approved by ITD and showing that installation by jacking, driving, or boring is impractical. ITD will consider pavement cutting only where gravel or boulders prevented jacking, driving or boring on at least three attempts made at different locations and overhead installation is not possible.

Pavement cuts for installation of utilities under Controlled Access Highways shall not be allowed except for special cases approved by ITD and FHWA.

When special permission is granted to cut the highway pavement in order to do trenching for installation of the utility facility, the following shall apply:

- Trenches shall be cut to have vertical faces, where soil and depth conditions permit, with a maximum width of outside diameter of pipe plus 2 feet.
- The trench edges in paved areas shall be sawed or cut to neat lines parallel to and 4 feet wider on each side than the trench excavation limits, to a depth sufficient to permit removal of pavement without damage to remaining pavement. Removed pavement and other unsuitable excess excavated material shall be disposed of outside the highway right-of-way.
- No more than one-half of the traveled way shall be excavated at one time. The excavated one-half shall be completely backfilled and compacted before excavating the other one-half.
- Bedding shall be provided to the depths per ITD standards and consist of granular material that is free of lumps, clods, stones, and frozen materials and should be graded to a firm but yielding surface without abrupt change in bearing value. Unstable soils and rock ledges should be sub-excavated from the bedding zone and replaced by suitable material. The bottom of the trench should be prepared to provide the pipe with uniform bedding throughout the length of the installation.

- Immediately after placement of the bedding and pipelines, conduits, or carrier pipes, the trench shall be backfilled. ITD approved backfill material shall be placed and compacted in accordance with ITD standards to an elevation that will allow placing of the appropriate base and roadway surface. Lean concrete backfill may be required.
- Everything removed in the performance of trenching shall be restored in kind by the contractor in accordance with ITD standards.
- Trenches excavated through gravel surfaced areas such as gravel roads and gravel shoulders, unpaved driveways, etc., shall have the gravel surface restored and maintained, except that the gravel shall be a minimum of 1 inch more than the thickness of the existing gravel.

All material specification, placement and compaction requirements for all approved trenching location within the highway right-of-way shall conform to the current Standard Specifications for Highway Construction, published by the Idaho Transportation Department.

6.5 JACKING, DRIVING, OR BORING

Installation by jacking, driving, or boring shall be in accordance with the following provisions:

- Trenching in connection with any of these methods shall be conducted no nearer than 5 feet from the subgrade edge if bulkheaded and not less than the vertical difference in elevation between the subgrade edge and the facility if not bulkheaded.
- Jacking, driving, or boring shall be by approved means that will hold disturbances of surrounding material to a minimum. Sluicing or jetting will not be allowed. Sand or cement grout packed in place shall be required where the hole is greater than 5 percent oversize in diameter for pipelines larger than 12 inch diameter.

6.6 DIRECT BURIAL

Underground electrical power and communication cable placed by the plowing method shall be subject to the following:

- Longitudinal installations shall be limited to areas outside the ditch line.
- ITD may permit, in hardship cases such as solid rock, steep cliffs, swampy areas, etc. (if ample justification is shown), the placement of the cable within the roadway foreslope. In such cases, the location shall be as specified in [Section 5.5](#).
- Rocks brought to the surface by plowing shall be removed from the highway right-of-way. The ground surface shall be graded to conform to that of the surrounding terrain and restored to ITD satisfaction.

6.7 ENCASEMENT

Casings or utility tunnels should be considered for the following conditions:

- As an expediency in the insertion, removal, replacement, or maintenance of carrier pipe crossing under highways in order to avoid open trenched construction.
- As protection for carrier pipe from external loads or shock, either during or after construction of the highway.
- As a means of conveying leaking fluids or gases away from the area directly beneath the traveled way to a point of venting at or near the right-of-way line or to a point of

drainage in the highway ditch or a natural drainage way.

- Jacked or bored installations of coated carrier pipes should be encased except where assurance can be provided against damage to the protective coating.
- Pipelines with less than minimum cover, near footings of bridges or other highway structures, or near other areas where there may be a hazard.

Casing should be used, except where the utility company advises against it because the use of a casing would be a detriment to the utilities facility or the roadway. Uncased crossings of welded steel pipelines carrying transmittants that are flammable, corrosive, expansive, energized, or unstable, particularly if carried at high pressure, will be permitted only when the utility company shows they have provided additional protective measures. Examples are as follows:

- Higher factor of safety in design.
- Thicker wall pipe.
- Radiograph testing of welds.
- Hydrostatic testing.
- Adequate coating and wrapping.
- Cathodic protection.

Casings and utility tunnels shall be designed to support the load of the highway and all superimposed loads thereon. Casings and utility tunnels shall be composed of materials of satisfactory durability for the conditions of loading and soil characteristics.

Casings shall extend a minimum of 5 feet beyond the outer edge of the subgrade. On curbed sections, the casing shall extend outside the back of curb. For Controlled Access Highways, casings and utility tunnel shall extend to the access control lines or to the outside of frontage roads.

Casing pipe shall be sealed at the ends with a flexible material to prevent flowing water and debris from entering the annular space between the casing and the carrier.

Pipelines located in casings or utility tunnels shall be designed to withstand expected internal pressure and to resist internal and external corrosion.

6.8 APPURTENANCES

Vents, drains, markers, manholes, shut-offs and utility poles are appurtenances to utility facilities. Controls for such appurtenances are as follows:

- Vents are appurtenances by which fluids or gases between carrier and casing may be inspected, sampled, exhausted, or evacuated. Vents shall be located at the high end of casings under 150 feet in length and at both ends of casings over 150 feet in length. Vent standpipes shall be located and constructed not to interfere with the safe operation and maintenance of the highway, preferably at the right-of-way line. Vents shall not be placed in a location that will be hazardous to the public.
- Drains are appurtenances by which liquids or heavy gases may be evacuated or exhausted. Drains shall be provided for casings, tunnels, or galleries enclosing

carriers of liquid, liquefied gas, or heavy gas. Drains may be allowed to outfall into roadside ditches or natural water courses at locations approved by ITD. Natural drainages and roadside ditches will not be used for draining materials that may be hazardous to the public.

- Markers/warning signs shall describe the type of underground utility; provide the company name and a phone number to contact for emergencies. The utility company shall be required to place markers/warning signs at the right-of-way line where underground utilities cross highways. Underground utilities installed longitudinal shall be identified by placing markers/warning signs at appropriate intervals and shall be offset as near to the right-of-way line as practical.
- Marking tape for underground facilities shall be installed in accordance with industry standards.
- Manholes are access openings in an underground system which may be entered for the purpose of making installations, repairs or maintenance. Manholes shall not be located in the pavement or shoulders of major highways. Existing manholes may be allowed to remain in place upon reconstruction provided they do not constitute a hazard. Location and design of manholes shall minimize interference to other utilities and future highway expansion. Adjustment of manholes to fit new or reconstructed highway paving, grading or slope flattening shall be done to ITD standards by ITD or its contractor unless the facility owner does the work at the utilities own expense.
- Shut-off valves shall be installed in lines at or near the ends of structures and near unusual hazards. The type of valve (manual or automatic) shall be governed by the conditions within the area.
- Overhead utility lines on the highway right-of-way should be limited to a single pole type of construction in accordance with industry standards. Joint-use single pole construction is encouraged at locations where more than one utility or type of facility is involved. Guy wires to ground anchors and stub poles should not be placed between a pole and the traveled way where they encroach upon the clear zone area. Guy wires within the right of way may require delineation.

No item shall be attached to a utility facility without written permission of the appropriate utility company and ITD.

SECTION 7 BROADBAND INFRASTRUCTURE

7.1 GENERAL

To expand stable, reliable broadband infrastructure for Idaho communities to attract business and enhance quality of life for Idahoans, the Idaho Transportation Department will provide information on future highway reconstruction, realignment, widening, expansion, and bridge replacement projects that provide an opportunity to coordinate with broadband providers to accommodate future expansion of broadband infrastructure during the project development and construction phases.

To minimize repeated Right-of-Way excavations involving broadband infrastructure installation, ITD supports a Dig Once policy and practices that minimize the number and scale of excavations or construction and costs when installing utility infrastructure in highway right-of-way.

ITD in consultation with the Idaho Broadband Advisory Board and the Idaho Department of Commerce will coordinate initiatives carried out under this section with other statewide telecommunication and broadband plans and State and local transportation and land use plans, including strategies to minimize repeated excavations that involve the installation of broadband infrastructure in a right-of-way.

7.2 BROADBAND PROVIDER REGISTRY

ITD has established a process for registering broadband infrastructure entities interested in coordinating with the Department on applicable Federal-aid highway projects. Broadband providers must register with the Department in order to receive annual notification of projects that may be eligible for the placement of broadband infrastructure.

Broadband providers can register to receive notifications of major ground disturbance and bridge restoration projects at: itd.idaho.gov/broadband/

7.3 PROCEDURES FOR PROCESSING AND REVIEWING STATEMENTS OF INTEREST

Following the approval of the seven four year Idaho State Transportation Investment Improvement Program (ITIP) (STIP) by the Federal Highways Administration, the Division of Highways Development will issue an annual notification letter to registered providers with information on how to contact ITD to express interest in coordinating with the Department on the placement of broadband infrastructure on eligible Federal-aid projects.

- Broadband providers can review potential major ground disturbance and bridge replacement projects using ITD's DIG ONCE web mapping application.
- The provider will prepare a Letter of Interest addressed to the appropriate ITD District Planning and Scoping section point of contact noting the Project Name, Project Key Number, Route and Milepoint extents, a description of the proposed broadband infrastructure with an associated map showing the location of the proposed facilities to be placed in coordination with the project.

- The District Planning & Scoping section will review the Letter of Interest and supporting documentation, and will coordinate the broadband provider's request with the project manager.
- The Department shall make the final determination of the suitability of a project to include installation of broadband infrastructure and may prescribe any conditions, requirements, restrictions, or other provisions.
- Conditions, requirements, restrictions, or provisions prescribed pursuant to this subsection may include but need not be limited to liability provisions, requirements related to the financial responsibilities for future relocation of broadband infrastructure if relocation is necessary, and indemnification provisions.
- The Department may deny the installation of broadband infrastructure if the installation hinders or obstructs highway construction, maintenance, or operational safety, is contrary to statute or rule, or unduly delays or interferes with construction, maintenance, joint trenching projects, or the repair or construction of water, wastewater, electrical, or gas line other underground facilities in the right-of-way.
- The Department may not grant any longitudinal access that results in a significant compromise of the safe, efficient, and convenient use of a highway for the traveling public.

7.4 NON-EXCLUSIVE INSTALLATION AND OCCUPANCY AGREEMENTS

In accordance with Idaho Code 40-520(2) ITD and a broadband provider shall enter into a Non-Exclusive Installation and Occupancy Agreement which detail the terms and conditions of the agreement between ITD and the Provider prior to issuance of utility encroachment permits. The Provider's use of the Permitted Area is described in each separate permit issued by ITD for the purpose of installing, placing, mounting, operating, modifying, maintaining, upgrading, replacing, and removing broadband infrastructure. The Provider shall strictly comply with this Agreement and Permits while performing work in the Permitted Area. This Agreement does not convey title, equitable or legal, in the highway right-of-way. The non-exclusive license is only for the limited purposes and time periods stated in the Agreement.

7.5 SHARED RESOURCE AGREEMENTS

It is ITD's intent to utilize Shared Resources Agreements in lieu of fees or other financial transactions with broadband providers. District Engineers and Division Administrators shall enter into Shared Resources Agreements with broadband providers who are requesting access to ITD Right-of-Way, conduits and vaults for longitudinal builds along the State Highway System.

7.6 SPECULATIVE PRACTICES THAT MAY IMPACT AND COMPROMISE STATE RIGHT-OF-WAY

Each broadband infrastructure project will be constructed and operational for use by the broadband provider within 180 365 days after ITD issues a Permit. The broadband provider shall provide ITD documentation of the completed construction and operational

use within 30 days after each broadband facility is operational. Failure to meet requirements in this area are grounds for Permit and Agreement termination. Any broadband infrastructure installed and operated in any Permitted Area shall meet the requirements of all applicable laws and regulations for the operation of such facilities.

Where additional conduit capacity is installed by ITD one half of the additional capacity may be made available to public use by governments, non-profits, education, and healthcare providers for the public benefit. The other half of additional capacity may be made available to other entities, public or private held networks, to enhance network models and investments to expand broadband to unserved or underserved markets. Additional capacity shall not be allocated to any one provider.

SECTION 8 WIRELESS COMMUNICATIONS

8.1 SMALL WIRELESS FACILITIES

Pursuant to Federal Communications Commission (FCC) Declaratory Ruling and Third Report and Order, FCC 18-133, released on September 27, 2018 wireless service providers and wireless infrastructure providers are permitted to locate Small Wireless Facilities (as defined in the FCC Order) in public Right-of-Way (ROW) in accordance with the FCC Order. Right-of-Way Encroachment and Permit for Small Wireless Facilities applicants must comply with the following terms and conditions for each Small Wireless Facility permit issued by ITD.

The applicant is responsible for the following functions:

- Installations in ITD's ROW must adhere to local City and County Zoning Ordinances. Applicant must apply for and obtain applicable local municipality building permit for the installation of "above" ground structures prior to requesting a Small Wireless Facility Permit from ITD. This may include but not limited to setbacks, zoning, and separation distances.
- Apply for and obtain the applicable ITD Right-of-Way Encroachment and Permit for Small Wireless Facilities (ITD form# 2118) and comply with all applicable provisions, terms, and conditions.
- Be in compliance with ITD's Small Wireless Facilities in Public Right-of-Way Design Guidelines, as amended from time to time.
- Pay applicable initial and recurring fees. Payments shall be made via credit card, or may be made by providing a check or money order made payable to Idaho Transportation Department at the appropriate District office.

The Idaho Transportation Department is responsible for the following functions:

- Upon receipt of payment and all other necessary information/documentation, issue the applicable ITD Right-of-Way Encroachment Application and Permit for Small Wireless Facilities according to the FCC Shot Clock requirements as established by the FCC Order after receiving applicant's properly completed and compliant application.

8.2 SMALL WIRELESS FACILITIES PERMIT APPLICATION REVIEW

ITD will review Permit applications for collocation installations within 60 days of receiving an application. ITD will review Permit applications for new, modified or replacement structures within 90 days of receiving an application. ITD will determine if an application is complete within 10 days of receipt of the original application package. If the application is incomplete, ITD shall notify the Company and specify what

information is needed to complete the application. ITD shall have 60 days from the

receipt of the revised application for collocation and 90 days for new, modified or replacement structures, to review the completed application. Within 10 days of receipt of the revised application, ITD will notify the Company of any requested information that has not been provided.

If the Company fails to respond to any request for required information to provide a complete application within 30 days of notice, the application shall expire. If the Company fails to provide a complete application addressing the deficiencies identified by ITD with the second resubmittal, the application shall expire.

ITD has the right to request supplemental information throughout the review process. However, if missing information is identified after the initial 10 day notification period, the review clock will pause pending supplemental information, and the review clock will resume, not restart, once a revised permit has been received.

- 8.3 NON-EXCLUSIVE INSTALLATION AND OCCUPANCY AGREEMENTS**
ITD and a Wireless Provider shall enter into a Non-Exclusive Installation and Occupancy Agreement which detail the terms and conditions of the agreement between ITD and the Wireless Provider prior to issuance of ITD Right-of-Way Encroachment and Permit for Small Wireless Facility. The Provider's use of the Permitted Area is described in each separate permit issued by ITD for the purpose of installing, placing, mounting, modifying, maintaining, upgrading, replacing, and removing wireless infrastructure. The Wireless Provider shall strictly comply with this Agreement, Permits, and ITD's Small Wireless Facilities in Public Right-of-Way Design Guidelines while performing work in the Permitted Area. This Agreement does not convey title, equitable or legal, in the highway right-of-way. The non-exclusive license is only for the limited purposes and time periods stated in the Agreement.

SECTION 9 REFERENCES

- ***Manual on Uniform Traffic Control Devices for Streets and Highways (MUTCD)***, latest edition, as adopted by the Idaho Transportation Department, issued by Federal Highway Administration
- ***Standard Specifications for Highway Construction*** current edition issued by Idaho Transportation Department
- ***Guide for Utility Management*** current edition issued by Idaho Transportation Department
- ***A Policy on Geometric Design of Highways and Streets*** current edition issued by American Association of State Highway and Transportation Officials
- ***Code of Federal Regulations Title 23 Part 645 – Utilities*** coupled with any other reference cited therein; ***Title 49 Part 192 & 195 – Transportation of Natural and Other Gas by Pipeline*** published by the Office of the Federal Register National Archives and Records Administration and any amendments or supplements which are in effect prior to execution of the agreement.
- ***National Electrical Safety Code*** current edition for sale by the Institute of Electrical and Electronic Engineers.
- ***Recommended Practice for Liquid Petroleum Pipeline Crossing Under Railroads and Highways*** current edition by American Petroleum Institute
- ***American Water Works Association Standards and Specifications*** current edition.
- ***Federal Communications Commission (FCC) 18-133 Declaratory Ruling and Third Report and Order. Accelerating Wireless Broadband Deployment by Removing Barriers to Infrastructure Investment WT Docket No. 17-79; Accelerating Wireline Broadband Deployment by Removing Barriers to Infrastructure Investment WC Docket No. 17-84. 26 September 2018.***



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date August 18, 2022

Consent Item Information Item Amount of Presentation Time Needed 15

Presenter's Name Aubrie Spence and Margaret Havey	Presenter's Title Public Information Officer Sr,	Initials AS/MH	Reviewed By LSS
Preparer's Name Margaret Havey	Preparer's Title Project Manager	Initials MH	

Subject

FY23-29 Draft Idaho Transportation Investment Program Outreach Results		
Key Number	District	Route Number

Background Information

Each year as part of the Idaho Transportation Investment Program (ITIP) the department engages in a public comment and outreach period to solicit feedback from the public regarding the annual update for the ITIP. Staff provides various avenues to distribute information and collect responses.

Staff conducted the public comment period from July 1 through 31, 2022. The staff presentation will provide details on the following topics:

- Methods of outreach
- Social Media Interaction
- Comment statistics, geographic distribution and related categories
- Summary of how staff will respond to comments

The Board has been provided a list (attachment 1) of all the comments received during the public comment period. Prior to the request for approval of the ITIP in September, staff will present the actions taken to respond and follow-up with the comments submitted during the public comment period.

Recommendations

For information only

Board Action

Approved Deferred _____

Other _____

FY23-29 Draft ITIP Public Comments

District	Name	Comment	Source
1	Mady Darrington	The highway between boil clarkia and Fernwood in places are extremely tore up there are rough road signs in a couple spots but I'm sure it's gotten far worse since the signs were put up it needs fixed a rough road sign and 35mph suggested sign isn't fixing it just reducing # of car wrecks for those who already know people like me disregard them and almost wreck	E-mail
1	Jennifer DeRose	<p>To whom it may concern,</p> <p>I understand that Adam is no longer employed as the public outreach planner and have been instructed to send my public comment to this email. I appreciate the opportunity to comment on ITDs proposed Hwy 95 / Lincoln / Walnut project. The origin of this Project has history.Back in 2013, I wrote the Coeur d'Alene City Engineer, Gordon Dobler regarding the exponential volume, speed, noise, and safety concerns living on Walnut Ave. I inquired whether the City could post speed signs, no truck signs, and asked if the City could modify the road to reduce quantity and speed. He stated that a traffic study of the Hwy 95 intersection was necessary to observe the entire traffic pattern and pursued just that.</p> <p>The sub completed the study in 2018 and interestingly, two of the four design plan alternatives recommended closing Hwy 95 off entirely from the neighborhood. Gordon stated that a barrier across Walnut and Lincoln was needed to separate the neighborhood from the highway whereby eliminating THE cut threw into town. I was surprised to hear in 2018 that ITD had already had a 'public meeting' and selected one of the four design plans (Design Plan 2). The meeting was not formally advertised per common procedure. No one on Walnut had a clue of the meeting and hence no Walnut resident attendees. Yet Hope Realty / Columbia Valuation Group was in attendance and submitted comment. Their building faces Lincoln / Hwy 95 but there driveway is on Walnut.</p> <p>As it happens, this business's legal toned letter has influenced the City's lack of implementing any upgrades to Walnut. The City Engineer also prefers not to do anything until after ITD is done with the Project. It has now been one decade since the original inquiry to modify Walnut.Design plan 2 does nothing to improve the Walnut neighborhood. Eastbound traffic will commence with the 3,000+ cars / day. No new asphalt to reduce the noise from 4,000 eastbound and westbound cars per day, no ADA improvements, no crosswalks or speed controls, etc. Cut threw. I have attached the 2018 report design plans, and applicable memos with questionnaires completed by Walnut residents in 2018. Longtime residents of Walnut want this street to revert to a neighborhood street. Officers have stated that if they sat at the intersection of Walnut / 95 or Walnut / Government they would have to pull over every person for speeding. Every traffic cop knows that Walnut is a problem street.</p> <p>No one on Walnut wants the design plan ITD selected (design plan 2). They want the design plan (2A) that directs eastbound traffic where it is supposed to go..... down Lincoln to Harrison Avenue. This route slows traffic down, forces the dispersion of vehicles and there is a light at the end of Harrison / Government designed to deal with the traffic. Of course, there are some residents who really want design plans 1 and 3 but they realize those will dispossess folks of their houses, etc. Some have just stated that putting up a barrier across the west extent or east extent of Walnut would be cheap and quick, and wouldn't dispossess folks of any property. We are all looking forward to safety, quantity reduction, and noise reduction street upgrades.</p> <p>Please let me know if I can be of further assistance in the matter. I hope you will consider this perspective and coordinate with the City</p>	E-mail
1	Gregory Bruns	<p>I could not find this project on the website but I know it is being discussed briefly, as I understand the proposed project a new north/south bypass highway connecting 90 to around 95 around 53.</p> <p>As I understand, the proposal is for traffic to bypass the congestion of 95 by going from 95 to 90 and then branch off around Huetter to the NEW N/S highway which will connect back to 95 after Hayden.</p> <p>I am also aware of the plan to increase 90 from 2 to 3 lanes in each direction (100% agree and support)</p> <p>Here is my comment: look at making 90 FOUR LANES INSTEAD OF the proposed 3 lanes WHERE THE BYPASS IS TO OCCUR and traffic will be routed onto 90. (just from the 95 branch off to the turn off to the bypass highway) There will be many more cars/trucks on this short stretch of 90 so make 4 lanes then back to the proposed 3 lanes to the WA border. Also, the bypass should probably be 3 lanes in each direction to account for the growth in the area</p>	E-mail

FY23-29 Draft ITIP Public Comments

District	Name	Comment	Source
1	Bev Twillmann	<p>I live within the Highway 97 Corridor, and after reviewing the entire list of proposed upcoming projects for my District, District 1, of the Idaho Transportation Department, I am extremely disappointed and concerned that the only future projects I see for Highway 97 are a few miles of seal coating the surface.</p> <p>State Highway 97 has continually been ignored and abused by the decision makers on all levels throughout the State of Idaho, including our Governor. We citizens who travel this fragile and twisty deteriorating road on a regular basis, are amazed the shoulders (when available) are increasingly crumbling off, many areas of the road are sinking into dangerous levels where it throws the unsuspecting vehicles into dangerous areas of the road, potholes are so deep citizens have taken to privately filling them themselves to save our vehicles and lives, etc, and yet our Transportation Department continues to look the other way and allow hundreds of tax paying citizens to suffer these dangers. Weight limits are commonly ignored, as there are rarely checks on enormous vehicles using this highway, and huge construction traffic is often forcing oncoming traffic to head into ditches, hug a mountain or face a collision.</p> <p>It is commonly stated by the older residents who remember when this original rocky road was sealed and covered that the base of Highway 97 is not very strong and was never intended to handle the amount of traffic, nor the heavy loads seen daily by those traveling Highway 97. Please do something sooner rather than later to make this overused Scenic Byway more safe and tolerable for the citizens of Idaho.</p>	E-mail
1	Barbara Wardsworth	<p>I have lived here in the area of Hwy. 97 for 35 years and just can't believe that The State of Idaho Transportation Dept. has let the highway deteriorate so bad. What does it take for ITD to step up to their responsibility to fix the road and not just fix it with a band aid. Someone is going to get killed and believe me, it's going to happen. My suggestion, drive the road and for yourself, see bad it really is.</p>	E-mail
1	Cliff Anderson	<p>The following comments are regarding the condition of Highway 97 From I-90 South to Harrison, Idaho. There are numerous failures in the South bound lane headed to Harrison and are currently repaired by just adding more asphalt to rectify the elevation, or not being repaired at all. There are failures in the north bound lane also indicating the whole road needs attention. The east side of the lake is experiencing much growth and will see more growth in the future. This brings more traffic and large delivery trucks using the highway. My experience being associated with the trucking industry tells me major repairs should be done to properly handle the heavy loads and auto traffic. Concrete mixer trucks carry a live load that is moving all the time. The center of gravity is changing all the time in a loaded mixer truck and if all conditions come together at the same time, load shifting, wet road base, heavy load etc. the roadway could give way and disaster happens. I have witnessed a loaded mixer truck tip over while on pavement when parked and idling, it broke through the asphalt because of a poor sub base. Strange things happen. Highway 97 is in need of major repair. Also the East Side Fire Dept. is a volunteer operation and the volunteers drive the equipment with little experience. They are trained but not trained to move swiftly over poorly maintained roads. A fire engine is heavy and also carries a live load which is moving all the time. The tenders also carry a full load of water which is constantly moving changing the center of gravity, going around a corner and hitting a failure in the pavement could be disastrous. I know because I was an engineer for five years and experienced those moments, scary. The East side of the lake is undergoing a major change because of the growth in north Idaho, so therefore improvements must be made. I am retired from Central Pre-Mix after 30 years so I have plenty of experience around mixer trucks and heavy equipment.</p>	E-mail
1	Angela Comstock	<p>As a 14 year resident of Hauser, I have watched almost weekly ambulance trips and close calls at the Pleasant View/SH-53 intersection. I have personally been injured at the Hauser Lake and SH 53 intersection and our neighbor's family lost a sister at Pleasant View. It is continually disappointing that the State can't make this intersection improvement a priority as this project sits on the shelf with railroad permit in hand. I realize other improvements need to be balanced with it, but as my 11 year old faces driving in a few short years, I am terrified what the traffic will look like on SH 53. Thinking of her or any other young driver navigating this deadly stretch of road, takes my breath away. I am saddened to see this project so far out in the program and wish another solution could be found.</p>	Webmap

FY23-29 Draft ITIP Public Comments

District	Name	Comment	Source
1	Gregory Bruns	I could not find this project on the website but I know it is being discussed. Briefly as I understand the proposed project a new north/south bypass highway connecting 90 to around 95 around 53. As I understand the proposal it is for traffic to bypass the congestion of 95 by going from 95 to 90 and then branch off around Huetter to the NEW N/S highway which will connect back to 95 after Hayden. I am also aware of the plan to increase 90 from 2 to 3 lanes in each direction (100% agree and support) Here is my comment: You should look at making 90 FOUR LANES INSTEAD OF 3 WHERE THE BYPASS IS TO OCCUR. (just from the 95 branch off to the turn off to the bypass highway) There will be many more cars/trucks on this short stretch of 90 so make 4 lanes then back to the proposed 2 lanes to the WA border	Webmap
1	Angie Derry	South of St.Maries on Highway 3 very much needed very much needed extension of gaurd rail. I have Grand kids that will be driving that road in winter. Please look into this.	Social Media
1	John Denison	Fourth of July pass east.	Social Media
1	Tom Whin	Relatively inexpensive but this would increase safety....a left turn lane for Fairmont Loop on 95 northbound. And a left turn lane for Cougar Bay Preserve on 95 southbound. Appears to be enough right of way just needs restriping. I've had near misses of being rear ended at both locations.	Social Media
1	Evan Peery	North Idaho	Social Media
1	Brian McDaniel	Please fix the highways from Bovill, to Clarkia and too St Marie's!	Social Media
1	Eric Bronowski	Finish Garwood bridge and raise the speed limit to 70 from landcaster north	Social Media
1	Becky Mumford	Raised north/south freeway bypassing CDA	Social Media
1	Robert Davis	Making connecrion lane between 4th street exit and hwy 95 exits so there's more merging room	Social Media
1	Justin Eklund	Highway 95 4 lanes all the way to standpoint from cda.	Social Media
1	John Wayne	Roundabout at Smith's Ferry. People are consistently breaking the speed limit, using the lodge parking lot as a slow vehicle turnout, passing on the right going southbound when someone is making a left hand turn to Smith's Ferry Drive, etc.	Social Media
1	Gert Frobe	CDA bypass	Social Media
1	Hilary Suzhoward	Hwy 95 and the long bridge and a elavated hwy through cda	Social Media
1	Bruce Flaws	SH 54 is falling apart. Grind/pave/widen/add turn lanes. Dix drainage, add guardrail. Add signage for wildlife crossing areas. More people here than ever. Also add more ISP officers to patrol North Idaho roads.	Social Media
2	Darby Donovan	On may 8, 2022 I was in a roll over accident on mile marker 100 on Us 12 . The pass to Missoula Montana. A rock had came off the mountain hit my wheel and caused the accident . My passenger and I survived and thankfully walked away. 3 hours prior we had to change a tire die to another slide in the road . This stretch of highway needs to be adressed with barriers to prevent this. This weekend in paticular lives were lost . 4 hours after my accident two tednagers lost their life due to the same situation. My insurance has been fighting my claim for months and has caused me to be a buisness owner without transportation. I beg that you look into this stretch of highway to save lives. With the weather changing the rain amounts wasing away the sides of the roads will only become worse . Please contact me 208-704-0117. I will help any way that I can	E-mail
2	Linda P Turrill	Repave Hwy 11 from top of Geer grade to Weippe. I have lived in Weippe/Pierce for over 12 years and can say the road (Hwy 11)thru has never been safe. The ambulance drivers have to swerve to avoid potholes that could cause patient complications. Not only are the potholes/ruts out of control but the narrow road is a problem too. I suspect the amount of logging trucks takes it's toll on the road. Repaving sooner than later, would make this driving hazard area a lot safer	Webmap
2	Dani Amber	My favorite forecast to get lost in ☺❤️📍!! BUT Get that US95 stretch between Thorn Creek and Moscow TRULY ROLLIN'!!! ☺☺☺ Just keep on keepin' on📍!	Social Media
2	Dawn Berreth	Complete resurface, widening and guard rails on Greer Grade - State Highway 11.	Social Media
2	Traci Branstetter	Hwy 12 from Kamiah to Greer could use some work..	Social Media

FY23-29 Draft ITIP Public Comments

District	Name	Comment	Source
2	Dee Longmire	SH 3 St Maries to Bovile New pavement and guard rail off of Thorn Cr, SH 52 Emmett to Montour new pavement.	Social Media
2	Jamin Adams	Tammany byway in Lewison/Nez Perce county	Social Media
2	Mike Ryan	More passing lanes on US12, to help reduce the number of murderous and suicidal idiots who pass over the double yellow lines.	Social Media
3	The City of Meridian	<p>Dear Chairman Moad,</p> <p>The City of Meridian respectfully submits this letter as part of the public comment process for the FY2023-2029 Draft ITIP. Meridian applauds the efforts of ITD to advance several projects in the draft ITIP that have been needed for many years. The State of Idaho continues to grow at an unprecedented rate, and providing for the mobility needs of our residents and businesses will be key to continued success. Unfortunately, one project that is not currently in the Draft ITIP is the City's number one transportation priority - an overpass of Interstate 84 at Linder Road. A new bridge over I-84 at Linder Road will provide additional capacity and north-south connectivity between Kuna, Meridian and Eagle. The City believes that a bridge over I-84 at Linder Road is one of the most critical improvements that ITD can make - it will improve safety, have a positive impact on economic development and improve mobility. In fact, Meridian is committed to seeing this project built and has allocated \$2.5 million from our general fund to date in order to fund the design of the overpass and associated roadway widening north and south of the Interstate on Linder Road.</p> <p>The City recognizes there are limited funding sources and many other transportation needs around the State. This project is important for our region to have an efficient, effective, and integrated roadway network to transport goods and services. Without the Linder Road Overpass, the functionality of the recent investment by ITD at the interchanges of Ten Mile and Meridian will degrade further. These facilities and roadways are struggling to meet the needs of current users and will continue to get worse if nothing is done while the Valley continues to grow. In summary, transportation improvements on Linder Road are necessary to realize our full economic growth potential and for the long-term viability of our region and the State of Idaho. Therefore, we encourage ITD to include the Linder Road Overpass in the FY2023-2029 ITIP, identify construction funding dollars for it and further the effort to construct this critical</p>	E-mail
3	West Ada School District	<p>The purpose of this letter is to encourage the Idaho Transportation Department to include the Linder Road Overpass in the FY2023-2029 ITIP.</p> <p>The West Ada School District has previously expressed support of an overpass at Linder Road. This will benefit the community by connecting schools on the north and south sides of the freeway which can help shorten bus routes and reduce fuel costs. It also provides option for balancing enrollment among our schools.</p> <p>A bridge over I-84 at Linder Road will improve safety, have a positive impact on economic development and improve mobility. Thank you for your consideration of this critical improvement</p>	E-mail

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District	Name	Comment	Source
3	David Turnbull	<p>I am writing in support of the City of Meridian’s request to add the Linder Road Overpass at I-84 to the FY 2023-2029 ITIP. Brighton is a home-grown business located at the Ten Mile / I-84 interchange. We have been in business for over 50 years and employ 85 people directly with many hundreds of other local contractors. We have personally witnessed the City of Meridian grow from a sleepy agrarian town of less than 10,000 citizens to over 125,000 today, one of the fastest growing cities in the nation and by far the fastest growing city in Idaho. We can expect that to continue as the area south of I-84 becomes the next hot-spot for new residential and commercial development in both Meridian and Kuna.</p> <p>ITD has done a good job of scrambling to keep up with the growth, particularly with GARVEE funding that has been so instrumental in expanding I-84 and providing new interchanges at Ten Mile Road and Meridian Road. Linder Road is a critical investment that will help protect the functionality of those previous investments. We can look back to the addition of the Locust Grove overpass and recognize that this provides significant relief to congestion that would otherwise be funneled through the Eagle Road or Meridian Road interchanges. We should be forward-looking in recognizing that Linder Road is a project that needs to be planned now and built in the near future. This is the center of Treasure Valley and a major driver of the State’s economy. The payback from investing in critical infrastructure is important to keep our economy moving forward and meeting the needs of the local taxpayers.</p>	E-mail
3	Richard Simkins	Widen N Eagle Road where possible adding merge lanes and lower the speed limit to 45 mph. Lowering the speed limit to 45 mph can be implemented very quickly.	E-mail
3	Andrzej Midak	Thank You Meridian for new code / law which allows park trailers, RV etc. on streets...., now don’t have to visit Grand Canyon NP....., also it is unsafe.....	E-mail
3	Steven Huettig	<p>A couple comments:</p> <p>1) Someday a belt route around Boise would be nice. It could leave I-84 somewhere around Caldwell, go to Kuna, and meet back up with I-84 at the Micron exit, or the next exit east (Blacks Creek).</p> <p>2) project 23202 jct I-84/IIS 93: Please add a right turn lane on the west-bound off ramp!</p>	E-mail
3	Chase Newman	<p>Please reconsider the Linder overpass for inclusion into the ITIP. Congestion in South Meridian, along with commuters from Kuna and Nampa have made the on-ramp overpasses unbearable.</p> <p>An overpass at Linder Rd would ease traffic loads at the major on-ramp overpasses as well as reduce commute times for all who would utilize it. The intersection of Overland and Meridian is in desperate need of traffic reduction and this would most certainly have direct impact. I ask you again to please reconsider a Linder Rd overpass in the ITIP</p>	E-mail
3	Jessica Thornock	A priority should be an overpass on Linder Rd. Our neighborhood that is south of the freeway has our elementary and high school students zoned for schools across the freeway on Linder. If there was an overpass it would provide a safer route for our neighborhood kids as well as alleviate traffic on ten mile and meridian road which are becoming very congested. We need more access north and south over the freeway.	E-mail
3	Donn Carnahan	I support adding the I-84 Linder Road Overpass to the ITIP.	E-mail

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District	Name	Comment	Source
3	Royce Larson	<p>You have a long term plan listed at itd.idaho.gov/funding which details many plans at many locations throughout the State including a small list for Gem County. I do not disagree or otherwise opine on those plans.</p> <p>This message is to request that you include a long term plan to properly deal with Highway 52 in and around the City of Emmett. As you obviously know, tremendous area growth is projected and expected in the area of Gem County around Emmett in the upcoming years. Handling traffic on the existing route of Highway 52 through the middle of the historical town of Emmett would be difficult and expensive unless serious changes are made in the long term plan. One can easily visualize essentially destroying the commercial activity along H-52 in emmett and thus effectively destroying the viability of the small city to exist and resulting in some other entity resulting to governmentally operate this area of Gem County. Such state highway construction will be very expensive when it happens. Choosing a new route now to get the highway into position to far better serve the ultimate Gem County area while making a state highway that will serve the traveling public more safely and at much more acceptable cost is proposed.</p> <p>There have been some considerations regarding routing Highway 16 more or less straight north toward Black Canyon Dam. It is too late for that since the area through which such a route would go is nearly filled up with subdivisions and other development. Those problems provide a very good reason for the proposed relocating of Highway 52. Timing of such a possible relocation is becoming critical for a successful result. You are urged to initiate a proper study to consider the Highway 52 concerns along with Highway 16 so to result in showing the planned solution for this growing area.</p>	E-mail
3	Peter Tarricone	I support a new bridge over I-84 at Linder Road and ask that it be included in the ITIP.	E-mail
3	Jim Lowery	<p>I would like to support the City of Meridian's position that the overpass for Linder Road is an important component to improving the traffic congestion issue we have in Meridian.</p> <p>The Meridian Road/Kuna Highway is rapidly approaching the same mess we experience on highway 55 (Eagle Road). The Linder Road overpass would move some of the vehicle traffic off of Meridian Road interchange.</p>	E-mail
3	Pete Amaya	<p>We don't need an overpass on interstate-84 for Linder Road. We need an on an off ramp for Linder Road to accommodate all the increased traffic due to two high schools and one middle school that are currently on the Linder Road which goes from one lane north and south to Two lanes then back to one lane on Linder Road. And with the new developments in north Meridian like the Or hard Plaza Development (Linder/Chinden Rd) there is continued increasing traffic on Linder Rd., Ustick Rd., MacMillian Road and Ten Mile Road now and into the future. Therefore an on and off ramp would better suit the growing needs of Meridian rather than an overpass to Overland Rd. The other recommendations with ACHD would be to widen to two Lanes - Linder Road; Ustick Road; MacMillian Road and Meridian Road from the Interstate north to Chinden Road: and East-West from Eagle Road to Ten Mile Road at minimum to accommodate the increased population, school vehicles, and traffic around our great city. Hope this feedback helps you advocate for Meridians commuter needs as the fastest growing city in the state of Idaho and the Intermountain West.</p>	E-mail
3	City of Kuna	<p>The City of Kuna offers it suppo1t to the City of Meridian in their request for a new bridge over 1-84 to be added to the FY2023-2029 Draft ITIP.</p> <p>State Highway 69 (Meridian Road) and Ten Mile Road serve as the main travel corridors connecting the cities of Kuna and Meridian with the existing interchanges at 1-84. Both of these roadways terminate at or near State Highway 26 (Chinden Boulevard). The construction of the bridge over 1-84 would provide the Linder Road corridor with approximately 17 miles of continuous roadway, which is approximately five (5) miles longer than that of Meridian and Ten Mile Roads. This provides a continuous route serving the cities of Kuna, Meridian and Eagle.</p> <p>The Linder overpass will provide a benefit to the regional transportation system by reducing congestion, improving community safety and increasing opp01tunity for economic</p>	E-mail

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District	Name	Comment	Source
3	Amber Warren	I support a new bridge over I-84 at Linder Road and ask that it be included in the ITIP.	E-mail
3	Celeste Fox	I am a resident of Meridian & live close to Eagle, Locust Grove, & I-84. The growth of Meridian, as well as surrounding areas, has grown way beyond the infrastructure to support it. Eagle road is broken & Locust Grove isn't far behind. If this area is to remain a great place to live, the road situation needs to be addressed. I have no idea why the Linder/I-84 overpass project list doesn't have this as a top priority to take some pressure off the busiest roads here. PLEASE PLEASE RECONSIDER & ADD THIS OVERPASS TO THE TOP OF THE PROJECT LIST	E-mail
3	Jennifer Barela	I have a public road safety concern that needs to be addressed. Can you please assist with helping me get this email to the correct place? When driving the freeway Eastbound and taking Meridian exit 44 onto SH-69 towards Kuna, the lane designation lines have faded and need to be repainted. Or a sign that shows appropriate lane designation (Similar to Park Center BLVD lane designation sign). When exiting the freeway drivers go from a two lane off-ramp to a three lane road and drivers are guessing which of the 3 lanes they should turn on when heading South. There are several times I have witnessed cars narrowly escape collision accidents caused by this lane confusion on my daily commute. It's important this safety issue is fixed as fast as possible. Can you please respond to let me know this email has been received and if I've sent it to the correct place? I would greatly appreciate it!	E-mail
3	Rita J Paulin-Alexander	I live on Kimra Street off of Barrett and Crestwood by the corner of Franklin and Linder. Our neighbors and I have a concern about the Linder expansion going in. Because there is already a problem with people cutting through our subdivision to avoid the light at Franklin and Linder now, we would like to know what you are going to do to respect the integrity of our subdivision. There are a lot of children and animals in this subdivision and we have concerns for their safety. We would appreciate you taking this into consideration! Thank you.	E-mail
3	Beau Manwaring	I am in full support of the construction of the new Linder Road Overpass for the following reasons: <ul style="list-style-type: none"> • It will Save Time– <ul style="list-style-type: none"> o for local area residents to travel in town; for city residents and commerce who today wait at interstate arterials • It will Save Money – <ul style="list-style-type: none"> o In reduced fuel costs due to shortened travel times, and for businesses who can shorten routes • Improves safety in the community – <ul style="list-style-type: none"> o Providing more direct access to neighborhoods and schools in the local area, and to the broader community as resources can be better balanced throughout City. • Reduces congestion – <ul style="list-style-type: none"> o Morning and evening commutes gain more options to get around and through town, and interstate arterials see less direct burden. • It would give another unbroken north-south arterial in County, providing another option for connectivity from Beacon Light to Snake River. • It would free up arterials and State Highway 69 and overall reduced congestion. • It would take needed pressure off of the interchanges at I84&Meridian and I84& Ten Mile. 	E-mail
3	Heather Spicer	Please make Hwy 16 from Hwy 44 to Emmett 4 lanes a priority. There has been such an influx of moving to the area that the increase in accidents is phenomenal.	E-mail
3		The purpose of this letter is to encourage the Idaho Transportation Department to include the Linder Road Overpass in the FY2023-2029 ITIP. The West Ada School District has previously expressed support of an overpass at Linder Road. This will benefit the community by connecting schools on the north and south sides of the freeway which can help shorten bus routes and reduce fuel costs. It also provides option for balancing enrollment among our schools. A bridge over I-84 at Linder Road will improve safety, have a positive impact on economic development and improve mobility. Thank you for your consideration of this critical improvement.	E-mail

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District	Name	Comment	Source
3	Meridian Chamber of Commerce	<p>The Meridian Chamber of Commerce respectfully submits this letter as part of the public comment process for the FY2023-2029 Draft ITIP. The Meridian Chamber, representing almost 800 business members, applauds ITD's efforts to advance several projects in the draft ITIP that have been needed for many years. Unfortunately, one project that is not currently in the Draft ITIP is a project we believe is an important component to smart growth and reduction in transportation congestion in our community - an overpass of Interstate 84 at Linder Road. A new bridge over 1-84 at Linder Road will provide additional capacity and north-south connectivity between Kuna, Meridian, and Eagle. The Meridian Chamber Board of Directors and Government Affairs Committee, as well as our Economic Development Committee agree that this overpass will have a positive impact on economic development and improve mobility in Meridian to allow for more efficient north/south transportation. We support the City of Meridian's commitment to seeing this project built the allocation of \$2.5 million from its general fund to date to finance the design of the overpass and the associated roadway widening north and south of the Interstate on Linder Road.</p> <p>In summary, transportation improvements along Linder Road are necessary to realize our full economic growth potential and for the long-term viability of our region and the state of Idaho. Therefore, we encourage ITO to include the Linder Road Overpass in the FY2023-2029 ITIP, to identify construction funding dollars for this project and further the development effort to</p>	E-mail
3	Uhl Albert	<p>A pedestrian & bicycle bridge is needed over the north channel of the Boise River. I walked this commute for a couple years and it was always stressful walking in the shoulder over the bridge.</p> <p><u>Even though there's no project, this should also be done over the South Channel.</u></p>	Webmap
3	Nathan Hesterman	<p>The Karcher Rd widening project should extend to Riverside Rd. to catch all of the boat trailer traffic going to Lake Lowell boat ramps. Alternatively, the Karcher/Riverside turn lane project should be reinstated for left turns onto Riverside. Very busy during rush hours too.</p>	Webmap
3	Chris Hopper	<p>The mill and inlay performed 5-7 years ago on this segment did not address the base failures causing the rutting and pavement fatigue.</p>	Webmap
3	Brandon	<p>Project located at incorrect location.</p>	Webmap
3	Forrest Ihler	<p>When redoing this intersection, please make sure pedestrians are accommodated for with crosswalks and sidewalks along with adequate street lighting. Also make sure the intersection can handle a lot of traffic for many years to come.</p>	Webmap
3	Stephen Novak	<p>Add a SECOND EASTbound ON-ramp (bridge over Indian Creek) onto the EASTbound I-84 and a new lane (widening) on Karcher from Nampa-Caldwell Blvd (at Stanton Optical) to feed this new on ramp:</p> <p>There is only one lane from E'bound Karcher from Nampa-C. Blvd and Karcher backs up PRIOR to Nampa-Caldwell Blvd (from Middleton Rd) with the loading for the ONE Eastbound I-84 on ramp, so we also need a SECOND dedicated Karcher lane from Nampa-C. Blvd to the new SECOND on-ramp bridge.</p> <p>Once entered, the new SECOND on ramp bridge lane would merge into the existing on ramp lane before it reaches the freeway. This additional capacity relieves the Karcher/Nampa-C. Blvd gridlock.</p> <p>The bike lane & sidewalk is dangerous and a dedicated bike/pedestrian bridge that runs parallel to the existing RR XING bridge (w same clearance) should be considered. Then route them UNDER the 2 E'bound on-ramp bridges at ADA grades up to the existing signalized</p>	Webmap

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District	Name	Comment	Source
3	J.R. Echevarria	With the vast numbers of new homes and businesses in the area surrounding SH 16 and SH 44, it seems an alternate route from this intersection to hwy 84 is prudent. To include an opportunity to enter/exit hwy 84. This would give commuters to/from this venue to/from hwy 84 not only an equally direct entry onto the freeway, but when traffic is slowed or even closed off, as it typically is daily during morning and evening commute hours on weekdays, Expanding SH 16 into a roadway similar to Ten Mile Road would seem to alleviate backups for commuters. Currently, especially as people are going into or from work Ten Mile corridor from Star City to hwy 84 is always a slow commute at best. The new residents can expect tax funded improvements to be added to their fuel or property taxes to alleviate their (& those traveling through) mobility throughout the area.	Webmap
3	Pike Teinert	The program year for this project is really 2500? Maybe that's a typo.	Webmap
3	Chris Johnson	I ask that you consider immediate funding of an Overpass along Linder Road, between Franklin Road and Overland Road over I-84. As a resident south of Franklin Road, I am concerned that I have no way out of my neighborhood should an accident occur near the Franklin/Linder intersection. Hundreds of residents live in the 3+ HOAs south of Franklin and north of the interstate. Aside from the potential for us to be unable to leave our subdivision, the lack of an overpass at Linder Road put excessive strain on other south-bound lanes. Cars are stacked at the Franklin intersection, and then further stacked southbound at Ten Mile, Overland, and the onramp to I-84. The completion of an overpass will create a much needed third option to get to I-84 (south, then north to the onramp), Kuna, and other destinations south of Meridian. The completion of an overpass also allows Meridian Fire to reduce response times, as a call from my subdivision would be easily answered by Station C instead of #1.	Webmap
3	Stephen Lewis	I support the join City/ACHD/ITD project to construct an overpass of I-84 at Linder Road in Meridian. I ask that ITD program future construction funds for the overpass structure.	Webmap
3	Tracy Hopkins	This comment is intended to lend my support to the above mentioned project. This project will help alleviate congestion on both Ten Mile and Meridian Rd interchanges, help goods and services moving North and South, through the City of Meridian. This would be a wise investment by ITD to help preserve the existing infrastructure by spreading the capacity throughout the valley, instead of funneling everyone to Meridian Rd and Ten Mile. As the valley grows to the South, congestion on Meridian Rd and Ten Mile is getting increasingly bad and something is going to have to be done to accommodate that growth, either expand Meridian Rd or and another arterial option.	Webmap
3	Kyle McAllister	We really need another exit between Nampa and Caldwell. If we can't use the existing Ustick or Linden interchanges due to the airport then build a new interchange. Most people agree that we need this now, not in 30+ years from now.	Social Media
3	Chris Danley	Sidewalks on Chinden, State Street, more protected crossings for both an Broadway as well. Let's improve safety and mobility for all! With me?	Social Media
3	Jim Larsen	Need more traffic cams on I-84 in caldwell.	Social Media
3	Julie Adams Randolph	Hwy 21! Fix dangerous areas.	Social Media
3	Owen Kugler	How about interchanges at five mile, Cloverdale, Locust Grove, Robinson, Black Cat, Middleton, Ustick and Linden. Bottle necking all the traffic in the treasure valley through 5 exits is asinine and creates congestion and as a result of more time spent in traffic worse air quality	Social Media
3	Connie Adams McGowan	Banks Inersection	Social Media
3	Vance M. Allen	If it's your jurisdiction, the traffic light timing on Eagle Road in Meridian/Boise and on Garrity in Nampa could really use a review...	Social Media
3	Darin Freiburghaus	Hwy 55 from Midway Rd to Pride Ln. ITD widened from there to Marsing 30 years ago only because of who lived on that stretch. Backwards "planning" by ITD.	Social Media
3	Cynthia Smith Yuen	Widening and then, expanding to the interstate, Hwy.16.	Social Media
3	Jon Fimea	Hwy 55 between I-84 and Marsing	Social Media
3	Ryan Ducan	HWY 55 out of Nampa. For the love of God, widen the SOB already.	Social Media

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District	Name	Comment	Source
3	Gerald Johnston	The Treasure Valley could use a Southern Belt Way. Not quite freeway grade. This would take pressure off I84. Route would start at Kuna <u>Mora exit run south of Kuna</u>	Social Media
3	Stacey Harmon	Maybe address the safety of The EXISTING Highway 16 safety, to many deaths to go ignored.	Social Media
3	Paula Guest	expand Hwy 16 down to the freeway. Add an extra lane into and out of Emmett	Social Media
3	Carol Lake Zurich	Is there a meeting that we can attend when this is be discussed? — Can we make a presentation? — Hwy-16 from Hwy-44 into Emmett is the deadliest 13-mile stretch in Idaho. It needs to be a lighted 4-lane highway. It was scheduled to be done, but politics killed it. The Environmental Impact Study was done in 2001, and it's fine. This project needs to be the priority and completed ASAP.	Social Media
3	Julie Adams Randolph	Hwy 21!	Social Media
3	Joyce Miller	Hwy 55	Social Media
3	Douglas Ward	Fix the new bumpy mess you just made westbound I 84 between Nampa & Caldwell!	Social Media
4	Jessie Jones	This is a follow up from the correspondence sent to Chairman Brian Thomas dated 7/19/2022 regarding public comment. The Tribe is interested in meeting with FHWA Idaho regarding the ITIP.	Webmap
4	TanaRae Alberti	Hwy 93 from TwinFalls to the Nevada border has become one of the most dangerous Highways in Idaho. It is the main access for traffic coming in from Nevada and California. Please makes this a priority and soon.	Social Media
5	Daniel Harelson	The planned project (Key 22687) needs to include separated paths to accommodate bicycles and pedestrians. Figures 19 and 27 of the 2020 Bicycle and Pedestrian Plan prepared by the Bannock Transportation Planning Organization (BTPO) specifically identifies the project limits as a barrier to bicycle and pedestrian travel. The BTPO plan characterizes the project area as a location with a high concentration of pedestrian crashes on a high-volume road with limited protected crossings. Users who completed a survey conducted by BTPO for the Bicycle Pedestrian Plan highlighted the area as a barrier to non-motorized transportation. One user commented simply "Gould and Garrett is a difficult intersection for bicycles and pedestrians" while another stated "Oak Street is also a challenge hindering north-south travel". The BTPO plan also notes that ITD has completed a plan for the project area recommending bicycling and walking improvements.	E-mail
5	Shaun Menchaca	On behalf of the Portneuf Health Trust I am writing to ask ITD to consider providing more off-street trails along I-15 as you evaluate alternatives for the expansion of I-15 from the South 5th Interchange to Northgate. The Health Trust has been working with ITD and other organizations to build a non-motorized corridor along I-15 from Northgate to the south end of Pocatello and we want to ensure that the gaps in this non-motorized corridor are considered in the environmental evaluation being performed under project key number 23608. We have visited at length with key constituents and based on those conversations believe the public is in great support of this effort. We feel this will provide enormous benefit to the health and future transportation needs of the broader community.	E-mail
5	Stephen Wright	Please include Bicycle and Pedestrian facilities in the US-30 Yellowstone to Garrett Corridor project.	E-mail
5	Stephana Prokschl	PLEASE INCLUDE BICYCLE AND PEDESTRIAN OPTIONS IN THE US-30 YELLOWSTONE TO GARRETT CORRIDOR PROJECT	E-mail
5	Adam Davis	I just wanted to express my opinion on the Garrett/US 30 corridor. I encourage you to navigate this section on a bicycle and you will discover the issues with navigation through this section. This is a vulnerable connection point for pedestrian and non-motorized traffic for safety. I want to encourage you to consider a walking and bicycle path during the construction. It would be a seamless addition if the project if it is already taking place and it would help the great city of Pocatello become more diverse in its travel options. Thank you for your consideration in this matter	E-mail
5	Paula Johnson	22687 Pocatello must start creating bike friendly roads. There would be more people using bicycles in town if there were safer ways like bike lanes to use. Please consider adding wide bike lanes for safety and rider visibility.	E-mail
5	Eric Anderson	I would like to express my opinion on the Garrett/US 30 corridor. This intersection is unusable for anyone other than cars and trucks. If you are walking or riding a bike, only a miracle can get you this intersection in one piece. It is an absolute warzone for non-motorized travelers. Please consider building some infrastructure for the bicyclists and Pedestrians who live in this city.	E-mail
5	Griffin Jory	I wanted to express my interest in having a safe bike / pedestrian lane on the Garrett/ US30 corridor. I believe that it would add a great, healthy and usable option for people commuting via foot or bicycle.	E-mail

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District	Name	Comment	Source
5	Greater Yellowstone Coalition	<p>DISTRICT 5: For all projects bridge replacement projects, specifically on the I-15 corridor, through Fort Hall and over the Snake River, consider larger span bridges to accommodate wildlife passage and culverts to accommodate fish passage, where appropriate.</p> <p>1. #20083 I15, FORT HALL IC#80, BANNOCK COUNTY: Consider wildlife movement, fish passage, and riparian habitat health/flood management with bridge replacement.</p> <p>4. #22104 SMA-7611, WEST BRIDGE STREET BRIDGE, BLACKFOOT COUNTY: With bridge replacement, particularly over the Snake River, consider a large span to accommodate wildlife movement and reduce wildlife-vehicle collisions.</p> <p>5. #22162 US 30, ROCKY POINT WILDLIFE CROSSING, BEAR LAKE COUNTY: GYC supports this project to add fencing and deer under crossings to mitigate deer-vehicle collisions to facilitate deer movement to their seasonal range, reduce nearly 100 wildlife-vehicle collisions in this area, and protect an important mule deer migration area. GYC has contributed \$100,000 toward the easements to help facilitate this project.</p> <p>6. #22248 US 91, GIBSON LATERAL CANAL, BINGHAM COUNTY: Consider wildlife movement, fish passage, and riparian habitat health/flood management with bridge replacement.</p> <p>7. #22279 I15B, RAPID CREEK BRIDGE, BANNOCK COUNTY: Consider wildlife movement, fish passage, and riparian habitat health/flood management with bridge replacement.</p> <p>8. #22692 I15, US 26 IC NBL & SBL, BLACKFOOT: Consider wildlife movement, fish passage, and riparian habitat health/flood management with bridge replacement.</p> <p>9. #22693 I15, UPPER BRIDGE ST NBL & SBL, BLACKFOOT: Consider wildlife movement, fish passage, and riparian habitat health/flood management with bridge replacement.</p> <p>10. #23104 STATE, D5 FY26 HISTORIAL HIGHWAY SIGNS update historical signs in need of repair and replacement, particularly as it pertains to significant environmental information.</p> <p>11. #23127 US 91, MP 17.5 & MP 17.6 CULVERT SLIP LINES: Consider wildlife and fish passage with culvert replacement, where applicable.</p> <p>12. #23197 US 91, ONEIDA CANAL PIPELINE, FRANKLIN COUNTY: Consider wildlife movement, fish passage, and riparian habitat health/flood management with bridge replacement.</p> <p>DISTRICT 6: For all projects bridge replacement projects, specifically over the Salmon River, Snake</p> <p>2. #20437 US 30, D5 WILDLIFE FENCE, LAVA HOT SPRINGS: GYC supports this project to prevent wildlife-vehicle collisions on the roadway as well as conserve an important mule deer migration area.</p> <p>3. #20447 US 91, BLACKFOOT CANAL, BINGHAM COUNTY: Consider wildlife movement, fish passage, and riparian habitat health/flood management with bridge replacement.</p>	E-mail
5	Lara Raschke	<p>22687</p> <p>Please include bike path/pedestrian paved path on this project on Garrett Way/Hwy 30. We ride it, it just isn't as safe as it could be with a great path!</p>	E-mail
5	Nancy Davis	<p>I just want to express my opinion on the Garrett/US 30 corridor. I encourage you to navigate this section on a bicycle and you will discover the issues with navigation through this section. This is a vulnerable connection point for pedestrian and non motorized traffic for safety. I want to encourage you to consider a walking and bicycle path during the construction. It would be a seamless addition if the project is already taking place and it would help the great city of Pocatello become more diverse in its travel options. Thank you for your consideration in this matter</p>	E-mail

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District	Name	Comment	Source
5	Dan Harelson	The planned project (22687) needs to include separated paths to accommodate bicycles and pedestrians. Figures 19 and 27 of the 2020 Bicycle and Pedestrian Plan prepared by the Bannock Transportation Planning Organization (BTPO) specifically identifies the project limits as a barrier to bicycle and pedestrian travel. The BTPO plan characterizes the project area as a location with a high concentration of pedestrian crashes on a high-volume road with limited protected crossings. Users who completed a survey conducted by BTPO for the Bicycle Pedestrian Plan highlighted the area as a barrier to non-motorized transportation. The plan also notes that ITD has completed a plan for the project area recommending bicycling and walking improvements. One user commented simply "Gould and Garrett is a difficult intersection for bicycles and pedestrians" while another stated "Oak Street is also a challenge hindering north-south travel".	Webmap
5	Connie Darrington	Need traffic signals at the. On/off ramps I-15 mp 67	Social Media
5	Brian John Davidson	Hwy 20 Rexburg to Idaho Falls. Lots of traffic and congestion. It's time for three lanes each way.	Social Media
6	Brent Bell Home	We have been alerted that the turn lane construction along highway 33 in Eastern Idaho has been largely aborted due to costs. At what cost is human life valued ? Increased tourist and commuter traffic has obviously created increased severe and fatal accidents along the route. <u>Please for the sake of perilous safety, fully fund this immediately needed series of turn lanes.</u>	E-mail
6	Caitlin Davis	Please continue to invest time and thought into improving the ID-33 corridor from Wyoming to Driggs. The corridor is becoming increasingly unsafe as the valley grows. We need the proposed turn lanes to protect our residents and visitors. <u>Allowing the BUILD grant to be used to pay for the project will ensure its completion.</u>	E-mail
6	Chris Jensen	I was disappointed to hear that ITD was not moving forward with improvements and turn lanes on HWY 33 in Driggs. It is very dangerous especially at La Grandepierre where I take both my kids to school. As a 21 year resident of Teton Valley this highway has gotten very <u>dangerous.</u>	E-mail
6	Kristin Livingstone	I was recently informed that ITD has chosen to remove the installation of turning lanes at seven intersections on Highway 33 in Teton County, Idaho. The traffic on this road continues to increase, accidents increase and the seven turn lanes were the minimum improvements needed for the safety of Idaho residents. As a resident who lives off of HY33 and commutes every day to my job in Driggs, driving my young daughter to daycare, turning onto this highway is dangerous. In the summer there is an endless stream of cars, with tourists not paying attention, frequent stopping and constant accidents. In the winter and spring, it is even worse. The highway is a sheet of ice, fog moves in, and people are turning off and on the highway constantly. Just this past year a young highschooler headed to school in the morning turned onto the highway but couldn't gain traction on the ice quick enough. The driver he pulled in front of had to swerve and it resulted in a head on collision. This is a frequent occurrence. This highway is unsafe and becoming more unsafe each day as more homes are built and more folks move into subdivisions off of a two lane highway that serves as the major commute route for 4 towns- Teton, Driggs, Victor and those commuting to Jackson, Wy. You cannot afford to cancel these projects due to rising costs. The population is only growing and the problem is only getting worse. You must continue this project or place stop gap measures in immediately- like lowering the speed limit, putting in stop signs or roundabouts. Something must be done. You cannot simply abandon this project. Cutting this project will cost lives.	E-mail

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District	Name	Comment	Source
6	John Pansewicz	<p>I am writing to express my concerns about the decision to eliminate turning lanes in the hwy 33 improvements that were slated to occur with funding that has be acquired.</p> <p>Hwy 33 between Victor and Driggs is extremely dangerous due to the heavy traffic that is entering and exiting the road at all times. I have had many close calls due to people passing, and entering/exiting the road.</p> <p>The highest priority needs to be the addition of turn lanes, not passing lanes.</p> <p>Please please please figure this out!!</p> <p>Thank you,</p>	E-mail
6	Marlene Griffin	<p>I live off of 7000S which is a dead end. Turning right or left onto and off of hwy 33 is almost my only option to and from my house. There is new development proposed on both sides of 7000S which will only increase the activity at that intersection. We are very much in favor the turn lanes not just for convenience but also safety. Please reconsider the necessity for these turn lanes.</p>	E-mail
6	Mark Salcedo	<p>PLEASE reinstate the project to install turn lanes on Hwy 33 in Teton Valley! This stretch of road is so dangerous and is getting busier every year. So many accidents and even fatalities.</p> <p>Please place this project back on your schedule.</p>	E-mail
6	Carl Struttmann	<p>I am writing to voice my concern about the removal of the turning lanes at the intersection of LeGrand Pierre and Highway 33 north of Driggs. Our town has seen multiple accidents at this area which serves 3 schools in the valley. So, not only is this causing danger to citizens, but also to its most vulnerable - our children. Please reconsider what dollar amount you are willing to put on human lives in removing this much needed road improvement.</p>	E-mail

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District	Name	Comment	Source
6	John Borstelmann	<p>It is most unfortunate if not surprising that rising costs have altered the Teton Build Grant. I and most Teton Valley residents hope that you can achieve most of the project's goals asap, for safety reasons above all.</p> <p>As you must know from traffic counts and accident records, traffic volume has exploded in Teton Valley and on Teton Pass the last two years. With all the subdivision development and home construction going on, there are many more large trucks — dump trucks, sidedumper heavy trucks loaded with gravel or rocks or soil, big pickups hauling heavy equipment, etc. We needed the turn lanes between Driggs and Victor two years+ ago, but even more so now. Traffic is thick enough all day that people often are brought to a full stop on the highway while waiting for an opening to cross, thus backing up traffic on a highway people are typically traveling at 55-60 mph. There have been a few bad accidents including deaths, but we are lucky there have not been more.</p> <p>To propose keeping the passing lane between Moose Creek and Baseline Road is truly a bad idea from a safety point of view. It will only increase vehicle speeds entering Victor, which are already too high, well above the posted 35 mph speed limit. In fact Victor should have a speed limit of 25 mph, since it is a small town where residents and tourists walk and bike around and have a hard time even getting onto the highway or crossing it as traffic backs up entering town from both directions. The section of road between Moose Creek and Baseline Rd. Is full of homes and subdivisions, with driveways and traffic entering or leaving the highway. It is not just some quiet rural road.</p> <p>Victor needs roundabouts at both north (Cedron Road intersection) and south (Baseline Road intersection) ends to allow smooth, efficient and safe vehicle flow and turning movements that will also slow down traffic entering town. This is commonly done in Europe and many eastern states.</p> <p>I hope this budget shortfall is seized as an opportunity to rethink and replan the state highway 33 corridor, truly understanding its multiple uses and users, to emphasize safety and community protection from speeding vehicles, to prioritize safety (i.e. turning lanes everywhere) not speed.</p>	E-mail
6	Melissa Paradis	<p>For the 2nd time this month, I sit by my phone waiting to hear who has been involved in a devastating crash on highway 33 in Teton County. The one today is at an intersection that was slated for a turn lane at 7000 South. It is my understanding that the scope of the project has been limited due to funding. Please put highway 33 corridor turn lanes back into your priority list.</p>	E-mail
6	Johanna Wildnauer	<p>After witnessing an accident on SH33 between Driggs and Victor, I was shocked to learn from the local paper that the planned turning lane construction project has been scraped by ITD. The roads of teton valley are at maximum capacity. Turing onto or off of the highway has been come dangerous. Please add this highway back to your priority list!!</p>	E-mail
6	jennifer jay	<p>external sender. Be cautious and DO NOT open links or attachments if the sender is unknown. ---</p> <p>To whom it may concern, I am writing to ask that you consider reinstating the turn lane portion of the of the highway #33 grant between Victor and psat Driggs Idaho. Having moved here over 3 years ago I have seen steady growth in the use of this 9 mile stretch of highway. Our country (Teton) contains approximately 10,000 inhabitants of who about 4,000 commute a day in and out of the valley. The rush hour traffic is really bad and NOW there is an EIS study being completed because of the request from the Grand Targhee resort to further develop infrastructure. (this includes and additional 660 acres of forest d service land)</p> <p>This grant is needed now and can not wait. There are numerous accidents in the form of rear ends during high traffic volume as well as several deaths.</p> <p>If the Targhee plan goes through there will be extra heavy traffic due to increase use of the resort</p> <p>This corridor is advertised by bill board from the state as the scenic way to access Grand Teton and Yellowstone parks.....</p>	E-mail

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District	Name	Comment	Source
6	Christina McGuire	I am a mother of two teenage drivers and a resident of Teton, Idaho for 25 years. I am writing in regards to my extreme concern for the safety of our local residents. Highway 33 in Teton Valley, ID between Teton and Victor is a death trap. In the last two weeks there have been two head-on collisions resulting in two fatalities. In the previous three months there was one more head-on that involved a teenager bringing her two younger siblings to school. That makes a total of three accidents, and many more, if we go back a mere three months. Our valley is full of service workers that commute to Jackson from Teton County, Fremont county, Madison county, and beyond. We are inundated with tourists and second home owners in the summer. Our roads are clogged with residents and passers-by who drive way beyond the speed limit. I recently read an article in the newspaper saying that the ITD turned down funding to add turning lanes to hwy 33. We most desperately need not only turning lanes, but also a traffic circle by the schools in Driggs, and an overall widening of the road. I am writing to beg you to please put this road, and our growing valley, on the top of your priority list. We cannot let one more motorist die. I am concerned for the safety of my family, my kids, especially, and my community members.	E-mail
6	Anna Lindstedt	Teton County is one of the fastest growing counties in the State and in eastern Idaho, with heavy summer and winter tourism to the area. Hwy 33 has had numerous serious traffic collisions and an increase in fatalities this summer and over the past few years. It is a 55mph highway with only a few turn lanes that requires traffic to come to a full stop behind cars turning across traffic on this main arterial route, or requires unsafe entry onto a Hwy. Funding for the turn lane expansion on this Hwy has recently been scrapped due to an increase in costs, however it is costing the human lives of residents and visitors. I urge IDT to prioritize upgrades of turn lanes or expansion of the highway to 4 lanes before another year goes by and more lives are lost. This area is experiencing unmatched growth (over and above the 2006-2007 building boom) and 2, 3, 5 or more years is much too late to make improvements that protect the safety of our citizens and tourists. Invest in infrastructure that will save lives in Teton County.	E-mail
6	Corey McGrath	Please add back in the planned infrastructure improvements on Hwy 33 that were recently scrapped with the BUILD grant. Not building all the turn lanes is short sighted and will lead to a safety issue. There was a fatality last week near the planned turn lane at LeGrand Pierre Ave. Won't they just be more expensive in the future? Please invest in our children, commerce, and safety of this great state.	E-mail
6	Maria Olsen	As a resident of Teton Valley I highly encourage you to please reconsider you decision to deny funding for additional turning lanes in our county. As of tonight I don't know if there are any fatalities from this morning's accident due to, from my understanding, was because of a lack of a turning lane. I hope you take the amount of lives that are at stake into more thorough consideration and please reverse this decision.	E-mail
6	Janene Witherite	Please add turning lanes back on to your priorities list. We have accidents, close calls, and vehicles in ditches or snow banks daily (multiple daily). I work at the hospital in Driggs and it has become dangerous to go to work. When I tend to patients at work, it is obvious that the rate of incidents is increasing. Fatalities are occurring. The community is bursting with local population and tourists. Thank you so much for making driving safer for everyone,	E-mail
6	Nan Pugh	I live at <redacted> N Highway 33, Teton. I am greatly disappointed that you are no longer moving forward with the turn lane project in Teton Valley. My driveway is directly off the highway, I am almost rear ended every few weeks. There are some intersections that are very dangerous, Le Grand Pierre. We now have access to three schools which now has created a bottle neck without a turn lane. Also being a resort community, many folks are just traveling though and are not on the look out for folks turning left. Why kick it down the road? I don't think costs in the future will go down but the loss of life will go up.	E-mail

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District	Name	Comment	Source
6	Kristen Pope	I live in Victor, Idaho, and I am very concerned about the lack of turn lanes along Highway 33. The road is very dangerous (we just had a major crash yesterday), and it just keeps getting busier. I live on 4500 S and turning left onto 33 from our street is very dangerous. We really need turn lanes along this corridor to improve safety and make traffic flow better. Please prioritize this project.	E-mail
6	Phillip JN	I am very disappointed in the “scrapping” of the turn lanes on highway 33 in Teton Valley. As an emergency nurse I see the firsthand consequences of this decision. Living in a state my entire life that pays both property and income tax you would think we would find the money to make these upgrades. I would much rather spend my money saving lives by building turn lanes than wasting it by founding erroneous election claims and placing women’s lives at risk with the upcoming trigger bans.	E-mail
6	Kevin	A few comments. STC-6867, GARDEN CR RD TO CHALLIS CL - Yes and long overdue. But absolutely must include work from the Garden Creek crossing up to the Custer Motorway entrance. IMHO this project should be from the beginning of Garden Creek Rd at the Challis City limits up to the entrance to the Custer Motorway. This is a heavily traveled road for residents seeking firewood, vacationers, loggers, and ATV/Side-by-side users and badly need of replacement. LOCAL, MORGAN CREEK RD, SAFETY IMPROVEMENTS - I regularly use Morgan Creek for work, would like more details on where exactly said work is to be done. Am undecided on whether this is necessary or not. More information needed. US 93, PASHIMEROI RV BR, CUSTER CO - I live a mile up Pahsimeroi Rd, so this project will be an inconvenience but I am certain the bridge	E-mail
6	Linda Caufield	As a citizen of Driggs, a mother, grandmother and retired senior who drives to meet my needs for groceries, volunteer work, transporting a grandchild to his activities, and leisure, I must tell you I am terrified of driving busy Hwy 33. There have been many accidents, including those with fatalities in recent weeks and months, in large measure due to rear-end collisions. A serious lack of turn lanes is a huge mitigating factor. I have lived in Idaho all my life and have driven in all over Idaho, including, mountain, rural and urban settings. I have never experienced this sense of continual danger and need for hyper-vigilance when driving. The conditions are exacerbated by what have been historically heavy seasonal visitors to our communities, but with runaway growth and development, it is a growing every day, year around issue. I plead with you to please consider the safety of drivers and passengers who travel the Teton Corridor, residents and visitors alike, and to take immediate and thoughtful action to address these dangerous conditions.	E-mail
6	Chris Valiante	I'm writing to stress the importance of turning lanes on highway 33 instead of a passing lane. And the biggest need for turning lanes is at LeGrand Pierre Ave, which is the site of a recent fatal accident, and a turnoff to several growing schools.	E-mail
6	jennifer jay	To whom it may concern, I am writing to ask that you consider reinstating the turn lane portion of the highway #33 grant between Victor and past Driggs Idaho. Having moved here over 3 years ago I have seen steady growth in the use of this 9 mile stretch of highway. Our country (Teton) contains approximately 10,000 inhabitants of whom about 4,000 commute a day in and out of the valley. The rush hour traffic is really bad and NOW there is an EIS study being completed because of the request from the Grand Targhee resort to further develop infrastructure. (this includes and additional 660 acres of forest d service land) This grant is needed now and can not wait. There are numerous accidents in the form of rear ends during high traffic volume as well as several deaths. If the Targhee plan goes through there will be extra heavy traffic due to increase use of the resort This corridor is advertised (by billboards) across the southern part of our state as the scenic way to access Grand Teton and Yellowstone parks.....Thus doubling the excess traffic problem Please consider the above statements and review the grant application once again.	E-mail

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District	Name	Comment	Source
6	Timothy Pennington	<p>Please restore funding for the Teton County South Highway 33 Intersection Improvements: left and right turn lane improvements at the following intersections:</p> <ul style="list-style-type: none"> • LeGrand Pierre Ave (schools access) • 2000S • 4500S • 6000S • 7000S • 8000S • Cedron Rd <p>Route 33 is the most critical artery for Teton Valley used every day on nearly every drive that Teton County residents make. And yet instead of being a lifeline connecting the community it has become a life and death risk we take with our children many times a day. The population growth of our county as well as the continuous increase in recreational tourism has caused significantly more traffic. The simple two lane design of ID33 is no longer sufficient for the volume of vehicles and especially the number of vehicles needing to turn on side streets to access the expanding housing and commercial developments.</p> <p>As I am sure you have heard from others we have had 3 critical accidents on ID33 in fewer than 3 weeks. But for years we have had many terrible accidents which need to be reduced.</p> <p>I am not sure that turning lanes alone are enough to fix our traffic flow, or if they are the correct solution to increase safety - perhaps we need more such as a 4 lane road, or lights - but what I am certain of is that we need something and we need it immediately. Not planned for 2025, not underconsideration, but funded and being built.</p> <p>I worry about my kids, my wife and my friends on that road every day. Do we the drivers need to do better to be safe and pay attention, for sure - but our roads need to be as safe as possible and improved to match the growing use also.</p> <p>Thank you for your consideration. Please fund ID33 safety and capacity improvements and do it now.</p>	E-mail
6	Janine Jolley	<p>Our county is growing by leaps and bounds, and our tourist traffic has increased by the same.</p> <p>Our children drive this road to school daily, and we worry for them.</p> <p>Our family who visits from large cities (Denver area) say the most dangerous stretch of road they drive is from Driggs to Victor.</p> <p>Additionally, we have zero opportunity to pass slower or unsafe drivers at all unless we drive at 5:30 am or 11 pm on this highway as it's so busy.</p> <p>There is also a strange culture with some who think driving 45 or 40 is safer. It's not! It causes dangerous patterns of driving for the crazy commuters and then puts the rest of us in danger also.</p> <p>Please do a a new traffic counting and observe this. Please note that we have people dying every year on this unsafe roadway whose existence is recognized and regulated by the state of Idaho and we need help</p>	E-mail
6	Dirk Tyler	<p>As a resident of Victor Idaho I would like to encourage the Department of Transportation to move forward with funding the construction of turn lanes on the Hwy 33 corridor between Victor and Driggs. This stretch of highway has become very dangerous due to the increased traffic volumes, the fact that traffic must come to a complete stop when waiting for someone to turn and people trying to turn onto Hwy 33 must either wait long periods or make unsafe merging moves. The stop and go nature of traffic flow exacerbates frustration, leading to more speeding and unsafe passing. Highway 33 was not designed originally to handle the volumes we're dealing with now.</p>	E-mail
6	Daniel Gibeau	<p>In the interest of public safety I would love to see some turn lanes for the streets between Driggs and Victor on highway 33. There have been numerous serious accidents due to not having turn lanes so let's try to preserve human life in teton valley as much as possible.</p> <p>Thanks!</p>	E-mail
6	Emma Ray	<p>I want to make a comment regarding improvements to Highway 33 between Driggs and Victor. Turning lanes are needed on that stretch of road. I read recently that the number of turning lanes in the plan was being scaled back. Please reconsider implementing the full needed amount for safety reasons.</p>	E-mail

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District	Name	Comment	Source
6	Nancy Tyler	As a full time resident in Victor, I am becoming more and more concerned about the increasing traffic hazards on Highway 33 between Victor and Driggs. Too frequently I've seen near collisions due to avoidance maneuvers as cars slow down or stop to make turns in heavy traffic. It is imperative that turn lanes be added in order to prevent future accidents and deaths. I appreciate your concern and attention to this matter.	E-mail
6	Amber Pence	<p>I am writing today to encourage you to invest in the infrastructure and safety of the Highway 33 corridor in Teton County, Idaho. I am the owner of a business, called New West KnifeWorks, located in Victor, Idaho. We are a Made-In-America company that makes knives and other cutlery, employ over 40 Idaho residents, and have four other store locations in the West. Our manufacturing facility is located in the economic district in the City of Victor, we are one of numerous businesses located in our neighborhood.</p> <p>It has come to my attention through our local newspaper, Teton Valley News, that ITD has eliminated five improvement projects in Teton County, Idaho. These improvement projects are part of the Teton County, Wyoming BUILD grant. The grant application included \$5.6 million in funding to ITD for a passing lane between Moose Creek and 9500 S, the replacement of the pedestrian underpass at Baseline, and turning lanes at Baseline, Cedron, 7000 S, 6000 S, 4500 S, 2000 S, and LeGrand Pierre Avenue. Those improvements were slated for 2024-25. Now, due to costs, only the passing lane at Moose Creek and the Baseline turning lane remained in the plan. As mentioned by Curtis Calderwood in the article, we want to encourage ITD to continue with the creation of a "new project" to address the other improvements that are listed in the original BUILD grant application. As an established business we are invested in this area and are invested in the safety of our customers and employees. It has become increasingly more difficult to turn onto our street and to pull out into the intersection. We need turning lanes to help mitigate safety and traffic issues. It would also be helpful if the speed limit was 45 mph beginning at 7000 S.</p> <p>Please click HERE to read the local newspaper's reporting on this topic. As you will read, local law enforcement have safety concerns as well. In your response to me, if you could also address how and when the infrastructure funds allocated from the federal government will be used in Idaho, we would appreciate it. Are the funds being distributed equally as per population? Or ready-to-go project based? I have cc'd our District 33 legislators, as I am hoping they can also help encourage a sooner timeframe for the BUILD grant improvements that are now not happening. I fail to see how delaying them will make them more cost effective and will only compromise the safety of Idaho travelers and residents.</p> <p>I appreciate your help and look forward to working with you on these transportation improvements. Please do not hesitate to contact me to discuss this issue. If you are ever in</p>	E-mail

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District	Name	Comment	Source
6	Craig Bennett	<p>I am writing to express a concern for the additional turn lane projects being canceled from the ITD plan this year. In recent weeks we have had 3 fatal accidents on the stretch of 33 that runs through Teton county and the problem is getting worse.</p> <p>Despite a reduction in overall tourism spend/hotel occupancy in 2022 compared to 2020/2021 the traffic on this stretch of highway 33 continues to see increases in traffic and risk. Looking at DOT crash data for the last 13 years there are more than 100 crashes and dozens of fatalities on this stretch of roadway centered around intersections where secondary roadways enter highway 33. The situation is bad and continues to get worse with traffic stopping and near misses occurring everyday.</p> <p>Please reconsider the exclusion of these projects for the safety of our community and visitors as you move forward with project planning</p>	E-mail
6	Aaron Driggs	<p>Just a simple question..... how many more deaths on Hwy 33 in Teton Valley before Idaho Dept. of Transportation pays attention and comes up with a plan? One more death yesterday.</p>	E-mail
6	John Perry	<p>Im am sure you have been getting a wave of letters from Teton County residents lately. yeaturday we had our third fatality this month on state highway 33. i read recently that the state has denied our request for turning lanes. i have to agree with my fellow citizens that this highway has become extremely dangerous. with a huge influx of new year round residents who mostly commute to work and our ever rising tourism something has to be done.</p> <p>in my opinion the highway needs</p> <ol style="list-style-type: none"> 1. turning lanes (most pressing) 2. lower speed limits (most pressing) 3. signs indicating hand free divices only (or whatever the no phone law is) (extremely pressing) 4. rumble strips 5. wider shoulders 	E-mail
6	Jennifer Hansen	<p>On 7/28/2022 Teton Valley had our 3rd fatality on our highway JUST this month 😞</p> <p>Idaho State wants to not put in our turn lanes. Our highway is so unsafe with the thousands upon thousands of extra people here all year. The turn lanes that were denied to Teton Valley, Idaho are a necessity! Please reconsider!!!</p> <p>My daughter was involved in a third accident in a month at the middle school road turn off of hwy 33 just over a year ago on her way to school. She was hit from behind and pushed into a truck in front of her. They were waiting to turn left, when they were hit. Had there been a turn lane, the accident could have been avoided. Thank goodness my daughter survived, she did make a trip to the hospital.</p> <p>Others have not been so lucky.</p> <p>Please reconsider the decision to not put in the very much needed turn lanes in Teton Valley, Idaho! Make the decision to overturn that decision and put in the turn lanes... PLEASE!!!</p>	E-mail
6	Gena Howald	<p>As a resident of Teton County, I implore ITD to install a turning lane the length of Highway 33 through Teton County.</p> <p>Over the last year the population of the county has practically doubled.</p> <p>Pulling out onto Highway 33 and exiting off of Highway 33, has become an overwhelming risk.</p> <p>In the month of July alone, there have been 3 people killed on Highway 33 in Teton County. ITD must act now.</p>	E-mail

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District	Name	Comment	Source
6	KT Bennett	<p>I am writing to express a concern for the additional turn lane projects being canceled from the ITD plan this year. In recent weeks we have had 3 fatal accidents on the stretch of 33 that runs through Teton county and the problem is getting worse. Despite a reduction in overall tourism spend/hotel occupancy in 2022 compared to 2020/2021 the traffic on this stretch of highway 33 continues to see increases in traffic and risk. Looking at DOT crash data for the last 13 years there are more than 100 crashes and dozens of fatalities on this stretch of roadway centered around intersections where secondary roadways enter highway 33. The situation is bad and continues to get worse with traffic stopping and near misses occurring everyday. Please reconsider the exclusion of these projects for the safety of our community and visitors as you move forward with project planning for this year.</p>	E-mail
6	Greater Yellowstone Coalition	<ol style="list-style-type: none"> 1. #14054 US 20, JCT SH 87 TO MT ST LN (TARGHEE PASS) PH 1 & PH 2: Reconstruction of four miles of U.S. 20, with potential for truck climbing lane, without adequate accommodations or mitigation for wildlife, particularly big game, will become an increasing safety hazard for drivers as traffic volumes and speed increase and the permeability of the area for wildlife movement decreases. As construction begins, consider wildlife mitigation strategies. 2. #14058 STC-maintenance on the A2 road. Consider fish passage when replacing culverts and other drainage improvement. 3. #19566 OFF SYS, FUN FARM BRIDGE, FREMONT COUNTY: With bridge replacement, consider larger spans to allow for wildlife movement and fish passage. 4. #20053 US 20, CHESTER TO ASHTON PH 1, FREMONT COUNTY: With widening and constructing a 4-lane divided highway, consider wildlife underpasses and fencing in known wildlife-vehicle collision hotspots and migration corridors. 5. #20774 STC-6867, YANKEE FORK RD, CUSTER COUNTY: Consider wildlife and fish passage with bridge work, bridge upgrades, and culvert replacement, where applicable. 6. #21879 SH 32, MARYSVILLE CANAL, FREMONT COUNTY: Consider wildlife and fish passage with bridge replacement. 7. #21984 STC-6774, MOODY ROAD BRIDGE, MADISON COUNTY: Consider wildlife movement, fish passage, and riparian habitat health/flood management with bridge replacement. 8. #22222 US 20, JCT I15/US20 CONNECTOR, IDAHO FALLS: In the Planning and Environmental Linkage study, consider alternatives that include wildlife underpasses and fencing in known wildlife-vehicle collision hotspots and migration corridors. 9. #22233 US 93, BURNETT DITCH BRIDGE, CUSTER COUNTY: Consider wildlife and fish passage with bridge replacement. 10. #22234 US 20, FALL RIVER BRIDGE, FREMONT COUNTY: We strongly encourage ITD to incorporate a larger span bridge over Fall River under U.S. Highway 20 to facilitate wildlife movement and decrease wildlife-vehicle collisions and roadkill. 11. #23105 STATE, D6 FY26 HISTORICAL HIGHWAY SIGNS: We support the environmental staff's plan to update historical signs in need of repair and replacement, particularly as it pertains to significant environmental information. 12. #23177 US 93, SALMON RIVER BRIDGE, SALMON IDAHO: We strongly encourage ITD to incorporate a larger span bridge over Salmon River under U.S. Highway 93 to facilitate wildlife movement, support fish passage, and decrease wildlife-vehicle collisions and roadkill. 13. #23229 US 20, ASHTON TO SH87, FREMONT COUNTY: In the Planning and Environmental Linkage study, consider alternatives that include wildlife underpasses and fencing in known wildlife-vehicle collision hotspots and migration corridors. 14. #23330 SMA-7856, E PARKWAY; BARNEY DAIRY ROAD TO 7TH NORTH, REXBURG: With the new bridge over the South Fork of the 	E-mail
6	Emily McGowan	<p>Highway 33 in Teton Valley has experienced 3 vehicle crash fatalities in the past month. And many others that were not fatal, but serious. This valley has gotten so busy with new people moving in and tourists in the summer. We really need the highway widened to two lanes, but we realize that probably won't happen any time soon. If we could have a turn lane down the middle for the busiest parts of the valley it would be so much safer. Not only for the act of turning, but to put a little space between vehicles heading in opposite directions. Let's face it, drivers are more distracted than ever.</p>	E-mail

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District	Name	Comment	Source
6	Michaela Mills	<p>I am writing to voice my opinion as a native to the area.</p> <p>In the last 5 years, our little stretch of highway from highway 32 intersection (even hwy 32 now with all the farm equipment and people traveling to/from Yellowstone from out of state is a nightmare) all the way into Jackson is full of nothing but long term residents trying to get to work while being stuck behind someone with out of town license plates going 40mph.</p> <p>In my mind, this creates many of us to get extremely aggressive and try to pass in situations we shouldn't, tailgating and all in all, defensive and somewhat reckless driving. OR people are so bored going 40 mph that they think it's safe to get on their phones.</p> <p>So yeah, turning lanes need put in. 3000 S and 4000 S (as well as a handful of others) have them and they make a world of difference. BUT ya know what really needs to happen? It needs to be 4 lane. This area has seen so much growth and a extreme rise in tourism that our roads are not safe. And as for the bike path that follows the old train tracks from Driggs to Victor? No bikers use that anyway— they're on the highway! That space with the frontage road is perfect for 4 lane.</p> <p>This 2 lane 55mph stuff isn't working out. It's been wreck after wreck this month with fatalities. And I personally can say that every time I drive this stretch of road I can count on almost getting in a wreck by people turning out in front of me when there isn't time.</p> <p>Something needs to be done. Teton Valley isn't a secret anymore, it hasn't been for years, and it would be nice to see our tax dollars make a difference in our roadways so we can keep locals and visitors alive.</p>	E-mail
6	Stacy Stamm	<p>I am a Teton Valley resident who uses Highway 33 daily, often accessing it via 2000S between Driggs and Victor. I am happy with your removal of the plan to add turn lanes to many of the intersections on Highway 33. Most data shows that they would only reduce minor rear-end accidents and have limited impact on major accidents, as well as turn lanes would help improve traffic flow. Improving traffic flow on Highway 33 sounds like a good thing, however right now it's already moving too fast, with too many cars, for safe travel. Entering or exiting the highway is nearly impossible at some times of the day currently, and I can only imagine it getting worse without turning cars slowing traffic and creating gaps.</p> <p>If you choose to make changes to Highway 33, rather than adding turn lanes, which may just make our current problems worse, please consider adding roundabouts to major intersections. These would allow both entering and exiting of the highway to happen easily and</p>	E-mail

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District	Name	Comment	Source
6	Kathleen Plourde	<p>I am writing to request that the Idaho Department of Transportation commit full funding and resources in 2023 to improve Teton County roads so that they are able to safely accommodate the booming population and tourist traffic we are experiencing here. The roads we currently have were not planned to accommodate our current traffic loads.</p> <p>We have had three fatal traffic accidents in our county this month. Comparatively, we had three fatal accidents in the previous three years. Teton County's population and tourist traffic are not anticipated to decline. In fact, Grand Targhee resort is planning significant expansions that will add even more strain to our roads. Without improvements, we will continue to see unnecessary tragedy on our roads.</p> <p>Our county's needs extend beyond installing some turning lanes at this point. In addition to turning lanes, we likely need a change in speed limits in some areas, passing lanes, rumble strips in some areas, possibly even additional traffic lights.</p> <p>Following are some areas of pain points/ suggestions:</p> <ul style="list-style-type: none"> • Remove the ability to pass in the 35 mph zone on 31 west of Victor • Make the stretch of road between Victor and all the way to 7000 S 45 mph. • Instill a turning lane at 7000 S • Increase the speed limit to 55 after 7000 S • I don't know what is to be done about the 8 miles between Driggs and Victor, but there are days and times where it can take 5- 10 minutes to find a gap in traffic to safely turn onto the highway. This creates unsafe situations where motorists are tempted to pull into traffic without ample space. • Something must be done about the intersection at Le Grand Pierre Ave. Three schools' worth of traffic access that road during the school year and there is currently not even a turning lane, flashing light, nothing. • There have been numerous accidents in the 4000 N area. There is already a turning lane. May need some study to see what safety improvements might be needed there. • The junction of 32 and 33- do we need a rumble strip on the approach at 32? Blinking red light? Should the speed limit on 33 from Teton to the intersection be reduced to 45 mph? <p>I'm no traffic engineer but I know that the sooner road improvements are invested in for Teton County, the safer our community will be.</p> <p>Our county brings in significant tourism revenue that will only continue to increase. Please invest those dollars back into our community.</p>	E-mail

FY23-29 Draft ITIP Public Comments

District	Name	Comment	Source
6		<p>I am writing today to encourage you to invest in the infrastructure and safety of the Highway 33 corridor in Teton County, Idaho. I am the owner of a business, called New West KnifeWorks, located in Victor, Idaho. We are a Made-In-America company that makes knives and other cutlery, employ over 40 Idaho residents, and have four other store locations in the West. Our manufacturing facility is located in the economic district in the City of Victor, we are one of numerous businesses located in our neighborhood.</p> <p>It has come to my attention through our local newspaper, Teton Valley News, that ITD has eliminated five improvement projects in Teton County, Idaho. These improvement projects are part of the Teton County, Wyoming BUILD grant. The grant application included \$5.6 million in funding to ITD for a passing lane between Moose Creek and 9500 S, the replacement of the pedestrian underpass at Baseline, and turning lanes at Baseline, Cedron, 7000 S, 6000 S, 4500 S, 2000 S, and LeGrand Pierre Avenue. Those improvements were slated for 2024-25. Now, due to costs, only the passing lane at Moose Creek and the Baseline turning lane remained in the plan. As mentioned by Curtis Calderwood in the article, we want to encourage ITD to continue with the creation of a “new project” to address the other improvements that are listed in the original BUILD grant application. As an established business we are invested in this area and are invested in the safety of our customers and employees. It has become increasingly more difficult to turn onto our street and to pull out into the intersection. We need turning lanes to help mitigate safety and traffic issues. It would also be helpful if the speed limit was 45 mph beginning at 7000 S.</p> <p>Please click HERE to read the local newspaper’s reporting on this topic. As you will read, local law enforcement have safety concerns as well. In your response to me, if you could also address how and when the infrastructure funds allocated from the federal government will be used in Idaho, we would appreciate it. Are the funds being distributed equally as per population? Or</p>	E-mail
6		<p>help encourage a sooner timeframe for the BUILD grant improvements that are now not happening. I fail to see how delaying them will make them more cost effective and will only compromise the safety of Idaho travelers and residents.</p> <p>I appreciate your help and look forward to working with you on these transportation improvements. Please do not hesitate to contact me to discuss this issue. If you are ever in Eastern Idaho, please reach out for a tour. We make the best knives in America with American labor and materials. Please contact Corey McGrath, in our office, to set up a meeting or to speak about the process moving forward.</p>	E-mail
6	Forrest Ihler	<p>When planning this new connector road. Please acquire the right amount of right of way so that way this road can eventually be widened and turned into a limited access highway like how US-20 is currently. Also please make sure the final product is well lit with enough street lighting. Also make sure access management is preserved, making widenings and reclassifications easier in the future. Please plan for growth</p>	Webmap
6	David Sell	<p>I support this work which will improve the safety and traffic flow pattern on the increasingly congested highway.</p>	Webmap
6	Susan Lincoln	<p>I am in favor of this project in Victor, it will help link up paths for walkers, cyclists, strollers and others. Safety is a separated pathway.</p>	Webmap
6	Susan Lincoln	<p>Always yes to bike lanes, safer for cyclists, safer for drivers. Relatively small amount of money for a permanent improvement in community infrastructure.</p>	Webmap

FY23-29 Draft ITIP Public Comments

District	Name	Comment	Source
6	Susan Lincoln	This project is a key link in the ongoing network of separated pathways that Teton County where I live is building out. Separated paths is the best and safest transportation solution for all users, drivers as well as others, Please fully fund this key piece of community infrastructure. Continuity between paths is key, closing gaps like this one will make the system really work. A good network of separate paths adds to community infrastructure, plus attracts visitors to add to our tourism oriented economy. Thank you.	Webmap
6	Lindsey LOVE	Looking forward to more sidewalks in Driggs - I am curious to know why Wallace is the street that was selected.	Webmap
6	Lindsey LOVE	This is expensive for 1/4 mile. Is paving the only option? I have seen more permeable pathways in other communities such as Bozeman that are ADA accessible and multi-modal. Thank you.	Webmap
6	Lindsey LOVE	This is expensive. Is paving the only option? See my comments on the pathway connection in Driggs.	Webmap
6	Dawn Smith	I am in support of funding for sidewalk improvement on Wallace. I would guess that Driggs is currently non-compliant with ADA access in and around the city. The lack of sidewalks is a safety issue for pedestrians year-round. It prevents people from walking to commercial amenities and walking to public transportation and prevent safe passage for children to schools. Please build the sidewalks to ADA standards including crosswalks and proper intersections. Thank you	Webmap
6	Dawn Smith	I support this pathway improvement. It allows bikes and pedestrians to have a safe route off of the hwy and provides interest to tourist which is an economic positive for the community.	Webmap
6	Dawn Smith	I support this pathway extension. With the current financial burden on residents for housing, food and gas, people need a way to save money and walking/biking to work provides an easy way for people to save money while improving personal health. Additionally as Driggs does not have a true bus system, other alternative modes of transportation are necessary and this one is easy and less expensive.	Webmap
6	Margaret Glodowski	A roundabout highway 93n and 28 intersection Salmon Idaho	Social Media
6	Todd Ramey	Widen US 20 Thur Island Park to 4 lanes all the way.	Social Media
6	Wayne R. Thomson	Any bets on the decision already being made, and these comment periods are merely legal formalities pretending to ask for input? The project going on at exit 113 Idaho falls is just such a project, in spite of the opposition to ROUND - ABOUTS	Social Media
General/ Statewide	Fred Mcdonald	The best thing you can do is improve the wages. Your agency wants to hire the best people and retain them but the wage is barely 1/2 of the private industry. \$15 an hour is not a livable wage in any county in idaho. P.S. stop hoarding all the money for Ada County	E-mail
General/ Statewide	Tyson Phillips	Public transportation needs to be priority number one and had been for over a decade.	E-mail
General/ Statewide	Karen Leone	More bike lanes, please	E-mail
General/ Statewide	Jon F Diggs	Increase traffic enforcement	E-mail
General/ Statewide	kirk lepchenske	Can we PLEASE, please add a bike path or lane with this?--	E-mail

FY23-29 Draft ITIP Public Comments

District	Name	Comment	Source
General/ Statewide	Greater Yellowstone Coalition	<p>Please accept these comments for the FY2023-29 Draft Idaho Transportation Investment Program (ITIP). We appreciate the Idaho Transportation Department's (ITD) commitment to considering the public's input in developing this draft ITIP.</p> <p>The Greater Yellowstone Coalition (GYC) has worked with people to protect the lands, waters, and wildlife of the Greater Yellowstone Ecosystem (GYE) for over 35 years on behalf of its 90,000 supporters. We have long cooperated with the agencies and organizations that manage the lands, waters, and wildlife in the Idaho portion of the GYE, including ITD Districts 5 and 6.</p> <p>The depth of knowledge and understanding of the impacts that our transportation network has on wildlife movement and landscape connectivity is continuing to grow. We commend ITD and Idaho Fish and Game's (IDFG) commitment to working together to address mutual goals and objectives such as ITD's objective to "improve safety, mobility and economic opportunity" and IDFG's goal to "sustain Idaho's fish and wildlife and the habitats which they depend." When agencies work together toward mutual goals, both the public and our shared natural resources benefit from the cooperation. Wildlife-vehicle collisions continue to pose significant safety concerns for drivers and natural resource management as well as economic concerns for the state. We encourage ITD and IDFG to continue to work together in the development and planning of projects that meet the goals and objectives of both agencies.</p> <p>Given the importance of our transportation network, as well as the value of healthy wildlife populations in Idaho and the GYE, GYC submits the following comments for your review. We would be happy to answer any questions about our comments or provide additional information upon request. Thank you in advance for your careful consideration of these comments.</p> <p>1. Use the best available science.</p> <p>a. We commend and encourage ITD and other agencies to continue to develop and use the best available science in planning and developing transportation projects in Idaho as they relate to wildlife-vehicle collisions and wildlife corridors as well as migration routes. In a state like Idaho that is fortunate to have robust big game populations, critical migration routes, and species with special protections, using the best available science and most current planning documents is critical in ensuring our long-term investments in infrastructure support other state values like wildlife. There is a significant amount of literature on road ecology that ITD should continue to use and implement in their planning and development. The resources, programs, and research from the Western Transportation Institute at Montana State University provide an excellent resource base and avenue to new and emerging science.</p> <p>b. Specifically, existing studies and reports that can be used to guide planning and development for the next six years include:</p> <p>i. IDFG's Idaho Action Plan (V3.0) for Implementing the Department of Interior Secretarial Order 3362 "Improving Habitat Quality in the Western Big-Game Winter Range and Migration Corridors," Sept. 10, 2020.</p> <p>ii. IDFG's 2020 Roadside Survey of Carcasses on US Highway-20 and State Highway-87 in Southeastern Idaho, 12/01/2017 to 12/01/2019.</p> <p>iii. Use all available data to count roadkill and wildlife-vehicle collisions. Simply using crash data is not enough to understand the impacts to wildlife or safety. Collecting consistent roadkill data will greatly improve the knowledge of hotspots for wildlife-vehicle collisions and wildlife movement.</p> <p>2. Use proven methods.</p>	E-mail

FY23-29 Draft ITIP Public Comments

District	Name	Comment	Source
General/ Statewide	james cogan	<p>Thanks, y'all,</p> <p>As a cyclist, I am pleased with the expansion of bike lanes and even more thrilled with plans to connect them in a network with many paved pathways that are off the street. What I also hope is in the budget is regular street sweeping that actual,y cleans the bike lanes on our roads and not just the traffic lanes. Too often, debris gets left by the curbside resulting in many flats and obstructions, particularly in construction areas. Perhaps contractors can assist in this?</p> <p>Safety programs for cyclists are a must as it is not just the bad car drivers whose habits create dangers; cyclists need to do their part too.</p> <p>Thanks for the opportunity to chine in. Cycling keeps me healthy and alert, saves gas, helps improve the quality of our Idaho environment, and is great for mental health.</p> <p>Sincerely,</p>	E-mail
General/ Statewide	Bark Mel	Better communication between ITD and DMV and DEQ. Apparently if you live in a zip code that encompasses multiple counties, that may have different emissions rules, you get your tags revoked...because those departments do not effectively communicate with each other about the location of your address.	Social Media
General/ Statewide	Rob Dement	A border wall	Social Media
General/ Statewide	Chris Danley	Sidewalks on both sides of every Main Street/highway through our communities. So many Idaho towns are far too small to pay for them themselves, which is exactly why a state agency is created. Let's improve the safety, mobility, and economic conditions of pedestrians, especially in this high gas price environment. Whaddaya say? Let's do it!!!	Social Media
General/ Statewide	Sherman Vaughan	As a retired ITD employee, all the new construction is wonderful , and maybe I'm being too critical, but regular maintenance on the structures and surfaces we have seems less than ideal. Some bridge approaches etc. are brutal when crossing at interstate speeds and seem to stay in poor repair for months. Back in the day, the section guys were so very proud not to have any rough spots in their sections. Pieces and parts of vehicles lie strewn about from the severe jar after making contact with these areas. Future projects will solve these problems but when they are months, even years out, it's time plain old patching is needed. Thank you.	Social Media
General/ Statewide	Dave Prouty	Safe pedestrian access - we've made good progress for bikes ... and escalating traffic, to a degree we've left folks walking at risk	Social Media
General/ Statewide	Dan Lynch	Public transportation.	Social Media
General/ Statewide	Dusty Rhoades	More passing lanes on 95 and instructions on they are supposed to be used!!!!	Social Media
General/ Statewide	Michael Holt	Turn everything back into dirt roads. Idaho was better then.	Social Media
General/ Statewide	Kyle Christiansen	The "Welcome to Idaho" signs are boring as Hell. Please bring back the colorful red, white, and blue ones like the license plate!	Social Media
General/ Statewide	Chris Danley	Sidewalks!!! The image shown is a Level of Service A, and built to accommodate up to 18,000 vehicles a day. Yet, it is without basic pedestrian infrastructure and ADA access. Let's change that and make a complete system of highways within our communities so we can achieve "your safety, your mobility and your economic opportunity" for all Idaho residents.	Social Media
General/ Statewide	Tammie N Rober Pate	Why don't we have a conversation about a north south freeway!!!????	Social Media



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date August 18, 2022

Consent Item Information Item Amount of Presentation Time Needed 10 minutes

Presenter's Name Justin Collins	Presenter's Title Financial Mgr., FP&A	Initials JC	Reviewed By
Preparer's Name Justin Collins	Preparer's Title Financial Mgr., FP&A	Initials JC	

Subject

FFY2022 Redistribution of Federal Formula Funds		
Key Number N/A	District N/A	Route Number N/A

Background Information

Federal Highway Administration (FHWA) informed the states of additional FY 2022 formula obligation authority (OA) through redistribution. Currently, the anticipated amount is not yet known; however, it is anticipated that Idaho will receive an amount above our 100% annual OA.

The intent of this item is to recommend to the board on how ITD staff would propose, in concept, to distribute the amount of redistribution to local entities if the total received is above 100% OA.

Staff will report on actual redistribution numbers received in the September board meeting.

Recommendations

Staff seeks approval of concept.

Board Action

Approved Deferred _____

Other _____

Exhibit

Federal Formula Funds above 100% Obligation Authority (OA) distribution to local entities

Amount above 100% OA [X]

Amount to Local Entities (Under 200K population) [X * 12.6%]

- Rural (<5K population) receive 50% of Amount to Local Entities (Under 200k population)
- Large and Small Urbans (>5K - <200K population) receive 50% of Amount to Local Entities (Under 200k population)

TMA will receive same percentage above OA that Idaho receives. This will be deducted from the Amount above 100% OA less the Amount to Local Entities (Under 200K population).

The remainder will be used as STBG Any Area and to satisfy requirements in other programs.

EXAMPLE:

For Illustration Purposes Only			
Amount above 100% OA		\$10,000,000	
Percent above 100% OA		5%	
Amount to Local Entities (Under 200K population)	12.6%	\$1,260,000	
Rural (<5K population)	50%	\$630,000	6.3%
Urban (>5K - <200K population)	50%	\$630,000	6.3%
TMA (Original Required Amount [Illustrated amount 6,000,000] * Percent above OA)		\$300,000	3.0%
To ITD (Amount above 100% OA less Amount to Local Entities less TMA)		\$8,440,000	84.4%

*This process follows the same distribution of Federal Formula Funds above 100% OA as ITD proceeded with in Federal Fiscal Year 2020.

RES. NO.

WHEREAS, the Federal Highway Administration (FHWA) informed Idaho of additional FFY2022 formula obligation authority (OA) through redistribution; and

WHEREAS, the amount of FFY2022 Redistribution of Federal Formula Funds is not yet known; and

WHEREAS, the Idaho Transportation Board has reviewed the FFY2022 Redistribution of Federal Formula Funds above 100% OA distribution to local entities; and

NOW, THEREFORE BE IT RESOLVED, that the FFY2022 Redistribution of Federal Formula Funds above 100% OA distribution to local entities, submitted for approval on August 18, 2022, as shown in Exhibit _____; authorizes the estimates and guidance provided to serve as the basis for the FFY2022 Redistribution of Federal Formula Funds above 100% OA distribution to local entities.