



# AGENDA

Regular Meeting of the  
Idaho Transportation Board

**December 15, 2022**

11331 W. Chinden Blvd, Building 8  
Boise, Idaho

To listen:

- Dial 1-415-655-0003 US Toll
- a. access code: 2459 218 0578
- b. meeting password: 1234

KEY:

ADM = Administration    COM = Communications/Highway Safety    CIEO = Innovation/Experience  
 DIR = Director            HWY = Highways

	Page #	Time*
<b>Action Item 1. CALL MEETING TO ORDER</b>		<b>8:30</b>
<b>Info Item 2. SECURITY SHARE: Highway Safety Manager Middleton</b>		
<b>Action Item 3. BOARD MINUTES – November 17, 2022.....</b>	4	
<b>Info Item 4. BOARD MEETING DATES.....</b>	16	
January 12 - Boise, February 23 - Boise and March 23 - Boise		
<b>Action Item 5. CONSENT CALENDAR.....</b>	17	
HWY    ___ Add City of Nampa RAISE Grant award project to FY23-29 ITIP .....	18	
HWY    ___ Adjustments to the Urban Program in the FY23-29 ITIP.....	22	
HWY    ___ Consultant agreement .....	25	
HWY    ___ Contracts to award.....	27	
<b>Info Item 6. INFORMATIONAL CALENDAR</b>		
HWY    ___ Contract awards and current advertisements .....	41	
HWY    ___ Professional services agreements and term agreement work tasks report .....	47	
HWY    ___ Annual Outdoor Advertising Report.....	53	
HWY    ___ Rail-Highway Crossing Program Annual Report .....	55	
ADM    ___ Monthly report of federal formula program funding through December 1 ....	70	
ADM    ___ FY23 Financial statements .....	72	

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

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



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**December 15, 2022**  
Boise, Idaho

Page # Time

**7. DIRECTOR’S ANNUAL REPORT 8:45**

**8. AGENDA ITEMS**

**Information Item**

HWY \_\_\_ ITD/AGC Excellence in Construction Partnering Awards recognition ..... 94 **9:10**  
McElhinney/AGC Hammon

**9. BREAK 9:35**

**Action Items**

ADM \_\_\_ Board Policy 4028, Allocation of Federal Formula Highway Apportionments .... 95 **9:50**  
Tolman to Local Public Agencies, update  
(Resolution on page 104)

HWY \_\_\_ Board Unallocated funds for SH-3 & SH-5 project, City of St. Maries..... 105 **10:05**  
Allen (Resolution on page 108)

HWY \_\_\_ Board Unallocated funds for SH-44 (Glenwood) Corridor Plan..... 109 **10:15**  
Arritola/Lakey (Resolution on page 111)

**Information Items**

HWY \_\_\_ Freight Advisory Committee annual report ..... 112 **10:30**  
Inouye

DIR \_\_\_ Dealer Advisory Board annual report..... 114 **10:45**  
Petersen

DIR \_\_\_ Public Transportation Advisory Council and Public Transportation Office ..... 117 **11:10**  
Duran annual report

HWY \_\_\_ State Planning and Research Program annual update ..... 119 **11:25**  
Parrish

**Action Items**

HWY \_\_\_ Add PROTECT planning and development project to FY23-29 ITIP ..... 119A **11:40**  
Luekenga (Resolution on page 119B)

HWY \_\_\_ Add Carbon Reduction Program planning and development project to..... 119C **11:45**  
Luekenga FY23-29 ITIP (Resolution on page 119D)

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REGULAR MEETING  
IDAHO TRANSPORTATION BOARD

November 17, 2022

The Idaho Transportation Board met at 8:32 AM on Thursday, November 17, 2022, in Boise, Idaho. The following principals were present:

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

Member Hoff unavoidably had to leave the meeting at 10:30 a.m.

Security Share. Employee Safety & Risk Manager Randy Danner presented safety information on holiday preparation. The message included proper use of ladders, Christmas tree hazard prevention, attentive use of candles, and potential of food poisoning.

Chairman Moad thanked ESRM Danner for the important message.

Board Minutes. Member DeLorenzo made a motion to approve the minutes of the October 20, 2022, seconded by Vice Chair Horsch, and the motion passed unanimously.

Board Meeting Dates. The board approved the 2023 district board tour dates April 19 & 20 - District 4, May 17 & 18 - District 5, June 14 & 15 – District 3, July 19 & 20 – District 6, August 16 & 17 – District 1, and September 20 & 21 – District 2.

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

The motion to approve the following resolution passed unopposed:

RES. NO.        WHEREAS, consent calendar items are to be routine, non-controversial, self-  
ITB22-67        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 Idaho Transportation Department FY2022 Annual Report, certification of receipts and disbursements for FY22, US-95 speed zone adjustment between Boekel and

Garwood Roads, consultant agreements and contract to reject.

1) Idaho Transportation Department FY22 Annual Report. Idaho Code, Section 40-316, requires the Idaho Transportation Board to submit an annual report to the Governor on the financial condition and management of the department. No changes were made since last month's draft report.

2) Certification of Receipts and Disbursements for FY22. In accordance with Idaho Code Section 40-708, certification of receipts and disbursements must be approved by the Board, shown as Exhibit 554, which is made a part hereof with like effect. The Controller requests approval to certify ITD's State Highway Fund cash balance \$147,906,200 as of June 30, 2022.

3) US-95 Speed Zone Adjustment Between Boekel and Garwood Roads. Staff requests approval to adjust to a 70 MPH speed zone on US-95 between Milepost 438.000 and Milepost 440.300 due to recent highway improvements and current operating conditions.

4) Request to Approve Consultant Agreements. In accordance with Board Policy 4001, staff requests approval to exceed the \$1 million agreement limit for key #23333 and #23334 – Arrow and Spalding Bridges, Nez Perce County (District 2), for design services of approximately \$5.35 million; and key #22222 – I-15/US-20 Connector, Bonneville County (District 6) - for design service of approx. \$15.2 million.

5) Contracts for Rejection. In accordance with Board Policy 4001, staff requests approval to reject the more than 10% over the engineer's estimate for key #22411, S. 5<sup>th</sup> Avenue safety improvements, Pocatello, LHTAC(5). Contractor – Sunroc Corp. - \$648,676.50.

#### Informational Items.

##### 1) Contract Awards and Advertisements.

Key #22404, Lake Road safety improvements, Grangeville Highway District, LHTAC(2). Low bidder: Knife River Corp. - \$1,131,000.00.

Key #19028, Golden Valley Road, 1500 W to 1100 W & 950 W to 900 W, LHTAC(4). Low bidder: Western Construction – \$4,397,410.48.

Key #18973, 1700 S. Road Bridge, Gooding Highway District, LHTAC (4). Low bidder: Braun Jensen – \$2,137,000.00.

Key #22349, SH-33 S. Fork Teton River Bridge repair, District 6. Low bidder: Cannon Builders – \$522,987.30.

Key #22872, Canyon Rd & Fernan Lake Rd guardrail, E. Side Highway District, LHTAC(1). Low bidder: All Rail Construction – \$434,092.00.

Key #20423, FY23 D4, I-84/US-93/US-30 seal coats, District 4. Low bidder: Knife River Corp. – \$3,584,437.35.

Key #20019, STC-3857, Sand Hollow, Oasis to Black Canyon Rd., LHTAC (3). Low bidder: Central Paving Company – \$2,756,376.15.

Key #22254, I-84 FY23 D4 bridge repair, District 4. Low bidder: Coldwater Group – \$1,248,470.75.

Key #20458, I-15/US-20/SH-33/SH-31 FY23 D6 bridge repair, District 4. Low bidder: Cannon Builders - \$3,244,440.73.

The list of projects currently being advertised was provided.

2) Professional Services Agreements and Term Agreement Work Tasks Report. From September 26, 2022 to October 23, 2022, 15 new professional services agreements and work tasks were processed, totaling \$7,137,978. Four supplemental agreements to existing professional services agreements were processed during this period for \$347,195.

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

4) Monthly Reporting of Federal Formula Program Funding through November 1. Idaho received obligation authority of \$128.9 through December 16, 2022 via a continuing resolution passed on September 30. It includes \$9.0 million of Highway Infrastructure General Funds carried over from FY20 and FY21 and \$45 million of Infrastructure Investment and Jobs Act (IIJA) Bridge Formula funds. The IIJA was signed on November 15, 2021. Additional apportionments were allocated via the Appropriations Act. Idaho will receive apportionments of \$441.4 million. FY23 obligation authority through December 16 is 29.2% of apportionments. As of November 1, 2022, \$105.7 million was allocated with \$140.9 million remaining program funding.

5) FY23 Financial statements. Revenues to the State Highway Account from all state sources as of September 30 are behind forecast by -0.9%. State revenues to the State Aeronautics Fund were ahead of forecast by 73.1%, or \$524,000. The Department's expenditures were within planned budgets. Personnel costs savings of \$2.2 million is due to vacancies and timing. Contract construction cash expenditures in the SHA are \$134.2 million for July – Sept., and total construction expenditures from five different funds sources total \$243.7 million.

The balance of the long-term investments was \$174.7 million as of the end of September. These funds are obligated against construction projects and encumbrances. The cash balance was \$130 million. Expenditures in the Strategic Initiatives Program Fund for first three months were \$25.9 million. Deposits into the Transportation Expansion and Congestion Mitigation Fund were \$31.8 million for the first three months of the sales tax. Funds are from the 4.5% of Sales Tax authorized during the last Legislative session. Expenditures in this fund for select projects were \$20.1 million. The federal CARES Act provided \$27 million for public transportation. Expenditures totaled \$700,290 for July – Sept. Expenditures for the TECM bond program during this period is \$35.4 million and \$30 million for GARVEE.

Director's Report. Director Stokes reported DMV launched its new portal last month offering new online services with the elimination of county and convenience transaction fees. A record setting 53,437 transactions were made for the month. Other highlights include a SH-3 north of St. Maries ribbon cutting was held last month. Because of soft soils, the project incorporated foam blocking, and is an example of partnership and public input. Staff has engaged in several external partnering meetings ranging from four TECM open houses to three ITD/AGC contractor executive forums. The forums focused on expanding capacity and discussing innovation such as bidding and resources. ITD won an AASHTO President's Award in the Safety category for the Statewide Asset Attribute Inventory program, the State Transportation Innovation Council Excellence Award for Idaho Career Opportunities – Next in Construction (ICONIC), and Transportation Program Manager Amy Schroeder was named winner of ARTBA's Women's Leadership Award in the Lifetime Achievement category.

Director Stokes concluded by acknowledging the challenges employees are experiencing due to a number of factors such as inflation, growth, workloads, and modernization and stated the importance of making sure employees feel valued and recognized for their contributions. Chief Innovation Experience Officer Brenda Williams has been instrumental in leading ITD's Ideal Workplace efforts who also serves as president of AASHTO's Committee on Human Resources.

Chairman Moad thanked Director Stokes for his report.

Employee Service Award Recognition. Chief Innovation and Experience Officer Brenda Williams announced there are 261 employees who are being recognized for reaching 5 to 45 years of service this year. Employees were also recognized at their respective districts. She stated it is the employees who make good things happen, and expressed appreciation to them and their families. The four employees achieving 40 years of service, who were recognized by their supervisors, are Randy Gill, Cynthia Francke, Maryann Thorpe, and Allen Knight.

Chairman Moad congratulated staff and thanked them for their service.

Due to Member Hoff needing to leave early, Chairman Moad advanced the Policy 4028 discussion to the next item where Member Hoff departed afterwards.

Policy Revision to Board Policy 4028 Allocation of Federal Formula Highway Apportionments to Local Public Agencies. Controller Justin Collins provided a high-level review of ITD's funding received from the State Highway Account (SHA), sales tax and strategic initiatives. Policy 4028 pertains to funds received from the SHA, Federal Highway Administration's (FHWA) formula funding. He reviewed the policy background and provided FHWA's suballocated entities by population and the FY23 apportionment table, which requires \$11.1 million for Transportation Management Areas. FHWA's suballocated entities are grouped into three buckets Urban (TMA, large urban areas and small urban areas), Rural (rural areas) and Other (any areas - remaining federal programs and apportionments).

Currently, Policy 4028 shares 12.6% of the net apportionment 50/50 between the Rural LPA and Urban LPA. For illustration purposes, using FY23 apportionments figures, \$22.4 million is shared with rural areas and the \$22.4 million for urban areas is split with \$11.1 million to the TMA and \$11.3 million to large and small urban areas. ITD's proposal using FY23 apportionments, which includes deductions for Carbon Reduction and PROTECT, is based on the latest census data and applied proportionately to the Urban LPA share – 33.6% for TMA (\$7.1M), 42.4% for large urban (\$9M) and 24% for small urban (\$5.05M). The proposal provides an additional \$2.75M for large and small urban areas. ITD would supplement the “Annual Urban Adjustment” from its apportionment share.

In response to Member Kempton's question regarding the application of census data, Controller Collins stated the proposed policy is based on 2010 because the certified 2020 data has not been released. The new census data would change the amount needed for the AUA. Additionally, the annually publishing of FHWA's suballocation table will adjust the AUA on a yearly basis. The gap between the TMA and FHWA allocation table would be addressed by the AUA of \$4M. The \$2.75M for large and small urban areas is on top of the adjustment. In follow-up Member Kempton questioned about the addition of a new TMA, Controller Collins stated there would be more funding available but still based on population and calculated into the Urban LPA share.

In response to Member Thompson's question regarding the inception of the 12.6% share, Director Stokes stated the federal formula originated from the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA); however, when the federal highway act expired, ITD made the decision to continue sharing that percentage with the Locals.

Member Hoff thanked staff for their work in making the proposal and approach as fair and equitable as possible.

In response to Member DeLorenzo's question on when the revised policy would go into effect, Controller Collins replied immediately upon board approval.

Chairman Moad stated the Board has been presented the proposed policy changes and a resolution for their review with the intent of taking action at its meeting next month.

Human Resources Annual Report. Chief Innovation and Experience Officer Brenda Williams recognized the HR team and introduced the new Human Resources Officer Sharon Snell. She stated HR's strategy focused on compensation, recruitment and the ideal workplace. Highlights from the annual report include voluntary turnover rates from 2021 to 2022 increased from 6% to 9.4%, the monthly filled headcount in comparison to November 2021 at 1620 FTEs is down to 1576 FTEs in October 2022, and there were 244 new hires – up from 215 in FY21 and 287 separations – up from 219 in FY21. Some compensation highlights reported 523 employees received a \$5,000 retention bonus, step pay rate increases were implemented for transportation technicians and supervisors, and multiple salary and new hire rates were increased. The average employee increase was 12.7%. Strides have been made with a recruitment campaign leveraging social media, creating QR codes, targeted advertising and producing videos. In July,

150 random employees received a survey asking what they like most about their job and what would make ITD an even better place to work, of the latter, compensation ranked highest.

Civil Rights Manager Jessika Phillips reported successes with the National Summer Transportation Institute (NSTI) program with travels in Pensacola, Florida and triple growth sparking nationwide interest with the On-The-Job (OJT) Program. The OJT Program was conducted in Boise, Idaho Falls and Coeur d'Alene with contributions from the corresponding district offices. A testimonial video produced in partnership with ITD and Associated General Contractors CEO Hammon featured some of the graduates.

Employee Safety and Risk Manager Randy Danner reported wing plow incidents increased predominately in District 1 on I-90 up 11 incidents. In response to these incidents, the Safely Navigate Our Winter Program was developed to educate drivers. ITD partners with the high schools to bring the snow plow to the students for hands-on education. Other highlights reported include an unsafe trench corrective action experience, safety coin recognition for staff, and recordable employee injuries, which has seen an incremental decrease since FY19.

Training and Development Manager Frank Decarvalho reported on new statewide training and course curriculum developed this year as many transitioned from online to in-person classroom settings. Some trainings highlighted included leadership communication for staff and executive-senior leadership, facilitating meetings, and 360 management assessment. He also reported ITD's Learning Corner received honorable mention (3<sup>rd</sup> Place) in the "Internal Communication/Employee Communication" category in print media for 2022. It is an international competition with more than 6,000 entries.

Program Supervisor Amanda Regnier reported on technical training effort for the Equipment Operator Training (EOT) Program and various technical trainings. The EOT program had 607 participants that offers 11 certifications, and 233 for the Northwest Safety training on equipment such as service trucks, mobile and overhead cranes, and diggers. ITD maintains a strong partnership with the American Council of Engineering Companies of Idaho who advocates, educates and provides scholarships for Idaho engineering students.

DHR Administrator Lori Wolff provided an update on DHR's Modernization. She recognized vacancies and turnover rates are up and the challenging job market. In conjunction with the LUMA project, efforts are being taken to streamline the application process and make it easier for job seekers to apply. In July 2023, all HR systems will transfer to the LUMA system that represents about 60 departments. Other highlights included DHR has contracted for a Compensation Study that will include Change in Employee Compensation recommendations such as new salary structures for safety, engineering and health care positions. On November 9, employees received an engagement survey that runs through November 30. Directors will receive a summary report.

Chairman Moad thanked staff and DHR Administrator Wolff for their report.

FY2024 Revision #1 Appropriation Request Technical Correction. Controller Justin Collins reviewed the FY24 budget submittal highlighting a recent technical correction. The

capital facilities line item for \$25 million District 4 headquarters was removed reducing the net request to \$41,213,000. The FY24 total appropriation request is \$1.14 billion. With GARVEE and TECM bond debt services, the total FY24 program funding was revised to \$1.22 billion.

Member Kempton commented he understood the Governor's position in respect to sensitivities involved with funds for the District 4 Headquarters office that appear to come from the general fund if proceeds from the Boise Headquarters money were used. Although it has taken 15 years to move it forward, he recognized the building is still in the ITIP.

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

RES. NO. WHEREAS, the timeline of the District 4 site survey and preparation  
ITB22-68 has delayed the need for appropriation in Fiscal Year 2024; and

WHEREAS, the delay of the D4 Headquarters construction will initiate the need for a Technical Correction in the Department's Fiscal Year 2024 Appropriation Request Revision #1; and

WHEREAS, the Board has reviewed the proposed change to the Department's Fiscal Year 2024 Appropriation Request Revision #1; and

WHEREAS, the Technical Correction in the Department's Fiscal Year 2024 Appropriation Request Revision #1 due to the Division of Financial Management deadline for this Technical Correction.

NOW THEREFORE BE IT RESOLVED, that the Transportation Board has reviewed the change to the Department's Fiscal Year 2024 Appropriation Request Revision #1, submitted to ratify November 17, 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.

Updated Six-Year Capital Facilities Program. Capital Facilities Manager Tony Pirc provided an update on ITD's building program. Due to significant changes in construction costs, and material lead times, staff is focusing on innovative ways to address needs. The main changes since the draft was presented in August is the delay of the District 4 Headquarter building moving \$25 million from the FY24 to FY25 budget. The total FY24 request is \$48.3 million and \$54.5 million for FY25.

In response to Vice Chair Horsch's question regarding work currently being performed on the District 4 Headquarter site and funding, CFM Pirc responded the National Guard is developing the site adding utility infrastructure and ITD is working with Keller Engineering. They anticipate bids going out again in January/February 2023. As infrastructure continues, ITD will plan to extend those utilities when ready.

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

RES. NO. WHEREAS, the Idaho Transportation Department owns and operates nearly  
ITB22-69 700 office buildings, maintenance buildings/sheds, and yard sites; and

WHEREAS, the annual Facility Management Program is completely funded with department operation funds; and

WHEREAS, the Facility Management Program plans for infrastructure renovation/replacement/maintenance of the building portfolio; and

WHEREAS, the Facility Management Program ensures all facilities comply with State and Federal regulations such as ADA compliance in public buildings; and

WHEREAS, it is in the best interest of the Idaho Transportation Department to approve a 6-year plan to address all of the above-mentioned criteria.

NOW THEREFORE BE IT RESOLVED, that the Idaho Transportation Board authorizes the Facility Management Program to move forward with submitting the FY24 list of projects in next year's budget request, and continue to plan for future year's projects according to the statements above.

SFY23 Idaho Airport Aid Program. Aeronautics Administrator Jeff Marker reported the funding for the Idaho Airport Aid Program is primarily funded through aviation and jet fuel taxes. Funding allocation for SFY23 was established at \$1 million. Highlights of the program review included funding for seven primary service airports with 6.25% local match and a flat rate and fourteen general aviation airports with 5% local match. There is no FAA funding for community airports – larger airports require 50% match and ITD pays 75% for smaller airport. The program includes airport planning for three small airports and four small emergency projects. The total SFY23 funding request is \$962,561.

In response to Member Kempton's question regarding funding for backcountry airports, AA Marker stated the program prohibits the use of funding for state managed airports. However, ITD was able to use Leading Idaho funds for backcountry infrastructure projects.

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

RES. NO. WHEREAS, the Idaho Transportation Board has the authority to design,  
ITB22-70 construct, reconstruct, alter, extend, repair and maintain state aeronautical facilities; and

WHEREAS, the Idaho Transportation Board has the authority to expend funds for the construction, maintenance and improvement of public owned aeronautical facilities; and

WHEREAS, the Idaho State Legislature approved \$1M for airport improvements; and

WHEREAS, \$1M is designated for Idaho public use community airports using Idaho Airport Aid Program criteria; and

WHEREAS, the Idaho Aeronautics Advisory Board recommended approval of the proposed funding plan at their regular meeting on October 27, 2022.

NOW THEREFORE BE IT RESOLVED, that the Idaho Airport Aid program for state fiscal year 2023 in the amount of \$962,561.00 be approved; and

BE IT FURTHER RESOLVED, the Idaho Transportation Board directs the Division of Aeronautics to issue grant offers for SFY2023.

Utility Accommodation Rulemaking. Governmental Affairs Manager Colby Cameron provided update on HB640 Idaho Broadband Dig Once and Right-of-Way Act rulemaking. The Utility Accommodation Policy is incorporated into IDAPA, Idaho Administrative Code. The UAP provides a framework for managing broadband facilities within the State's ROW and is being updated. Three stakeholder negotiated rulemaking public meetings have been held with the last on September 16. Predominate changes in the UAP were in the definition of terms for highways and some minor changes to Section 8, Wireless Communications. Next steps is to present it as a pending administrative rule to the Idaho Legislature with publication in the January edition of the 2023 Idaho Administrative Bulletin.

Member Kempton provided clarification on UAP, Section 7.1, regarding coordination with the Idaho Broadband Advisory Board and Department of Commerce. He noted Section 7.3 does address concerns he had previously stated regarding final decision-making. In the event a decision is challenged, DAG Thomas stated under IDAPA, there would be an appeals process.

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

RES. NO. WHEREAS, the Idaho Transportation Board and Idaho Transportation  
ITB22-71 Department recognize their role in managing utilities in the State's right-of-way;  
and

WHEREAS, the Department accommodates private and public utilities in highway rights-of-way in accordance with local, state and federal laws; and

WHEREAS, the Department's Utility Accommodation Policy is incorporated by reference in IDAPA 39.03.43 - Rules Governing Utilities on State Highway Right-of-Way; and

WHEREAS, pursuant to Section 67-5220, Idaho Code, the Department initiated the negotiated rulemaking process and staff held two negotiated meetings and one hearing; and

WHEREAS, the changes being proposed address administrative rulemaking requirements of the 2022 Idaho Broadband Dig Once and Right-of-Way Act, House Bill 0640 as amended by the Senate; and

WHEREAS, broadband network connectivity is crucial to Governor Little's Leading Idaho Initiatives.

NOW, THEREFORE, BE IT RESOLVED, that the Idaho Transportation Board authorizes and directs Department staff to present IDAPA 39.03.43 as a pending administrative rule to the Regular Session of the 67th Idaho Legislature with publication in the January Edition of the 2023 Idaho Administrative Bulletin.

Chairman Moad thanked GAM Cameron for the presentation.

Transportation Expansion & Congestion Mitigation (TECM) Program Update and Bonding Forecast. Transportation Program Manager Amy Schroeder reported on the status of the TECM funded projects within the 13 approved corridors and what is bonded, project readiness and a draft list for the next TECM bond sale. The funds dedicated to these corridors are TECM pay-as-you-go, TECM bonds, TECM one-time, Leading Idaho and new federal aid and other state funds. The following are highlights of the TECM projects by district:

District 1: Washington State Line to Sherman Ave environmental evaluation ongoing, SH-41 to Northwest Blvd design beginning, and I-90/SH-41 Interchange construction on schedule for completion in 2025 using TECM bonds. \$331.8 million is programmed of which \$91.2 million is advertised and under construction.

District 2: US-95 Spalding Bridge – environmental completion anticipated September 2023 and US-12 Arrow Bridge - environmental completion anticipated January 2024. These are the most complex environmental projects in the program. \$345.3 million is programmed for the environmental, design right-of-way and construction.

District 3: SH-16, I-84 to US-20/26 and SH-44. Phase 2, Mainline – two of the three construction projects underway with the third ready in spring 2023. Phase 3, Interchanges – three construction packages scheduled to begin 2024. Of the \$560.4 million programmed, \$131.6 million for design and right-of-way is funded with GARVEE bonds and other federal aid. Centennial Way to Franklin Road is proposed to be included in the next bond sale, and SH-44 Interchange to Centennial Way environmental evaluation is proceeding, for a total of \$124.9 million programmed. Karcher Road Interchange to Middleton Road – proposed to be included in the next bond sale has \$34.3 million programmed. US-20/26 from Middleton Road to Star Road – construction to begin Summer 2024, and I-84 to Middleton Road – on schedule to complete in 2024 and funded with TECM bonds. \$280.8 million programmed of which \$47.3 million is advertised and under construction. SH-55 Farmway Road to Middleton Road – construction begins Summer 2024 and Pear Lane to Farmway Road – design to start next year. \$214.2 million.

District 4: Hailey north to Timber Way – construction begins Fall 2024, and Bellevue north to Hailey – construction starts Spring 2024. \$148.4 million programmed. South Jerome Interchange to Twin Falls Interchange – construction begins Summer 2023 and proposed to be

included in the next bond sale. \$86.3 million programmed. Burley Interchange and Heyburn Interchange – construction on both begins Fall 2024/Spring 2025. \$160.3 million programmed.

District 5: Northgate Interchange to Blackfoot has \$16.6 million programmed for environmental, and alternatives are being summarized for future programming of 5<sup>th</sup> St. Interchange to Northgate Interchange. Northgate Interchange to Fort Hall – construction begins 2024, and I-86/I-15 System Interchange – on schedule to complete in 2024 and uses TECM bonds. \$357.6 million programmed of which \$125.1 million advertised and under construction.

District 6: South St. Anthony Interchange – construction begins Summer 2023 and proposed to be include in the next bond sale. \$31.3 million. US-20/I-15 Interchange has \$40 million for design and right-of-way.

TPM Schroeder reported the total projected funding over the 7-year ITIP is \$2.6 billion using various TECM dedicated funding sources. She provided status of the March 2022 TECM bond utilization. As of November 4, 2022, of the \$216 million allocated for bonding, \$49.7 million has been drawn-down for 10 projects. The Spring 2023 bond sale proposal anticipates \$295 to \$395 million for construction, additional development, right-of-way and 2022 construction costs.

Chief Administrative Officer Dave Tolman reported on the TECM bond forecast reviewing the bonding structure, comparing the bonding funding, sale factors and next steps. Highlights included bond terms for each series is 25 years and are sold as close as possible to contract awards and cash requirements to meet draw-down requirements. The program-wide GARVEE interest rate is 3.40%; however, the rate varied between 4.73% to 2.11%, including refinances. Debt service for GARVEE is \$64 million. For TECM, interest rates as of October 2022, were 5.21% in comparison to 3.10% in December 2021. Debt service is expected to be the full \$80 million. Project readiness and interest rates are a few factors for bond sale consideration. Estimates for Spring 2023 rates is 5.46% (rates were 5.0% as of last night). Next steps are to bring a resolution to the Board in January for a March/April 2023 bond sale.

Chairman Moad thanked staff for the update.

The Board recessed at 11:55 a.m. to have an informal lunch with Trucking Advisory Council. Chairman Moad reconvened the meeting at 1:30 p.m.

Annual Trucking Advisory Council Report. Trucking Advisory Council Chairman John Pocock reported the council met three times this year. Highlights reported included during the March meeting they discussed hay securement. Because legislation would be difficult, they decided to focus on education. They learned more about the Safe Driving Apprenticeship Driving Program. Due to a number of limiting factors, it may not provide the resources they anticipated. In September, the council gave input on trucking parking for the state and their District 4 member volunteered to participate in a truck parking study. He commended DMV staff for helping trucking companies with registrations and making those services available at the Ports of Entry. In today's meeting they addressed US-20 Island Park and being able to garner support for the 4-lane highway, renewing commercial driver's licensing online, and previewed the Office of Highway Safety's crash data dashboards.

Chairman Moad thanked TAC Chairman Pocock for his leadership and the update.

SH-55 Smith's Ferry to Round Valley Update. District 3 Engineer Caleb Lakey reported Cut 8, excavation, blasting, paving, guardrail and striping are all complete. Since the November 2021 landslide, a wire mesh was installed at Cut 8 over an erosion control blanket held down with grid of soil/rock anchors to further support it and a permanent rock buttress for stability. Currently, they are assessing the need to use flexible fences for rock and snow control. Should conditions warrant it, staff is prepared to temporarily close the road, but does not anticipate any lengthy closures. Work is still ongoing on the final slope anchoring and matting, final slope risk assessment, and winter operations planning. Staff is performing avalanche forecasting that takes into consideration topography, snowpack, and triggering events. Forecasting applies historical and real time data to assess instability. At this time, historical data is not available on this stretch of corridor; however, there is for an 11-mile stretch on SH-21 that is 5,500 – 9,000 feet above sea level and for US-12, Lolo Pass. The avalanche team advises on other terrain such as Galena Summit and Lost Trail Pass. There is one potential slide path on SH-55 that staff plans to monitor. It is the same crew for the Banks to Lowman Road/SH-21. Avalanche warning signs will also be installed for driver awareness. DE-3 Lakey concluded safety remains the highest priority on the job, reminded citizens to be prepared when driving Idaho's mountain roads and to check 511 for road conditions and updates. He introduced ITD staff Bill Nicholson who will be conducting the avalanche monitoring.

Member DeLorenzo thanked DE-3 Lakey for doing a great job on such an important safety project and appreciated the information on avalanche preparedness.

Chairman Moad thanked DE-3 Lakey for the update.

Executive Session on Legal and Personnel Issues. Member DeLorenzo made a motion to meet in executive session at 2:00 PM to discuss issues as authorized in Idaho Code Section 74-206 (b) and in Idaho Code Section 74-206 (f). Member Osborn 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.

WHEREUPON, the Idaho Transportation Board's regular monthly meeting adjourned at 3:35 PM at the conclusion of executive session.

---

WILLIAM H. MOAD, Chairman  
Idaho Transportation Board

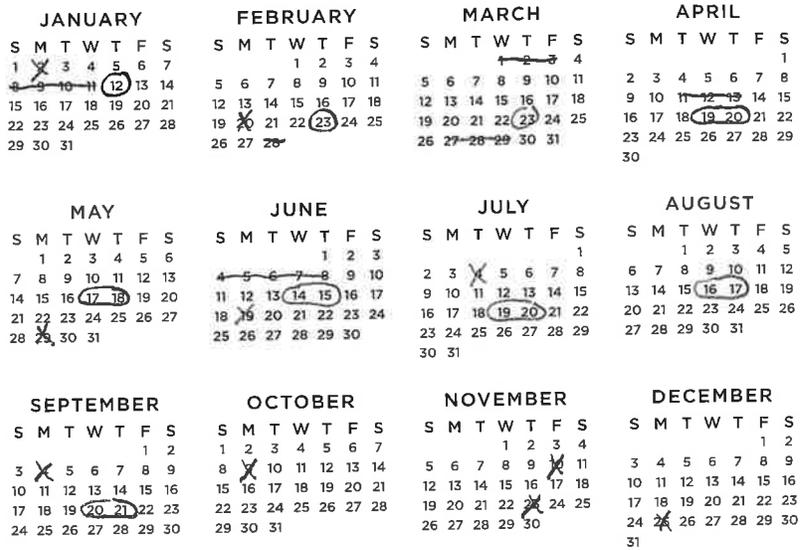
Read and Approved  
\_\_\_\_\_, 2022  
\_\_\_\_\_, Idaho

# BOARD MEETING DATES

## 2023

**January 12 - Boise**      **February 23 - Boise**      **March 23 - Boise**  
**April 19 & 20 – Twin Falls**    **May 17 & 18 – Pocatello**    **June 14 & 15 – Boise**  
**July 19 & 20 – Idaho Falls**    **August 16 & 17 – Coeur d’Alene**  
**September 20 & 21 - Lewiston**

2023



“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 18 - 40**

RES. NO. ITB22-72      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 addition of City of Nampa RAISE Grant award project to the FY23-29 ITIP, adjustments to the Urban Program in the FY23-29 ITIP, consultant agreement, and contracts to award.



# Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date December 15, 2022

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

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

## Subject

Add City of Nampa RAISE Grant Award Project to the approved FY 2023- 2029 ITP		
Key Number New	District 3	Route Number Various

## Background Information

In August of this year, the U.S. DOT announced Reconnecting, Accessibility, and Improving Safety and Equity (RAISE) Grant award recipients. The City of Nampa was awarded \$5 million for project **Reconnecting, Accessibility and Improving Safety and Equity in Nampa** to design local and regional connections to benefit residents in the northern part of Nampa. These improvements include sidewalk network expansion and modernization, shared use path construction, pedestrian pathway extension, a new pedestrian bridge, the replacement of an existing vehicular and pedestrian bridge, the modernization of two railroad underpasses, and the study of new transit services.

On October 17, 2022, the COMPASS Board approved Transportation Improvement Plan (TIP) Amendment #10 adding the project to the Regional TIP. The next procedural step is for the Idaho Transportation Board to authorize staff to add a project to the ITIP in the amount of \$5 Million in Preliminary Engineering (PE) for FY23 so the City of Nampa can complete the project agreement process with U.S. DOT and allow for future obligation of these funds.

## Recommendations

Approve the addition of **Reconnecting, Accessibility and Improving Safety and Equity** project in Nampa to FY23 the approved FY23-FY29 ITIP at a project cost of **\$5,000,000**.

## Board Action

Approved     Deferred \_\_\_\_\_

Other \_\_\_\_\_



# Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date December 15, 2022

Consent Item  Information Item  Amount of Presentation Time Needed 0

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

## Subject

Adjustments to the <b>Urban Program</b> in the FY 2023 – 2029 approved ITIP		
Key Numbers Various	District 6	Route Numbers SMA-7376, STC-7326, SMA-7406

## Background Information

Urban project KN14024 INT E 17<sup>th</sup> AND S WOODRUFF AVE, IDAHO FALLS located in Bonneville County recently bid and was \$1,416,929.05 over the engineer's estimate. The City of Idaho Falls (sponsor) would like to award the bid for the project. This change will make urban funds available and allow the project to be awarded.

During the November 3, 2022 Urban Committee meeting the committee approved an additional \$1,034,000 in available funds for the project. The BMPO also requested to delay Idaho Falls FY23 urban projects KN23023 Elm St; Yellowstone to South Blvd and KN23302 Woodruff Ave; US-26 to Lincoln PE. Delaying the scheduled PE FY2023 obligations of the two projects would make available an additional \$387,000 of urban funding to award the KN14024 S Woodruff Project for construction in 2023.

Action	KN	District	Current Program Year	Route, Project Name	Phase	\$ in Thousands		
						FY23	PD	
Delay Design to FY23	23302	6	2023	SMA-7376, Woodruff Ave; US26 to Lincoln, Idaho Falls	PE	(\$225)	\$225	
Delay Design to FY23	23023	6	2023	STC-7326, Elm St; Yellowstone to S Blvd, Idaho Falls	PE	(\$162)	\$162	
Add to Construction FY22	14024	6	2022	SMA-7406, Int E 17th St and S Woodruff Ave, Idaho Falls	CN	\$387		
(PE) Design Engineering by ITD; (CN) Construction; (PD) Project Development						Totals	\$0	\$387

Staff requests the project adjustments outlined above be made in the Urban Program in the FY 2023 – 2029 approved ITIP.

## Recommendations

Approve the following project adjustments in the Urban Program in the approved FY 2023 – 2029 ITIP:

- KN23023 – delay the 2023 Scheduled PE obligation of \$162,000 and move to PD; and
- KN23302 – delay the 2023 Scheduled PE obligation of \$225,000 and move to PD; and
- KN14024 – increase construction \$387,000 in FY2022



November 16, 2022

Matt Koester, P.E.  
LHTAC; Resident Engineer  
3330 W. Grace St.  
Boise, ID 83703

Re: Elm St Reconstruction; Yellowstone to S. Blvd, Idaho Falls  
Project No.: A023(023); Key No.: 23023  
Location: Idaho Falls, ID

Subject: **PROJECT DEVELOPMENT DELAY**

Dear Mr. Koester:

Idaho Falls has been made aware of a need to provide Construction funds to award the 17<sup>th</sup> & Woodruff project key number 14024. It is recognized that the program balance to be able to award the intersection project requires the delay of the Project Development of the 23023 Elm St Reconstruction, Yellowstone to Blvd project in the amount of \$162,000. The city has been notified of this need and requests that the funding for Project Development on the 23023 project be rescheduled from fiscal year 2023 and be rescheduled to Preliminary Development.

If you have any questions, please contact me at (208) 612-8256.

Respectfully,

A handwritten signature in blue ink that reads "Chris H Fredericksen". The signature is fluid and cursive, written in a professional style.

Chris H Fredericksen, P.E.  
Public Works Director

2022-83



November 16, 2022

Matt Koester, P.E.  
LHTAC; Resident Engineer  
3330 W. Grace St.  
Boise, ID 83703

Re: Woodruff Ave., US 26 to Lincoln Expansion, Idaho Falls  
Project No.: A023(302); Key No.: 23302  
Location: Idaho Falls, ID

Subject: **PROJECT DEVELOPMENT DELAY**

Dear Mr. Koester:

Idaho Falls has been made aware of a need to provide Construction funds to award the 17<sup>th</sup> & Woodruff project key number 14024. It is recognized that the program balance to be able to award the intersection project requires the delay of the Project Development of the 23302, Woodruff Ave, US 26 to Lincoln Expansion project in the amount of \$225,000. The city has been notified of this need and requests that the funding for Project Development on the 23302 project be rescheduled from fiscal year 2023 and be rescheduled to Preliminary Development.

If you have any questions, please contact me at (208) 612-8256.

Respectfully,

A handwritten signature in blue ink that reads "Chris H Fredericksen".

Chris H Fredericksen, P.E.  
Public Works Director

2022-82



# Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date December 15, 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 LSS
Preparer's Name Holly McClure	Preparer's Title Contracts Officer	Initials HM	

## Subject

REQUEST TO APPROVE CONSULTANT AGREEMENT		
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 sheets for additional detail)

- KN 19338 – I84, South Jerome IC, Jerome County (District 4) – for completion of design and engineer of record services of approximately \$3.4M

## Board Action

Approved     Deferred \_\_\_\_\_

Other \_\_\_\_\_



**DATE:** Nov. 21, 2022

**Program Number(s)**A019(338)

**TO:** Monica Crider, PE  
State Design Engineer

**Key Number(s)**19338

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

 Digitally signed by  
Jesse Barrus  
Date: 2022.11.22  
17:20:05 -07'00'

**Program ID, County, Etc.**I84 South Jerome IC,  
Jerome County

**RE:** Request to Increase Professional Services Agreement Amount of over \$1,000,000 for Supplemental to Design Services by J-U-B Engineers

The purpose of this project is to improve safety and mobility on I-84 and through the South Jerome Interchange (Exit 168) by replacing the existing bridge and modifying the interchange to address operations, geometrics and capacity limitations.

The new interchange will replace the obsolete four-lane bridge with a divided diamond couplet with two bridges and signals to accommodate on/off-ramp traffic as well as frontage road movements. The interchange will allow for future widening of I-84 and incorporate longer ramps to meet current design standards.

In May 2016, through Request for Proposal (RFP), J-U-B Engineers was selected to provide design services. The project was split into three phases. In October 2017, the Board approved funding for Phase I and II design for \$2.25M. Phase 1 was for Design Services in the amount of \$483,200 to assist the District to select a project alternative. Phase II was for Bridge Roadway Design from Preliminary Design to Intermediate Design for \$1,275,450.

In Phase III, the Consultant is completing final roadway design, final traffic design (signs and signals), retaining walls, drainage, utility coordination, and coordinate with ITD Bridge on final bridge design. The Phase III contract of \$933,715 was enacted after the Board authorized an additional \$503,000 in May 2021 for a total approval of \$2.753M. In September of 2021, Board approval was given for a \$10,755 supplemental for a total approval of \$2.764M.

The purpose of this board item is to request approval to exceed the professional services agreement amount for a supplemental agreement of approximately \$128,000 to complete project updates following ROW acquisition, coordinate with the I-84 Jerome to Twin Falls TECM project team, update specifications, and submit the PS&E package.

The design firm is also likely to be retained for engineer of record services during construction, and those services are estimated to be \$500,000.

This request is for approval to exceed the professional services agreement amount on this project to an estimated \$3.4M to cover the completion of design services and engineer of record services during construction. This is just under 10% of the estimate for construction at approximately \$35 million.



# Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date December 15, 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 11/01/22 to 11/30/22					
Contracts Bid		Contracts Requiring Board Approval to Award		Contracts Requiring Board Approval to Reject	
ITD	Local	ITD	Local	ITD	Local
8	11	1	2	0	1

### ACTION

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

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

Contract requiring Board Approval to Award -Justification received 11/01/22 to 11/30/22	
ITD	Local
1	2

## Recommendations

In accordance with board policy 4001, the construction contract 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(3)	<b>14024</b>	OFF SYS	10/25/2022	2	\$4,108,658.20	\$5,525,590.55	\$1,416,932.35
SMA-7406, Int. E. 17th St. & S. Woodruff Ave. Idaho Falls							134%
Contractor: Knife River Corporation-Mountain West					Federal		

District	Key No.	Route	Opening Date	No. of Bids	Eng. Est.	Low Bid	Net +/-
LHTAC(1)	<b>20215</b>	OFF SYS	11/1/2022	2	\$1,450,441.35	\$1,797,738.36	\$347,297.01
Deep Creek Loop; Jct. US-95 to Lions Den							124%
Contractor: Interstate Concrete & Asphalt Co.					Federal		

District	Key No.	Route	Opening Date	No. of Bids	Eng. Est.	Low Bid	Net +/-
	<b>23270,</b>						
	<b>23455 &amp;</b>						
3	<b>23457</b>	I-84 & I-184	11/1/2022	1	\$635,191.10	\$993,418.36	\$358,227.26
I-84 Galloway Rd. Repair, I-84 Robinson & I-184 Orchard							156%
Contractor: Concrete Placing Co. Inc.					State		

DATE OF BID OPENING - OCTOBER 25, 2022

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IDAHO FEDERAL AID FINANCED PROJECT  
SMA-7406, INT E 17TH ST & S WOODRUFF AVE, IDAHO FALLS  
Bonneville County  
Key No. 14024

---

DESCRIPTION: The work on this project consists of widening the roadway to add turn lanes to the intersection of 17th Street and Woodruff Avenue and replace the traffic signal

BIDDERS:

KNIFE RIVER CORPORATION - MOUNTAIN WEST Boise, ID	\$5,525,590.55
H-K CONTRACTORS, INC. IDAHO FALLS, ID	\$6,657,130.50

2 BIDS ACCEPTED

ENGINEER'S ESTIMATE - \$4,108,658.20

LOW BID - 134% Percent of the Engineer's

Estimate NET +/- OF EE (\$1,416,932.35)

(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. Highway Design concurs with the recommendation.

Monica Crider

Digitally signed by Monica  
Crider  
Date: 2022.11.22 15:38:21  
-07'00'

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**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:** November 22, 2022

**Project No:** A014(024)

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

**Key No:** 14024

**From:** Laila Kral, PE *LK*  
LHTAC Administrator

**Project Identifications, County**  
INT E 17<sup>th</sup> St and S Woodruff Ave, Bonneville County

**RE:** Justification of Bid for Award

Two bids were opened for the KN 14024 INT E 17<sup>th</sup> St and S Woodruff Ave Project, Bonneville County on October 10, 2022. The responsive low bid exceeds the Engineer's Estimate by thirty-four and a half percent (34.5%). The responsive low bid is within 21% (variance) from the 2<sup>nd</sup> bidder.

The majority of the bid overage comes from 5 of 70 total bid items, as shown in the table below:

Item	Description	Quantity	Estimated Unit Price	Bid Unit Price	Estimate Cost	Bid Cost	\$ Difference
205-005A	EXCAVATION	19,190 CY	\$13.00	\$23.00	\$249,470	\$441,370	\$191,900
301-005A	GRANULAR SUBBASE	18,300 Ton	\$14.00	\$23.00	\$256,200	\$420,900	\$164,700
S904-05A	SP – WATER SYSTEM (NP - Waterline)	1 LS	\$226,000	\$400,000	\$226,000	\$400,000	\$174,000
S912-05A	SP – COLORED AND PATTERNED CONCRETE	648 SY	\$55	\$275	\$35,640	\$178,200	\$142,560
Z629-05A	MOBILIZATION	1 LS	\$523,587	\$700,000	\$523,587	\$700,000	\$176,403
<b>Total Difference from these Items</b>							<b>\$ 849,563</b>
<b>% of Difference in Engineer's Estimate</b>							<b>20.7%</b>

**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  
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Commissioner Mark Rekow  
*Gem County*  
Commissioner Todd Smith  
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*Idaho Association of Highway Districts*  
Seth Grigg, Executive Director  
*Idaho Association of Counties*

This is the second bid opening this year for this project. The first bid opening received no bids and plans, specifications and the engineer's estimate were adjusted to account for unit bid price changes as well as contractor feedback.

Average unit bid prices were used when available for the engineer's estimate. This estimate was reviewed several times and resulted in an additional \$466,000 of urban funds being added to the project before the second bid. However, the existing market condition seems to be moving at a higher rate making recent bid data less relevant.

Availability, shortage of labor, work load, inflation of materials and fuel costs contributed to the increase over the EE for the items noted above. Lump sum items including mobilization and waterline items generally bid higher and are difficult to evaluate due to the risk and unknowns perceived by the contractor. In addition, the complicated nature of this project including phasing, utilities, limited night/weekend work, and complicated traffic control contributed to the higher bid prices.

This project is a safety enhancement project which will benefit the traveling public and address a high accident area and timely completion is important. It is unlikely that alterations to the plans or specifications would provide any savings to the project. LHTAC recommends that the contract be awarded to the low bidder. Additional funds will be obtained from the urban balancing committee as well as the City of Idaho Falls.



November 16, 2022

Matt Koester, P.E.  
LHTAC; Resident Engineer  
3330 W. Grace St.  
Boise, ID 83703

Re: 17<sup>th</sup> & Woodruff Intersection Reconstruction, Idaho Falls  
Project No.: A014(024); Key No.: 14024  
Location: Idaho Falls, ID

Subject: **PROJECT CONSTRUCTION AWARD SUPPORT**

Dear Mr. Koester:

Idaho Falls has reviewed documentation on the above referenced project and will accept the extra match and non-participating waterline work costs incurred and be responsible for their portion. Please move forward with the award of the Construction Contract as bid.

If you have any questions, please contact me at (208) 612-8256.

Respectfully,

A handwritten signature in blue ink that reads "Chris H Fredericksen".

Chris H Fredericksen, P.E.  
Public Works Director

2022-81

DATE OF BID OPENING - NOVEMBER 1, 2022

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IDAHO FEDERAL AID FINANCED PROJECT  
DEEP CREEK LOOP; JCT US-95 TO LIONS DEN  
Boundary County  
Key No. 20215

---

DESCRIPTION: The work on this project consists of **rehabilitating 3 miles of Deep Creek Loop with a leveling course and overlay**

BIDDERS:

INTERSTATE CONCRETE & ASPHALT CO.      \$1,797,738.36  
RATHDRUM, ID

1 BIDS ACCEPTED (1 Irregular – DBE)

ENGINEER'S ESTIMATE - \$1,450,441.35

LOW BID - 124% Percent of the Engineer's Estimate

NET +/- OF EE \$347,297.01

(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. Highway Design concurs with the recommendation.

Monica Crider

Digitally signed by Monica  
Crider  
Date: 2022.11.04 15:03:23  
-06'00'

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**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:** November 17, 2022

**Project No.:** A020(215)

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

**Key No.:** 20215

**From:** Laila Kral, PE *LK*  
LHTAC Administrator

**Project Identification, County**  
Deep Creek Loop; Jct US-95 to Lions Den, Boundary County

**RE:** Justification of Bid for Award

Two Bids were opened on November 1, 2022 for KN 20215, Deep Creek Loop; Jct US-95 to Lions Den, Boundary County. The low responsive bid was 24% over the Engineer’s Estimate. The second bid was 29% over the Engineer’s Estimate. This shows a relatively tight cluster between the bids.

The Engineer’s Estimate (EE) was based on recent pricing for similar projects. The most significant differences between the EE and the lowest responsive bid are as follows:

ITEM	DESCRIPTION	QUANTITY	ESTIMATED UNIT PRICE	BID UNIT PRICE	ESTIMATED COST	BID COST	\$ DIFFERENCE
405-425A	SUPERPAVE HMA PAV INCL ASPH&ADD CL SP-2	4925.7 TON	\$110.00	\$146.84	\$541,827	\$723,290	\$181,463
431-005A	COLD MILLING	39982.7 SY	\$3.00	\$4.44	\$119,948	\$177,523	\$57,575
612-005D	W-BEAM GUARDRAIL	1952 FT	\$33.00	\$59.04	\$64,416	\$115,246	\$50,830
626-116A	TEMP CONCRETE BARRIER	340 FT	40.00	\$157.05	\$13,600	\$53,397	\$39,797

**Total Difference from these Items \$329,665**  
**% Difference from Engineer's Estimate 45%**

The EE unit prices were increased from the average unit prices to account for the remote location and size of the project. The project is located in a fairly remote location in Boundary County which will require long hauling distances for hot mix asphalt and stockpiling of the millings. The project is also being constructed in phases in order to keep traffic open. This will require the contractor to cold mill a phase and then wait until that phase is completed before the next phase can be cold milled. This waiting period has inherent costs for a contractor and should have been factored in. The bids prices received and the number of bids submitted

**Association of Idaho Cities**  
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*City of Roberts*  
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*City of Fruitland*

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*South Latah Highway District*  
Commissioner Gilbert Hofmeister  
*Power County Highway District*

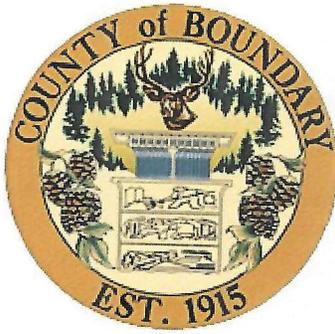
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Seth Grigg, Executive Director  
*Idaho Association of Counties*

indicate low contractor availability, shortage of labor, work load, inflation of material and fuel costs which contributed to the increase over the EE.

LHTAC recommends the contract be awarded to the low bidder. This is the last section of Deep Creek Loop to be rehabilitated in recent years and this section is quickly deteriorating. It is unlikely that alterations to the plans or specifications would provide any savings to the project. Additional funds to cover the additional cost have been designated.

**Boundary County Commissioners**  
Dan R. Dinning, Chairman  
Wally Cossairt, Commissioner  
Tim Bertling, Commissioner



Telephone (208) 267-7723  
Fax: (208) 267-7814  
commissioners@boundarycountyid.org

**BOUNDARY COUNTY**  
**P. O. Box 419**  
**Bonnars Ferry, ID 83805**

November 21, 2022

LHTAC  
Attn: Laila Kral  
3330 Grace Street  
Boise, ID 83703

RE: KN 20215 Deep Cr Loop; US-95 to Lions Den, Boundary County Project

Laila,

Boundary County agrees to accept Interstate Concrete and Asphalt Bid of \$1,797,738.36 that was submitted on November 1, 2022.

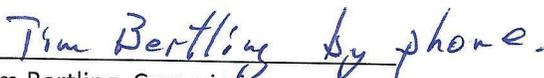
Boundary County has been planning for the design and construction of this project for many years. Since this route is used by many people to access both home and school as well as for recreation opportunities and the time critical construction window we have, it is important that this project proceeds as soon as possible. Boundary County is dedicated to see this project through to completion and is ready to provide any additional match required. Thank you for your consideration.

Respectfully,

Boundary County  
Board of Commissioners

  
\_\_\_\_\_  
Dan R. Dinning, Chairman

  
\_\_\_\_\_  
Wally Cossairt, Commissioner

  
\_\_\_\_\_  
Tim Bertling, Commissioner

Cc: Boundary County Road & Bridge

DATE OF BID OPENING - NOVEMBER 1, 2022

---

IDAHO FINANCED PROJECT  
I-84 GALLOWAY RD REPAIR, I-84 ROBINSON & I-184 ORCHARD  
Canyon County  
Key No. 23270, 23455 & 23457

---

DESCRIPTION: The work on this project consists of bridge repair on I-84 MP 21.71, Galloway Rd Underpass, Robinson RD Overpass & Orchard Rd Overpass

BIDDERS:

CONCRETE PLACING CO., INC.      \$993,418.36  
BOISE, ID

1 BIDS ACCEPTED

ENGINEER'S ESTIMATE - \$635,191.10

LOW BID - 156% Percent of the Engineer's

Estimate NET +/- OF EE \$358,227.26

(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. Highway Design concurs with the recommendation.

Monica  
Crider

Digitally signed by  
Monica Crider  
Date: 2022.11.04  
14:30:17 -06'00'

---

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



**DATE:** November 25, 2022

**Program Number(s):** A023(270),  
A023(455) & A023(457)

**TO:** Monica Crider, PE *MC*  
State Design Engineer

**Key Number(s):** 23270, 23455 &  
23457

**FROM:** Caleb Lakey, PE  
D3 Engineer

**Program ID, County, Etc.** I-84 Galloway, I-84  
Robinson, & I-184 Orchard

J. Caleb Lakey  
Digitally signed by J. Caleb Lakey  
DN: cn=Cable Lakey, o=Idaho  
Transportation Department, ou=District 3, cn=J.  
Caleb Lakey  
Reason: I am approving this document  
Created: 2022.11.28 10:17:06-0700'

Mike Ebright, PE  
Acting State Bridge Engineer  
Mike Ebright  
Digitally signed by Mike  
Ebright  
Date: 2022.11.28  
10:35:09 -07'00'

**RE:** Bid Justification for Award

Bids for the three companioned projects were opened November 1, 2022. The Department received a single responsive bid which was 156% of the Engineer's Estimate (EE).

The work consists of repairing three overpasses. Two of the overpasses have been weight restricted since they were damaged.

The Department has analyzed the bid items in comparison to the EE items. Bid unit prices ranged from 4% to as much as 1334% for special structural repair items.

While most of the bid unit prices were higher than the EE, the following represent the items where the totals and net total significantly exceed the Engineer's Estimate.

Item	Description	Quantity	Estimate Price	Bid Price	Difference
502-310A	Concrete Class 40AF Schedule No. 2	14 CY	\$42,000.00	\$55,916.00	\$13,916.00
S501-25A	SP Bridge Carbon Fiber Rap Repair Galloway	1 LS	\$41,000.00	\$125,269.00	\$82,269.00
S501-25C	SP Bridge Carbon Fiber Rap Repair Robinson	1 LS	\$41,000.00	\$105,830.00	\$64,830.00
S501-80A	Partial Removal of Bridge	1 LS	\$75,000.00	\$86,093.00	\$11,093.00
S904-05H	Hazardous Material Removal and Disposal	1 LS	\$2,000.00	\$28,688.00	\$26,688.00
Z629-05A	Mobilization Galloway	1 LS	\$64,318.30	\$160,529.00	\$96,210.70
Z629-05A	Mobilization Orchard	1 LS	\$21,439.40	\$44,930.00	\$23,490.60
Z629-05A	Mobilization Robinson	1 LS	\$21,439.40	\$57,007.00	\$35,567.60
568-005A	Elastomeric Concrete Header	0.06 CY	\$660.00	\$8,292.96	\$7,632.96
581-010A	Concrete Crack Epoxy Injection Robinson	0.1 GAL	\$600.00	\$6886.20	\$6,286.20
<b>Total Difference from these Items</b>					\$369,984.06

The net difference of these items alone represents 56% of the Engineer's Estimate. Therefore, while most bid unit prices exceed the EE estimated unit prices the net effect of these in conjunction with items where the bid unit prices were less than the EE are negligible.

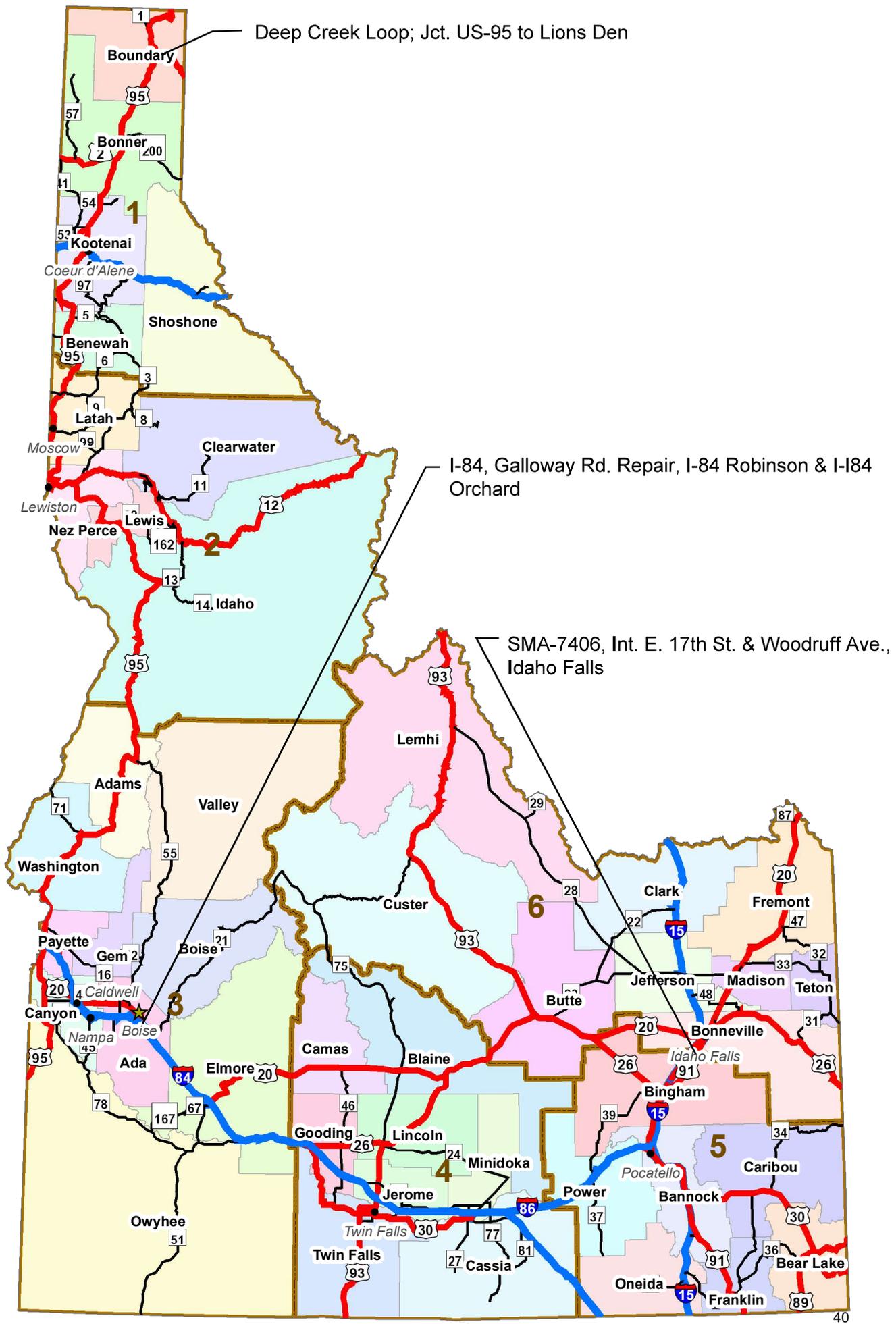
Except for Hazardous Material Mitigation and Mobilization, items summarized in the preceding table require specialized structural materials. In the past the Department has noted pricing of these materials can be variable. The Department contacted suppliers of these materials and determined that current inflation and labor cost has contributed significant to the increase in pricing for these materials.

Furthermore, the scope and scale of the work combined three bridge repair projects that are located miles apart and require similar repairs. The Department companioned these repair projects in an effort to capitalize on economy of scale. Estimated unit prices in the EE were increased to account for the small size of the work and considering that work would be performed in three separate locations. Clearly the as bid mobilization drastically exceeds that estimated in the EE. While Mobilization is intended to compensate the Contractor and their subs for the expenses related to getting to the work site, mobilization also captures intangibles expenditures that the Contractor anticipates. There has been indication that current labor market is driving the unusually high Mobilization unit prices.

When preparing the EE, the Department attempted to capture the impacts of economy of scale and recent inflation impacts. In general, the estimated unit prices in the EE balanced with bid unit prices except for items in the preceding table. Analysis indicates that unit prices of specialized structural materials have increased. Compounding this further is the unprecedented shortage of labor. Considering this, the Department has concluded that while high, the as bid unit prices are appropriate for the scope and scale of this work.

Completing this work in a timely manner is critical to the Department fulfilling our operational mission. The Department anticipates that if this bid were rejected and the project re-advertised for a third time, there would be no potential savings.

Therefore, the Department recommends that the contract be awarded to the Low bidder. The additional funding for these projects will be covered by statewide balancing.





# Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date December 15, 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 10/01/22 to 11/30/22					
Contracts Bid		Contracts Requiring Board Approval to Award		Contracts Requiring Board Approval to Reject	
ITD	Local	ITD	Local	ITD	Local
8	11	1	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 11/01/22 to 11/30/22	
ITD	Local
3	3

### FUTURE ACTIONS

The Current Advertisement Report is attached.

### Recommendations

For Information Only.

### Board Action

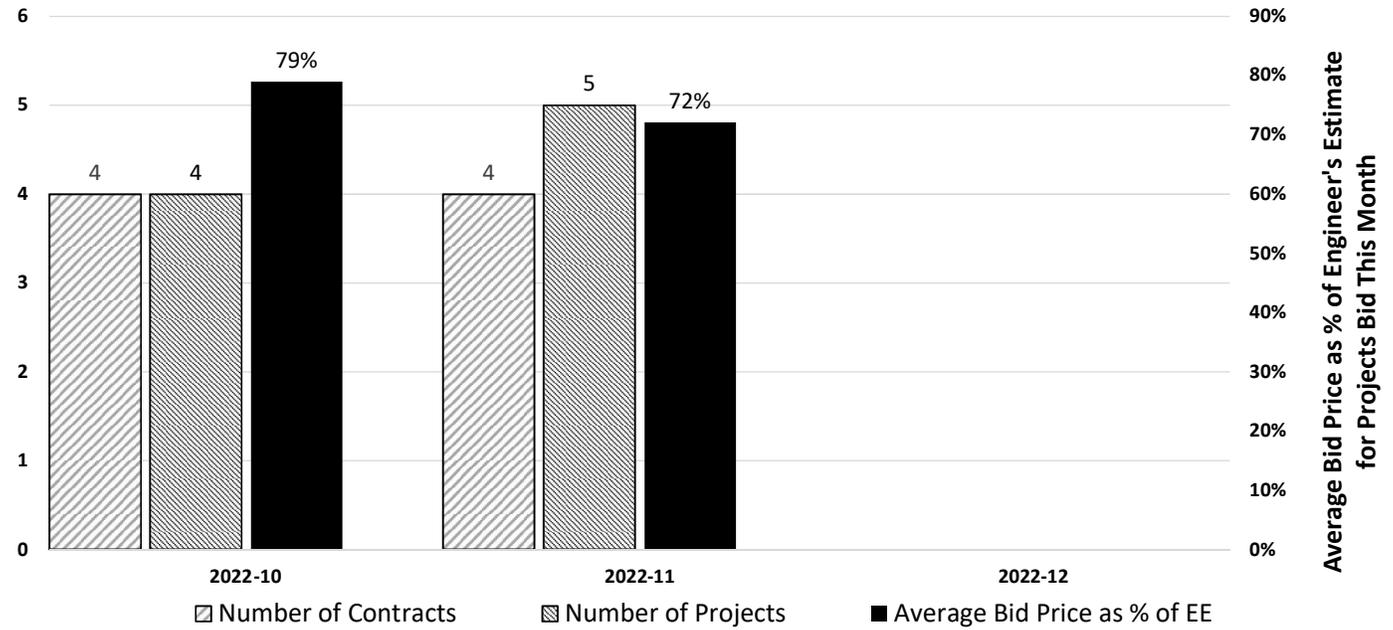
Approved     Deferred \_\_\_\_\_  
 Other \_\_\_\_\_

## FFY23 State Infrastructure Project Bid Results: YTD Summary By Cost

### 9 Projects YTD through November 30, 2022

YTD Total for all 9 projects:

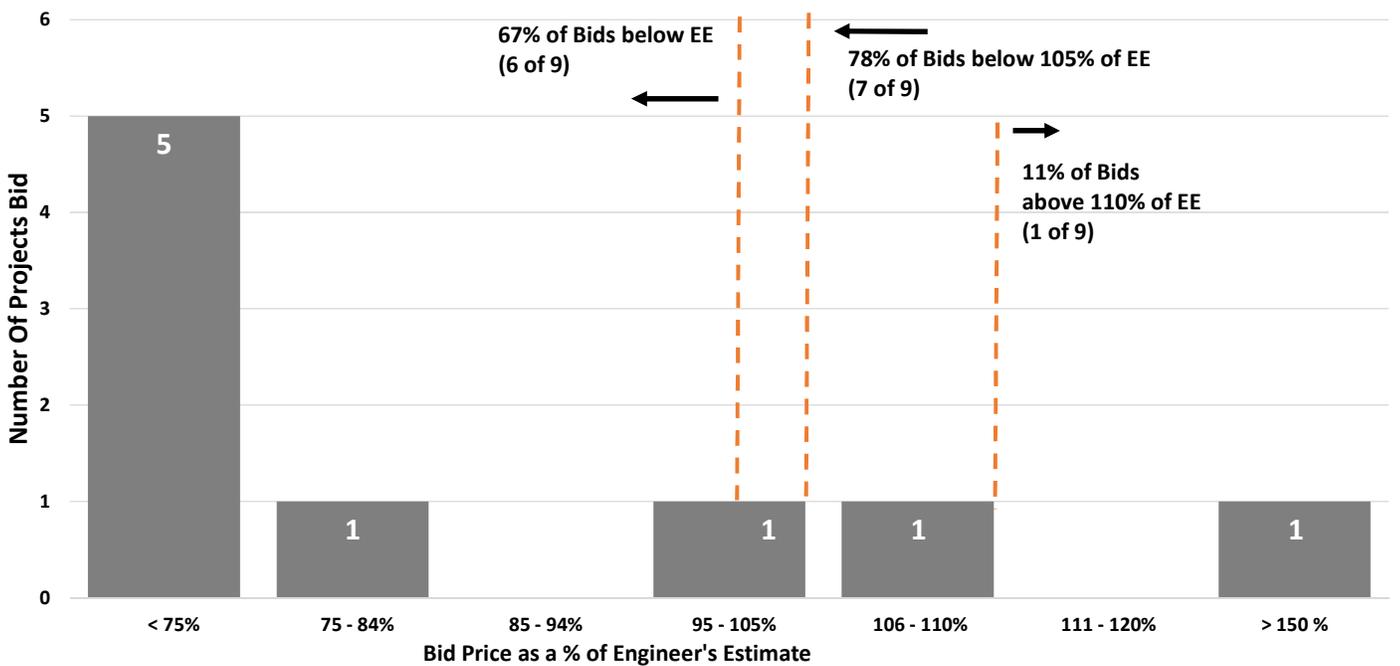
Ratio of Bid Costs / Engineer's Estimates = \$24.3 / \$32.7 M = 74.3%



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

## FFY23 State Infrastructure Project Bid Results: YTD Summary By Project Count

### 9 Projects YTD through November 30, 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
LHTAC(3)	<b>20182</b>	SH-30	11/1/2022	5	\$1,702,378.90	\$1,353,000.00	<b>(\$349,378.90)</b> 79%
Old Hwy. 3; Old Oregon Trail Road to E. 54th S. Street							
Contractor: Knife River Corporation-Mountain West					Federal		

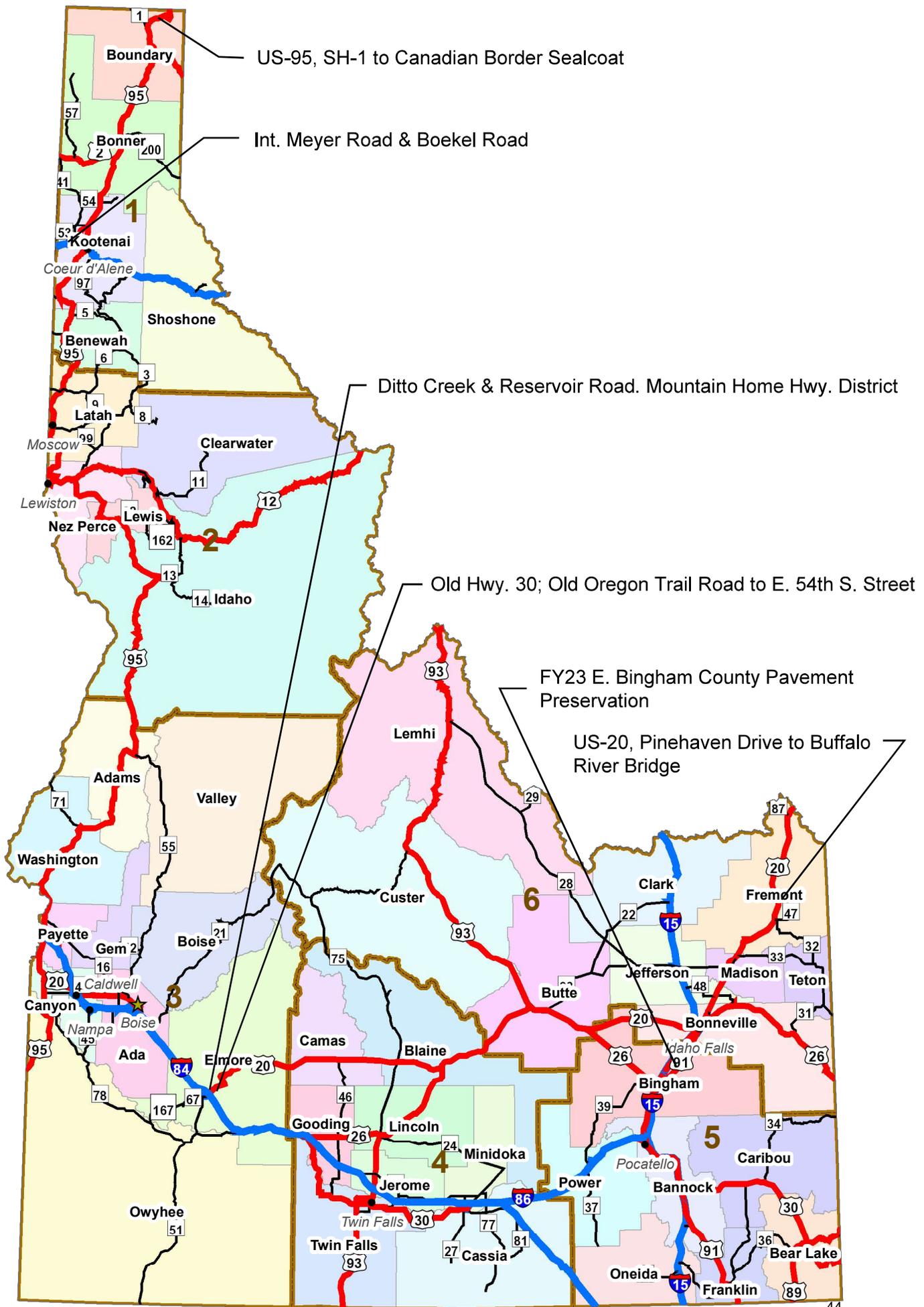
District	Key No.	Route	Opening Date	No. of Bids	Eng. Est.	Low Bid	Net +/- % of EE
5	<b>20415</b>	US-91, I-15 & SH-39	11/1/2022	5	\$5,841,711.68	\$3,697,775.10	<b>(\$2,143,936.58)</b> 63%
FY23 Bingham County Pavement Preservation							
Contractor: Intermountain Slurry Seal Inc.					Federal		

District	Key No.	Route	Opening Date	No. of Bids	Eng. Est.	Low Bid	Net +/- % of EE
1	<b>23556</b>	US-95	11/8/2022	2	\$1,988,233.16	\$1,472,000.00	<b>(\$516,233.16)</b> 74%
US-95, SH-1 to Canadian Border Sealcoat							
Contractor: Knife River Corporation-Mountain West					State		

District	Key No.	Route	Opening Date	No. of Bids	Eng. Est.	Low Bid	Net +/- % of EE
6	<b>20486/20435</b>	US-20	11/15/2022	4	\$13,368,248.55	\$9,577,275.00	<b>(\$3,790,973.55)</b> 72%
US-20, Pinehaven Drive to Buffalo River Bridge							
Contractor: Western Construction Inc.					State		

District	Key No.	Route	Opening Date	No. of Bids	Eng. Est.	Low Bid	Net +/- % of EE
LHTAC(1)	<b>13864</b>	OFF SYS	11/15/2022	5	\$2,605,510.29	\$1,999,999.00	<b>(\$605,511.29)</b> 77%
Int. Meyer Road & Boekel Road							
Contractor: LaRiviere Inc.					Federal		

District	Key No.	Route	Opening Date	No. of Bids	Eng. Est.	Low Bid	Net +/- % of EE
LHTAC(3)	<b>22405</b>	OFF SYS	11/22/2022	4	\$1,217,232.16	\$1,139,030.23	<b>(\$78,201.93)</b> 94%
Ditto Creek & Reservoir, Mountain Home Hwy. District							
Contractor: Summit Construction LLC					Federal		



## Monthly Contract Advertisement As of 11-30-2022

District	Key No.	Route	Bid Opening Date
LHTAC(5)	<b>12099</b>	OFF SYS	12/6/2022
Int. Hawthorne & W. Quinn Roads, Chubbuck \$2,500,000.00 to \$5,000,000.00			

District	Key No.	Route	Bid Opening Date
ACHD(3)	<b>19465</b>	OFF SYS	12/6/2022
FY22 Capital Maintenance, PH. 1, Boise \$10,000,000.00 to \$15,000,000.00			

District	Key No.	Route	Bid Opening Date
1	<b>23041</b>	US-95	12/6/2022
US-95, Spokane River Bridge Repairs \$2,500,000.00 to \$5,000,000.00			

District	Key No.	Route	Bid Opening Date
1	<b>20662</b>	US-95	12/6/2022
US-95, McArthur Lake \$10,000,000.00 to \$15,000,000.00			

District	Key No.	Route	Bid Opening Date
3	<b>22470 SIA</b>	I-84	12/6/2022
I-84, FY22 D3 Fence Repair \$500,000.00 to \$1,000,000.00			

District	Key No.	Route	Bid Opening Date
3	<b>23331</b>	SH-21	12/13/2022
SH-21, Mores Creek Summit to Lowman \$5,000,000.00 to \$10,000,000.00			

District	Key No.	Route	Bid Opening Date
1	<b>19452</b>	US-95	12/13/2022
US-95, IC# 430 to LaCrosse Ave. CDA \$2,500,000.00 to \$5,000,000.00			

District	Key No.	Route	Bid Opening Date
4	<b>20637</b>	Various	12/20/2022
FY23 D4 Bridge Repairs \$1,000,000.00 to \$2,500,000.00			

District	Key No.	Route	Bid Opening Date
4	<b>20478</b>	SH-75	12/20/2022
SH-75, Bellevue to Hailey \$250,000.00 to \$500,000.00			

District	Key No.	Route	Bid Opening Date
2	<b>20513</b>	US-12	12/20/2022
US-12, Clearwater River Memorial Bridge \$25,000,000.00 or Greater			

District	Key No.	Route	Bid Opening Date
4	<b>20171</b>	I-84	12/20/2022
I-84, Kasota IC to Burley IC WBL \$15,000,000.00 to \$25,000,000.00			

District	Key No.	Route	Bid Opening Date
5	<b>22684</b>	US-91 & I-15	12/20/2022
FY23 D5 Fort Hall Pavement Preservation \$1,000,000.00 to \$2,500,000.00			

District	Key No.	Route	Bid Opening Date
1	<b>20641</b>	SH-53	Postponed
SH-53, Int. N. Ramsey Road \$2,500,000.00 to \$5,000,000.00			



# Board Agenda Item

ITD 2210 (Rev. 10-13)

Date December 15, 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 LSS
Preparer's Name Holly McClure	Preparer's Title Contracts 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 twenty-two (22) new professional services agreements and work tasks totaling **\$4,336,383** and ten (10) supplemental agreements to existing professional services agreements totaling **\$2,726,713** from October 24, 2022 through November 20, 2022.

### New Professional Services Agreements and Work Tasks

Reason Consultant Needed	District								Total	
	1	2	3	4	5	6	HQ	AERO		
<b>Resources not Available</b>										
Roadway Design		1			2	1				4
Traffic Design						1				1
Survey				1						1
Bridge Design			1							1
Construction	1				1					2
Load Rating							1			1
Environmental			1			2				3
Hydraulics				1						1
Airport Planning								2		2
Local Public Agency Projects	1		2	1	1	1				6
<b>Total</b>	<b>2</b>	<b>1</b>	<b>4</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>1</b>	<b>2</b>		<b>22</b>



# Board Agenda Item

## For ITD District Projects:

Sixteen (16) new professional services agreements and work tasks were processed during this period totaling **\$3,446,660**. Five (5) supplemental agreements totaling **\$2,614,615** 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>
SH 41, E Prairie Avenue to Boekel Road	Resources not available: Construction	Project Close-Out Services	Direct from Term Agreement	Ruen-Yeager & Associates	\$49,777

### District 2

<i>Project</i>	<i>Reason Consultant Needed</i>	<i>Description</i>	<i>Selection Method</i>	<i>Consultant</i>	<i>Amount</i>
US 95, Spalding Bridge US 12, Arrow Bridge, Nez Perce County	Resources not available: Roadway Design	Technical Review Services	Individual Project Solicitation	Keller Associates	\$124,460

### District 3

<i>Project</i>	<i>Reason Consultant Needed</i>	<i>Description</i>	<i>Selection Method</i>	<i>Consultant</i>	<i>Amount</i>
SH 55, Rainbow Bridge Repairs	Resources not available: Bridge Design	Additional Final Design Services	RFI from Term Agreement	Forsgren Associates	Prev: \$345,280 <b>This: \$62,087</b> Agreement Total to date: \$407,367
SH 78, Browns Creek Bridge	Resources not available: Environmental	Environmental Services	Direct from Term Agreement	Parametrix	\$50,758

### District 4



# Board Agenda Item

<i>Project</i>	<i>Reason Consultant Needed</i>	<i>Description</i>	<i>Selection Method</i>	<i>Consultant</i>	<i>Amount</i>
I 84, Bliss Business Loop	Resources not available: Survey	Surveying Services	Direct from Term Agreement	J-U-B Engineers	\$33,916
SH 27, I 84 to SH 25	Resources not available: Hydraulics	Hydraulics Survey and Report	Direct from Term Agreement	J-U-B Engineers	\$85,528

## **District 5**

<i>Project</i>	<i>Reason Consultant Needed</i>	<i>Description</i>	<i>Selection Method</i>	<i>Consultant</i>	<i>Amount</i>
I 15, Northgate to Fort Hall I 15, Northgate to Blackfoot Environmental	Resources not available: Roadway Design	Technical Review Services	Individual Project Solicitation	Strata	\$17,338
I 86, UPRR Bridge, Pocatello	Resources not available: Construction	Engineer of Record Services	Individual Project Solicitation	David Evans and Associates	\$94,659
US 91, Park Lawn to Siphon Road, Chubbuck	Resources not available: Roadway Design	Roadway Design Services	Individual Project Solicitation	Kimley-Horn and Associates	\$803,220

## **District 6**

<i>Project</i>	<i>Reason Consultant Needed</i>	<i>Description</i>	<i>Selection Method</i>	<i>Consultant</i>	<i>Amount</i>
US 20/26 Connector, Idaho Falls	Resources not available: Roadway Design	Roadway Design Services	Individual Project Solicitation	Horrocks Engineers	\$1,594,126 Total Budget \$2.5M approved in March 2022
US 93, Burnett Ditch Bridge, Custer County	Resources not available: Environmental	Archaeological & Historical Survey Report	Direct from Term Agreement	Jacobs Engineering	\$34,348
US 20, FY25 Idaho Falls Signal Upgrades	Resources not available: Traffic Design	Traffic Design Services	Direct from Term Agreement	Horrocks Engineers	\$23,894
US 93, Salmon River Bridge, Salmon	Resources not available: Environmental	Cultural Resource Inventory Services	Direct from Term Agreement	Tetra Tech, Inc.	\$30,460



# Board Agenda Item

## Headquarters

Project	Reason Consultant Needed	Description	Selection Method	Consultant	Amount
Pavement Condition Index Year 2, Non-National Plan of Integrated Airport System Airports	Resources not available: Airport Planning	Airport Planning Services	Individual Project Solicitation	Kimley-Horn and Associates	\$45,019
Pavement Condition Index Year 2, National Plan of Integrated Airport System Airports	Resources not available: Airport Planning	Airport Planning Services	Individual Project Solicitation	Kimley-Horn and Associates	\$177,777
FY22 State Highway System Bridge Inspection	Resources not available: Load Rating	Bridge Load Rating Services	RFI from Term Agreement	Forsgren Associates	\$219,293

## Supplemental Agreements to Existing ITD Professional Service Agreements

District	Project	Consultant	Original Agreement Date/Description	Supplemental Agreement Description	Total Agreement Amount
1	US 95, McArthur Lake, Boundary County	H.W. Lochner, Inc.	8/2018, Roadway and Bridge Design Services	Bid Assistance Services	Prev: \$1,121,468 <b>This: \$6,038</b> Agreement Total to Date: \$1,127,506  Total Budget \$1.5M approved in March 2020
2	US 95, Spalding Bridge and Arrow Bridge, Nez Perce County	WSP USA, Inc.	11/2021, Bridge Design Services	Survey Geotechnical Bore Holes & Conduct Risk Assessment	Prev: \$4,706,768 <b>This: \$317,693</b> Agreement Total to Date: \$5,024,461  Total Budget \$5.35M approved in November 2022



# Board Agenda Item

3	SH 55, Flemming Creek Bridge, Boise County	Keller Associates	7/2019, Bridge Design Services	Field Survey Work	Prev: \$194,225 <b>This: \$29,212</b> Agreement Total to Date: \$223,437
4	I 84, Heyburn and Burley Interchanges	HDR Engineering	10/2021, Bridge and Roadway Design	Additional Bridge and Roadway Design Services	Prev: \$11,023,024 <b>This: \$1,950,155</b> Agreement Total to Date: \$12,973,179  Total Budget \$16M approved in July 2021
6	SH 33, Jct US 20 (IC 333) and Jct University Blvd (IC 332), Rexburg	Horrocks Engineers	7/2020, Interchange Design Support Services	Right-of-Way, Traffic and Drainage Plans	Prev: \$679,166 <b>This: \$311,517</b> Agreement Total to Date: \$990,683

**For Local Public Agency Projects:**

Six (6) new professional services agreements totaling **\$889,723** were processed during this period. Five (5) supplemental agreements totaling **\$112,098** were processed.

<i>Project</i>	<i>Sponsor</i>	<i>Description</i>	<i>Selection Method</i>	<i>Consultant</i>	<i>Amount</i>
McGhee Road Pedestrian Improvements, Ponderay	City of Ponderay	Roadway Design Services	RFI from Term Agreement	Century West Engineering	\$83,716
Cherry Lane; 11 <sup>th</sup> Avenue North to Idaho Center Blvd.	City of Nampa	Roadway Design Services	RFI from Term Agreement	Precision Engineering	\$436,846
FY23 Roadway & ADA Improvements, Part 2, Boise Area	Ada County Highway District	Materials Testing During Construction	Direct from Term Agreement	GeoTek	\$28,014
Old Highway 81 South, Raft River Highway District	Raft River Highway District	Roadway Design Services	RFI from Term Agreement	Keller Associates	\$264,456
East Oneida Street, Preston	Franklin County	Wetland Mitigation	Direct from Term Agreement	Bionomics Environmental	\$36,691



# Board Agenda Item

State Highway 31 Missing Link Pathway, Victor	City of Victor	Roadway/ Pathway Design Services	Direct from Term Agreement	Keller Associates	\$40,000
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## Supplemental Agreements to Existing Local Professional Services Agreements

<i>District</i>	<i>Project</i>	<i>Consultant</i>	<i>Original Agreement Date/Description</i>	<i>Supplemental Agreement Description</i>	<i>Total Agreement Amount</i>
1	Spokane Street River Bridge, Post Falls	HDR Engineering	8/2019, Bridge Design	Additional design services to finalize PS&E	Prev: \$414,088 <b>This: \$36,625</b> Agreement Total to Date: \$450,713
2	Beech/Chestnut Street Reconstruction, Genesee	J-U-B Engineers	5/2022, Construction Engineering, Inspection, Sampling & Testing Services	Additional Inspection Services	Prev: \$253,331 <b>This: \$18,191</b> Agreement Total to Date: \$271,522
3	Stoddard Path Extension, Phases 1 and 2	T-O Engineers	7/2020, Construction Engineering, Inspection, Sampling & Testing Services	Project Close-Out Services	Prev: \$97,389 <b>This: \$4,991</b> Agreement Total to Date: \$102,380
3	FY21 Capital Maintenance, Phase 1, Ada County Highway District	Keller Associates	6/2021, Construction Inspection and Testing Services	Additional Construction Inspection and Testing Services	Prev: \$398,178 <b>This: \$45,767</b> Agreement Total to Date: \$443,945
5	I 15, Main Street West, I 15B to Roosevelt, Inkom	Forsgren Associates	6/2022, Sidewalk Design	Historic Site Documentation	Prev: \$57,160 <b>This: \$6,524</b> Agreement Total to Date: \$63,684

### Recommendations

For Information Only

### Board Action

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



# Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date December 15, 2022

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

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

## Subject

Annual Outdoor Advertising Report		
Key Number Statewide	District	Route Number

## Background Information

2022 Annual report on Outdoor Advertising activities is attached.

The ITD Outdoor Advertising Program is charged with monitoring, controlling, or causing to be controlled, advertising signs in areas adjacent to the Interstate System, Primary Highways, and the NHS (National Highway System) roads within the State of Idaho. The controlling of these signs consists of the following primary functions:

- Maintaining an inventory of all outdoor advertising signs along the highway systems, including the State's NHS routes.
- Issuing permits and identification tags for signs erected prior to the effective date of the State's outdoor advertising control agreement and for signs legally erected.
- Removing, or causing to be removed, any signs not legally erected or maintained.

The responsibility for the administration of the Scenic Enhancement and Outdoor Advertising program is under the authority of the Right-of-Way Section.

## Recommendations

Information only.

## Board Action

Approved     Deferred \_\_\_\_\_

Other \_\_\_\_\_



**DATE:** November 30, 2022

**Program Number(s)**

**TO:** ITD Transportation Board

**Key Number(s)**

**FROM:** Justin Pond, Right of Way Manager

**Program ID, County, Etc.State-wide**

**RE:** Annual Outdoor Advertising Summary Report

The following provides information for the Annual Outdoor Advertising Report for 2022. Notable items include:

1. There were 0 appeals of denied sign applications during 2022.
2. There were 8 new Outdoor Advertising sign applications processed is 2022. 6 were approved and 2 were denied. This represents one more permit denial from 2021.
3. There remain illegal Outdoor Advertising signs throughout the state which need to be addressed.

## OUTDOOR ADVERTISING SIGN STATUS REPORT

**TIME PERIOD - OCTOBER 1, 2021 THROUGH SEPTEMBER 30, 2022**

	NEW	ILLEGAL	ILLEGAL	CONDEM-	BEING				
APPEALS	PERMITS	REMOVED	REMAINING	NATIONS	PURCHASED	REMOVED	REMAINING	ALL SIGNS	
OUTDOOR ADVERTISING SIGNS				NON-CONFORMING SIGNS				DISTRICT TOTALS	
DISTRICT 1	0	1	0	6	0	0	0	45	139
DISTRICT 2	0	1	0	4	0	0	0	21	200
DISTRICT 3	0	2	0	0	0	0	0	68	339
DISTRICT 4	0	1	0	2	0	0	0	33	141
DISTRICT 5	0	1	0	6	0	0	0	17	131
DISTRICT 6	0	0	0	0	0	0	0	34	253
<b>TOTALS</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>218</b>	<b>1203</b>



# Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date December 15, 2022

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

Presenter's Name Scott Luekenga	Presenter's Title Planning Services Manager	Initials SL	Reviewed By
Preparer's Name Barbara Waite	Preparer's Title Railroad/Utility Manager	Initials BW	

## Subject

2022 Annual Report: Railroad Grade Protection Fund Status & Idaho's Rail-Highway Crossing Program		
Key Number n/a	District n/a	Route Number n/a

## Background Information

Board Policy 4085 specifies a report be made to the Board annually on the status of the State Railroad Grade Crossing Protection Fund (Fund), which receives an annual allotment of \$250,000 in accordance with Idaho Code 63-2412(c) and 62-304. This Fund provides money and match for projects in the *Rail-Highway Crossing Program*. Projects in this program are incorporated into the Idaho Transportation Investment Program. The goal of this program is to reduce the number and severity of vehicle-train collisions at public rail-highway crossings, which is in alignment with the Idaho Transportation Department's Strategic Plan's mission element of "Your Safety" by providing the safest transportation system possible through reductions in serious injuries and fatalities. The Fund also provides \$25,000 to support public education and safety programs that promote awareness of public safety at railroad grade crossings.

Additional information is available in the attached 2022 Idaho's Railway-Highway Crossing Program report.

The Federal Railroad Administration (FRA) mandated State Action Plan. All States, nationwide, were required to prepare and submit a State Action Plan by February 14, 2022. Idaho's State Action Plan was submitted to the FRA on February 11, 2022. This Plan can be made available upon request.

## Recommendations

For information.

## Board Action

Approved     Deferred \_\_\_\_\_

Other \_\_\_\_\_



**Idaho's**

## **2022 RAIL-HIGHWAY CROSSING PROGRAM (RHCP)**



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### Executive Summary

A comprehensive approach to safety of a transportation system, whether used by “vehicles and pedestrians” or “trains and freight,” including the 4Es has proven to be the best way to achieve significant reductions in fatalities and injuries. The elements of the 4Es are: Engineering, Education, Enforcement, and Emergency medical services (EMS).

The 4Es principle is used at locations where railroad systems and public road systems intersect one another, called public rail-highway crossings (Crossings). These Crossings are engineered with safety as a goal in accordance with AASHTO standards and delineated in accordance with the Manual of Uniform Traffic Control Devices (MUTCD) as adopted by Idaho.

Twelve (12) railroad companies operate in Idaho with **1,226 public motorized** and **6 non-motorized/ped/bike** crossings of which **1,090** are at-grade. Over the years and when sufficient funding is available, grade separation structures have been constructed to eliminate vehicle-train collisions. The remaining at-grade crossings are made safer by installing signage and delineation in accordance with the MUTCD and in compliance with FHWA and Federal Railroad Administration (FRA) public crossing safety requirements. With use of Federal Section 130 (approximately \$2 million annually) and Idaho's State Rail Protection Account funds (\$250,000 dedicated annually), the number of active at-grade crossings throughout the state continues to increase. Federal funding is anticipated to stay consistent in the near future years at \$2 million annually and State funding for the program is set at \$250,000 per Idaho Statute.

In 2021, Idaho received an additional \$2 million from Building Idaho's Future, one-time State funds for the specific purpose of growing safety at Rail-Highway crossings throughout the state. ITD Board approved the addition of seven new crossing projects and cost increase to one Local Highway Technical Assistance Council project in June 2021 utilizing those \$2 million in state funds.

In 2022, Idaho again received additional funds, this time it was \$8 million from Leading Idaho, one-time State funds for the specific purpose of growing safety at Rail-Highway crossings throughout the state. ITD Board approved the advancement of nine projects, project budget increases and seven new projects with this funding in September and October 2022.

ITD Board Policy 4085 and ITD Administrative Policy 5085 provide the policy structure for Idaho's Rail-Highway Crossing Program. As you will see in the Project Metrics portion of this report, several additional projects were either initiated or completed this last year with the additional 2021 State funds one-time increase in Rail-Highway crossing funds. Projects utilizing the 2022 State funds are projected to go to construction during 2023 construction season.

Of notable interest, funds from the State Rail Protection Account were used as match for a \$9.4 Million Federal Railroad Administration CRISI Grant to Eastern Idaho Railroad to upgrade track, building siding, improve crossing surfaces in Rupert, Idaho.

A summary of projects for construction season “November 1, 2021 thru October 31, 2022” specifying safety devices improvements are tabulated in this report.

Educating motorist, cyclists, and pedestrians in the safe use at Crossings is provided by various entities including Idaho Operation Lifesaver (IOL). Education provided by IOL stresses that trains cannot turn left or right to avoid an object on the track and emphasizes the long distances required to stop a train (typically a combination of locomotives and rail cars) can be a mile or more depending upon train speed and total train weight. ITD supports IOL's educational activities through an annual State funded education-focused grant, membership on the IOL Board of Directors and providing the annual salary for the IOL State Coordinator position.

IOL works with law enforcement and railroad owners on numerous activities, such as: the Officer On A Train program, railroad right-of-way trespass violations and awareness, Adopt a Crossing program, short-length television and radio Public Service Announcements, participation in community events, social media postings, etc. To share the safety message as far and wide as possible, IOL uses a priceless tool -- Volunteers, who:

- Make presentations to schools, school bus drivers, trucking firms, and other interested parties.
- Operate informational booths at regional fairs, city/county safety events, and other public events.

## 2022 Idaho Railway-Highway Crossing Program

- Engage with young and old via community parades and local events.

## Idaho's RHCP Structure

### History

Several years ago ITD established a team to nominate, prioritize and manage rail-highway crossing projects. This team, under the guidance of the ITD Railroad/Utility Manager, is referred to as the ROAST - Rail Operations And Safety Team. Each of the six ITD districts are represented on the ROAST along with Idaho Operation Lifesaver State Coordinator, Idaho Public Utilities Commission representative(s) and an FHWA representative, with input and suggestions from local agencies, rail companies and subject matter experts from ITD's Design and Traffic Sections. Meetings, conference calls and group emails are held to discuss, prioritize, and schedule rail-highway safety projects. Field diagnostic reviews are completed as needed which include pertinent stakeholders, i.e. ROAST member(s), law enforcement, railroad personnel, road authority personnel, SMEs, etc.

### Funding

Idaho receives an annual budget of \$2M from the Federal Government and \$250,000 from Idaho.

Last year, the 2021 Idaho's State Legislature provided an additional \$2 million for use towards safety enhancements at public rail-highway crossings. This provided a one-time doubling of the monetary size of the RHCP for Idaho, accommodated for increase project costs and addition of several new projects statewide.

In 2022, Governor Little provided an additional \$8M through his Leading Idaho Initiative. This allowed ITD to advance and add new projects beginning in July 1, 2022.

### Project Selection

The ROAST (Rail Operation and Safety Team) is responsible for nominating, analyzing, selecting and prioritizing Grade Crossing projects in the Rail-Highway Crossing Safety Program. Current proposed projects have an emphasis on improving safety at higher priority public rail-highway crossings, with most of those projects located on off-system/local roadways.

FRA's Web Accident Prediction System (WBAPS) and, when sufficient data is available, a computerized Benefit Cost Ratio analysis program are being used to assist ROAST with setting project priorities for the Rail-Highway Crossing Safety programs.

ITD makes a concerted statewide team effort (via the ROAST) by meeting and/or conference calling quarterly to discuss programmed and proposed projects, address any potential project delay /advancement issues and make necessary adjustments to the programs. ITD includes outreach to the Local Highway Technical Assistance Council (LHTAC), cities, counties, highway districts and MPOs for potential rail safety improvement projects on public off-system roadways. ITD frequently partners (cost sharing, labor donations, etc.) with railroad companies and local road authorities in an effort to maximize ITD's allotted Federal Section 130 and State Rail Protection Fund monies.

ITD has a statewide Railroad/Utility Manager whose responsibilities include management of the Rail-Highway Crossing (safety) Program.

For the last few years, ITD has enjoyed and partnered with a fellow state agency, the Idaho Public Utilities Commission (IPUC), to accomplish the inventory data collection. With the latest increase to the percentage (2% increase to 8%) of Federal Section 130 funds that are allowed for data collection and analysis along with staffing availability/limitations at ITD and the IPUC, ITD may consider utilizing consultant(s) to inventory and report public crossings data statewide in the future.

## Idaho’s Public Rail-Highway Crossings by Classification

Crossing CLASSIFICATION TYPE	NUMBER OF CROSSINGS
At-Grade Active Warning Devices	336
At-Grade Passive Warning Devices	754
Grade-Separated RR Under Road	79
Grade-Separated RR Over Road	57
Non-Motorized Active Warning Devices	0
Non-Motorized Passive Warning Devices	6

## RHCP Performance Measures

### RHCP Effectiveness

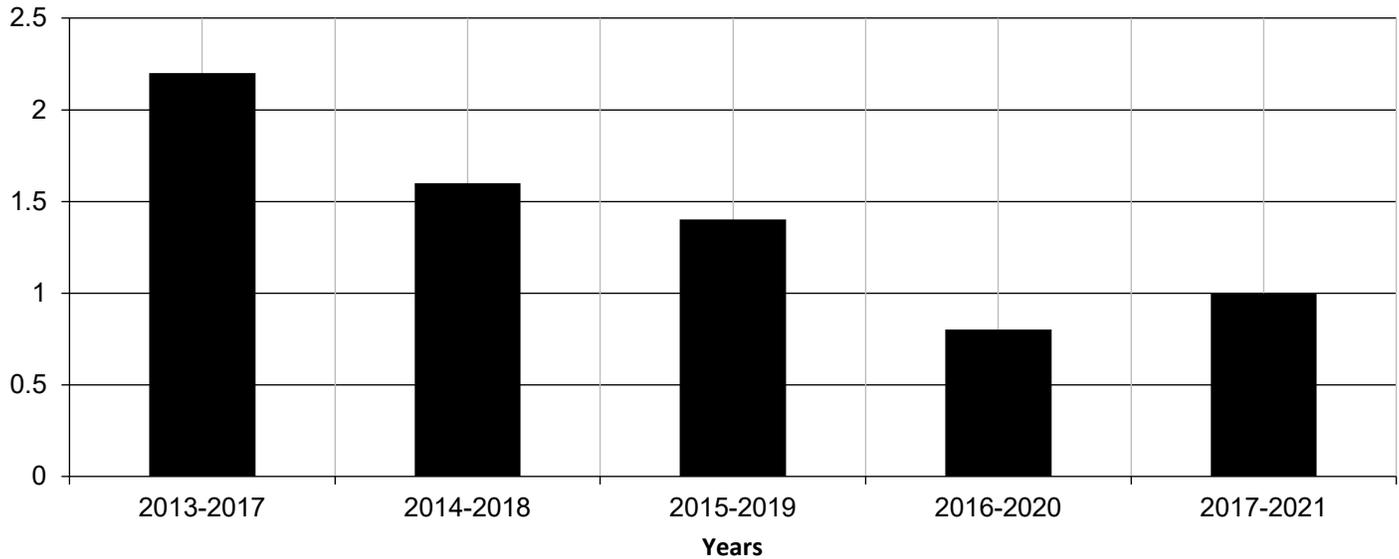
Closing public passive crossings especially where nearby alternative crossings exist has been a focus the last few years. The increase to the crossing closure allowance should prove beneficial to Idaho in the coming years.

Idaho is fortunate to have a low number of incidents and fatalities at rail-highway crossings. Combining Section 130 Program funds and Idaho's State Railroad Protection Fund, Idaho continues to see a decrease of incidents at the crossings where safety features have been installed.

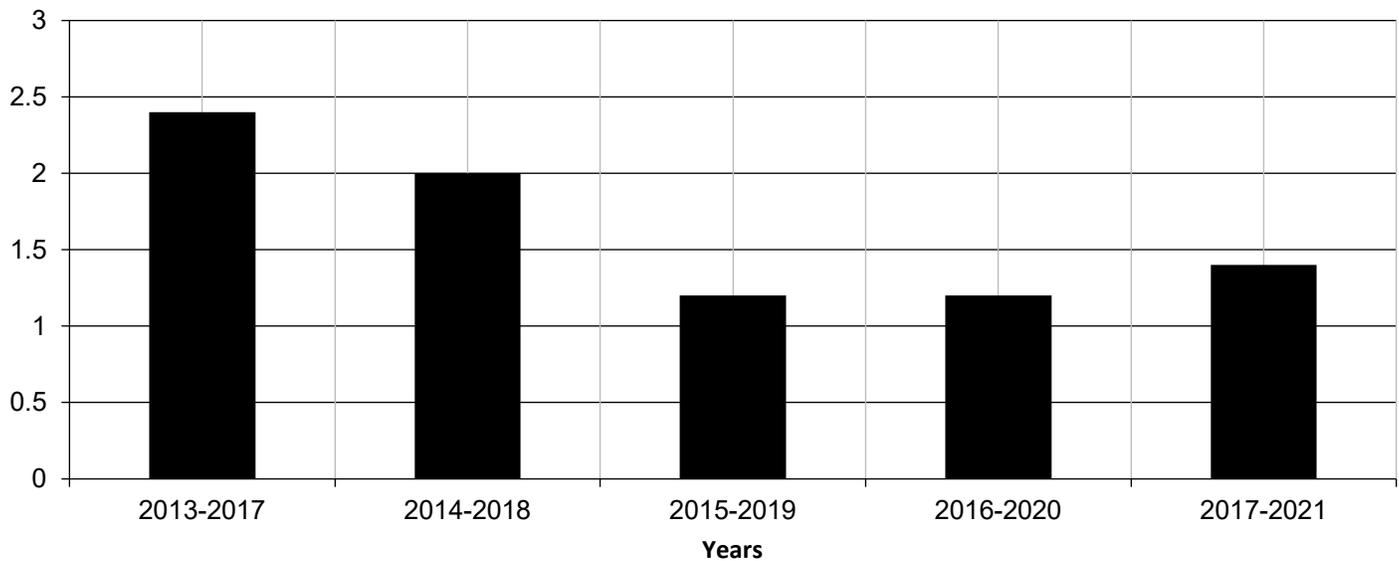
### 5-Year Average Incident Statistics

PERFORMANCE MEASURE	2013-2017 (5-yr avg)	2014-2018 (5-yr avg)	2015-2019 (5-yr avg)	2016-2020 (5-yr avg)	2017-2021 (5-yr avg)
Fatalities	2.20	1.60	1.40	0.80	1.0
Serious Injuries	2.40	2.00	1.20	1.20	1.4

### Fatalities at Railway-Highway Crossings 5-yr avg. Performance Measure Data



### Serious Injuries at Railway-Highway Crossings 5-yr avg. Performance Measure Data



As the graphs indicate incidents have generally been declining since 2013 with a slight uptick in the 2017-2021. The addition of safety features at public rail-highway crossings enhances public awareness of crossings and provides an extra level of safety for the traveling public.

**RHCP Projects obligated (Nov 2021 – Oct 2022)**

PROJECT NUMBER	LOCATION	USDOT CROSSING NUMBER	LAND USE/AREA TYPE	FUNCTIONAL CLASS	PROJECT TYPE	CROSSING TYPE	SECTION 130 FUNDS (\$)	NON-SECTION 130 FUNDING TYPE	TOTAL PROJECT COST (\$)
21990	Offsys, RRX Near Sandpoint, Bonner County	Multiple	Rural	Local Road or Street	Crossing Approach Improvements	At-Grade Passive Warning Devices	0	Multiple or Other not listed	1,372,000
23388	STC-5788, S Stephen St RRX, MRL	091169Y	Rural	Local Road or Street	Active Grade Crossing Equipment Installation/Upgrade	At-Grade Active Warning Devices	0	State	257,000
23389	SMA-9833, N Milwaukee St, BVRR, Boise	906394X	Urban	Minor Arterial	Active Grade Crossing Equipment Installation/Upgrade	At-Grade Active Warning Devices	0	State	360,000
20728	Offsys, E 200 S, EIRR RRX, Jerome	818928V	Rural	Minor Arterial	Active Grade Crossing Equipment Installation/Upgrade	At-Grade Passive Warning Devices	459000	State	510,000
23390	Offsys, N 2500 E/Curry Xing & US30, Twin Falls County	819197V, 819196N	Rural	Multiple/Varies	Active Grade Crossing Equipment Installation/Upgrade	At-Grade Active Warning Devices	0	State	1,200,000

2022 Idaho Railway-Highway Crossing Program

PROJECT NUMBER	LOCATION	USDOT CROSSING NUMBER	LAND USE/AREA TYPE	FUNCTIONAL CLASS	PROJECT TYPE	CROSSING TYPE	SECTION 130 FUNDS (\$)	NON-SECTION 130 FUNDING TYPE	TOTAL PROJECT COST (\$)
23015	Six EIRR RRX closures, Idaho Falls	Multiple	Urban	Local Road or Street	Grade Crossing Elimination	At-Grade Passive Warning Devices	702,000	State	780,000
12977	Four UPRR RRX closures	Multiple	Urban	Local Road or Street	Grade Crossing Elimination	At-Grade Passive Warning Devices	0	State	985,000
20630	SMA-7456, Hemmert Rd RRX EIRR, Idaho Falls	900823D	Urban	Local Road or Street	Active Grade Crossing Equipment Installation/Upgrade	At-Grade Passive Warning Devices	432,000	State	480,000
20611	Offsys, 500 N EIRR RRX, near Rigby	811958N	Rural	Local Road or Street	Crossing Approach Improvements	At-Grade Passive Warning Devices	161,100	State	179,000
20618	Offsys, 550 N EIRR RRX, Near Rigby	811962D	Rural	Local Road or Street	Crossing Approach Improvements	At-Grade Passive Warning Devices	161,100	State	179,000
20038	STC-5727, Ramsey Rd, Chilco to Scarcello, Lakes Highway Dist	974389K	Rural	Major Collector	Grade Crossing Elimination	At-Grade Passive Warning Devices	500,000	Multiple or Other not listed	9,017,000

## 2022 Idaho Railway-Highway Crossing Program

Idaho's Rail-Highway Crossing Program more than doubled in financial size in Fiscal Year 2022 with an additional \$2 million in State Strategic Initiatives funds and another project funded entirely from the State Rail Protection account: key # 12977, *UPRR RRX Closures, Kootenai Co.* This project, a collaborative effort between ITD and UPRR, has been in the makings for over 10 years. With support and cooperation of local businesses and two local agencies, ITD purchased 1+ mile of railroad right-of-way and paid the local business the cost differential between rail delivery and truck delivery of their product. The project scope includes closure/elimination of five rail-highway at-grade crossings: four public and one private. The rail will be removed with 1+ mile of trail added to the existing 23-mile *North Idaho Centennial Trail*.

Another Rails to Trails project in Eastern Idaho, Key: 23015, *Idaho Falls Crossing Elimination*, is funded with Section 130 funds. This project has been in the works for well over five years, with vision of it a couple years prior. This project scope includes the closure/elimination of six at-grade public crossings to establish walk/bike path in downtown Idaho Falls. Once completed the path will connect to the existing green belt path along the river and include pathway/bridge over the Snake River. The City of Idaho Falls will own, establish, and maintain the pathway.

At the September 22, 2022 and October 20, 2022 Idaho Transportation Board meetings the following RHCP projects were advanced, budgets adjusted, and seven new projects were approved for inclusion in the FY2023-2029 Idaho Transportation Investment Program. Construction of these projects will be funded by Governor Little's *Leading Idaho Initiative*, which dedicated \$8 Million in one-time funds to Idaho RHCP for State Fiscal Year 2023.

### Leading Idaho Initiative Rail-Highway Projects

Key No.	Dist	RR Co.	Project Name	Budget \$ (1,000)	Previous Program Year
20621	1	UP	Elmira Rd, Sandpoint, #662656Y	500	2027
22035	1	UP	Atlas Rd, Hayden, DOT#662629C	500	2027
23828	1	UP	Iron Horse Rd, Eastport, #662561R	400	2023
23949	1	STMA	N 10 <sup>th</sup> St, St. Maries, #396298J	200	NEW
23378	3	UP	Cherry Lane, Nampa, #818670F	550	2027
23379	3	UP	Karcher Rd, Nampa, #818662N	550	2027
23020	3	INPR	W 1 <sup>st</sup> St, Fruitland #819917L (Consultant Design Contract)	100	2024
23950	3	UP	Deb Lane Closure, Wilder, #819307D	450	NEW
23971	4	EIRR	Offsys, S Cole Rd, Kuna #819327P (multiple funding sources)	477	NEW
23371	4	EIRR	SH24, Acequia, #819025M	700	2026
23951	4	EIRR	Hankins Rd/N3200E, Near Twin Falls #819146K	300	NEW
23952	4	EIRR	N 3400 E, Kimberly, #819143P	500	NEW
23953	5	UP	New Day Parkway, Chubbuck, #811540K	1,000	NEW
23954	5	UP	Chubbuck Rd, Chubbuck, #811539R	850	NEW
23370	6	EIRR	US26, Near Iona Rd, #812104A	550	2026
23369	6	UP	US20B & Birch St Over Height Detection, Idaho Falls	600	2024

## 2022 Idaho Railway-Highway Crossing Program

### RHCP 2023 – 2028 Projects

The ROAST, with input from Idaho’s MPOs, LHJ and rail industry partners continues to examine Idaho’s rail-highway crossing for project additions, modification or advancement. Included in the 2023-2028 ITIP are 33 RHCP projects.

Key No.	District	RR Co.	Project Name	Budget \$ (1,000)	Program Year
19995	1	UP	Selle Rd, RRX #662559P, Bonner County	410	2023
20394	1	UP	N. Idaho St, RRX #662603A, Kootenai County	300	2023
23828	1	UP	Iron Horse Rd, East Port, Boundary County (budget increase)	100	2023
20606	3	UP	Old Fort Boise Rd, RRX, Notus-Parma Highway District	230	2023
20638	4	UP	Washington St, Dietrich Highway District	325	2023
20128	5	UP	Rich Lane, RRX #811592C, Blackfoot	200	2023
20359	1	BNSF	S Granite Lake Rd, Bonner County	320	2024
20656	1	BNSF	Woodland Drive, RRX #058725R, Sandpoint	320	2024
20358	3	UP	Lemp Lane, RRX #819302U, Notus-Parma Highway District	255	2024
20537	3	BVRR	Benjamin Lane, RRX #819604W, Ada County Highway District	310	2024
23020	3	INPR	West 1 <sup>st</sup> Street, RRX #819917L, Fruitland	450	2024
23203	4	UP	I-84B Bliss Business Loop	260	2024
19930	5	UP	Park Street, RRX #811315T, Inkom	200	2024
23391	6	EIRR	US20B, E Anderson & Holmes St, RRX #811927P, Idaho Falls	150	2024
20378	1	UP	N. Huetter Rd, RRX #662627N, Post Falls	240	2024
20504	1	UP	School House Rd, RRX #662665X, Boundary County	320	2025
23018	1	BNSF	Deep Creek Look Rd, S. of Bonners Ferry	620	2025
20723	3	UP	River Dock Rd, RRX #819406B, Washington County	300	2025
23016	4	UP	N 800 E, Minidoka Highway District	610	2025
23376	1	MRL	River Lake Drive, RRX #091167K, Near Clark Fork	450	2026
23377	1	MRL	Fish Hatchery Rd, RRX #091166D, Near Clark Fork	400	2026
20355	3	UP	Look Lane, RRX #819387Y, Caldwell	525	2026
23375	4	UP	400 E, RRX #812796S, West of Minidoka	350	2026
23372	1	UP	SH200, RRX #662551K, Ponderay	700	2027
23380	1	UP	Blume Hill Rd, RRX #662674W, Bonner Ferry	600	2027
23381	1	UP	Culburn Culver, RRX #662557B, North of Sandpoint	200	2028
23787	1	BNSF	Selle Rd., RRX #058721N, Ponderay	550	2028
23788	1	UP	Lions Den Rd, RRX #662646T, Bonners Ferry	550	2028
23374	4	UP	400 W, RRX #812803A, Minidoka County	400	2028
23383	4	EIRR	SH46 RRX #818893W, Wendell	400	2028
23373	6	UP	SH43 RRX #906443S, Ucon Connector	100	2028
23384	6	EIRR	25 <sup>th</sup> E, RRX #812105G, Bonneville County	100	2028
23385	6	UP	Cemetery Rd (5 <sup>th</sup> St), RRX #812386T, Dubois	150	2028



# Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date December 15, 2022

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

Presenter's Name Justin Collins	Presenter's Title Controller	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 December 1st		
Key Number N/A	District N/A	Route Number N/A

## Background Information

Idaho received obligation authority through 12/16/22 via a continuing resolution passed on September 30, 2022. Obligation authority through December 16<sup>th</sup> is \$128.9 million. This includes \$9 million of *Highway Infrastructure General Funds* carried over from FY20 and FY21, and \$45 million *IIJA Bridge formula* (General Fund) funds. These 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 received apportionments of \$441.4 million. FY23 obligation authority through 12/16/22 is 29.2% of apportionments.

## Recommendations

For Information

## Board Action

Approved     Deferred \_\_\_\_\_

Other \_\_\_\_\_



# Board Agenda Item

ITD 2210 (Rev. 10-13)

## Exhibit One Actual Formula Funding for FY2023

<b>IIJA FY2023</b>	
<b>Apportionments + COVID + Hwy Infra.</b>	
Federal Aid Only	\$441,419
Including Match	\$475,851
<b>Obligation Limits through 11/1/2022</b>	
Federal Aid Only	\$128,940
Including Match	\$138,598

- Notes:
1. All dollars in Thousands
  2. 'Approved Program' amounts from the Oct (final) 2022 Highway Funding Plan.
  3. Apportionment and Obligation Authority amounts reflect available funds via federal notices received through 12/1/2022

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

Program	Allotted Program Funding through 12/1/2022	Program Funding Remaining as of 12/1/2022
All Other SHS Program	\$107,112	\$99,707
GARVEE Formula Debt Service*	\$10,783	\$10,783
State Planning and Research*	\$1,913	\$196
Metropolitan Planning*	\$496	\$663
Railroad Crossings	\$72	(\$613)
Transportation Alternatives (Urban/Rural)	\$195	\$5
Recreational Trails	\$46	\$322
STBG - Local Urban+	\$329	\$329
STBG - Transportation Mgt. Area	\$327	\$95
Transportation Alternatives (TMA)	\$30	\$30
STBG – Local Rural	\$485	\$1,507
Local Bridge*	\$9,187	\$7,590
Off System Bridge*	\$6,750	\$6,750
Local Safety	\$302	\$127
Carbon Reduction	\$268	\$268
PROTECT	\$304	\$304
<b>Total</b>	<b>\$138,598</b>	<b>\$128,063</b>

- Notes:
1. All dollars in Thousands.
  2. Allotments based on the Sept/Oct (final) 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 December 1st.
- \* These programs are provided 100% Obligation Authority. Other programs are reduced accordingly.



# Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date December 15, 2022

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

Presenter's Name Justin Collins	Presenter's Title Controller	Initials JC	Reviewed By LSS
Preparer's Name Justin Collins	Preparer's Title Controller	Initials JC	

## Subject

State Fiscal Year 2023 Financial Statements		
Key Number	District	Route Number

## Background Information

### July 01, 2022 thru October 31, 2022, Fiscal Year 2023 Financial Statements

The financial operations of the Department as of October 31, 2022 begin this fiscal year with revenue coming in slightly below forecast year-to-date for the State Highway Account (SHA). Revenue is ahead of forecast for the Aeronautics Fund after four months. Expenditures in these two funds are following projected budgets.

- Revenues to the State Highway Account from all state sources as shown on the financial statements are behind forecast by -0.3%. State revenues to the State Aeronautics Fund are ahead of forecast by 46.7% or \$500,000. While only four months of the fiscal year have passed, the revenue picture will need to be monitored very close.
- Expenditures are within planned budgets YTD. The differences after four months are timing between planned and actual expenditures plus encumbrances. Personnel costs have savings of \$2.87M or 5.8% is due to vacancies and timing between a position becoming vacant and filled. Management is working diligently to keep vacancies as low as possible.
- Contract construction cash expenditures in the State Highway Account for July - October of this fiscal year are \$196.7M. Compared to the last three fiscal years through the first four months of the year:
  - FY22= \$174.4M
  - FY21= \$190.5M
  - FY20= \$223.8M

It is important to note that contract construction projects are funded from a total of five different funds. The State Highway Account, Strategic Initiatives Program Fund, Transportation Expansion and Congestion Mitigation Fund (TECM), TECM Bond Proceeds and GARVEE Bond Proceeds. The total construction expenditures for the first four months from these funding sources was \$334.6M or \$88.7M higher than any of the previous three years.

- FY22= \$222.7M
- FY21= \$232.7M
- FY20= \$245.9M

The balance of the long-term investments as of the end of October is \$175 Million. These funds are obligated against both construction projects and encumbrances. The long-term investments plus the cash balance (\$125.7M) totals \$300.7M.

Expenditures in the Strategic Initiatives Program Fund (GF Surplus), for the first four months, were \$32.9M. This is the fund where the Governor's "Leading Idaho" transfer of \$120M completed in July was deposited. There are no additional receipts other than interest earned of \$853k based on the cash balance.

Deposits into the Transportation Expansion and Congestion Mitigation Fund of \$41.5M is the first four months of the sales tax of 4.5%. The initial receipts into this fund for FY23 of \$13.1M is committed to debt service on the TECM 2022 Series Bonds. Expenditures in this fund for construction expenses on projects were \$26.6M.



# Board Agenda Item

ITD 2210 (Rev. 10-13)

As part of the CARES Act, ITD received a federal grant from the Federal Transit Administration of \$27M. The activity during the first four months for this grant had expenses of \$2.2M.

Expenditures from the two active bond programs were \$40.6M for the TECM Capital Projects fund and \$40M for the GARVEE Capital Projects fund. Both programs are very active and advancing as planned.

## Recommendations

For Information.

## Board Action

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

**DECEMBER  
ITD BOARD PACKET**

**OCTOBER  
FY23  
FINANCIAL STATEMENTS**

User ID: ddecker  
 Report ID: AD-FN-GL-010  
 Run Date: 7 Nov 2022  
 % of Time  
 Remaining: 66.67

# Idaho Transportation Department

SUMMARY OF RECEIPTS AND DISBURSEMENTS  
 STATE HIGHWAY ACCOUNT AND STATE AERONAUTICS FUND  
 BUDGET TO ACTUAL  
 FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDING 10/31/2022  
 (all amounts in '000)

Fiscal Year: 2023

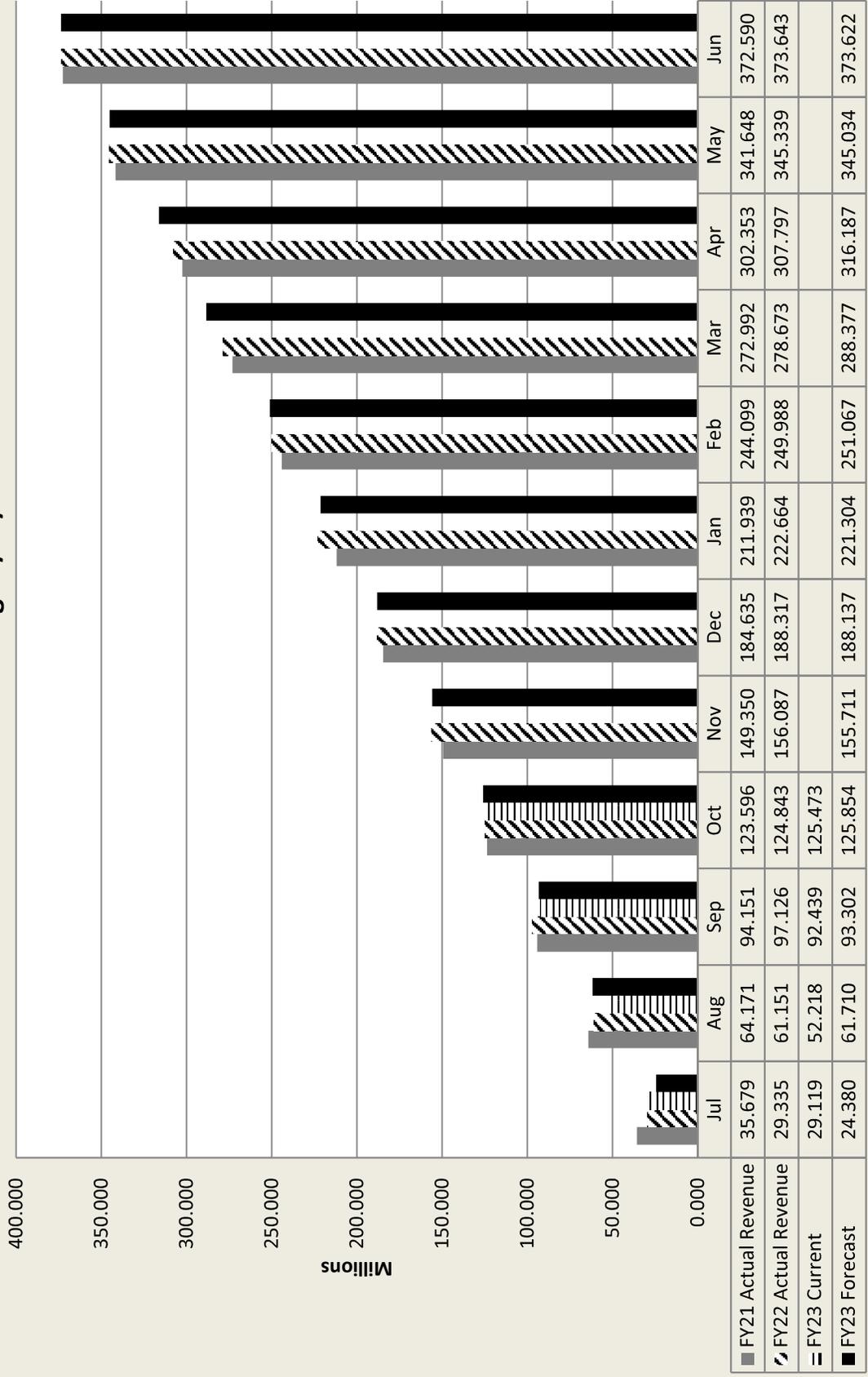
Funds Received					
	FY22 Actual YTD	FY23 Actual YTD	FY23 Forecast YTD	FY23 to FY22 Actual	FY 23 to Forecast
<b><u>State Highway Account</u></b>					
Federal Reimbursements	140,046	130,253	141,385	-7.0%	-7.9%
State (Inc. H.D.A.)	124,843	125,473	125,854	0.5%	-0.3%
Local	4,935	782	1,913	-84.2%	-59.1%
<b>Total State Highway Account:</b>	<b>269,824</b>	<b>256,508</b>	<b>269,152</b>	<b>-4.9%</b>	<b>-4.7%</b>
<b><u>State Aeronautics Fund</u></b>					
Federal Reimbursements	33	44	100	32.8%	-55.6%
State	1,414	1,567	1,068	10.9%	46.7%
<b>Total State Aeronautics Fund:</b>	<b>1,447</b>	<b>1,612</b>	<b>1,168</b>	<b>11.4%</b>	<b>37.9%</b>
<b>Total Fund Received:</b>	<b>271,271</b>	<b>258,119</b>	<b>270,320</b>	<b>-4.8%</b>	<b>-4.5%</b>
Disbursements (includes Encumbrances)					
	FY22 Actual YTD	FY23 Actual YTD	FY23 Budget YTD	FY23 to FY22 Actual	FY 23 to Budget
Construction Payouts	175,449	197,793	182,128	12.7%	8.6%
<b><u>Operations Expenses</u></b>					
Highways	80,061	79,832	84,474	-0.3%	-5.5%
DMV	14,528	12,450	15,104	-14.3%	-17.6%
Administration	11,150	12,864	11,551	15.4%	11.4%
Facilities	4,849	6,010	6,592	23.9%	-8.8%
Aeronautics	1,163	3,509	3,041	201.6%	15.4%
<b>Total Operations Expenses:</b>	<b>111,752</b>	<b>114,665</b>	<b>120,762</b>	<b>2.6%</b>	<b>-5.0%</b>
<b><u>Transfers</u></b>					
Debt Service	109	0	0	-100.0%	0.0%
<b>Total Transfers:</b>	<b>109</b>	<b>0</b>	<b>0</b>	<b>-100.0%</b>	<b>0.0%</b>
<b>Total Disbursements:</b>	<b>287,309</b>	<b>312,458</b>	<b>302,891</b>	<b>8.8%</b>	<b>3.2%</b>
<b><u>Expenditures by Type</u></b>					
	FY22 Actual YTD	FY23 Actual YTD	FY23 Budget YTD	FY23 to FY22 Actual	FY 23 to Budget
Personnel	44,360	47,031	49,967	6.0%	-5.9%
Operating	38,261	36,735	41,207	-4.0%	-10.9%
Capital Outlay	21,763	23,897	18,876	9.8%	26.6%
Sub-Grantee	7,368	7,002	10,712	-5.0%	-34.6%
<b>Totals Operations Expenses:</b>	<b>111,752</b>	<b>114,665</b>	<b>120,762</b>	<b>2.6%</b>	<b>-5.0%</b>
Contract Construction	175,449	197,793	182,128	12.7%	8.6%
<b>Totals (excluding Transfers):</b>	<b>287,201</b>	<b>312,458</b>	<b>302,891</b>	<b>8.8%</b>	<b>3.2%</b>

## State Highway Fund 0260

### Fiscal Year 2023

#### State Revenue Source Forecast vs Actual

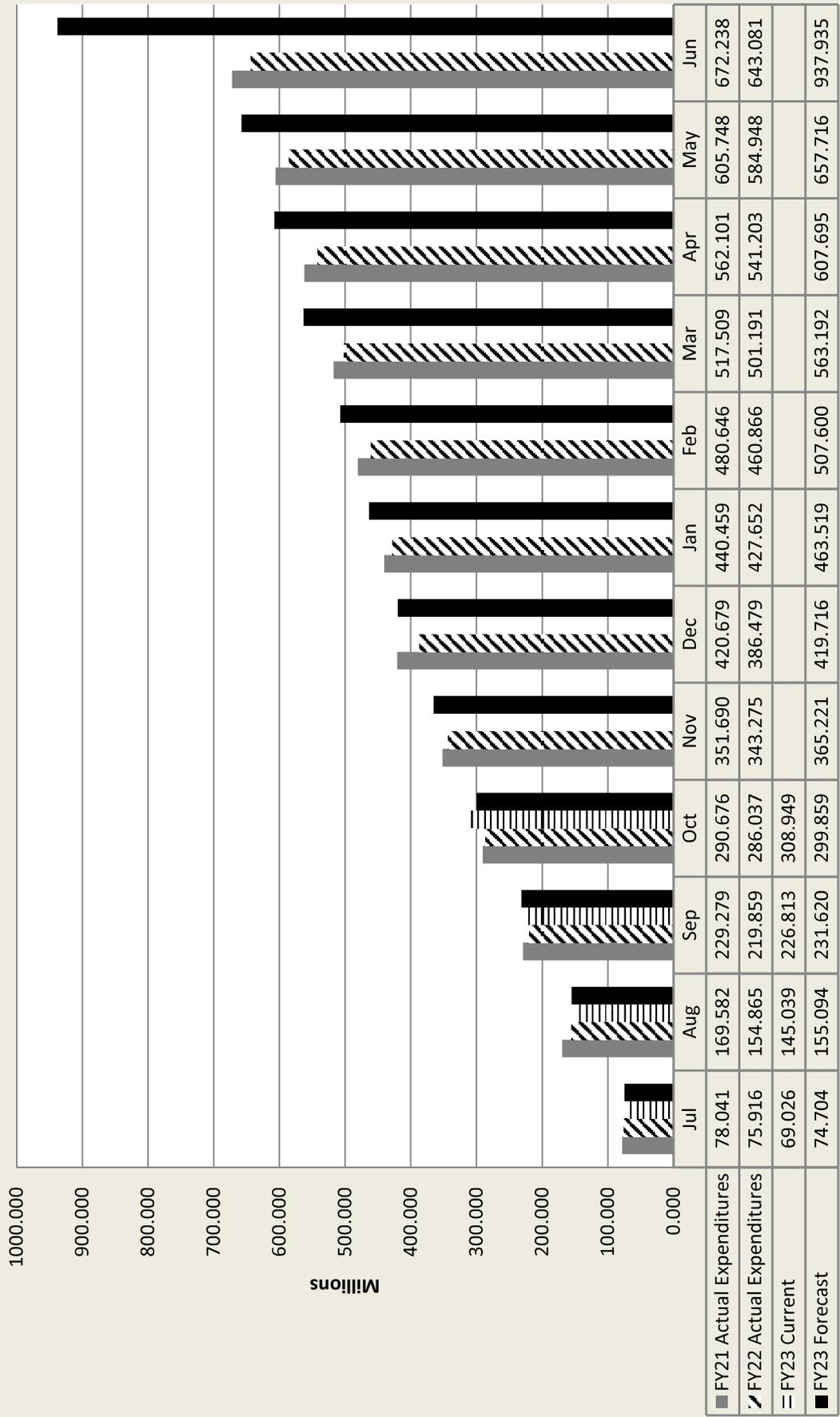
#### October - For Period Ending 10/31/2022



## State Highway Fund 0260

### Fiscal Year 2023 Expenditures

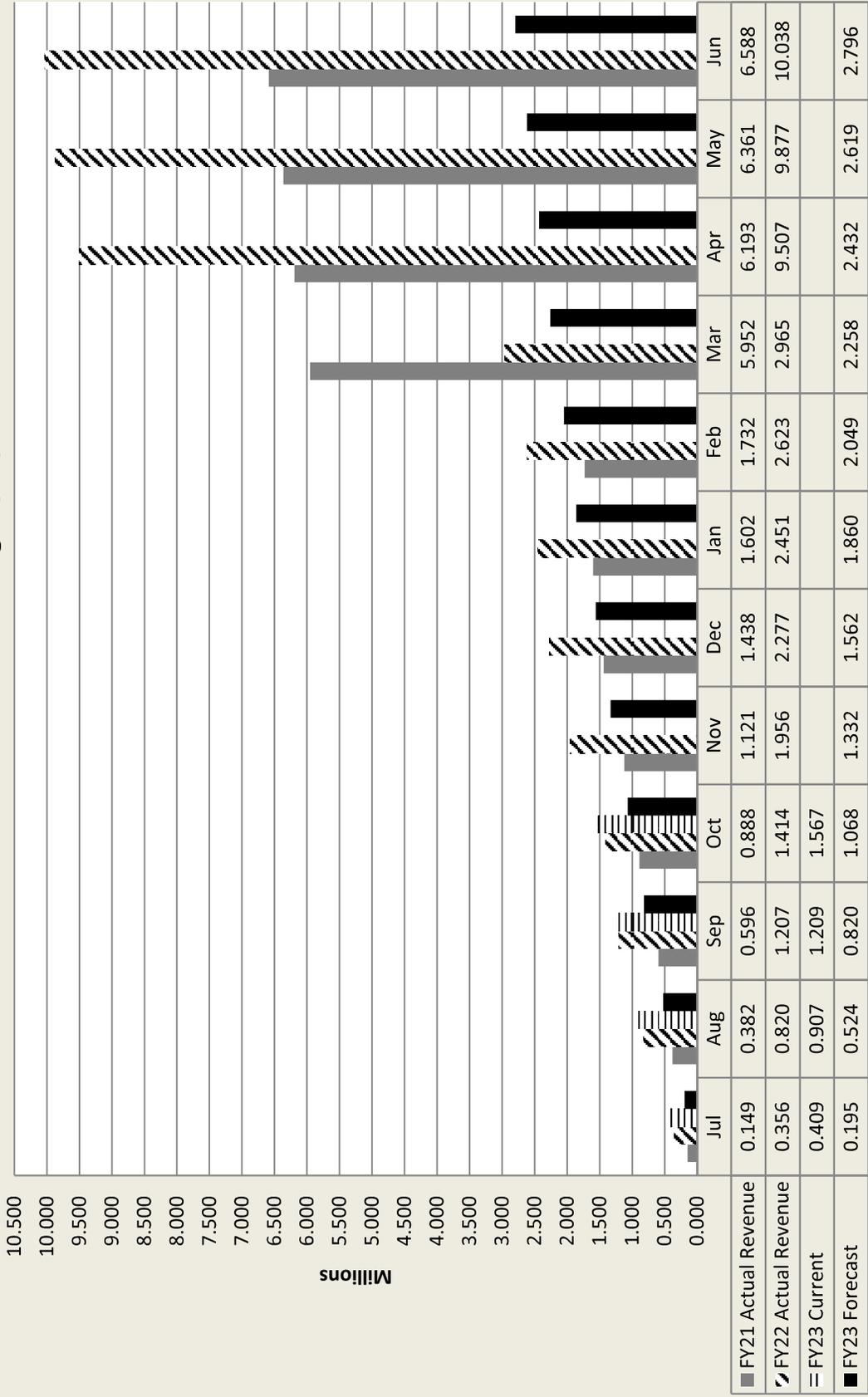
### October - For Period Ending 10/31/2022



# Aeronautics Fund 0221

Fiscal Year 2023

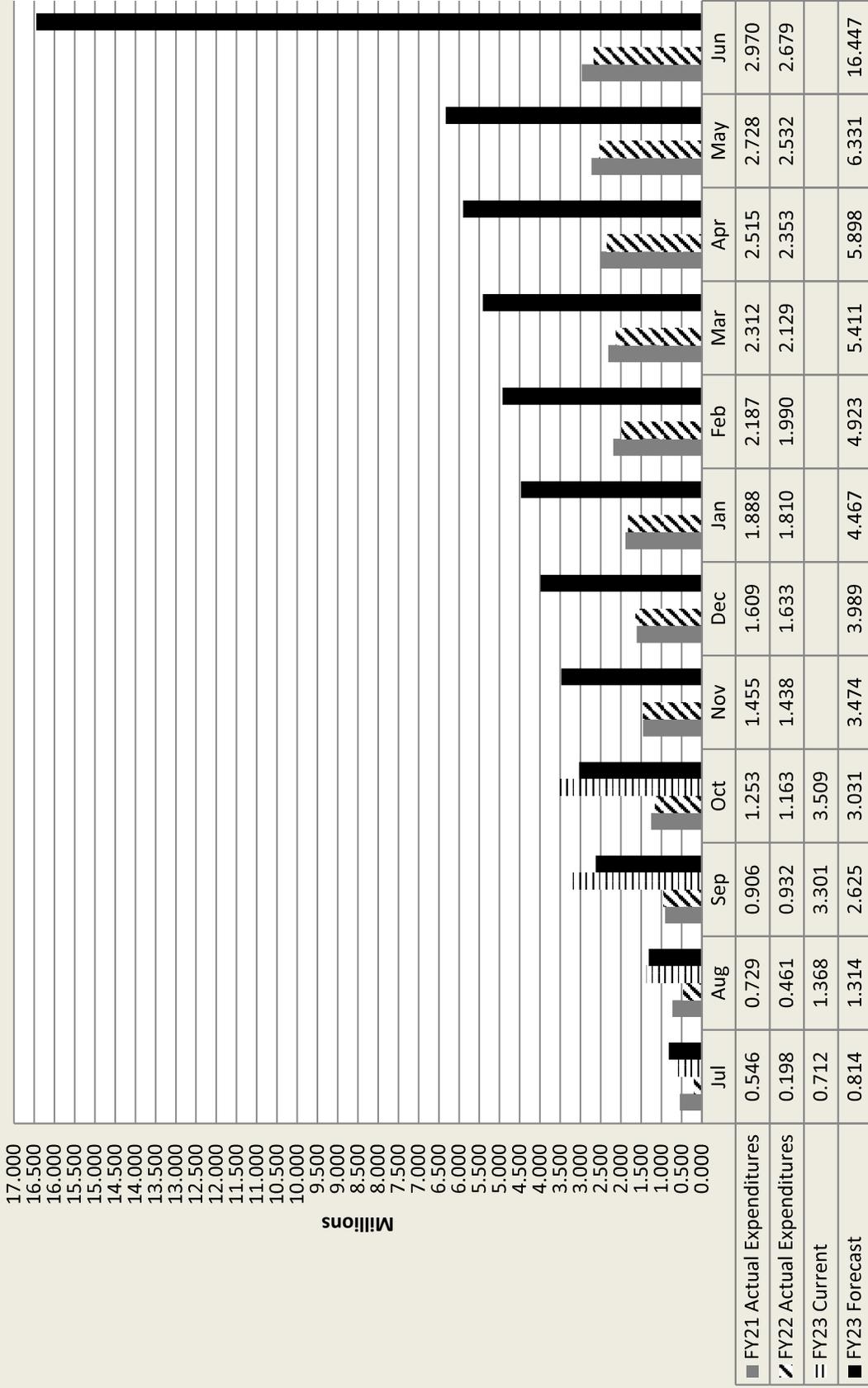
## State and Interagency Revenue Sources Forecast vs Actual October - For Period Ending 10/31/2022



# Aeronautics Fund 0221

## Fiscal Year 2023 Expenditures

### October - For Period Ending 10/31/2022



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

# Idaho Transportation Department

## OPERATING FUND BALANCE SHEET FOR THE PERIOD ENDED 10/31/2022

	State Aeronautics Fund 0221		State Highway Fund 0260		Transportation Expansion and Congestion Mitigation Fund 0269	
	Sep-22	Oct-22	Sep-22	Oct-22	Sep-22	Oct-22
<b>ASSETS</b>						
Cash on Hand (Change Fund)	0	0	5,495	5,195	0	0
Cash in Bank (Daily Operations)	11,095,906	11,222,593	129,999,915	125,655,221	180,738,986	184,818,169
Investments (Long Term: STO - Diversified Bond Fund)	1,899,396	1,902,474	174,721,501	175,006,234	0	0
Total Cash & Investments	<b>12,995,303</b>	<b>13,125,067</b>	<b>304,726,911</b>	<b>300,666,649</b>	<b>180,738,986</b>	<b>184,818,169</b>
Receivables - Other	1,268	1,268	1,132,650	1,092,467	0	0
- Due From Locals (Project Overruns)	0	17,445	2,192,013	757,219	0	0
- Inter Agency	12,330	36,054	32,703	17,203	0	0
Total Receivables	<b>13,598</b>	<b>54,767</b>	<b>3,357,365</b>	<b>1,866,888</b>	<b>0</b>	<b>0</b>
Inventory on Hand	0	0	23,879,553	25,827,676	0	0
<b>Total Assets:</b>	<b>13,008,901</b>	<b>13,179,834</b>	<b>331,963,830</b>	<b>328,361,214</b>	<b>180,738,986</b>	<b>184,818,169</b>
<b>LIABILITIES</b>						
Vouchers Payable	0	0	700	0	0	0
Sales Tax Payable	0	0	32,780	9,609	0	0
Deferred Revenue (Local Projects Match)	0	0	43,989,539	43,372,137	0	0
Accounts Receivable Overpayment	0	0	16,019	16,019	0	0
Contractor Retained % (In Lieu Of Performance Bond)	0	0	147,621	154,351	0	0
<b>Total Liabilities:</b>	<b>0</b>	<b>0</b>	<b>44,186,659</b>	<b>43,552,115</b>	<b>0</b>	<b>0</b>
<b>FUND BALANCE</b>						
Reserve for Encumbrance	185,212	188,772	62,288,838	60,936,090	0	0
Fund Balance	12,823,689	12,991,062	225,488,333	223,873,008	180,738,986	184,818,169
<b>Total Fund Balance:</b>	<b>13,008,901</b>	<b>13,179,834</b>	<b>287,777,171</b>	<b>284,809,098</b>	<b>180,738,986</b>	<b>184,818,169</b>
<b>Total Liabilities and Fund Balance</b>	<b>13,008,901</b>	<b>13,179,834</b>	<b>331,963,830</b>	<b>328,361,213</b>	<b>180,738,986</b>	<b>184,818,169</b>

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

# Idaho Transportation Department

## OPERATING FUND BALANCE SHEET FOR THE PERIOD ENDED 10/31/2022

	Strategic Initiatives Fund (State Share)		Strategic Initiatives Fund (Local Share)		Total Strategic Initiatives Fund		CARES Act Covid-19	
	Sep-22	Oct-22	Sep-22	Oct-22	Sep-22	Oct-22	Sep-22	Oct-22
	0270.02		0270.05		0270		0345	
<b>ASSETS</b>								
Cash on Hand (Change Fund)	0	0	0	0	0	0	0	0
Cash in Bank (Daily Operations)	181,052,296	174,350,051	162,929,304	163,196,471	343,981,600	337,546,522	(118,561)	(297,096)
Investments (Long Term: STO - Diversified Bond Fund)	0	0	0	0	0	0	0	0
Total Cash & Investments	<b>181,052,296</b>	<b>174,350,051</b>	<b>162,929,304</b>	<b>163,196,471</b>	<b>343,981,600</b>	<b>337,546,522</b>	<b>(118,561)</b>	<b>(297,096)</b>
Receivables - Other	0	0	0	0	0	0	0	0
- Due From Locals (Project Overruns)	0	0	0	0	0	0	0	0
- Inter Agency	0	0	0	0	0	0	0	0
Total Receivables	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
Inventory on Hand	0	0	0	0	0	0	0	0
<b>Total Assets:</b>	<b>181,052,296</b>	<b>174,350,051</b>	<b>162,929,304</b>	<b>163,196,471</b>	<b>343,981,600</b>	<b>337,546,522</b>	<b>(118,561)</b>	<b>(297,096)</b>
<b>LIABILITIES</b>								
Vouchers Payable	0	0	0	0	0	0	0	0
Sales Tax Payable	0	0	0	0	0	0	0	0
Deferred Revenue (Local Projects Match)	0	0	0	0	0	0	0	0
Accounts Receivable Overpayment	0	0	0	0	0	0	0	0
Contractor Retained % (In Lieu Of Performance Bond)	0	0	0	0	0	0	0	0
<b>Total Liabilities:</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>FUND BALANCE</b>								
Reserve for Encumbrance	0	0	0	0	0	0	207,432	207,432
Fund Balance	181,052,296	174,350,051	162,929,304	163,196,471	343,981,600	337,546,522	(325,993)	(504,529)
<b>Total Fund Balance:</b>	<b>181,052,296</b>	<b>174,350,051</b>	<b>162,929,304</b>	<b>163,196,471</b>	<b>343,981,600</b>	<b>337,546,522</b>	<b>(118,561)</b>	<b>(297,096)</b>
<b>Total Liabilities and Fund Balance</b>	<b>181,052,296</b>	<b>174,350,051</b>	<b>162,929,304</b>	<b>163,196,471</b>	<b>343,981,600</b>	<b>337,546,522</b>	<b>(118,561)</b>	<b>(297,096)</b>

# Idaho Transportation Department

## STATEMENT OF REVENUES AND EXPENDITURES BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 10/31/2022

User ID: ddecker  
 Report ID: AD-FN-GL-003  
 Run Date: 07 Nov 2022  
 % of Time  
 Remaining: 66.7

Fund: 0260 State Highway Fund

Fiscal Year: 2023  
 Budget Fiscal Year: 2023  
 REVENUES

	Year to Date Allotment (A)	Year to Date Actual (B)	Current Month Activity (C)	Year to Date Encumbrance (D)	Variance Favorable / Unfavorable (E = A - B - D)	Percent Variance (F = E / A)	Annual Appropriation (G)	Appropriation Balance (H = G - B - D)	Percent Remaining (I = H / G)
<b>Federal Sources</b>									
FHWA - Highway	136,533,300	107,625,023	37,217,390	0	(28,908,277)	-21.17%	440,921,200	333,296,177	75.59%
FHWA - COVID Relief	0	17,552,879	7,104,072	0	17,552,879	0.00%	0	(17,552,879)	0.00%
FHWA - Indirect Cost	0	(143,404)	(13,524)	0	(143,404)	0.00%	0	143,404	0.00%
Federal Transit Authority	3,400,000	2,891,478	890,738	0	(508,522)	-14.96%	16,372,600	13,481,122	82.34%
NHTSA - Highway Safety	850,000	1,510,762	8,024	0	660,762	77.74%	6,430,400	4,919,638	76.51%
Other Federal Aid	601,668	815,963	0	0	214,295	35.62%	4,700,000	3,884,037	82.64%
<b>Total Federal Sources:</b>	<b>141,384,968</b>	<b>130,252,701</b>	<b>45,206,701</b>	<b>0</b>	<b>(11,132,267)</b>	<b>-7.87%</b>	<b>468,424,200</b>	<b>338,171,499</b>	<b>72.19%</b>
<b>State Sources</b>									
Equipment Buy Back	0	0	0	0	0	0.00%	10,194,200	10,194,200	100.00%
Miscellaneous Revenues	10,215,208	12,814,541	3,045,216	0	2,599,333	25.45%	29,966,862	17,152,321	57.24%
<b>Total State Sources:</b>	<b>10,215,208</b>	<b>12,814,541</b>	<b>3,045,216</b>	<b>0</b>	<b>2,599,333</b>	<b>25.45%</b>	<b>40,161,062</b>	<b>27,346,521</b>	<b>68.09%</b>
<b>Local Sources</b>									
Match For Local Projects	1,912,577	774,172	307,701	0	(1,138,405)	-59.52%	6,323,300	5,549,128	87.76%
Other Local Sources	0	7,500	0	0	7,500	0.00%	0	(7,500)	0.00%
<b>Total Local Sources:</b>	<b>1,912,577</b>	<b>781,672</b>	<b>307,701</b>	<b>0</b>	<b>(1,130,905)</b>	<b>-59.13%</b>	<b>6,323,300</b>	<b>5,541,628</b>	<b>87.64%</b>
<b>TOTAL REVENUES:</b>	<b>153,512,753</b>	<b>143,848,914</b>	<b>48,559,618</b>	<b>0</b>	<b>(9,663,839)</b>	<b>-6.30%</b>	<b>514,908,562</b>	<b>371,059,648</b>	<b>72.06%</b>
<b>TRANSFERS-IN</b>									
Highway Distribution Account	81,559,800	81,860,459	23,192,008	0	300,659	0.37%	240,640,000	158,779,541	65.98%
Fuel/Registration Direct	26,765,293	23,869,464	4,898,897	0	(2,895,829)	-10.82%	73,121,400	49,251,936	67.36%
Ethanol Fuels Tax	7,313,900	6,928,894	1,898,079	0	(385,006)	-5.26%	19,700,000	12,771,106	64.83%
<b>TOTAL TRANSFERS-IN:</b>	<b>115,638,993</b>	<b>112,658,817</b>	<b>29,988,984</b>	<b>0</b>	<b>(2,980,176)</b>	<b>-2.58%</b>	<b>333,461,400</b>	<b>220,802,583</b>	<b>66.22%</b>
<b>TOTAL REV AND TRANSFERS-IN:</b>	<b>269,151,746</b>	<b>256,507,730</b>	<b>78,548,602</b>	<b>0</b>	<b>(12,644,015)</b>	<b>-4.70%</b>	<b>848,369,962</b>	<b>591,862,231</b>	<b>69.76%</b>

# Idaho Transportation Department

## STATEMENT OF REVENUES AND EXPENDITURES BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 10/31/2022

User ID: ddecker  
 Report ID: AD-FN-GL-003  
 Run Date: 07 Nov 2022  
 % of Time  
 Remaining: 66.7

Fund: 0260 State Highway Fund

Fiscal Year: 2023  
 Budget Fiscal Year: 2023

	Year to Date Allotment (A)	Year to Date Actual (B)	Current Month Activity (C)	Year to Date Encumbrance (D)	Variance Favorable / Unfavorable (E = A - B - D)	Percent Variance (F = E / A)	Annual Appropriation (G)	Appropriation Balance (H = G - B - D)	Percent Remaining (I = H / G)
<b>EXPENDITURES</b>									
<b>Operations Expense</b>									
Permanent Staff Salaries	34,023,288	32,334,012	7,134,547	0	1,689,276	4.97 %	101,032,904	68,698,892	68.00 %
Board, Hourly, OT, Shift Diff	483,273	264,432	44,657	0	218,841	45.28 %	1,703,966	1,439,534	84.48 %
Fringe Benefits	14,961,578	14,002,438	3,301,360	0	959,140	6.41 %	45,109,930	31,107,492	68.96 %
Travel Expense	935,300	746,934	197,943	0	188,366	20.14 %	2,442,185	1,695,251	69.42 %
Operating Expense	29,721,327	18,634,280	4,610,118	6,158,543	4,928,504	16.58 %	72,193,038	47,400,215	65.66 %
Technology Operating Expense	9,981,411	4,781,105	1,314,149	6,150,711	(950,405)	-9.52 %	23,636,626	12,704,810	53.75 %
Capital Equipment Expense	9,532,212	137,384	89,378	17,413,809	(8,018,980)	-84.13 %	30,486,812	12,935,620	42.43 %
Technology Equipment Expense	2,270,350	479,700	473,792	412,726	1,377,924	60.69 %	3,251,050	2,358,624	72.55 %
Capital Facilities Expense	6,460,250	2,263,035	765,588	3,070,103	1,127,112	17.45 %	24,947,034	19,613,896	78.62 %
Capital Projects	0	490	0	0	(490)	0.00 %	0	(490)	0.00 %
Trustee & Benefit Payments	9,361,984	4,306,528	878,311	0	5,055,456	54.00 %	23,185,200	18,878,672	81.43 %
<b>Total Operations Expense:</b>	<b>117,730,973</b>	<b>77,950,337</b>	<b>18,809,844</b>	<b>33,205,892</b>	<b>6,574,744</b>	<b>5.58 %</b>	<b>327,988,746</b>	<b>216,832,516</b>	<b>66.11 %</b>
<b>Contract Construction</b>									
Operating Expense	2,672,112	1,265,391	235,642	626,429	780,291	29.20 %	10,600,000	8,708,179	82.15 %
Technology Operating Expense	0	733,424	121,042	383,249	(1,116,673)	0.00 %	0	(1,116,673)	0.00 %
Capital Projects	178,771,765	194,364,020	61,990,682	126,860	(15,719,115)	-8.79 %	597,246,253	402,755,373	67.44 %
Trustee & Benefit Payments	684,496	293,786	121,194	0	390,710	57.08 %	2,100,000	1,806,214	86.01 %
<b>Total Contract Construction:</b>	<b>182,128,373</b>	<b>196,656,621</b>	<b>62,468,560</b>	<b>1,136,538</b>	<b>(15,664,787)</b>	<b>-8.60 %</b>	<b>609,946,253</b>	<b>412,153,093</b>	<b>67.57 %</b>
<b>TOTAL EXPENDITURES:</b>	<b>299,859,346</b>	<b>274,606,958</b>	<b>81,278,404</b>	<b>34,342,430</b>	<b>(9,090,043)</b>	<b>-3.03 %</b>	<b>937,934,999</b>	<b>628,985,609</b>	<b>67.06 %</b>
<b>TRANSFERS OUT</b>									
Operating	0	0	0	0	0	0.00 %	58,340,402	58,340,402	100.00 %
<b>TOTAL TRANSFERS OUT:</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0.00 %</b>	<b>58,340,402</b>	<b>58,340,402</b>	<b>100.00 %</b>
<b>TOTAL EXPD AND TRANSFERS OUT:</b>	<b>299,859,346</b>	<b>274,606,958</b>	<b>81,278,404</b>	<b>34,342,430</b>	<b>(9,090,043)</b>	<b>-3.03 %</b>	<b>996,275,401</b>	<b>687,326,011</b>	<b>68.99 %</b>
<b>Net for Fiscal Year 2023:</b>	<b>(30,707,600)</b>	<b>(18,099,228)</b>	<b>(2,729,802)</b>		<b>(21,734,058)</b>		<b>(147,905,439)</b>	<b>(95,463,780)</b>	

# Idaho Transportation Department

## STATEMENT OF REVENUES AND EXPENDITURES

### BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 10/31/2022

User ID: ddecker  
 Report ID: AD-FN-GL-003  
 Run Date: 07 Nov 2022  
 % of Time  
 Remaining: 66.7

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)
<b>Fiscal Year: 2023</b>									
<b>Budget Fiscal Year: 2023</b>									
<b>Contract Construction</b>									
<b>Operating Expenditures</b>									
Operating Expenditures Dedicated	262,831	235,395	37,741	184,815	(157,380)	-59.88%	2,500,000	2,079,789	83.19 %
Operating Expenditures Federal	2,392,965	1,762,750	318,912	824,863	(194,648)	-8.13%	8,000,000	5,412,387	67.65 %
Operating Expenditures Local	16,316	670	32	0	15,646	95.90 %	100,000	99,330	99.33 %
<b>Total Operating Expenditures</b>	<b>2,672,112</b>	<b>1,998,815</b>	<b>356,684</b>	<b>1,009,678</b>	<b>(336,381)</b>	<b>-12.59%</b>	<b>10,600,000</b>	<b>7,591,507</b>	<b>71.62 %</b>
<b>Capital Outlay</b>									
Capital Outlay Dedicated	78,746,353	60,649,692	17,837,118	2,769	18,093,893	22.98 %	260,950,853	200,298,393	76.76 %
Capital Outlay Federal	98,155,765	108,657,440	36,058,759	5,771	(10,507,445)	-10.70%	329,929,600	221,266,390	67.06 %
Capital Outlay FICR	0	5,966,745	1,103,197	118,320	(6,085,065)	0.00 %	0	(6,085,065)	0.00 %
Capital Outlay Local	1,869,647	1,413,193	310,623	0	456,454	24.41 %	6,365,800	4,952,607	77.80 %
Capital Outlay COVID Relief	0	17,676,951	6,680,985	0	(17,676,951)	0.00 %	0	(17,676,951)	0.00 %
<b>Total Capital Outlay</b>	<b>178,771,765</b>	<b>194,364,020</b>	<b>61,990,682</b>	<b>126,860</b>	<b>(15,719,115)</b>	<b>-8.79%</b>	<b>597,246,253</b>	<b>402,755,373</b>	<b>67.44 %</b>
<b>Trustee &amp; Benefit Payments</b>									
Trustee & Benefit Payments Dedicated	443,718	0	0	0	443,718	100.00 %	500,000	500,000	100.00 %
Trustee & Benefit Payments Federal	218,184	293,786	121,194	0	(75,602)	-34.65%	1,500,000	1,206,214	80.41 %
Trustee & Benefit Payments Local	22,594	0	0	0	22,594	100.00 %	100,000	100,000	100.00 %
<b>Total Trustee &amp; Benefit Payments</b>	<b>684,496</b>	<b>293,786</b>	<b>121,194</b>	<b>0</b>	<b>390,710</b>	<b>57.08 %</b>	<b>2,100,000</b>	<b>1,806,214</b>	<b>86.01 %</b>
<b>Total Contract Construction:</b>	<b>182,128,373</b>	<b>196,656,621</b>	<b>62,468,560</b>	<b>1,136,538</b>	<b>(15,664,786)</b>	<b>-8.60%</b>	<b>609,946,253</b>	<b>412,153,094</b>	<b>67.57 %</b>

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# Idaho Transportation Department

STATEMENT OF REVENUES AND EXPENDITURES  
 BUDGET TO ACTUAL  
 FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 10/31/2022

Fund: 0269 Transportation Expansion and Congestion Mitigation 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)
<b>REVENUES</b>									
Miscellaneous Revenues	366,668	881,967	276,228	0	515,299	140.54 %	1,100,000	218,033	19.82 %
<b>TOTAL REVENUES:</b>	<b>366,668</b>	<b>881,967</b>	<b>276,228</b>	<b>0</b>	<b>515,299</b>	<b>140.54 %</b>	<b>1,100,000</b>	<b>218,033</b>	<b>19.82 %</b>
<b>TRANSFERS-IN</b>									
Sales Tax	41,676,423	41,514,818	10,351,352	0	(161,605)	-0.39%	80,000,000	38,485,182	48.11 %
<b>TOTAL TRANSFERS-IN:</b>	<b>41,676,423</b>	<b>41,514,818</b>	<b>10,351,352</b>	<b>0</b>	<b>(161,605)</b>	<b>-0.39%</b>	<b>80,000,000</b>	<b>38,485,182</b>	<b>48.11 %</b>
<b>TOTAL REV AND TRANSFERS-IN:</b>	<b>42,043,091</b>	<b>42,396,785</b>	<b>10,627,580</b>	<b>0</b>	<b>353,694</b>	<b>0.84 %</b>	<b>81,100,000</b>	<b>38,703,215</b>	<b>47.72 %</b>

## EXPENDITURES

Contract Construction - Operating Expenditures	0	0	0	0	0	0.00 %	0	0	0.00 %
Contract Construction - Capital Projects	34,914,932	26,620,197	6,548,398	0	8,294,735	23.76 %	248,414,773	221,794,576	89.28 %
<b>TOTAL EXPENDITURES:</b>	<b>34,914,932</b>	<b>26,620,197</b>	<b>6,548,398</b>	<b>0</b>	<b>8,294,735</b>	<b>23.76 %</b>	<b>248,414,773</b>	<b>221,794,576</b>	<b>89.28 %</b>
<b>TRANSFERS OUT</b>									
Operating	0	13,070,908	0	0	(13,070,908)	0.00 %	0	(13,070,908)	0.00 %
<b>TOTAL TRANSFERS OUT:</b>	<b>0</b>	<b>13,070,908</b>	<b>0</b>	<b>0</b>	<b>(13,070,908)</b>	<b>0.00 %</b>	<b>0</b>	<b>(13,070,908)</b>	<b>0.00 %</b>
<b>TOTAL EXPD AND TRANSFERS OUT:</b>	<b>34,914,932</b>	<b>39,691,105</b>	<b>6,548,398</b>	<b>0</b>	<b>(4,776,173)</b>	<b>-13.68%</b>	<b>248,414,773</b>	<b>208,723,668</b>	<b>84.02 %</b>
<b>Net for Fiscal Year 2023:</b>	<b>7,128,159</b>	<b>2,705,680</b>	<b>4,079,182</b>		<b>(4,422,479)</b>		<b>(167,314,773)</b>	<b>(170,020,453)</b>	

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# Idaho Transportation Department

STATEMENT OF REVENUES AND EXPENDITURES  
 BUDGET TO ACTUAL  
 FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 10/31/2022

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

Fiscal Year:	2023										
Budget Fiscal Year:	2023	(A)	(B)	(C)	(D)	(E = A - B - D)	(F = E / A)	(G)	(H = G - B - D)	(I = H / G)	
Year to Date Allotment	Year to Date Actual	Current Month Activity	Year to Date Encumbrance	Variance Favorable / Unfavorable	Percent Variance	Annual Appropriation	Appropriation Balance	Percent Remaining			
<b>REVENUES</b>											
State Sources - Miscellaneous Revenues	240,000	852,932	288,022	0	612,932	255.39 %	720,000	(132,932)	-18.46%		
<b>TOTAL REVENUES:</b>	<b>240,000</b>	<b>852,932</b>	<b>288,022</b>	<b>0</b>	<b>612,932</b>	<b>255.39 %</b>	<b>720,000</b>	<b>(132,932)</b>	<b>-18.46%</b>		
<b>TRANSFERS-IN</b>											
Statutory	120,000,000	120,000,000	0	0	0	0.00 %	120,000,000	0	0.00 %		
<b>TOTAL TRANSFERS-IN:</b>	<b>120,000,000</b>	<b>120,000,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0.00 %</b>	<b>120,000,000</b>	<b>0</b>	<b>0.00 %</b>		
<b>TOTAL REV AND TRANSFERS-IN:</b>	<b>120,240,000</b>	<b>120,852,932</b>	<b>288,022</b>	<b>0</b>	<b>612,932</b>	<b>0.51 %</b>	<b>120,720,000</b>	<b>(132,932)</b>	<b>-0.11%</b>		
<b>EXPENDITURES</b>											
Contract Construction - Capital Projects	25,737,964	32,934,769	6,990,267	0	(7,196,805)	-27.96%	197,213,893	164,279,124	83.30 %		
<b>TOTAL EXPENDITURES:</b>	<b>25,737,964</b>	<b>32,934,769</b>	<b>6,990,267</b>	<b>0</b>	<b>(7,196,805)</b>	<b>-27.96%</b>	<b>197,213,893</b>	<b>164,279,124</b>	<b>83.30 %</b>		
<b>TOTAL EXPD AND TRANSFERS OUT:</b>	<b>25,737,964</b>	<b>32,934,769</b>	<b>6,990,267</b>	<b>0</b>	<b>(7,196,805)</b>	<b>-27.96%</b>	<b>197,213,893</b>	<b>164,279,124</b>	<b>83.30 %</b>		
<b>Net for Fiscal Year 2023:</b>	<b>94,502,036</b>	<b>87,918,163</b>	<b>(6,702,245)</b>	<b>(6,583,873)</b>	<b>(76,493,893)</b>	<b>(164,412,056)</b>					

# Idaho Transportation Department

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## STATEMENT OF REVENUES AND EXPENDITURES BUDGET TO ACTUAL FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 10/31/2022

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

Fiscal Year:	2023	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:	2023	(B)	(C)	(D)	(E = A - B - D)	(F = E / A)	(G)	(H = G - B - D)	(I = H / G)
<b>REVENUES</b>									
State Sources - Miscellaneous Revenues	160,000	958,429	267,166	0	798,429	499.02 %	480,000	(478,429)	-99.67%
<b>TOTAL REVENUES:</b>	<b>160,000</b>	<b>958,429</b>	<b>267,166</b>	<b>0</b>	<b>798,429</b>	<b>499.02 %</b>	<b>480,000</b>	<b>(478,429)</b>	<b>-99.67%</b>
<b>TOTAL REV AND TRANSFERS-IN:</b>	<b>160,000</b>	<b>958,429</b>	<b>267,166</b>	<b>0</b>	<b>798,429</b>	<b>499.02 %</b>	<b>480,000</b>	<b>(478,429)</b>	<b>-99.67%</b>

**EXPENDITURES**

Contract Construction - Trustee & Benefit Payments	10,000,781	48,000,000	0	0	(37,999,219)	-379.96%	210,000,781	162,000,781	77.14 %
<b>TOTAL EXPENDITURES:</b>	<b>10,000,781</b>	<b>48,000,000</b>	<b>0</b>	<b>0</b>	<b>(37,999,219)</b>	<b>-379.96%</b>	<b>210,000,781</b>	<b>162,000,781</b>	<b>77.14 %</b>
<b>TOTAL EXPD AND TRANSFERS OUT:</b>	<b>10,000,781</b>	<b>48,000,000</b>	<b>0</b>	<b>0</b>	<b>(37,999,219)</b>	<b>-379.96%</b>	<b>210,000,781</b>	<b>162,000,781</b>	<b>77.14 %</b>

Net for Fiscal Year 2023: (9,840,781) (47,041,571) 267,166 (37,200,790) (209,520,781) (162,479,210)

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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 10/31/2022

Fund: 0345 CARES Act Covid-19

	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: 2023									
Budget Fiscal Year: 2023									
<b>REVENUES</b>									
Federal Sources - Federal Transit Authority	60,000	1,897,025	1,315,280	0	1,837,025	3061.71 %	9,000,000	7,102,975	78.92 %
<b>TOTAL REVENUES:</b>	<b>60,000</b>	<b>1,897,025</b>	<b>1,315,280</b>	<b>0</b>	<b>1,837,025</b>	<b>3061.71 %</b>	<b>9,000,000</b>	<b>7,102,975</b>	<b>78.92 %</b>
<b>TOTAL REV AND TRANSFERS-IN:</b>	<b>60,000</b>	<b>1,897,025</b>	<b>1,315,280</b>	<b>0</b>	<b>1,837,025</b>	<b>3061.71 %</b>	<b>9,000,000</b>	<b>7,102,975</b>	<b>78.92 %</b>
<b>EXPENDITURES</b>									
Operating Expenditures	320,000	0	0	0	320,000	100.00 %	1,000,000	1,000,000	100.00 %
Trustee & Benefit Payments	2,666,656	2,194,105	1,493,815	0	472,551	17.72 %	8,000,000	5,805,895	72.57 %
<b>TOTAL EXPENDITURES:</b>	<b>2,986,656</b>	<b>2,194,105</b>	<b>1,493,815</b>	<b>0</b>	<b>792,551</b>	<b>26.54 %</b>	<b>9,000,000</b>	<b>6,805,895</b>	<b>75.62 %</b>
<b>TOTAL EXPD AND TRANSFERS OUT:</b>	<b>2,986,656</b>	<b>2,194,105</b>	<b>1,493,815</b>	<b>0</b>	<b>792,551</b>	<b>26.54 %</b>	<b>9,000,000</b>	<b>6,805,895</b>	<b>75.62 %</b>
<b>Net for Fiscal Year 2023:</b>	<b>(2,926,656)</b>	<b>(297,080)</b>	<b>(178,535)</b>	<b>0</b>	<b>2,629,576</b>		<b>0</b>	<b>297,080</b>	

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# Idaho Transportation Department

STATEMENT OF REVENUES AND EXPENDITURES  
 BUDGET TO ACTUAL  
 FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 10/31/2022

Fund: 0372 TECM Debt Service 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)
<b>REVENUES</b>									
State Sources - Miscellaneous Revenues	0	31,536	18,096	0	31,536	0.00 %	0	(31,536)	0.00 %
<b>TOTAL REVENUES:</b>	<b>0</b>	<b>31,536</b>	<b>18,096</b>	<b>0</b>	<b>31,536</b>	<b>0.00 %</b>	<b>0</b>	<b>(31,536)</b>	<b>0.00 %</b>
<b>TRANSFERS-IN</b>									
Operating	0	13,070,908	0	0	13,070,908	0.00 %	0	(13,070,908)	0.00 %
<b>TOTAL TRANSFERS-IN:</b>	<b>0</b>	<b>13,070,908</b>	<b>0</b>	<b>0</b>	<b>13,070,908</b>	<b>0.00 %</b>	<b>0</b>	<b>(13,070,908)</b>	<b>0.00 %</b>
<b>TOTAL REV AND TRANSFERS-IN:</b>	<b>0</b>	<b>13,102,444</b>	<b>18,096</b>	<b>0</b>	<b>13,102,444</b>	<b>0.00 %</b>	<b>0</b>	<b>(13,102,444)</b>	<b>0.00 %</b>
<b>EXPENDITURES</b>									
Bond Principal / Interest	0	3,773,650	1,089,242	0	(3,773,650)	0.00 %	0	(3,773,650)	0.00 %
<b>TOTAL EXPENDITURES:</b>	<b>0</b>	<b>3,773,650</b>	<b>1,089,242</b>	<b>0</b>	<b>(3,773,650)</b>	<b>0.00 %</b>	<b>0</b>	<b>(3,773,650)</b>	<b>0.00 %</b>
<b>TOTAL EXPD AND TRANSFERS OUT:</b>	<b>0</b>	<b>3,773,650</b>	<b>1,089,242</b>	<b>0</b>	<b>(3,773,650)</b>	<b>0.00 %</b>	<b>0</b>	<b>(3,773,650)</b>	<b>0.00 %</b>
<b>Net for Fiscal Year 2023:</b>	<b>0</b>	<b>9,328,794</b>	<b>(1,071,146)</b>	<b>0</b>	<b>9,328,794</b>		<b>0</b>	<b>(9,328,794)</b>	

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# Idaho Transportation Department

STATEMENT OF REVENUES AND EXPENDITURES  
 BUDGET TO ACTUAL  
 FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 10/31/2022

Fund: 0373 TECM Capital Project 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)
<b>REVENUES</b>									
State Sources - Miscellaneous Revenues	0	40,492,668	5,209,711	0	40,492,668	0.00 %	0	(40,492,668)	0.00 %
<b>TOTAL REVENUES:</b>	<b>0</b>	<b>40,492,668</b>	<b>5,209,711</b>	<b>0</b>	<b>40,492,668</b>	<b>0.00 %</b>	<b>0</b>	<b>(40,492,668)</b>	<b>0.00 %</b>
<b>TOTAL REV AND TRANSFERS-IN:</b>	<b>0</b>	<b>40,492,668</b>	<b>5,209,711</b>	<b>0</b>	<b>40,492,668</b>	<b>0.00 %</b>	<b>0</b>	<b>(40,492,668)</b>	<b>0.00 %</b>
<b>EXPENDITURES</b>									
Capital Projects	0	40,577,638	5,213,762	302	(40,577,940)	0.00 %	0	(40,577,940)	0.00 %
<b>TOTAL EXPENDITURES:</b>	<b>0</b>	<b>40,577,638</b>	<b>5,213,762</b>	<b>302</b>	<b>(40,577,940)</b>	<b>0.00 %</b>	<b>0</b>	<b>(40,577,940)</b>	<b>0.00 %</b>
<b>TOTAL EXPD AND TRANSFERS OUT:</b>	<b>0</b>	<b>40,577,638</b>	<b>5,213,762</b>	<b>302</b>	<b>(40,577,940)</b>	<b>0.00 %</b>	<b>0</b>	<b>(40,577,940)</b>	<b>0.00 %</b>
<b>Net for Fiscal Year 2023:</b>	<b>0</b>	<b>(84,970)</b>	<b>(4,051)</b>		<b>(85,272)</b>		<b>0</b>	<b>85,272</b>	

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# Idaho Transportation Department

STATEMENT OF REVENUES AND EXPENDITURES  
 BUDGET TO ACTUAL  
 FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 10/31/2022

Fund: 0374 GARVEE Capital Project 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)
<b>REVENUES</b>									
State Sources - Miscellaneous Revenues	0	40,155,557	10,202,198	0	40,155,557	0.00 %	0	(40,155,557)	0.00 %
<b>TOTAL REVENUES:</b>	<b>0</b>	<b>40,155,557</b>	<b>10,202,198</b>	<b>0</b>	<b>40,155,557</b>	<b>0.00 %</b>	<b>0</b>	<b>(40,155,557)</b>	<b>0.00 %</b>
<b>TOTAL REV AND TRANSFERS-IN:</b>	<b>0</b>	<b>40,155,557</b>	<b>10,202,198</b>	<b>0</b>	<b>40,155,557</b>	<b>0.00 %</b>	<b>0</b>	<b>(40,155,557)</b>	<b>0.00 %</b>
<b>EXPENDITURES</b>									
Operating Expenditures	0	72,325	20,782	0	(72,325)	0.00 %	0	(72,325)	0.00 %
Capital Projects	0	40,085,205	10,185,167	0	(40,085,205)	0.00 %	0	(40,085,205)	0.00 %
<b>TOTAL EXPENDITURES:</b>	<b>0</b>	<b>40,157,530</b>	<b>10,205,949</b>	<b>0</b>	<b>(40,157,530)</b>	<b>0.00 %</b>	<b>0</b>	<b>(40,157,530)</b>	<b>0.00 %</b>
<b>TOTAL EXPD AND TRANSFERS OUT:</b>	<b>0</b>	<b>40,157,530</b>	<b>10,205,949</b>	<b>0</b>	<b>(40,157,530)</b>	<b>0.00 %</b>	<b>0</b>	<b>(40,157,530)</b>	<b>0.00 %</b>
<b>Net for Fiscal Year 2023:</b>	<b>0</b>	<b>(1,973)</b>	<b>(3,751)</b>	<b>0</b>	<b>(1,973)</b>	<b>0.00 %</b>	<b>0</b>	<b>1,973</b>	<b>0.00 %</b>

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 % of Time: 66.7  
 Remaining:

# Idaho Transportation Department

STATEMENT OF REVENUES AND EXPENDITURES  
 BUDGET TO ACTUAL  
 FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 10/31/2022

Fund: 0375 GARVEE Debt Service 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)
<b>REVENUES</b>									
State Sources - Miscellaneous Revenues	0	32,173	6,782	0	32,173	0.00 %	0	(32,173)	0.00 %
<b>TOTAL REVENUES:</b>	<b>0</b>	<b>32,173</b>	<b>6,782</b>	<b>0</b>	<b>32,173</b>	<b>0.00 %</b>	<b>0</b>	<b>(32,173)</b>	<b>0.00 %</b>
<b>TRANSFERS-IN</b>									
Operating	0	4,700,000	0	0	4,700,000	0.00 %	0	(4,700,000)	0.00 %
<b>TOTAL TRANSFERS-IN:</b>	<b>0</b>	<b>4,700,000</b>	<b>0</b>	<b>0</b>	<b>4,700,000</b>	<b>0.00 %</b>	<b>0</b>	<b>(4,700,000)</b>	<b>0.00 %</b>
<b>TOTAL REV AND TRANSFERS-IN:</b>	<b>0</b>	<b>4,732,173</b>	<b>6,782</b>	<b>0</b>	<b>4,732,173</b>	<b>0.00 %</b>	<b>0</b>	<b>(4,732,173)</b>	<b>0.00 %</b>
<b>EXPENDITURES</b>									
Bond Principal / Interest	0	48,992,163	406,614	0	(48,992,163)	0.00 %	0	(48,992,163)	0.00 %
<b>TOTAL EXPENDITURES:</b>	<b>0</b>	<b>48,992,163</b>	<b>406,614</b>	<b>0</b>	<b>(48,992,163)</b>	<b>0.00 %</b>	<b>0</b>	<b>(48,992,163)</b>	<b>0.00 %</b>
<b>TOTAL EXPD AND TRANSFERS OUT:</b>	<b>0</b>	<b>48,992,163</b>	<b>406,614</b>	<b>0</b>	<b>(48,992,163)</b>	<b>0.00 %</b>	<b>0</b>	<b>(48,992,163)</b>	<b>0.00 %</b>
<b>Net for Fiscal Year 2023:</b>	<b>0</b>	<b>(44,259,990)</b>	<b>(399,832)</b>	<b>0</b>	<b>(44,259,990)</b>		<b>0</b>	<b>44,259,990</b>	

User ID: ddecker  
 Report ID: AD-FN-GL-003  
 Run Date: 07 Nov 2022  
 % of Time  
 Remaining: 66.7

# Idaho Transportation Department

STATEMENT OF REVENUES AND EXPENDITURES  
 BUDGET TO ACTUAL  
 FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 10/31/2022

Fund: 0221 State Aeronautics 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)
<b>REVENUES</b>									
Federal Sources - FAA	100,000	44,357	17,445	0	(55,643)	-55.64%	668,500	624,143	93.36 %
State Sources - Miscellaneous	37,072	165,614	75,802	0	128,542	346.74 %	341,000	175,386	51.43 %
Interagency Sources -	111,500	51,824	3,316	0	(59,676)	-53.52%	254,900	203,076	79.67 %
<b>TOTAL REVENUES:</b>	<b>248,572</b>	<b>261,796</b>	<b>96,562</b>	<b>0</b>	<b>13,223</b>	<b>5.32 %</b>	<b>1,264,400</b>	<b>1,002,605</b>	<b>79.29 %</b>
<b>TRANSFERS-IN</b>									
Operating	919,859	1,349,937	279,186	0	430,078	46.75 %	2,200,000	850,063	38.64 %
<b>TOTAL TRANSFERS-IN:</b>	<b>919,859</b>	<b>1,349,937</b>	<b>279,186</b>	<b>0</b>	<b>430,078</b>	<b>46.75 %</b>	<b>2,200,000</b>	<b>850,063</b>	<b>38.64 %</b>
<b>TOTAL REV AND TRANSFERS-IN:</b>	<b>1,168,431</b>	<b>1,611,732</b>	<b>375,748</b>	<b>0</b>	<b>443,301</b>	<b>37.94 %</b>	<b>3,464,400</b>	<b>1,852,668</b>	<b>53.48 %</b>
<b>EXPENDITURES</b>									
Permanent Staff Salaries	324,258	268,075	52,977	0	56,184	17.33 %	936,843	668,768	71.39 %
Board, Hourly, OT, Shift Diff	40,400	48,190	(8)	0	(7,790)	-19.28%	77,700	29,510	37.98 %
Fringe Benefits	134,232	113,391	22,325	0	20,841	15.53 %	388,157	274,766	70.79 %
Travel Expense	44,451	25,995	13,049	0	18,456	41.52 %	114,511	88,516	77.30 %
Technology Operating Expense	14,642	20,554	3,892	380	(6,292)	-42.97%	47,934	27,000	56.33 %
Operating Expense	509,771	215,847	45,320	900	293,024	57.48 %	1,554,955	1,338,208	86.06 %
Technology Equipment Expense	14,000	0	0	0	14,000	100.00 %	14,000	14,000	100.00 %
Capital Equipment Expense	116,000	0	0	5,056	110,944	95.64 %	226,000	220,944	97.76 %
Capital Facilities Expense	483,682	21,380	0	93,560	368,742	76.24 %	1,283,682	1,168,742	91.05 %
Trustee & Benefit Payments	1,350,000	2,695,766	66,003	0	(1,345,766)	-99.69%	11,803,469	9,107,703	77.16 %
<b>TOTAL EXPENDITURES:</b>	<b>3,031,437</b>	<b>3,409,198</b>	<b>203,559</b>	<b>99,897</b>	<b>(477,657)</b>	<b>-15.76%</b>	<b>16,447,251</b>	<b>12,938,157</b>	<b>78.66 %</b>
<b>TOTAL EXPD AND TRANSFERS OUT:</b>	<b>3,031,437</b>	<b>3,409,198</b>	<b>203,559</b>	<b>99,897</b>	<b>(477,657)</b>	<b>-15.76%</b>	<b>16,447,251</b>	<b>12,938,157</b>	<b>78.66 %</b>
<b>Net for Fiscal Year 2023:</b>	<b>(1,863,006)</b>	<b>(1,797,465)</b>	<b>172,189</b>		<b>(34,356)</b>		<b>(12,982,851)</b>	<b>(11,085,489)</b>	



# Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date December 15, 2022

Consent Item  Information Item  Amount of Presentation Time Needed 20 minutes

Presenter's Name Dan McElhinney/Wayne Hammon	Presenter's Title Chief Deputy-COO/AGC CEO	Initials DM	Reviewed By LSS
Preparer's Name Angie Heuring	Preparer's Title Senior Public Information Officer	Initials AH	

## Subject

Third Annual ITD/AGC Excellence in Construction Partnering Awards Recognition		
Key Number	District	Route Number

## Background Information

The Idaho Transportation Department and the Idaho Associated General Contractors (AGC) value project partnering to help complete transportation projects across Idaho in a timely, professional, and responsive manner. Together, ITD and Idaho AGC have put on the third annual Excellence in Construction Partnering Awards, a celebration of great partnering.

This item is to recognize the Gold winners of this year's award competition and highlight their incredible efforts in front of the Idaho Transportation Board and other local stakeholders.

## Recommendations

Information only.

## Board Action

Approved     Deferred \_\_\_\_\_

Other \_\_\_\_\_



# Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date December 15, 2022

Consent Item  Information Item  Amount of Presentation Time Needed 10 Minutes

Presenter's Name Dave Tolman	Presenter's Title Chief Administrative Officer	Initials DT	Reviewed By
Preparer's Name Justin Collins	Preparer's Title Controller	Initials JC	

## Subject

Update to Board Policy 4028 and 4028S		
Key Number	District	Route Number

## Background Information

The proposed policy change was presented to the full board in November. This action item asks the board to approve the proposed changes to Board Policy 4028 and 4028 Supplemental.

The changes proposed for these polices are noted below.

Board Policy 4028, Allocation of Federal Formula Highway Apportionments to Local Public Agencies. This policy references Board Policy 4028S as the method for allocated apportionments to Local Public Agencies (LPA).

- Minor change to clarify the reference to Board Policy 4028S.
- Removing the language of the deduction of the Transportation Management Area (TMA) from the Urban half of the LPA share
- Adding language to the Urban half of the LPA share to include the allocation to TMA, Large Urban and Small Urban based on population data of the latest certified census report
- Adding language to the Urban half of the LPA share to include an Annual Urban Adjustment (AUA) if a TMA distribution of funding is federally required

Board Policy 4028S, Local Public Agency Share of Federal Highway Funding Board-Established Method for Allocation of Apportionments to Local Public Agencies (LPAs).

- Language change to the Urban half of the LPA share
- Population data, based on the latest certified census report, to be applied in the allocation of the Urban half of the available LPA share (12.6%).
- Added an AUA will be made if the Federal Highways Administration (FHWA) requires an annual amount to be distributed to the TMA.

## Recommendations

Approve resolution on page 104.



**ALLOCATION OF FEDERAL FORMULA HIGHWAY  
APPORTIONMENTS TO LOCAL PUBLIC AGENCIES**

**Purpose**

The purpose of this policy is to authorize the Director to administer the formula apportionments received by Idaho and also to annually allocate a portion for surface transportation to Local Public Agencies. The allocation is designed to retain the same proportion of funds to Local Public Agencies as received prior to the Intermodal Surface Transportation Act of 1992 and to split funds between local rural and urban jurisdictions proportionally to population and lane-miles.

**Legal Authority**

- Idaho Code 40-310(8) – Board authority to expend funds appropriated for construction, maintenance and improvements of state highways.
- Idaho Code 40-312(2) – Authority of Board to promulgate rules for the expenditure of all moneys appropriated or allocated by law to the Department or the Board.
- Idaho Code 40-317 – Authority to enter into cooperative agreements with the federal government and local governments.

The Director shall administer the federal formula apportionments received by Idaho and shall annually allocate a portion of these apportionments for use by Local Public Agencies (LPAs) having jurisdiction over federal-aid highways. The amount is determined by applying the deductions and calculation methodology, identified as “Option B” (see in supplement 4028S).

LPAs will receive an amount of Surface Transportation Program (STP) apportionments equal to 12.6% plus an Annual Urban Adjustment (AUA), if necessary, of the total annual federal formula apportionments after deductions for:

- State Planning and Research,
- Congestion Mitigation and Air Quality,
- Transportation Alternatives, and
- Recreational Trails.
- Carbon Reduction
- PROTECT

Local High Priority Projects are then deducted from the 12.6% LPAs share and any adjustment for obligation limitation is applied before it is divided equally between urban and rural LPAs.

**Distribution between Local Urban and Rural LPAs**

Available apportionments, as adjusted for obligation limitation, that are allocated to LPAs shall be divided equally between urban LPAs having jurisdiction over federal-aid highways within urban areas

1 with a population of 5,000 or greater, and rural LPAs having jurisdiction over federal-aid highways in  
2 areas less than 5,000 population.

3  
4 The funds available to urban LPAs shall ~~be those remaining after the deduction of:~~

- 5 • federal funding for statewide ride-sharing coordination,
- 6
- 7
- 8
- 9 • the matching costs for the Local Technical Assistance Program Transportation Technology  
10 Transfer Center, ~~and~~
- 11 ~~• any federally required distribution of funding to a Transportation Management Area (TMA).~~

BOARD POLICY 4028

Page 2 of 32

12  
13 Remaining available apportionments, as adjusted for obligation limitation, are allocated to urban LPA's  
14 according to latest certified population census data in the Transportation Management Area (TMA), Large  
15 Urban area, and Small Urban area.

- 16
- 17 • if a distribution of funding to a TMA is federally required, Any Area funds will be used to  
18 supplement Large Urban and Small Urban to their fully calculated share through an Annual  
19 Urban Adjustment (AUA)

20  
21 The funds available to rural LPAs shall be those remaining after the deduction of:

- 22 • the matching costs for the Local Technical Assistance Program Transportation Technology  
23 Transfer Center, and
- 24 • apportionments for the Surface Transportation Program Rural (STPR) Exchange Program (Board  
25 policy 4030).

26  
27 The remaining funds available to rural LPAs shall be used for rural project selection under the Local  
28 Federal-Aid Incentive Program.

### 29 **Project Selection**

30 The director, or a delegate, shall work cooperatively with locally elected public officials, Metropolitan  
31 Planning Organizations, and the Local Highway Technical Assistance Council to formulate local  
32 jurisdiction project identification and funding recommendation procedures under the Local Federal-Aid  
33 Incentive Program which must be consistent with federal project funding regulations and guidelines.

34  
35  
36 All projects recommended for funding as a result of such procedures are subject to final approval by the  
37 Idaho Transportation Board for inclusion in the Idaho Transportation Investment Program (ITIP). Costs  
38 for any LPA project, or any phase of the project, incurred prior to inclusion of the project in the federally  
39 approved ITIP are not eligible for federal reimbursement.

### 40 **Full Use Provision**

41 By August 1 of each year, Urban and Rural apportionments that have not been obligated to construction  
42 on an LPA project shall be made available to other LPAs or the Department for use on other federally  
43 funded projects. Such apportionments obligated to other federal programs will no longer be available to  
44 the Urban and Rural Program for use in future years. This provision prevents the loss of federal funds in  
45 Idaho.

46  
47  
48 The total annual federal costs for LPA projects shall remain within the applicable total annual available  
49 urban or rural apportionments provided under this policy. LPA projects, which have not qualified for  
50 federal funds because the projects were not obligated by August 1 of each year, may be deferred to

1  
2  
3  
4 another year in the-ITIP, but must be funded within the urban or rural apportionments made available  
5 under this policy in the year to which the project is deferred.

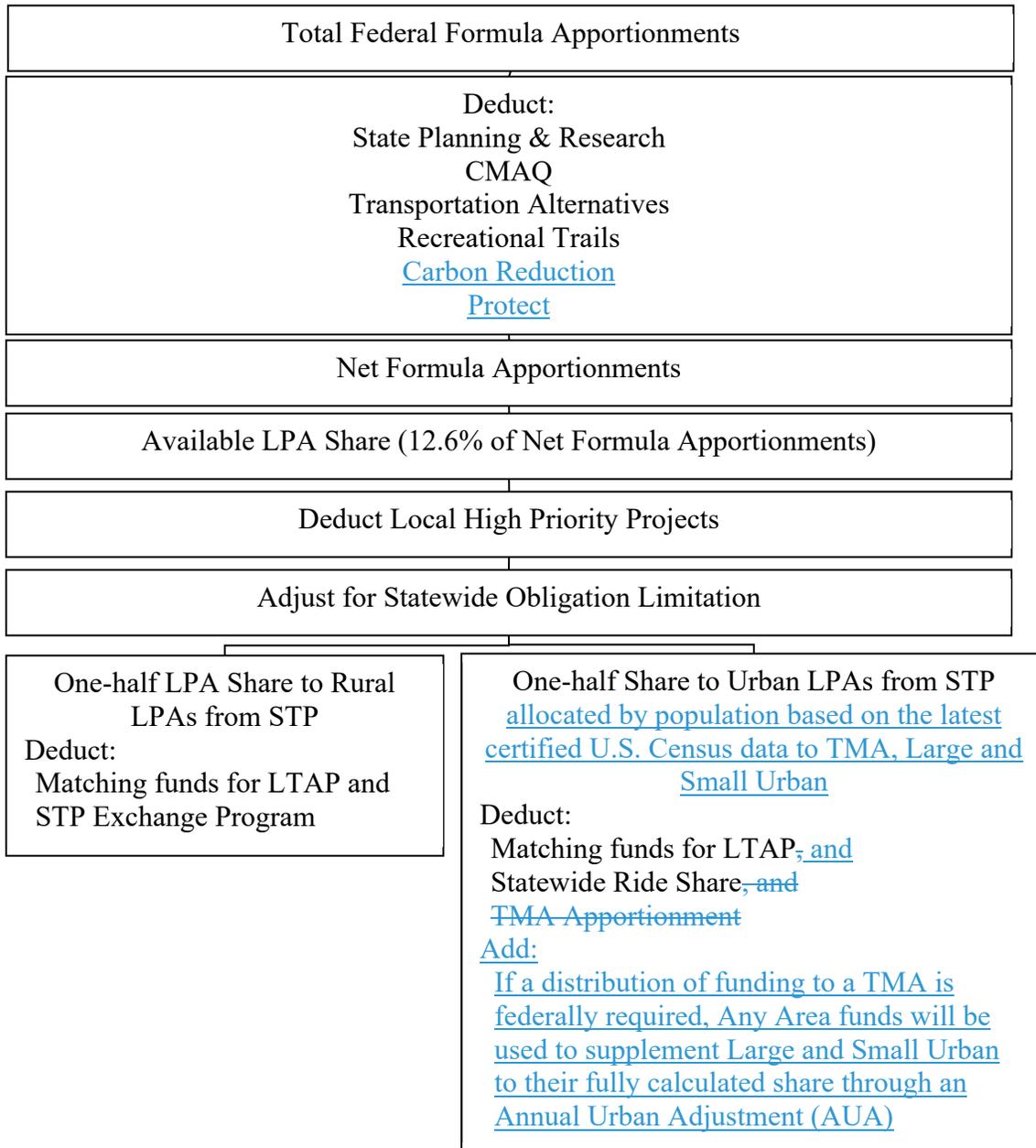
6  
7 The continuation of this policy is contingent upon the continued availability of federal funding. This  
8 policy is subject to review by the Idaho Transportation Board in the event of changes in state or federal  
9 funding or related funding requirements.

10  
11 Approved by the Board on:

12  
13  
14 Date August 15, 2013TBD

14 Signed  
15 Jerry WhiteheadBill Moad  
16 Board Chairman

**LOCAL PUBLIC AGENCY SHARE OF FEDERAL HIGHWAY FUNDING**  
**Board-Established Method for Allocation of Apportionments to Local Public Agencies (LPAs)**



8

\* 4028 stipulates 12.6% of the total annual federal formula funding to LPAs after deductions. Local High Priority Projects are deducted from the 12.6% share before it is divided equally between urban and rural LPAs.

LPA Programs share in reduced apportionments when there is a reduction in Obligation Authority.



## **ALLOCATION OF FEDERAL FORMULA HIGHWAY APPORTIONMENTS TO LOCAL PUBLIC AGENCIES**

### **Purpose**

The purpose of this policy is to authorize the Director to administer the formula apportionments received by Idaho and also to annually allocate a portion for surface transportation to Local Public Agencies. The allocation is designed to retain the same proportion of funds to Local Public Agencies as received prior to the Intermodal Surface Transportation Act of 1992 and to split funds between local rural and urban jurisdictions proportionally to population and lane-miles.

### **Legal Authority**

- Idaho Code 40-310(8) – Board authority to expend funds appropriated for construction, maintenance and improvements of state highways.
- Idaho Code 40-312(2) – Authority of Board to promulgate rules for the expenditure of all moneys appropriated or allocated by law to the Department or the Board.
- Idaho Code 40-317 – Authority to enter into cooperative agreements with the federal government and local governments.

The Director shall administer the federal formula apportionments received by Idaho and shall annually allocate a portion of these apportionments for use by Local Public Agencies (LPAs) having jurisdiction over federal-aid highways. The amount is determined by applying the deductions and calculation methodology, identified in supplement 4028S.

LPAs will receive an amount of Surface Transportation Program (STP) apportionments equal to 12.6% plus an Annual Urban Adjustment (AUA), if necessary, of the total annual federal formula apportionments after deductions for:

- State Planning and Research,
- Congestion Mitigation and Air Quality,
- Transportation Alternatives, and
- Recreational Trails.
- Carbon Reduction
- PROTECT

Local High Priority Projects are then deducted from the 12.6% LPAs share and any adjustment for obligation limitation is applied before it is divided equally between urban and rural LPAs.

### **Distribution between Local Urban and Rural LPAs**

Available apportionments, as adjusted for obligation limitation, that are allocated to LPAs shall be divided equally between urban LPAs having jurisdiction over federal-aid highways within urban areas

with a population of 5,000 or greater, and rural LPAs having jurisdiction over federal-aid highways in areas less than 5,000 population.

The funds available to urban LPAs shall deduct:

- federal funding for statewide ride-sharing coordination,
- the matching costs for the Local Technical Assistance Program Transportation Technology Transfer Center.

Remaining available apportionments, as adjusted for obligation limitation, are allocated to urban LPA's according to latest certified population census data in the Transportation Management Area (TMA), Large Urban area, and Small Urban area.

- if a distribution of funding to a TMA is federally required, Any Area funds will be used to supplement Large Urban and Small Urban to their fully calculated share through an Annual Urban Adjustment (AUA)

The funds available to rural LPAs shall be those remaining after the deduction of:

- the matching costs for the Local Technical Assistance Program Transportation Technology Transfer Center, and
- apportionments for the Surface Transportation Program Rural (STPR) Exchange Program (Board policy 4030).

The remaining funds available to rural LPAs shall be used for rural project selection under the Local Federal-Aid Incentive Program.

### **Project Selection**

The director, or a delegate, shall work cooperatively with locally elected public officials, Metropolitan Planning Organizations, and the Local Highway Technical Assistance Council to formulate local jurisdiction project identification and funding recommendation procedures under the Local Federal-Aid Incentive Program which must be consistent with federal project funding regulations and guidelines.

All projects recommended for funding as a result of such procedures are subject to final approval by the Idaho Transportation Board for inclusion in the Idaho Transportation Investment Program (ITIP). Costs for any LPA project, or any phase of the project, incurred prior to inclusion of the project in the federally approved ITIP are not eligible for federal reimbursement.

### **Full Use Provision**

By August 1 of each year, Urban and Rural apportionments that have not been obligated to construction on an LPA project shall be made available to other LPAs or the Department for use on other federally funded projects. Such apportionments obligated to other federal programs will no longer be available to the Urban and Rural Program for use in future years. This provision prevents the loss of federal funds in Idaho.

The total annual federal costs for LPA projects shall remain within the applicable total annual available urban or rural apportionments provided under this policy. LPA projects, which have not qualified for federal funds because the projects were not obligated by August another year in the-ITIP, but must be funded within the urban or rural apportionments made available under this policy in the year to which the project is deferred.

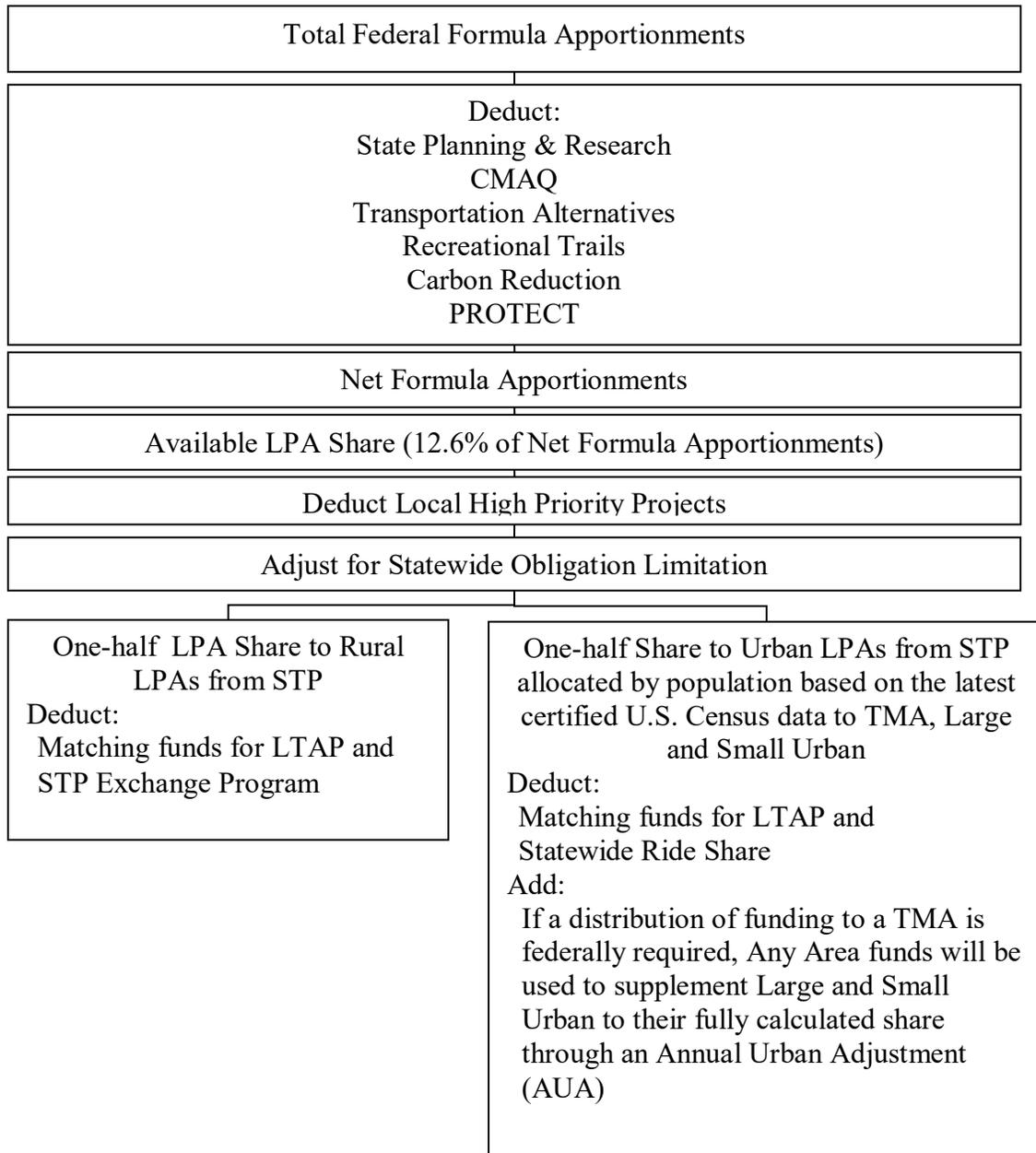
The continuation of this policy is contingent upon the continued availability of federal funding. This policy is subject to review by the Idaho Transportation Board in the event of changes in state or federal funding or related funding requirements.

Approved by the Board on:

Date \_\_\_\_\_

\_\_\_\_\_  
Bill Moad  
Board Chairman

**LOCAL PUBLIC AGENCY SHARE OF FEDERAL HIGHWAY FUNDING**  
**Board-Established Method for Allocation of Apportionments to Local Public Agencies (LPAs)**



\* 4028 stipulates 12.6% of the total annual federal formula funding to LPAs after deductions. Local High Priority Projects are deducted from the 12.6% share before it is divided equally between urban and rural LPAs.

LPA Programs share in reduced apportionments when there is a reduction in Obligation Authority.

RES. NO. \_\_\_\_\_

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

WHEREAS, Board Policy 4028 – Allocation of Federal Formula Highway Apportionments to Local Public Agencies and Board Policy 4028S - Local Public Agency Share of Federal Highway Funding was developed to establish the sharing of formula apportionments with Local Public Agencies; and

WHEREAS, Board Policy 4028 - Allocation of Federal Formula Highway Apportionments to Local Public Agencies and Board Policy 4028S - Local Public Agency Share of Federal Highway Funding, has modifications to update the Urban half of the Local Public Agency Share of Federal Formula Funds to include the latest U.S. Census data to be used as the allocation amount in the Transportation Management Area (TMA), Large Urban, and Small Urban, and add an Annual Urban Adjustment (AUA) if the Federal Highways Administration (FHWA) requires an annual amount to be distributed to the TMA; and

WHEREAS, the Board Subcommittee on Policy reviewed staff recommendations at the June 2022 Workshop and voted to recommend the changes to the full board.

NOW THEREFORE BE IT RESOLVED, that the Board approves the changes to Board Policy 4028, Allocation of Federal Formula Highway Apportionments to Local Public Agencies and Board Policy 4028S, Local Public Agency Share of Federal Highway Funding effectively immediately.



# Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date 12/15/2022

Consent Item  Information Item  Amount of Presentation Time Needed 10 Minutes

Presenter's Name Damon L Allen	Presenter's Title DE 1	Initials DA	Reviewed By LSS
Preparer's Name Damon L Allen	Preparer's Title DE 1	Initials DA	

## Subject

Request for Board unallocated funds for SH 3&5/City of St. Maries project		
Key Number	District 1	Route Number 3&5

## Background Information

The City of St. Maries has received grant funding and is in the process of designing a section of water and sewer line improvements along and under State Highway 3 and 5 that will be constructed next year. The City is requesting funding assistance from ITD to enhance and make this project possible. Specifically, the City is requesting that ITD fund the roadway portion for both state highways and the City will cover all the costs associated with the water and sewer improvements. This will avoid rough asphalt patches on already poor pavement due to the waterline work.

The project cost share is approximately \$1.75 million for City and \$1 million for State. Roadwork would be performed in the red sections identified in the attached map.

If funded, ITD and the City would enter into a state and local agreement and the City would perform all work under one contract. ITD would review and approve the design, testing and inspection of the roadwork.

## Recommendations

Approve expenditure of \$1 million for ITD share of project with FY23 board unallocated funds, and add a project to FY23 of the FY23-29 ITIP to fund the project. Resolution on page 108.

## Board Action

Approved     Deferred \_\_\_\_\_

Other \_\_\_\_\_

## IDAHO TRANSPORTATION BOARD STATE FUNDED UNALLOCATED ACCOUNT

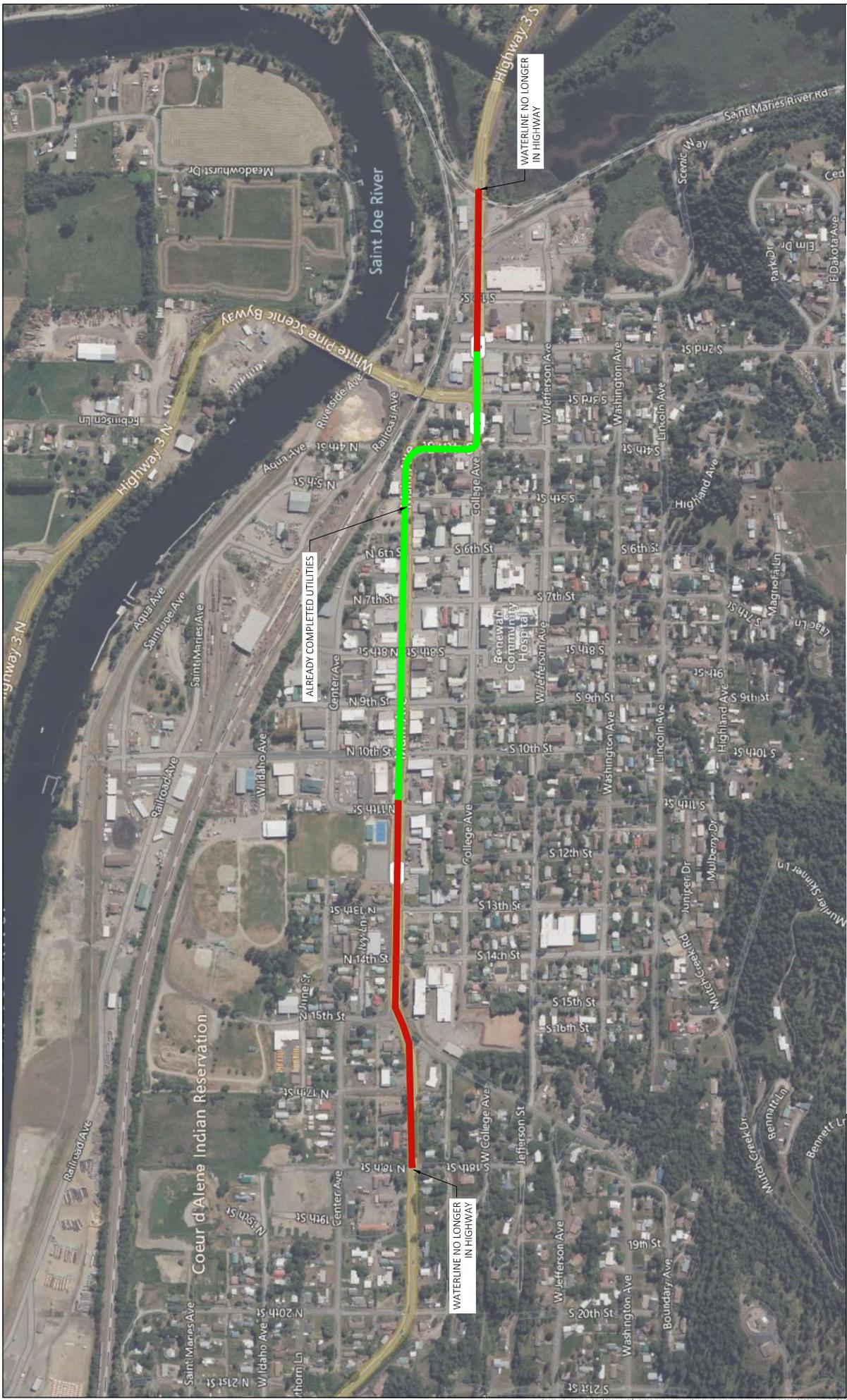
**State Fiscal Year 2023**

as of November 30, 2022, following Board approval

<b>Beginning Balance</b>	<b>\$ 10,000,000</b>
--------------------------	----------------------

<u>Date</u>	<u>District</u>	<u>Key No.</u>	<u>Project Route, Name</u>	<u>Cost</u>
Request	1	NEW	SH 3&5, City of St. Maries	\$ 1,000,000
				Total \$ 1,000,000

<b>Ending Balance</b>	<b>\$ 9,000,000</b>
-----------------------	---------------------



In Design  
Completed

City of St. Maries  
Project Scope - State Highway 3 and 5



3882 N. Schreiber Way, Suite 104  
Coeur d'Alene, ID 83815  
(208) 635-5825  
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RES. NO. WHEREAS, the Idaho Transportation Board is authorized to expend funds appropriated for construction, maintenance and improvement of state highways; and

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

*NOW THEREFORE BE IT RESOLVED*, that ITD will enter into a state/local agreement to share project costs with the City of St. Maries for the roadwork portion of the project; and

*BE IT FURTHER RESOLVED*, that the Board approves \$1 million funding for the ITD portion of the project from the FY23 Board Unallocated Fund; and

*BE IT FURTHER RESOLVED*, that the Board authorizes staff to add a project to FY23 of the FY23-29 ITIP to fund the project.

*BE IT FURTHER RESOLVED*, that the Board authorizes staff to enter into an agreement with City of St. Maries for the completion of the SH-3 & 5 St. Maries project.



# Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date December 15, 2022

Consent Item  Information Item  Amount of Presentation Time Needed 10 minutes

Presenter's Name Cecilia Arritola/Caleb Lakey	Presenter's Title Sr Planner/D3 Administrator	Initials CAA	Reviewed By LSS
Preparer's Name Cecilia Arritola	Preparer's Title Senior Planner	Initials CAA	

## Subject

Board Unallocated Request for SH-44 (Glenwood) Corridor Plan		
Key Number	District D3	Route Number

## Background Information

District 3 Planning staff will be presenting an update of the planning work that has been completed for a corridor plan, for SH-44 "Glenwood Street". This is an update from the first presentation that was given to the Idaho Transportation Board in March 2020. The plan has been a joint effort between ITD and Garden City, and the following agencies have been very supportive of this planning effort (ACHD, Ada County Development Services, Capital City Development Corporation, Valley Regional Transit, and City of Boise).

The specific request is to seek \$100,000 of board unallocated funding for consultant concept design drawing/planning. This funding will allow the planning team to solicit input from various planning agencies and community stakeholders, complete environmental analysis, then ITD will finalize and publish recommended short and long term alternatives in a report for Garden City, upon completion of the plan.

Corridor Description: The Glenwood St. corridor currently carries 40,000 vehicles per day and nearly 2,000 vehicles northbound in the PM Peak Hour. It experiences heavy congestion under current conditions, especially during peak periods.

Tasks completed to date are:

1. Multi-Agency Coordination
2. Survey Conducted (high response rate)
3. Modeling Coordination w COMPASS
4. Conceptual Bridge Reconfiguration
5. Support and Coordination from Ada County Development Services (EXPO Idaho)
6. Current – Concept Drawing Phase – This Funding Request

## Recommendations

Approve expenditure of \$100,000 with FY23 board unallocated funds, and add a project to FY23 of the FY23-29 ITIP to fund the project. Resolution on page 111.

## Board Action

Approved     Deferred \_\_\_\_\_

Other \_\_\_\_\_

## IDAHO TRANSPORTATION BOARD STATE FUNDED UNALLOCATED ACCOUNT

**State Fiscal Year 2023**

as of December 1, 2022, following Board approval

<b>Beginning Balance</b>	<b>\$ 10,000,000</b>
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<u>Date</u>	<u>District</u>	<u>Key No.</u>	<u>Project Route, Name</u>	<u>Cost</u>
Request	1	NEW	SH 3&5, City of St. Maries	\$ 1,000,000
Request	3	NEW	SH 44, Glenwood Corridor Plan	\$ 100,000
Total				\$ 1,100,000

<b>Ending Balance</b>	<b>\$ 8,900,000</b>
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## RESOLUTION

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

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

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

WHEREAS; ITD is prepared to incorporate this project into the approved ITIP; and

WHEREAS; ITD will coordinate with the COMPASS staff to amend the regional Transportation Improvement Plan.

NOW THEREFORE BE IT RESOLVED, that the Board approves \$100,000 of FY23 Board Unallocated Funds for the corridor planning project for State Highway 44 (Glenwood Street).

BE IT FURTHER RESOLVED, that the Board authorizes staff to add the project to FY23 of the approved FY 2023 – 2029 ITIP accordingly.



# Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date 12/15/2022

Consent Item  Information Item  Amount of Presentation Time Needed 15 Min

Presenter's Name Winston Inouye	Presenter's Title FAC Chair	Initials CSL	Reviewed By LSS
Preparer's Name Scott Luekenga	Preparer's Title Freight Program Manager	Initials CSL	

## Subject

Freight Advisory Committee Annual Report		
Key Number N/A	District NA	Route Number N/A

## Background Information

In accordance with Board Policy 4048, this is the annual update on the Freight Advisory activities. The presentation will include:

- FAC Membership
- Critical Rural and Urban Freight Corridor Endorsement
- Freight Formula Project Scoring and Endorsement
- FAC Participation in Board District Outreach Workshops
- Federal Railroad Administration's Consolidated Rail Infrastructure and Safety Improvements Grant (CRISI) at Eastern Idaho Rail Road Yard in Rupert, ID
- Upcoming – Truck Parking Study
- Upcoming – Update State Rail Plan
- Upcoming – Regional Freight Summits

## Recommendations

No Board action is required. Informational update.

## Board Action

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

## FREIGHT ADVISORY COMMITTEE

The Freight Advisory Committee (FAC) was established in 2014 by Board Policy 4048 Freight Advisory Committee and implemented by Administrative Policy 5048. The FAC will serve as a forum for freight stakeholders, the private sector and government agencies to advise the Idaho Transportation Department on freight transportation needs, transportation policy, transportation projects and project funding in developing a safe, efficient and connected freight transportation system supporting the economic vitality of Idaho.

**Winston Inouye, Chairman**

Member-at-Large  
Idaho Policy Advisors  
[winouye@idahopolicyadvisors.com](mailto:winouye@idahopolicyadvisors.com)

Term: February 2022 – January 2026

**David Doeringsfeld, District 2**

Port Representative  
General Manager, Port of Lewiston  
[portdave@portoflewiston.com](mailto:portdave@portoflewiston.com)

Term: February 2022 – January 2027

**Gary Halverson, District 4**

Idaho Milk Product  
Director, Supply Chain  
[ghalverson@idahomilk.us](mailto:ghalverson@idahomilk.us)

Term: February 2022 – February 2026

**Scott LueKenga, ITD Staff Liaison**

**Alan Harper, District 1**

Idaho Forest Group  
Director of Forest Operations  
[abharper@ifg.org](mailto:abharper@ifg.org)

Term: February 2022 – February 2025

**Rob Roe, District 3**

Western Trailer Company  
Purchasing Manager  
[xpeditor@yahooo.com](mailto:xpeditor@yahooo.com)

Term: February 2022 – February 2026

**Vacant, District 5**

**Kurtis Lindsey, District 6**

WATCO Companies, LLC  
Sales Director – Intermountain Northwest  
[klindsey@watcom.com](mailto:klindsey@watcom.com)

Term: February 2022 – February 2025



# Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date December 15, 2022

Consent Item  Information Item  Amount of Presentation Time Needed 20 Minutes

Presenter's Name Chairman Petersen	Presenter's Title Dealer Advisory Board Chairman	Initials	Reviewed By LSS
Preparer's Name Brendan Floyd	Preparer's Title Policy Program Specialist	Initials	

## Subject

Dealer Advisory Board Annual Report		
Key Number	District	Route Number

## Background Information

Pursuant to Administrative Policy 5040, the Dealer Advisory Board is required to present an annual report to the Idaho Transportation Board. Chairman Grant Petersen will present.

Grant Petersen Jr. - Chairman

Ken House - Vice-Chairman

Timothy Sexton- Secretary

Allan Marsh - Member

Bobby Petersen - Member

Stafford Smith - Member

Tom Robideaux - Member

Con Paulos - Member

James White - Member

## Recommendations

For Information Only.

## Board Action

Approved  Deferred \_\_\_\_\_

Other \_\_\_\_\_

## IDAHO AUTOMOBILE DEALERS ADVISORY BOARD

Created by Section 49-1603, Idaho Code. The advisory board assists and advises the Idaho Transportation Department in the administration and enforcement of the Motor Vehicle Dealer and Salesman Licensing Act. The Governor appoints eleven members for three-year terms: five licensed new vehicle dealers, four licensed used vehicle dealers, one member representing the recreational vehicle industry, and one member representing new and used motorcycle and ATV dealers.

Grant Petersen Jr. Bronco Motors 208-489-1500 <a href="mailto:grant@broncomotors.com">grant@broncomotors.com</a>	<i>Chairman</i>  New Vehicle Dealer	Appointed: 6/00 Reappointed: 7/20	Term Expires: 6/2023
Ken House Affordable Car Co. 208-467-2277 <a href="mailto:affordablecarco@qwestoffice.net">affordablecarco@qwestoffice.net</a>	<i>Vice Chairman</i>  Used Vehicle Dealer	Appointed: 7/98 Reappointed: 4/20	Term Expires: 3/2023
Timothy Sexton Sextons Car Collection 208-552-2277 <a href="mailto:tsextonfam@aol.com">tsextonfam@aol.com</a>	<i>Secretary</i>  Used Vehicle Dealer	Appointed: 7/22	Term Expires: 6/2025
Con Paulos Con Paulos Inc 208-324-3900 <a href="mailto:comp@conpaulos.com">comp@conpaulos.com</a>	<i>Member</i>  New Vehicle Dealer	Appointed: 7/21	Term Expires: 6/2024
Stafford Smith The Smith Group 208-522-9800 <a href="mailto:Stafford@thesmithgroup.com">Stafford@thesmithgroup.com</a>	<i>Member</i>  New Vehicle Dealer	Appointed: 4/20	Term Expires: 3/2023
Tom Robideaux Alpine Motors Company 208-263-2118 <a href="mailto:tomrobideaux@hotmail.com">tomrobideaux@hotmail.com</a>	<i>Member</i>  New Vehicle Dealer	Appointed: 7/91 Reappointed: 7/21	Term Expires: 6/2024
Robert (Bobby) Petersen Fairly Reliable Bob's 208-342-7777 <a href="mailto:frbob@fairlys.com">frbob@fairlys.com</a>	<i>Member</i>  Used Vehicle Dealer	Appointed: 7/04 Reappointed: 4/20	Term Expires: 3/2023

James White White Automotive 208-896-4999 <a href="mailto:whiteautomotive@frontiernet.net">whiteautomotive@frontiernet.net</a>	<i>Member</i> Used Vehicle Dealer	Appointed: 4/20	Term Expires: 3/2023
Allan Marsh Allan Marsh Travel Center 208-322-2730 <a href="mailto:allanmarshtravel@gmail.com">allanmarshtravel@gmail.com</a>	<i>Member</i> RV Dealer	Appointed: 7/22	Term Expires: 6/2025
Vacant	<i>Member</i> New Vehicle Dealer		
Vacant	<i>Member</i> Motorcycle/ATV Dealer		



# Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date December 15, 2022

Consent Item  Information Item  Amount of Presentation Time Needed 15 Minutes

Presenter's Name Ron Duran	Presenter's Title PT Manager	Initials RD	Reviewed By LSS
Preparer's Name Ron Duran	Preparer's Title PT Manager	Initials RD	

## Subject

Public Transportation Advisory Council and Public Transportation Office Annual Report		
Key Number	District	Route Number

## Background Information

Per Administrative Policy 5038 and Board Policy 4039, the Public Transportation Program Manager and the Public Transportation Advisory Council (PTAC) will report to the Idaho Transportation Board annually on Public Transportation Programs.

The ITD-Public Transportation Office (ITD-PT) is the recipient of \$16 million Federal Transit Administration (FTA) dollars annually and awards those funds through a competitive application program.

The ITD-Public Transportation Office works in conjunction with PTAC, FTA, Metropolitan Planning Organizations, transit providers, and local stakeholders to assist in meeting the transportation needs throughout the state. The Public Transportation programs are strategically structured to ensure proper oversight of pass through funding in accordance with federal regulations, with a focus on ITD's strategic mission of Your Safety, Your Mobility, Your Economic Opportunity.

## Recommendations

No action required. This is an information update only.

## Board Action

Approved     Deferred \_\_\_\_\_

Other \_\_\_\_\_

## PUBLIC TRANSPORTATION ADVISORY COUNCIL (PTAC)

Created by Section 40-514, Idaho Code, to advise the Idaho Transportation Department on issues and policies regarding public transportation in Idaho. The Council shall be composed of six members appointed by the Idaho Transportation Board. Two members shall be appointed from each of the three Transportation Department Districts as provided in Section 40-303, Idaho Code and appointment will be such that the Department's six planning districts will be represented. The term of each member shall be three years and the initial appointments to the Council shall be such that two members shall be appointed each year thereafter. The number of Council meetings per year shall not exceed the number of meetings authorized by the Transportation Board. Members of the Advisory Council shall be reimbursed according to the provisions of Section 59-509(g), Idaho Code, which states the sum of \$35.00 per day, plus reasonable and necessary travel expenses, subject to the limits provided in Section 67-2008, Idaho Code.

<p>DISTRICT 1            Ryan Luttmann            PTAC Vice Chair            Phone: (208) 627-7775  <a href="mailto:rluttmann@centerywest.com">rluttmann@centerywest.com</a></p> <p>Appointed; July 2018            Term: July 1, 2021 to June 30, 2024</p>	<p>DISTRICT 2            Alisa Anderson            PTAC Member            Phone: (208) 883-7600  <a href="mailto:aanderson@ci.moscow.id.us">aanderson@ci.moscow.id.us</a></p> <p>Appointed; July 2019            Term: June 1, 2022 to June 30, 2025</p>
<p>DISTRICT 3            Allan Schneider            PTAC Member            Phone: (208) 870-4831  <a href="mailto:aaschneider@hotmail.com">aaschneider@hotmail.com</a></p> <p>Appointed; December 17, 2020            Term: Dec. 17, 2020 to June 30, 2023</p>	<p>DISTRICT 4            Jeffrey C. McCurdy            PTAC Member            Phone: (208) 732-5727 x3010  <a href="mailto:jmccurdy@csi.edu">jmccurdy@csi.edu</a></p> <p>Appointed; July 2018            Term: July 1, 2021 to June 30, 2024</p>
<p>DISTRICT 5            Kathleen Lewis            PTAC Chair            (208) 221-4181  <a href="mailto:klewis4181@gmail.com">klewis4181@gmail.com</a></p> <p>Appointed; July 2017            Term: July 1, 2020 to June 30, 2023</p>	<p>DISTRICT 6            Michelle Ziel-Dingman            PTAC Member  <a href="mailto:mdingman@idahofalls.gov">mdingman@idahofalls.gov</a>            (208) 206-4735</p> <p>Appointed; July 2022            Term: June 1, 2022 to June 30, 2025</p>



# Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date December 15, 2022

Consent Item  Information Item  Amount of Presentation Time Needed 15 minutes

Presenter's Name Ned Parrish	Presenter's Title Research Program Manager	Initials NP	Reviewed By LSS
Preparer's Name Ned Parrish	Preparer's Title Research Program Manager	Initials NP	

## Subject

Annual Update on ITD's Research Program		
Key Number N/A	District N/A	Route Number N/A

## Background Information

The Research Program Manager Ned Parrish and Sr. Research Analyst Amanda Laib will give an annual update on the department's research program including providing a brief overview of the program, summarizing program efforts and accomplishments over the past year, and outlining planned research and program activities in FY23.

## Recommendations

For information only.

## Board Action

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



# Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date December 15, 2022

Consent Item      Information Item       Amount of Presentation Time Needed 5 mins.

Presenter's Name Scott Luekenga	Presenter's Title Planning/Dev Services Manager	Initials SL	Reviewed By
Preparer's Name Shirley Wentland	Preparer's Title Transportation Planner	Initials SW	

## Subject

Add the PROTECT Planning and Development Project to the Approved FY 2023-2029 ITIP		
Key Number TBD	District Various	Route Number Various

## Background Information

The purpose of this item is to add a \$300,000.00 PROTECT Planning and Development project to the FY23 program of the Board approved FY23-29 ITIP and amend the FY22 program by adding a PROTECT Planning and Development project.

The Bipartisan Infrastructure Law (BIL) went into effect November 15, 2021. The BIL establishes the PROTECT Formula Program to help make surface transportation more resilient to natural hazards, including climate change, sea level rise, flooding, extreme weather events, and other natural disasters through support of planning activities, resilience improvements, community resilience and evacuation routes, and at-risk coastal infrastructure. Idaho will have access to approximate \$10.3M per year for five years, for an approximate total of \$51.5M.

Idaho is required to spend 2% (\$206K) of its PROTECT Formula Program funding each fiscal year for specified types of resilience-related planning activities.

ITD's first target will be developing a Resiliency Improvement Plan. This plan will develop the recommended criteria for future project selection for this funding.

**Limitations, Transferability, Facilities, and Match Rate:**

- Permits up to 40% of its PROTECT Formula Program funding to construct new capacity.
- Permits up to 10% of its PROTECT Formula Program funding for development phase activities.
- PROTECT Formula funds are eligible for use on highway projects, public transportation facilities and port facilities.
- Federal Share is set at 80/20% match split. This can be reduced with a Resiliency Improvement Plan to 87/13% match and further reduced to a 90/10% match if MPO is incorporated into the Resiliency Improvement Plan.

## Recommendations

Approve the expenditure of \$300,000.00 with FY23 PROTECT funds, and add a project to FY23 of the FY23-29 ITIP and amend the FY22 program by adding a PROTECT Planning and Development project. Resolution on page 119B.

## Board Action

Approved     Deferred \_\_\_\_\_

Other \_\_\_\_\_

## RESOLUTION

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

WHEREAS, The Bipartisan Infrastructure Law (BIL) establishes the Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Formula Program to help make surface transportation more resilient to natural hazards, including climate change, sea level rise, flooding, extreme weather events, and other natural disasters through support of planning activities, resilience improvements, community resilience and evacuation routes, and at-risk coastal infrastructure; and

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

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

WHEREAS; ITD is prepared to incorporate this project into the approved ITIP.

NOW THEREFORE BE IT RESOLVED, that the Board approves \$300,000.00 of FY23 PROTECT for the establishment of a PROTECT Program Planning and Development project; and

BE IT FURTHER RESOLVED, that the Board authorizes staff to add the project to FY23 of the approved FY 2023 – 2029 ITIP accordingly.



# Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date December 15, 2022

Consent Item  Information Item  Amount of Presentation Time Needed 5 Mins.

Presenter's Name Scott Lukengea	Presenter's Title Planning/Dev Services Manager	Initials SL	Reviewed By LSS
Preparer's Name Margaret Havey	Preparer's Title Project Manager	Initials MH	

## Subject

Add the Carbon Reduction Program Planning & Development Project to the Approved FY2023-2029 ITIP		
Key Number TBD	District Various	Route Number Various

## Background Information

The purpose of this item is to add a \$300,000.00 Carbon Reduction Program (CRP) Planning and Development project to the FY23 program of the Board approved FY23-29 ITIP ITIP and amend the FY22 program to reflect the addition of the CRP Planning and Development project.

The Bipartisan Infrastructure Law (BIL) established the CRP to reduce transportation emissions through development of State carbon reduction strategies and by funding projects designed to reduce transportation emissions. Idaho's annual appropriation under this program is approximately \$9.0 million, and 65% of CRP funds must be used in specific population areas and coordinated with MPOs. Funds can be flexed in later years.

**State of Idaho FY22 Suballocated Apportionment**

Areas with population over 200K	\$1,311,413
50K ≤ Areas ≤ 200K	\$1,658,220
5K ≤ Areas < 50K	\$938,534
Areas < 5K	\$1,970,706
<u>Available For Any Area</u>	<u>\$3,165,547</u>
Total CRP Apportionment	\$9,044,420

A wide range of eligible activities include traffic management, transportation alternatives projects, Americans with Disabilities Act accessibility, public transportation capital projects, intelligent transportation systems, truck parking and modernization, development of a carbon reduction strategy and more.

States are required to develop a Carbon Reduction Strategy by November 15, 2023. This CRP Planning and Development project will pay consultant's services to assist ITD in developing a strategy and coordination with MPOs and stakeholders. The State carbon reduction strategy shall support efforts to reduce transportation emissions and identify projects and strategies to reduce those emissions, and must be updated at least every four years.

## Recommendations

Approve the expenditure of \$300,000.00 with FY23 CRP funds, and add a project to FY23 of the FY23-29 ITIP and amend the FY22 program by adding a CRP Planning and Development project. Resolution on page 119D.

## Board Action

Approved     Deferred \_\_\_\_\_

Other \_\_\_\_\_

## RESOLUTION

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

WHEREAS, The Bipartisan Infrastructure Law (BIL) established the Carbon Reduction Program (CRP) to reduce transportation emissions through development of State carbon reduction strategies and by funding projects designed to reduce transportation emissions; and

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

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

WHEREAS; ITD is prepared to incorporate this project into the approved ITIP.

NOW THEREFORE BE IT RESOLVED, that the Board approves \$300,000.00 of FY23 Carbon Reduction Program for the establishment of a CRP Planning and Development project.

BE IT FURTHER RESOLVED, that the Board authorizes staff to add the project to FY23 of the approved FY 2023 – 2029 ITIP accordingly.



# Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date December 15, 2022

Consent Item  Information Item  Amount of Presentation Time Needed 5 min.

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

## Subject

Administrative Settlement over \$200,000.00		
Key Number 20788	District 3	Route Number SH-16

## Background Information

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

## Recommendations

Approve:  
KN 20788, Project No. A020(788) SH-16, I-84 to US 20/26 & SH 44 IC, Ada & Canyon Counties - for administrative settlement in the amount of \$396,993.00. Resolution on page 121.

## Board Action

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

RES. NO.  
ITB \_\_\_\_\_

WHEREAS, the Idaho Transportation Department is acquiring right-of-way for SH 16, I-84 to US 20/26 & SH 44 IC, Ada & Canyon Counties, for Project No. A020(788); and

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

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

*NOW THEREFORE BE IT RESOLVED*, that the Idaho Transportation Board approves an Administrative Settlement in the amount of \$396,993.00.



# Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date December 15, 2022

Consent Item  Information Item  Amount of Presentation Time Needed 5 min.

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

## Subject

Administrative Settlement over \$200,000.00		
Key Number 20442	District 1	Route Number SH-41

## Background Information

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

## Recommendations

Approve:  
KN 20442, Project No. A020(442) SH-41 Interchange, Kootenai County- for administrative settlement up to \$1,062,652.00. Resolution on page 123.

## Board Action

Approved     Deferred \_\_\_\_\_

Other \_\_\_\_\_

RES. NO.  
ITB \_\_\_\_\_

WHEREAS, the Idaho Transportation Department is acquiring right-of-way for the SH-41 Interchange, Kootenai County, for Project No. A020(442); and

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

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

*NOW THEREFORE BE IT RESOLVED*, that the Idaho Transportation Board approves an Administrative Settlement up to the amount of \$1,062,652.00