



## A G E N D A

Regular Meeting of the  
Idaho Transportation Board

**March 23, 2023**

11331 W. Chinden Blvd, Building 8  
Boise, Idaho

To listen:

Dial 1-415-655-0003 US Toll

- a. access code: 2458 326 0857
- b. meeting password: 1234

KEY:

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

		Page #	Time*
<b>Action Item</b>	<b>1. CALL MEETING TO ORDER</b>		<b>8:30</b>
<b>Info Item</b>	<b>2. SAFETY SHARE:</b> Commercial Vehicle Manager Roberts		
<b>Action Item</b>	<b>3. BOARD MINUTES – February 23, 2023 .....</b>	<b>3</b>	
<b>Info Item</b>	<b>4. BOARD MEETING DATES.....</b>	<b>22</b>	
	Next meeting – April 19 and 20, District 4		
<b>Action Item</b>	<b>5. CONSENT CALENDAR.....</b>	<b>23</b>	<b>8:35</b>
<b>HWY</b>	___ Federal Lands Program update to FY23-29 ITIP .....	<b>24</b>	
<b>Info Item</b>	<b>6. INFORMATIONAL CALENDAR</b>		
<b>HWY</b>	___ Contract awards and current advertisements .....	<b>27</b>	
<b>HWY</b>	___ Professional services agreements and term agreement work tasks report .....	<b>34</b>	
<b>ADM</b>	___ Monthly report of federal formula program funding through March 1 .....	<b>42</b>	
<b>ADM</b>	___ State Fiscal Year 2023 financial statements .....	<b>44</b>	
	<b>7. DIRECTOR’S MONTHLY REPORT</b>		<b>8:40</b>
	<b>8. LEGISLATIVE UPDATE:</b> Government Affairs Manager Cameron		<b>9:00</b>
	<b>9. DELEGATION:</b> Valley Regional Transit Stephen Hunt, RAISE Grant, (Rebuilding American Infrastructure with Sustainability and Equity)		<b>9:05</b>

\*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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## 10. AGENDA ITEMS

### Information Items

ADM	___	FY2024 Appropriation Request, JFAC Recommendation .....	66	<b>9:15</b>
Bray				

ADM	___	FY23 Capital Facility Program update .....	67	<b>9:25</b>
Pirc				

### Action Items

ADM	___	Board Unallocated Funds for US-95, Lower Lewiston Port of Entry water .....	68	<b>9:35</b>
Pirc		supply project (Resolution on page 70)		

## 11. BREAK **9:45**

DIR	___	Revisions to Administrative Policy 5068, DMV/County Automated Systems .....	71	<b>10:05</b>
McClellan		(Resolution on page 80)		

HWY	___	Board Policy 4001 requests, Transportation Expansion & Congestion Mitigation	81	<b>10:20</b>
Schroeder		(Resolution on page 82)		

HWY	___	Request to approve existing professional services agreement, KN20675, Dist. 4. 82A		<b>10:45</b>
Crider		(Resolution on page 82C)		

HWY	___	Request to exceed \$1M for professional services agreement, KN23096, Dist. 1 ..	83	<b>10:50</b>
Crider		(Resolution on page 84)		

HWY	___	Request to exceed \$1M for professional services agreement, KN20243 and.....	85	<b>10:55</b>
Crider		KN20438, Dist. 6 (Resolution on page 86)		

HWY	___	Request to exceed \$1M for professional services agreement, KN23028 and.....	87	<b>11:00</b>
Crider		KN22435, Dist. 1 (Resolution on page 88)		

HWY	___	Board Unallocated Fund for US-95 culvert rehabilitation, MP 422.9.....	89	<b>11:10</b>
Allen		(Resolution on page 91)		

HWY	___	Board Unallocated Funds for culvert repairs under SH-45 in Nampa .....	92	<b>11:20</b>
Lakey		(Resolution on page 94)		

HWY	___	FY23 distribution of Highway Infrastructure Bridge Funds.....	95	<b>11:25</b>
Wonacott		(Resolution on page 96)		

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|------------|--|--------------|
| <b>12.</b> | <b>EXECUTIVE SESSION</b> (Canyon Creek Room, 1 <sup>st</sup> Floor)<br>PERSONNEL ISSUES [SECTION 74-206(a), (b)]<br>LEGAL ISSUES [SECTION 74-206(c), (d), (f)] | <b>11:40</b> |
| <b>13.</b> | <b>ADJOURNMENT</b> (estimated time)  | <b>12:45</b> |

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REGULAR MEETING  
IDAHO TRANSPORTATION BOARD

February 23, 2023

The Idaho Transportation Board met at 8:30 AM on Thursday, February 23, 2023, in Boise, Idaho. The following principals were present:

James R. Thompson – District 1  
Gary Osborn - District 2  
Julie DeLorenzo, Presiding Chair – District 3  
Jim Kempton, Member – District 4  
John Bulger, Member – 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

Vice Chair DeLorenzo presided over the meeting in Chairman Moad's absence.

Call Meeting to Order. Madame Chair introduced John Bulger the new District 5 Board Member and invited him to say a few words. Member Bulger introduced himself and expressed his appreciation to serve.

Security Share. Construction/Materials Engineer Chad Clawson reported on the importance of performing regular check-ups and testing for safety equipment. He highlighted the eyewash station in the Materials lab as an example of equipment requiring regular checks.

Madame Chair thanked CME Clawson for the important message.

Board Minutes. Member Kempton made a motion to approve the minutes of the January 12, 2023, as corrected, seconded by Member Hoff, and the motion passed unanimously.

Board Meeting Dates. The next meeting is March 23, 2023, in Boise. Director Stokes stated the spring workshop on workload based resource planning will be held in April instead of next month.

Consent Items. Member Kempton made a motion to remove the Request for Consultant Agreements from the consent items and place it on the agenda for discussion with the Request to Exceed Board Policy 4001 Threshold for Right-of-Way Professional Service Agreements agenda item on pages 151 and 152. Madame Chair acknowledged the amended motion, whereby Member Thompson seconded it. The motion to approve the following amended resolution, as depicted in bold and strikethrough, passed unopposed:

RES. NO. WHEREAS, consent calendar items are to be routine, non-controversial, self-explanatory items that can be approved in one motion; and  
ITB23-07



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 removal of Middle Fork Road safety improvements in the Local Highway Safety Improvement Program of the FY23-29 ITIP, and contract awards ~~and consultant agreements.~~

1) Removal of Middle Fork Road safety improvements in the Local Highway Safety Improvement Program of the FY23-29 Idaho Transportation Investment Program (ITIP). Adams County requests the Middle Fork Road Safety Improvements in Adams County, be removed from the LHSIP program. The Local Highway Technical Assistant Council (LHTAC) proposes to reallocate those funds, totaling \$115,000 in FY2023 and \$494,000 in FY2025, to FY2023 LHSIP project funds. The \$33,000 can immediately be allocated to the City of Rexburg project, KN 23887, INT 2nd W & 5th S RFFB for advancement from FY2024 to FY2023, leaving a remaining balance of \$82,000 for allocation to LHSIP projects. The FY2024-25 funds will be rebalanced in the FY2024-2030 ITIP update.

2) Contract awards. The low bids on the following project is more than ten percent over the engineer's estimate, requiring justification. On key #23041, US-95, Spokane River Bridge repairs, District 1, some differences between the low bid and engineer's estimate are in patch and repair of concrete surface and traffic control; key #20513, US-12, Clearwater River Memorial Bridge, District 2, main difference between the low bid and engineer's estimate is in bridge steel; key #23044, US-93 Perrine Bridge repairs, District 4, some differences between the low bid and engineer's estimate are in painting, structural steel, and traffic control; and key #20420, I-15B, asphalt intersections, Idaho Falls, District 6, main difference between the low bid and engineer's estimate is for mobilization.

The engineer's estimate was developed using the average bid costs of previous projects in the area and assumed price increases. The Districts does not believe re-advertising the projects would result in lower bids, and recommends awarding the contract. Low bidder, for key #23041: McMillen Inc. - \$4,180,800.00, key #20513: Wadsworth Brothers Construction Co. - \$38,321,515.07; key #23044: Abhe & Svoboda Inc. - \$3,972,645.00; and key #20420: Sunroc Corp. - \$3,738,277.55.

Informational Items.

1) Contract awards and advertisements.

Key #22734, US-12 Saddle Camp to Warm Springs, District 2. Low bidder: Knife River Corp. - \$6,997,928.95.

Key #23047/23046, US-89, Bear Lake Outlet Canal Bridge, District 5. Low bidder: Coldwater Group - \$1,359,443.94.

Key #23090, US-95, AHT'WY IC and Plaza, District 2. Low bidder: Knife River Corp. - \$24,770,000.00.

Key #21967, I-84, W. Bridge repair, District 3. Low bidder: Concrete Placing Co. - \$1,798,748.33.

Key #20437SIA, US-30, wildlife fence, District 5. Low bidder: Northwest Landscape – 18,010FT (FPVQ).

Key #20658, US-2, Moyie Springs Turn Bays, District 1. Low bidder: Interstate Concrete & Asphalt - \$1,219,504.71.

Key #19377, Lochsa Ranger Station to Holly CR turnout, District 2. Low bidder: ASCORP Inc. - \$14,014,014.01.

The list of projects currently being advertised was provided.

2) Professional services agreements and term agreement work tasks report. From December 19, 2022 to January 30, 2023, 19 new professional services agreements and work tasks were processed, totaling \$1,817,352. Three supplemental agreements to existing professional services agreements were processed during this period for \$314,124.

3) Semi-annual report on administrative settlements right-of-way acquisitions. During the semi-annual period of July 1, 2022 through December 31, 2022, the Right of Way Section processed 40 parcels with a value of \$10.3 million. Of the 40 parcels, 15 parcels had an administrative settlement.

4) Biennial report on inventory of surplus property. During the biennial period of January 1, 2021 through December 31, 2022, staff disposed of 21 surplus properties, totaling 130.73 acres with sales proceeds totaling \$671,664.13. There are 44 properties in inventory. A portion of these properties are currently being leased. The department does not appraise, or have appraised, surplus property until it has known interest from an outside party.

5) Non-construction professional service contracts. Per Board Policy 4001, staff is required to report all non-construction professional service agreements. The department did not execute any professional service agreements for the previous month.

6) Monthly report of federal formula program funding through February 1. Idaho received full-year FY23 obligation authority of \$394.2 million through September 30, 2023, via the consolidated appropriations act passed on December 29. OA includes \$9.3 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. Allotted program funding is \$426,504 million with \$374,799 million remaining.

Board's Subcommittee on Audits Update. Controller Justin Collins provided the update on Madame Chair's behalf. Controller Collins reported ITD had one finding as a result of the Legislative Services Office annual audit. The finding was based on the way the department was

reporting roadway capital assets. LSO recommended using the in-service date for the beginning balance. There was no discrepancy with the ending balance. Staff made the correction and implemented a corrective action plan.

Board's Subcommittee on Policies Update. Policies Subcommittee Chairman Bob Hoff reported the subcommittee met prior to the board meeting to review two policies. Policy 5068, Division of Motor Vehicles/County Automated Systems is being updated to align with current practices, and Policy 5561, On-Call is a new policy. Both were unanimously supported by the subcommittee to bring forward to the full Board for approval.

Director's Monthly Report. Director Stokes reported on one of the department's five strategic focus areas - Invest with Purpose, which was a major theme of the department's budget presented to the legislature. The factors that define it are deliberate investment, on-time and quality delivery of projects, active budget management that includes contingency planning, ready-early delivery of infrastructure projects, effective communication to provide transparency, and timely results. In comparison to previous years, investments in the following have increased substantially to: \$210M in safety and capacity – also referred to as modernization, \$150M in pavements, \$100M in bridges and \$15M towards other roadside highway assets (guardrail, signs, striping, etc.).

Director Stokes provided a summary of the number of projects and total dollars for FY21, FY22 and FY23 that included the GARVEE and Transportation Expansion & Congestion Mitigation (TECM) programs. Some highlights included, for FY23, there are 56 projects programmed totaling \$821 million, of which five are TECM funded (\$372M). There are 23 State Transportation Improvement Program (STIP) projects ready early totaling \$139M. From 2022 to 2025, there are 25 planned TECM construction projects representing a total investment of \$2B. In 2022, there were five TECM projects (\$400M) advertised for construction and seven projects (\$450 - \$500M) ready for advertisement in 2023. And for 2024 – 2025, there is an \$800M to \$1B investment for another nine TECM projects.

Madame Chair thanked Director Stokes for his report.

Legislative Update. Government Affairs Manager Colby Cameron reported the department presented its budget to the Joint Finance Appropriation Committee on Feb. 2, which was well received, and budget setting will be on March 7. The department's three legislative bills passed the house and senate and were forwarded to the Governor for signature. The department's rules were approved by the Senate Transportation Committee with the House Transportation Committee review expected early March. Staff does not anticipate any issues. Currently, staff is tracking 46 legislative proposals that may impact the department. GAM Cameron highlighted a few bills the department is tracking such as H185, sponsored by Idaho Trucking Association, for electric vehicle fees on trucks. The tax is based on kilowatt per hour. And H132, Strategic Initiative Grant Program, \$100M – that anticipates \$36M for the Ada County Highway District. The STC is expected to vote on Member Bulger's confirmation this afternoon.

In response to Madame Chair's question regarding H132 if the \$100M grant proposal includes \$36M or will it be added, GAM Cameron confirmed it would be a total of \$136M.

Madame Chair thanked GAM Cameron for his update.

State Fiscal Year 2023 Statements, Mid-Year Report. Controller Justin Collins provided a mid-year report (July 2022 to December 2022) on the department's FY23 financial statements. His report included revenue trends, in comparison to previous year actuals, in the State Highway Fund, Highway Distribution Account (HDA), State Aeronautics Fund, and TECM Fund with expenditure trends for each. Some highlights included revenue to the State Highway Fund and HDA are ahead of forecast. Staff meets weekly to discuss expenditure trends in the State Highway Fund – in particular increases in operating costs of \$52.2M in comparison to \$49.2M last year. Revenue in the Aeronautics Fund is higher than forecasted with actuals of \$1.9M in comparison to \$1.3M forecasted for aviation fuel. Expenditures in the Aeronautics Fund are substantially greater than last year in trustee & benefits due to an increase of revenue received from the Governor's Leading Idaho initiative. The TECM fund balance is \$61.3M with expenditures of \$13.1M in debt service and \$37.6M in expenses.

Controller Collins reported the Strategic Initiatives Program Fund balance as of December 31, 2022, is \$162.9M, and year-to-date, GARVEE expenses total \$57.8M and TECM expenses at \$57.2M, which both are on track to expend bond proceeds within required timeframes. The Cares Act Funding for Public Transit has expended \$2.8M for FY23. In conclusion, Controller Collins stated the department plans to release \$25M in set aside reserve funding to mitigate lower than forecasted fuel revenue.

Madame Chair thanked Controller Collins for the update.

Inflation and Rising Construction Cost Trends Update. Chief Deputy/Chief Operations Officer Dan McElhinney provided an update on the department's ongoing efforts to monitor inflation and cost trends. He reviewed current practices taking place on a continual basis such as monthly contractors meetings, Associate General Contractors (AGC)/company manager meetings, and an 18-month look ahead on projects. Staff is monitoring price indices weekly and tracking bid unit prices to update estimates and budgets prior to bids. Since summer of 2021, construction cost inflation has been at 20 – 30%, but staff is seeing a leveling and downward trend on unit prices during the last quarter of 2022 as fuel prices have decreased and bids are leveling on asphalt, rebar and cement overall. CD/COO McElhinney reported on the regional cost trends for No. 2 diesel fuel and asphalt, national cost indicators for asphalt pavement, iron and steel, concrete and cement, and Idaho bid unit cost indicators. Other highlights included showing the cost index change over the past year with Idaho's 31% in comparison to Colorado 68%, Arizona 46%, and Oregon and Texas at 30%. He also provided perspective on the projects bid from October 2022 to Feb. 13, 2023 in comparison to the engineers estimate. Of the 24 projects awarded with bids amounts of \$107.1M, the total was 19% under the engineer's estimates for these projects.

Madame Chair thanked CD/COO McElhinney for his presentation.

Utilization of FY23 Reserve Funds and FY23 State Holdback Funds. Project Management Office Manager Randy Gill stated in September 2022, the department established a

\$39M reserve for FY23 to cover project cost increases due to inflation and fluctuation on major items. Consequently, \$25M of state funds were held back unprogrammed to assess revenue as FY23 progressed. As presented earlier, the department plans to make \$10M available in February and \$15M available in May. In addition to the reserve funds, staff continually makes cost adjustments to the projects within the program throughout the year.

Project Manager Brad Wolfinger reviewed a summary table outlining the various adjustments made to the reserve balance along with the supporting project information. Some highlights included starting with a reserve of \$39M, bid adjustment increases and decreases of \$10.5M and \$21.6M respectively, and statewide balancing increases and decreases of \$47M and \$13.9M respectively that leaves a remaining reserve balance of \$17.1M. Based on \$16.3M in pending cost increases, and including holdback releases in February and May totaling \$25M, the new remaining reserve balance would total \$25.8M or 15%. The I-15, Rose Interchange to N. Lava Rocks for \$8.8M is one of the projects listed under “pending cost increases” that would be covered by the holdback funds. State infrastructure projects still left to bid in FY23 total \$167.8M.

PMO Gill presented the resolution for the Board’s consideration to utilize State holdback funds.

Member Kempton commended staff, but questioned if the reserve funding should be increased to cover the scope and length of these large projects. Director Stokes stated we are in a culture change. A year ago, there was talk about a recession. The department is going from a historical \$300M construction program to receiving additional state, federal and bonding funds that is now \$800M. The reserve was setup to hedge against inflation. Adjustments are being made to the program, not just project bids, so they want to do more during the STIP process to address these adjustments. They will continue to set aside reserve and adjust for market conditions and the changing environment.

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

RES. NO. WHEREAS, it is in the public's interest for the Department to publish and  
ITB23-08 accomplish a current, realistic, and fiscally constrained Idaho Transportation  
Investment Program (ITIP); and

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

WHEREAS, it is understood that continued development and construction of improvements are entirely dependent upon the availability of future federal and state capital investment funding in comparison to the scope and costs of needed improvements.

*NOW THEREFORE BE IT RESOLVED*, that the Idaho Transportation Board approves the cost increase on key number 20688, Rose IC to N Lava Rocks as shown on Attachment No. 5 of this Board Item.

*NOW THEREFORE BE IT FURTHER RESOLVED* that the Idaho Transportation Board approves utilizing the remainder of the State holdback funds for anticipated future increases in FY2023.

Signal Spacing Exception Request, SH-55 and Dry Creek Road. District 3 Engineer Caleb Lakey reported on the background, populations and land use, traffic analysis and recommendations for the SH-55 and Dry Creek Road signal spacing exception request. The proposed signal at Dry Creek Road and SH-55 is less than the required Idaho Administrative Code minimum access spacing from the signal at Brookside Lane and SH-55. Dry Creek Road is a local road and not managed by ITD. Some highlights presented included there are 3,475 approved homes (approx. 6,000 residents today) in the Dry Creek, Hidden Springs and Cartwright Ranch communities with only one signalized intersection to access SH-55. Additional developments are anticipated in northeast Eagle and Avimor communities. Two signal lights were recommended in the original 2016 Traffic Impact Study. In 2022, an updated Intersection Analysis also demonstrated warrants for signals at both intersections. Dry Creek Ranch planned community allows for 10-acres and 85,000 square feet of commercial space making a signalized intersection more desirable for easy enter and exit access. Homeowner Associations for Dry Creek Ranch and Hidden Springs support the signal; however, DE-3 Lakey reported they have received some opposition from residents and the City of Eagle.

DE-3 Lakey stated his recommendation is to design a Green-T Intersection, which would allow for southbound through as free movement with signalized left-ins and left-outs access. The intersection had been agreed to be restricted to a right-in, right-out configuration in the current development agreement, so the current request is being treated as an appeal of that agreement.

Madame Chair expressed her support and the efforts taken by the district in identifying a workable solution. DE-3 Lakey added the developer would fully fund the design and installation.

In response to Member Bulger's question regarding specific concerns expressed by the City of Eagle, DE-3 Lakey stated the concern was mainly with sight distance and safe operations because the highway has a slight bend in this location. He also stated the City has been a good planning partnering and feels we are not honoring the previous land use and transportation planning; however, Ada County is the official land use agency. ITD and ACHD wrote a joint letter to the Ada County Commissioners in support of the signal, contingent upon the exception for spacing being approved by the Board and with additional stipulations for design and construction of the signal.

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

RES. NO. WHEREAS, the Idaho Transportation Board is charged with considering the  
ITB23-09 safety and convenience of the highway users; and

WHEREAS, per IDAPA 39.03.42.400.03.h the Board has appeal authority on access spacing; and

WHEREAS; Boise Hunter Homes has requested reconsideration of the decision to restrict the intersection of Dry Creek Road and SH-55 to a right-in, right-out configuration; and

WHEREAS; Boise Hunter Homes has agreed to pay, in full, for the design and installation of a signal; and

WHEREAS; the ITD District 3 Engineer is supportive of the additional traffic analysis for signalization with the stipulation that the intersection signalization be designed and installed to function as a “Green-T” intersection, as presented.

NOW THEREFORE BE IT RESOLVED, that the Board authorizes the exception for access spacing for signalization at the Dry Creek Road and SH-55 intersection, and for staff to work with Boise Hunter Homes on a signalized “Green-T” intersection design and installation.

Board Unallocated Funds for Remediation and Containment of Product Leak at the Bottom of Lake Coeur D’Alene. District 1 Engineer Damon Allen presented a request for Board Unallocated Funds to provide remediation and containment of product from a relic dozer left on the bottom of Coeur d’Alene Lake. DE-1 Allen provided a background from the initial incident in 1990 when the bulldozer submerged in the Lake following a slope failure. The dozer started leaking petroleum in 2000, and then again in 2010 and December 2022. Various corrective methods were taken at the onset of the initial leak; however, the membrane cover and collection buckets are not effectively preventing the release of petroleum. A contractor is needed to expedite a remedial action plan that includes all materials and labor needed to deploy a containment system. Planning is being done in collaboration with Dept. of Environmental Quality, Dept. of Lands and stakeholders.

In response to Member Bulger’s question about the collection mechanism removing fuels overtime, DE-1 Allen stated the mechanism would be a stainless steel “hood” structure with a collection receptacle. Product collecting from the hood would be syphoned off. Divers will monitor activity weekly and have the option to deploy drones.

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

RES. NO.      WHEREAS, it is in the public’s interest for the Department to publish and  
ITB23-10      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 KMPO staff to amend the regional Transportation Improvement Plan.

NOW THEREFORE BE IT RESOLVED, that the Board approves \$300,000 of FY23 Board Unallocated Funds per Board Policy 4076, for the remediation and containment of product leaking from the relic dozer on the bottom of Lake Coeur d'Alene.

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

Request to Exceed Consultant Agreement Threshold for I-86/I-15 System IC. District 5 Engineer Todd Hubbard presented the request to exceed the \$1M threshold on the ATLAS consultant agreement for the I-86/I-15 System Interchange project. The project replaces four aging bridges with eight and reconfigures the interchange. Construction started last year and is expected to be done by spring of 2025. The additional work is to perform all the material sampling and testing. As of December 2022, 64% of agreement funds have been used. The district has worked with ATLAS to negotiate man-hours and projected costs needed to complete the project. The TECM office has identified the remaining funds.

In response to Member Hoff's question regarding original bid cost, DE-5 Hubbard stated the bid was a negotiated price for man-hours. This is the next phase of the TECM project that currently has \$5M obligated. The request is an increase of \$3M.

In response to Member Kempton's question if they anticipate a review or to use a Request for Proposal for additional resources, DE-5 Hubbard replied it is a loaded cost agreement where the department will pay on hours worked. The original RFP has the full scope of work and they do not anticipate needing to use another. The request is 7% of the contracted amount.

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

RES. NO.      WHEREAS, the Idaho Transportation Board approved multiple high priority  
ITB23-11      TECM projects to be added to the Idaho Transportation Investment Program  
                     (ITIP) in May 2021; and

WHEREAS, the Board previously approved the bonding of the I-86/I-15 System Interchange project; and

WHEREAS, progress on the projects has been made; and

WHEREAS, an agreement to complete construction material testing has been negotiated; and



WHEREAS, Board Policy 4001 requires the Transportation Board to approve professional services agreements that exceed \$1 million.

*NOW THEREFORE BE IT RESOLVED*, that the Board approves increasing the total authorization for construction consultant services on the I-86/I-15 System Interchange (Key Number 20589) to \$8 million.

US-95, MP 283.03 Railroad Overpass Project. District 2 Engineer Doral Hoff reported he has been working with the railroad for about seven years to address clearance issues for oversize truckloads on US-95 in the Culdesac Canyon. The existing railroad overpass is posted at a vertical clearance height of 14' 11". These oversized loads must take the Ruebens – Gifford county road, which is about a 26-mile detour. DE-2 Hoff stated this future request would entail two phases. The first is removal of the existing steel girders and the eastern side bridge pier and the second, to design and construct a new steel structure and pier to support a maximum weight of 320,000 pounds with a 17' 6" clearance. He shared the railroad owner wants to use the rail to accommodate a dinner train. The anticipated cost is between \$3.5M to \$4M.

In response to Madame Chair's question if the rail is in operation, DE-2 Hoff stated it is not. The owner is currently storing cars. He added there is no rail line from south of Craigmont.

In response to Member Kempton's inquiry about the rail cars being used for storage, DE-2 Hoff responded some cars had oil, but no activity is currently taking place. Member Kempton commented about the owner's responsibility for paying taxes on those rail cars.

Madame Chair thanked DE2 Hoff for his presentation.

Lakes Highway District Functional Classification Change Request. Program Manager Robert Beachler provided background information on the role of the Functional Classification system, the various types, and how change requests are processed. Federal legislation continues to use FC in determining eligibility for funding under federal-aid. Some highlights included defining major and minor collectors FC types - which gather traffic from local roads and funnel them to the arterial network. Changes can be requested by ITD or local agencies and require Board and FHWA approval. The Lakes HD evaluated future connectivity to US-95 while planning to replace a 94-year old bridge over Old US-95 Railroad Bridge. The proposal is to change FC to realign Old US-95 onto Parks Road as a rural major collector. A public meeting was held and the change was approved by the Kootenai County Metropolitan Planning Organization Board. The request is in-line with the 2010 US-95 Garwood Sagle study calling for a future interchange at Parks Road & US-95, which is in early development.

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

RES. NO. WHEREAS, Department staff has reviewed the Functional Classification Change  
ITB23-12 Request from Lakes Highway District to have Parks Road placed on the Federal  
Functional Classification System as a Rural Major Collector; and

WHEREAS, the Lakes Highway District held a public meeting on June 8, 2022, to discuss Old US Highway 95 Union Pacific Bridge Replacement and road realignment to identify future alternative connections to US-95; and

WHEREAS, on November 10, 2022, the Kootenai County Metropolitan Planning Organization (KMPO) Board approved Lakes Highway District's request to have Parks Road placed on the Federal Functional Classification System as Rural Major Collector to provide future connectivity to the US-95 and Parks Road Interchange; and

WHEREAS, the Idaho Transportation Board has reviewed the request to change the Federal Aid Classification of Parks Road under the Lakes Highway District jurisdiction.

*NOW, THEREFORE BE IT RESOLVED* that the Idaho Transportation Board approves Lakes Highway District's request to change the Federal Aid Functional Classification of Parks Road to Rural Major Collector within the Lakes Highway District jurisdiction.

Madame Chair thanked PM Beachler for his presentation.

Revised Policy 5523 Alcohol and Drug Free Workplace Update. Employee Safety Manager Randy Danner presented changes to Administrative Policy 5523, Alcohol and Drug Free Workplace that required a five-year review. The changes remove outdated reporting, added requirements for reasonable suspicion training for supervisors of Commercial Drivers License (CDL) holders or safety sensitive positions, and formatting for the Federal Transit Authority requirements.

In response to Madame Chair's question regarding employee reporting requirements for convictions occurring in the workplace, ESM Danner stated it is required to report any felony convictions for employees with a CDL. He stated per Idaho Administrative Code (IDAPA), an employee is only required if it is within the workplace.

Member Kempton questioned why an employee was required to notify their supervisor if only charged, and expressed concerns for the employee's reputation should the charges be dismissed and the ability to maintain confidentiality. ESM Danner stated the reporting is intended for CDL holders and other safety sensitive position that could pose a risk to the department or danger to the public. DAG Thomas clarified employees with a CDL are asked to self-report if they are charged; however, the department does not take action unless they are convicted. He also reported personnel files are confidential and not subject to public records requests.

In response to Member Bulger's question about an employee's personnel record being updated to reflect final charging outcomes, ESM Danner responded the record would be expunged from the file and is done in accordance with HR administrative rules.

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

RES. NO. WHEREAS, the Idaho Transportation Board is charged with setting policies for  
ITB23-13 the Idaho Transportation Department; and

WHEREAS, Administrative Policy 5523 Alcohol and Drug Free Workplace required a 5–year review; and

WHEREAS, Administrative Policy 5523 Alcohol and Drug Free Workplace was updated to reflect current State and Federal requirements.

*NOW THEREFORE BE IT RESOLVED*, that the Board approves the revisions to Administrative Policy 5523 Alcohol and Drug Free Workplace.

Madame Chair thanked ESM Danner for his presentation.

5311 and 5311 (f) American Rescue Plan Act Funding Recommendations. Public Transportation Manager Ron Duran reported on the availability of funding for the 5311, Relief for Rural Areas and 5311(f) for Intercity Bus Providers ARPA grant programs. The total allocation for both is \$2.8 million that needs to be obligated by September 2024 and used by September 2029. Providers submit grant applications outlining unmet and unanticipated needs for administrative and operating expenses such as payroll and fuel costs. One provider for each grant submitted applications. Treasure Valley Transit applied for \$475,136 of 5311 ARPA funds and Salt Lake Express for 5311(f) funds of \$1,454,717. Staff proposes to fund each request leaving a remaining balance of \$915,403 in the 5311(f) ARPA fund.

In response to Member Hoff’s inquiry about Salt Lake Express’ request and the eligibility for services provided outside of Idaho, PTM Duran responded SLE’s initially requested \$3 million, but staff worked with them to refine their request to only include services provided in Idaho. Member Hoff commented on the competition of subsidies with aviation services and the potential negative impact to the aviation community.

Member Osborn made a motion, seconded by Member Kempton, and the motion passed by majority vote to approve the following resolution. Member Hoff abstained from the vote.

RES. NO. WHEREAS, the Public Transportation Office is charged with soliciting,  
ITB23-14 reviewing, and programming public transportation projects in the rural areas of Idaho; and

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

WHEREAS, the funding sources include two Federal Transit Administration grants, the 5311 ARPA and 5311(f) ARPA grants; and

WHEREAS, the Public Transportation Office has solicited, reviewed, provided for public comment, presented and received unanimous concurrence with

comment from the Public Transportation Advisory Council on the Funding Recommendations.

*NOW THEREFORE BE IT RESOLVED*, that the Board approves the ARPA 5311 and 5311(f) grants Funding Recommendations in the amount of \$1,929,853 for submittal to the Federal Transit Administration for final approval.

*BE IT FURTHER RESOLVED*, that these Funding Recommendations are submitted for inclusion in the FY23 – 29 Statewide Transportation Investment Program and programmed in FY23.

Madame Chair thanked PTM Duran for his presentation.

Local Rural Highway Investment Program Annual Report. State Design Engineer Monica Crider introduced LHTAC Construction Engineering Manager Megan Kautz who presented the LRHIP annual report. She reported LHTAC provides technical assistance, training and project oversight for 287 local entities. The LRHIP program is authorized through Board Policy 4030 and allows for the exchange of surface transportation-rural funds for state highway funds at a rate of 80-cent state for every \$1 of federal. The maximum exchange rate is \$5 million. In FY22, \$4.85 million of federal was exchanged for \$3.88 million in state. LHTAC CEM Kautz reported on the rules, scoring criteria, application process, and eligibility of funds. Some highlights included of the 88 applications submitted, 50 were granted totaling \$3.4 million. Construction projects in City of Bonners Ferry, Garden Lane (\$130,000) and City of Clifton, 100 W. Road (\$135,000) were completed. The City of Tetonia upgraded signs and a new transportation plan for the City of Potlatch were funded. Applications for emergency projects are received year around. Three projects totaling \$240,000 of emergency funding were completed.

Madame Chair thanked LHTAC and staff for their annual report.

Executive Session on Legal and Personnel Issues. Member Osborn made a motion to meet in executive session at 11:51 AM to discuss issues as authorized in Idaho Code Section 74-206 (b) and in Idaho Code Section 74-206 (f). Member Kempton seconded the motion and it passed unanimously by roll call vote.

The executive session discussion on legal matters related to highway and department operations and personnel matters.

The Board ended executive session at 1:12 PM.

Request to Exceed Board Policy 4001 Threshold for Right-of-Way Professional Service Agreements. Right of Way Manager Justin Pond reported there are four project agreements that require Board approval for full-service right-of-way firms to conduct acquisition and relocation activities. Two of the projects are TECM funded corridors – US-20/26 and SH-55 with agreements currently in negotiations. Two additional projects, SH-75 TECM corridor and US-20 between Chester and Ashton, are included in the request. The cost for each project agreement is not to exceed \$2M for a total of \$8M. Agreements that exceed \$1M require Board approval.

There is no request for additional funding because it is already budgeted within each of the projects.

In response to Member Hoff's question regarding full service right-of-way delivery, RWM Pond stated it includes all related services that the ROW office would provide such as agreement preparation, project management, appraisal work and reports, negotiations, relocation services, etc.

CD/COO McElhinney reported on a recent Right-of-Way Workshop where service delivery issues was among the topics. Due to increased construction projects, there are over 1,000 new parcels that need to be processed. The decision was made to add ROW staff at each of the district offices to help balance the workload. Staff also met with consultant firms and appraisers.

Member Kempton referenced page 151, background information, for the US-20 Chester to Ashton project noting there are two key numbers for the project (KN22163 & KN20053), but the resolution on page 152 did not have both key numbers – only KN22163.

Member Kempton then referenced page 33, Request to Approve Consultant Agreements that was removed from the consent calendar, under the recommendations section, the first project listed KN20053, US-20, Chester to Ashton (\$2.08M request) for clarification on the total amount being requested. He also commented if previous discussions regarding the use of reserve funding was enough to cover variances of these projects listed on page 33.

In response to Member Kempton's initial question, RWM Pond stated the second key number (KN20053) was inadvertently left out; however, it does not impact the requested amount. It is a two phase project that is expected to be under \$2M.

Director Stokes clarified the consent item consultant agreement for KN20053 is for design services. The KN represents the project not the activity. The request presented by RWM Pond is for right-of-way services. He further explained, a project budget is first established, preliminary work is done, and then staff seeks permission to enter into a contract. In response to Member Kempton's question, about why this particular request is presented and not the consent item, Director Stokes stated, if preferred, staff can present all requests.

In response to Member Kempton's inquiry about the consultant agreements Request for Proposal criteria, Director Stokes responded if services are over \$500,000, then we use a RFP where all companies can compete. If services are less than \$500,000, we use on-call services (term agreements) that are preselected for minor items.

Madame Chair questioned if the 1,000 parcels cited earlier is for pending ROW acquisition for over the next three years. RWM Pond stated that is correct. Each TECM project can require over a 100 parcels – in addition to other construction projects.

Member Kempton made a motion to approve the amended resolution that adds references to "right-of-way" and the omitted KN20053, seconded by Member Osborn. The following

amended resolution, as depicted in bold and underscore, passed unopposed (Member Bulger was not present for the vote):

RES. NO. WHEREAS, the Idaho Transportation Board approved the FY23-29 Idaho  
ITB23-15 Transportation Investment Program (ITIP) including multiple high priority TECM projects; and

WHEREAS, the Idaho Transportation Department has developed a procurement process for full-service right-of-way acquisition and intends to use it on high priority projects with accelerated schedules; and

WHEREAS, utilizing consultant and third-party services is strategic to balance department resources and is intended to accelerate the right-of-way acquisition process; and

WHEREAS, a Request for Proposals (RFP) was issued in November and two separate firms have been selected for the US-20/26 and SH-55 TECM corridors, with agreements currently being negotiated; and

WHEREAS, two additional projects have been identified to use this same procurement method and full suite of right-of-way services for the SH-75 TECM corridor and the US-20 project between Chester and Ashton (not TECM-funded); and

WHEREAS, Board Policy 4001 requires Board approval to exceed \$1 million for **right-of-way** professional services agreements, and these agreements are estimated not to exceed \$2 million each.

*NOW THEREFORE BE IT RESOLVED*, that the Board approves exceeding the \$1 million threshold in Board Policy 4001 up to \$2 million each for the following four **right-of-way** projects:

US-20/26, Middleton Road to Star Road (KN 23337)  
SH-55, Farmway to Middleton Road (KN 22715)  
SH-75, Bellevue to Ketchum (KN 23342)  
US-20, Chester to Ashton (KN 22163)(**KN 20053**)

Request to Approve Consultant Agreements (Consent Item, Page 33). In continuation of discussions, noted in the previous item, regarding consultant agreements, State Design Engineer Monica Crider confirmed KN20053 - US-20, Chester to Ashton is one of the projects staff is seeking Board approval for completion of design services.

Member Kempton made a motion that the Request to Approve Consultant Agreements for the Board's consideration has been reviewed and approves the request as written in the recommendations on page 33. Member Osborn seconded the motion and it passed unopposed to approve the following request for consultant agreements:

RES. NO.  
ITB23-16

- KN 20053 US-20, Chester to Ashton (District 6) – an approval for \$2.08M increase for completion of design services agreement for total agreement amount of approximately \$2.61M.
- KN 19948 KN 20244 I-90 Elizabeth Park OPass and I-90 Division St IC Opass (District 1) – an approval for \$1.03M increase for construction engineering and inspection services (CEI) agreement for total agreement amount of approx. \$2M.
- KN 23607 I-90, SH-41 to US-95 (District 1) – an approval for \$617,000 increase for completion of design services agreement for total agreement amount of \$17.6M.
- KN 22687 US-30, Yellowstone to Garrett Corridor (District 5) – an approval for design services agreement of approx. \$1.4M.
- KN 19916 US-95, Labrosse Hill Street to Alderson Lane (District 1) – an approval for \$1.1M increase for construction engineering & inspection services (CEI) and engineer of record services agreement for total agreement amount of approx. \$3M.
- KN 23408 SH-16, Ustick to US20/26 (District 3) – an approval for \$1.03M increase for construction engineering and inspection services (CEI) agreement for total agreement amount of approx. \$2.5M.
- KN 23410 SH-16, I-84 to Franklin (District 3) - an approval for \$1.6M increase for construction engineering and inspection services (CEI) agreement for total agreement amount of approx. \$2.5M.

Administrative Settlement over \$200,000. Right of Way Manager Justin Pond presented an administrative settlement for KN 10005, Project No. A010(005) SH-53, Pleasant View Interchange, Kootenai County.

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

RES. NO. WHEREAS, the Idaho Transportation Department is acquiring right-  
ITB23-17 of-way for the SH-53 Pleasant View Interchange, Kootenai County, for Project  
No. A010(005); 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 \$542,543.00.

Administrative Settlement over \$200,000. Right of Way Manager Justin Pond presented an administrative settlement for KN 20788, Project No. A020(788) SH-16, I-84 to US 20/26 & SH-44 Interchange, Ada and Canyon Counties.

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

RES. NO. WHEREAS, the Idaho Transportation Department is acquiring right-  
ITB23-18 of-way for the 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 up to the amount of \$1,520,462.80.

Madame Chair thanked RWM Pond for his presentations.

New Headquarters Idaho Chinden Campus, Building 3 Update. Chief Administrative Officer Dave Tolman provided an update on the Chinden Campus Building 3 renovation, plans for an operations building at Chinden Campus and the status of the State Street Campus sale. Some highlights included the asbestos abatement for Building 3 will be complete by the end of the month and the new roof is underway. The design team, which includes staff from Division of Public Works and the architectural firm CSHQA, created a block design layout for the first and second floors. Guiding principles were created to develop the layout such as leveraging natural light to design workspaces. CAO Tolman reviewed the layout details per floor. A draft site plan for a new building for maintenance operations, that includes the materials lab and motor pool, at the Chinden Campus is under review by the Dept. of Administration. If approved, it would require legislative approval. TOK Commercial is the brokerage firm selected to sell the State Street Campus. They anticipate the building being listed by April with a goal of selling it by the end of the year. The department would need to lease back space for the central lab functions until a new building is built. CAO Tolman added an internal website was created to keep employees informed on progress as well.

Madame Chair thanked CAO Tolman for the update.

Transportation Expansion & Congestion Mitigation (TECM) bond drawdown summary. TECM Program Manager Amy Schroeder provided an overview on the TECM program beginning when the board authorized TECM funds for specific projects in May 2021 and subsequently approved the 13 TECM corridors in July 2021. By fall 2021, consultants were selected and agreements negotiated. The first \$216 million bond sale was in spring 2022 with another \$400 million bond sale planned this spring. PM Schroeder reviewed the TECM



drawdown summary referencing a new report created to show the projects by corridor, phase, bond type and amounts, drawdown amounts, along with bond percentage used and balance. She also stated staff will present the report at least twice per year, and within six months of a bond sale to show the progress toward the drawdown requirement in the first six months.

CAO Tolman reported on the TECM 2023A bond sale timeline. Since the Board authorized a bond sale last month, staff is preparing documents to present to the rating agencies, Moody's & Fitch, this month. Pricing will take place the last week of March with the closing in April. The market volatility is similar to last year's fluctuations. The department expects the same bond rating as the 2022A series with a debt service of \$38 million. It will be a fixed rate with a 25-year maturity term.

Madame Chair thanked staff for the report.

Evaluation of Traffic Signal Operations and Maintenance Practices, Phase 1. CD/COO Dan McElhinney stated the increase in traffic in urban areas has created many challenges. ITD transfers traffic signals to the respective local entities while paying for the maintenance costs. The department has been in contact with ACHD Director Wong regarding signal operations. The Signal Coordinated Adaptive Traffic System (SCATS) when deployed can be very good, but does present its share of challenges.

State Traffic Engineer Kevin Sablan reported they are seeking consultant help to define what the local's objectives are and learn how the signal operations are currently being monitored and timed. They will also look at identifying recommendations to improve cooperation and management of signal operations to improve traffic flow and minimize network delays. The initial phase of the evaluation will be in Ada County with additional study work planned in Twin Falls, Pocatello/Chubbuck and Idaho Falls.

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

RES. NO.       WHEREAS, it is in the public's interest for the Department to evaluate traffic  
ITB23-19       signal operations and maintenance and how signal timing coordination works  
                  within local traffic control systems on state highways; 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 Metropolitan Planning Organization/Transportation Management Area staff to amend the regional

Transportation Improvement Plan.

*NOW THEREFORE BE IT RESOLVED*, that the Board approve \$500,000 of FY23 Board Unallocated Funds for the Evaluation of Traffic Signal Operations and Maintenance Practices – Phase 1.

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

Madame Chair thanked staff for their presentation.

WHEREUPON, the Idaho Transportation Board adjourned its regular monthly meeting at 2:52 p.m.

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JULIE DELORENZO, Presiding Chair  
Idaho Transportation Board

Read and Approved  
\_\_\_\_\_, 2023  
\_\_\_\_\_, Idaho

# BOARD MEETING DATES

**2023**

**April 19 & 20 – Twin Falls/Shoshone**

**June 14 & 15 – Boise**

**August 16 & 17 – CDA**

**May 17 & 18 – Pocatello**

**July 19 & 20 – Idaho Falls**

**September 20 & 21 - Lewiston**

2023

<b>JANUARY</b> S M T W T F S 1 X 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31	<b>FEBRUARY</b> S M T W T F S 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 X 21 22 23 24 25 26 27 28	<b>MARCH</b> S M T W T F S 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31	<b>APRIL</b> S M T W T F S 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30
<b>MAY</b> S M T W T F S 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31	<b>JUNE</b> S M T W T F S 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 X 20 21 22 23 24 25 26 27 28 29 30	<b>JULY</b> S M T W T F S 1 2 3 X 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31	<b>AUGUST</b> S M T W T F S 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31
<b>SEPTEMBER</b> S M T W T F S 1 2 3 X 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30	<b>OCTOBER</b> S M T W T F S 1 2 3 4 5 6 7 8 X 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31	<b>NOVEMBER</b> S M T W T F S 1 2 3 4 5 6 7 8 9 X 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30	<b>DECEMBER</b> S M T W T F S 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 X 26 27 28 29 30 31

“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 24 - 25

RES. NO. ITB23-20      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 Federal Lands Program update to the FY23-29 ITIP.



# Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date March 23, 2023

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

Presenter's Name Colleen Wonacott	Presenter's Title Program Control Manager - PMO	Initials CW	Reviewed By LSS
Preparer's Name Colleen Wonacott	Preparer's Title Program Control Manager - PMO	Initials CW	

## Subject

### Federal Lands Program Update to the FY 2023 – 2029 Idaho Transportation Investment Program

Key Number Various	District Various	Route Number Various
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## Background Information

The Federal Lands Transportation Program and the Federal Lands Access Program were established under the Moving Ahead for Progress in the 21st Century Act (MAP-21) and continued under the Fixing America's Surface Transportation Act (FAST), and Infrastructure Improvement and Jobs Act (IIJA).

The Federal Lands Transportation Program (FLTP) was established to improve the transportation infrastructure owned and maintained by the following Federal Lands Management Agencies: National Park Service, US Fish and Wildlife Service, USDA Forest Service, Bureau of Land Management, US Army Corps of Engineers, Bureau of Reclamation, and independent Federal agencies with land and natural resource management responsibilities.

The Federal Lands Access Program (FLAP) makes funds available for projects that provide access to, are adjacent to, or are located within Federal Lands with priority given to projects accessing high-use Federal recreation sites or Federal economic generators, as identified by the Secretaries of the appropriate Federal land management agencies. The FLAP supplements State and local resources for public roads, transit systems, and other transportation facilities, with an emphasis on high-use recreation sites and economic generators.

The Western Federal Lands Highway District Transportation Improvement Program was sent to the Department on January 12, 2023 and, among others, includes these two programs. They are also included in the Idaho Transportation Investment Program (ITIP) per 23 CFR 450.218(g). Staff requests per policy 5011 *Idaho Transportation Investment Program* to modify the Federal Lands programs with the changes found on the following page.

## Recommendations

Approve the changes found on the following page to the Federal Lands programs.

## Board Action

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



## Board Agenda Item

ITD 2210 (Rev. 10-13)

Federal Lands Program Adjustments				
Key No.	Project	Year	\$ 000	Action Requested
19789	RIVERSIDE RD IMPROVEMENTS, BOUNDARY CO	2023	(3,766)	Decrease cost
20776	TRESTLE CREEK RD, BONNER CO	2023	1,972	Delay to 2024
19171	SH 75, GALENA SUMMIT SLIDE, BLAINE COUNTY	2023	(523)	Decrease cost
19790	WEST MILNER RD, 700 W TO 1100 W, BURLEY HD	2023	(371)	Decrease cost
19798	YALE KILGORE RD IMPROVEMENT, FREMONT CO	2023	(267)	Decrease cost
22601	RIVERSIDE RD IMPROVEMENT/ENHANCEMENT, BOUNDARY	2024	538	Delay to 2025
22608	PRICHARD TO MURRAY SAFETY IMPROV, SHOSHONE CO	2024	182	Increase cost
22606	PINE-FEATHERVILLE RD REHAB, MT HOME HD	2024	123	Increase cost
20777	DENT BRIDGE RD, CLEARWATER CO	2025	137	Advance to 2024
22602	INDIANA AND ORCHARD SHARED ROADWAY, CANYON HD #	2025	626	Advance to 2024
20774	YANKEE FORK RD, CUSTER CO	2025	(950)	Decrease cost
23094	MT IDAHO GRADE RD REHABILITATION, GRANGEVILLE HD	2026	477	Advance to 2025
NEW	DINGLE E SHORE RD PH 2 CORRIDOR PLANNING	2026	215	ADD
NEW	WESTSIDE RD - MYRTLE CR BR REPLACEMENT	2027	3,559	ADD
NEW	CASTLE CR CAMPGROUND TO MEADOW CR	2027	1,000	ADD
NEW	MOON PASS ROAD TUNNELS & BRIDGES	2027	8,478	ADD
NEW	LAKESHORE DR SURFACE & DRAINAGE	2027	4,382	ADD



# Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date March 23, 2023Consent 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 02/28/23					
Contracts Bid		Contracts Requiring Board Approval to Award		Contracts Requiring Board Approval to Reject	
ITD	Local	ITD	Local	ITD	Local
34	7	7	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 02/01/23 to 02/28/23	
ITD	Local
6	3

### FUTURE ACTIONS

The Current Advertisement Report is attached.

### Recommendations

For Information Only.

### Board Action

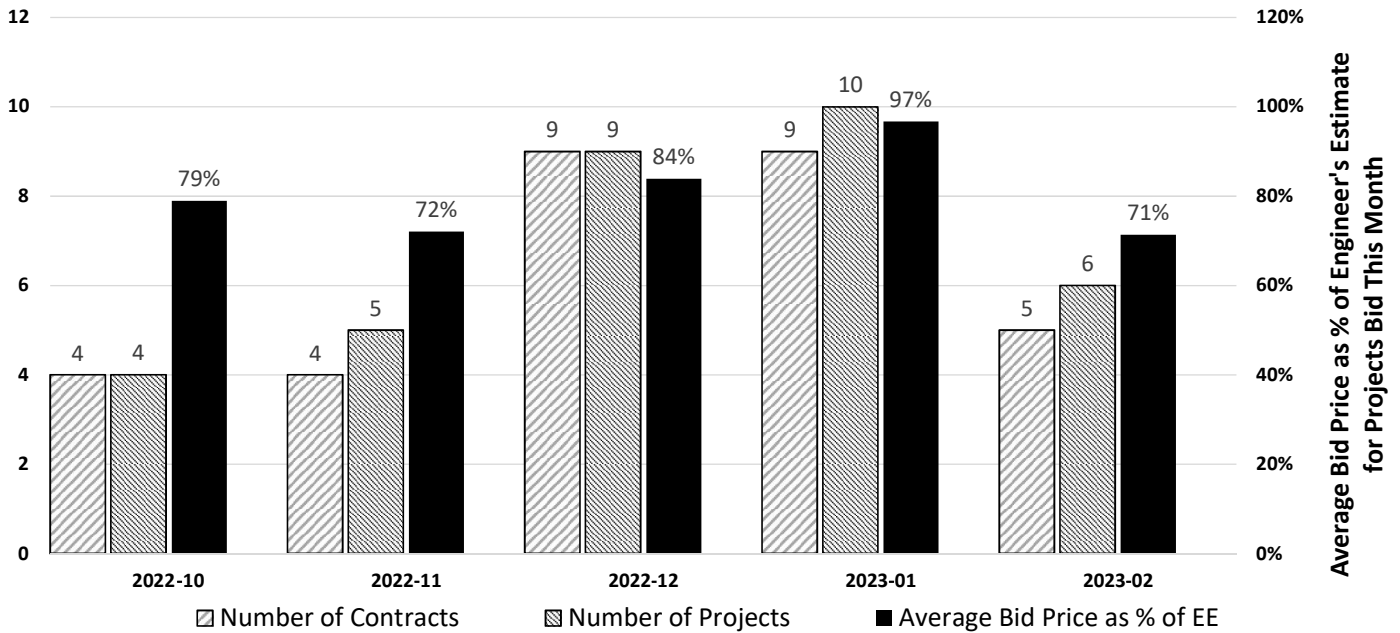
☐ Approved    ☐ Deferred \_\_\_\_\_  
☐ Other \_\_\_\_\_

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

### 34 Projects YTD through February 28, 2023

YTD Total for all 34 projects:

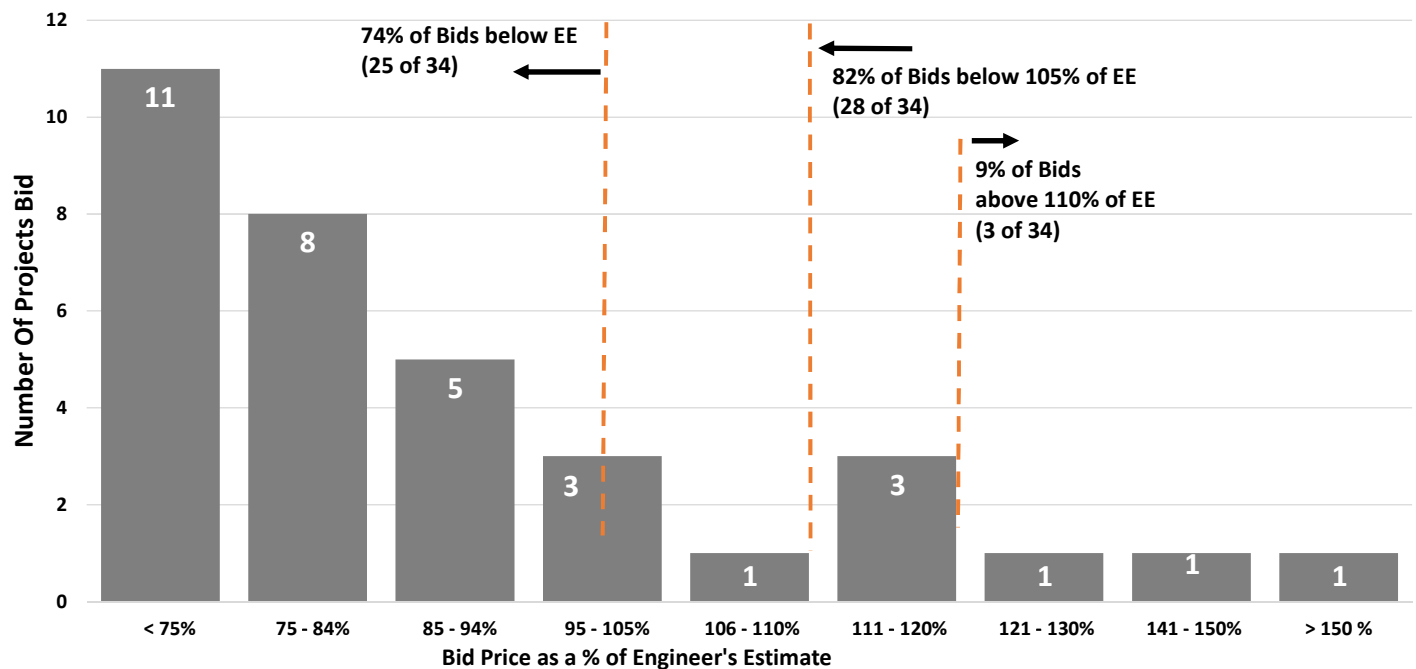
Ratio of Bid Costs / Engineer's Estimates = \$197.4 / \$230.4 M = 85.7%



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

### 34 Projects YTD through February 28, 2023



Note: Local and SIA Projects are not included



## Monthly Status Report to the Board

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

District	Key No.	Route	Opening Date	No. of Bids	Eng. Est.	Low Bid	Net +/-
							% of EE
5	<b>20636</b>	Various	2/7/2023	2	\$1,667,583.00	\$1,123,484.00	<b>(\$544,099.00)</b>
FY23 D5 Bridge Repair							67%
Contractor: Cannon Builders Inc					Federal		

District	Key No.	Route	Opening Date	No. of Bids	Eng. Est.	Low Bid	Net +/-
							% of EE
LHTAC(6)	<b>22005</b>	OFF SYS	2/7/2023	3	\$528,647.00	\$556,966.00	\$28,319.00
Int. 17th Street & Rollandet, Idaho Falls							105%
Contractor: Knife River Corporation-Mountain West					Federal		

District	Key No.	Route	Opening Date	No. of Bids	Eng. Est.	Low Bid	Net +/-
							% of EE
LHTAC(1)	<b>22397</b>	OFF SYS	2/7/2023	3	\$1,347,290.13	\$1,340,407.41	<b>(\$6,882.72)</b>
Guardrail Improvements, Lakes Highway District							99%
Contractor: Big Sky ID, Corporation					Federal		

District	Key No.	Route	Opening Date	No. of Bids	Eng. Est.	Low Bid	Net +/-
							% of EE
3	<b>23535</b>	SH-21	2/7/2023	1	\$610,135.00	\$626,635.00	\$16,500.00
SH-21, Technology Way to Surprise Way (Hot Seal)							103%
Contractor: Knife River Corporation-Mountain West					Federal		

District	Key No.	Route	Opening Date	No. of Bids	Eng. Est.	Low Bid	Net +/-
							% of EE
LHTAC(5)	<b>22411</b>	OFF SYS	2/14/2023	3	\$244,106.00	\$247,080.00	\$2,974.00
S 5th Avenue Safety Improvements, Pocatello							101%
Contractor: D Co. Concrete LLC					Federal		

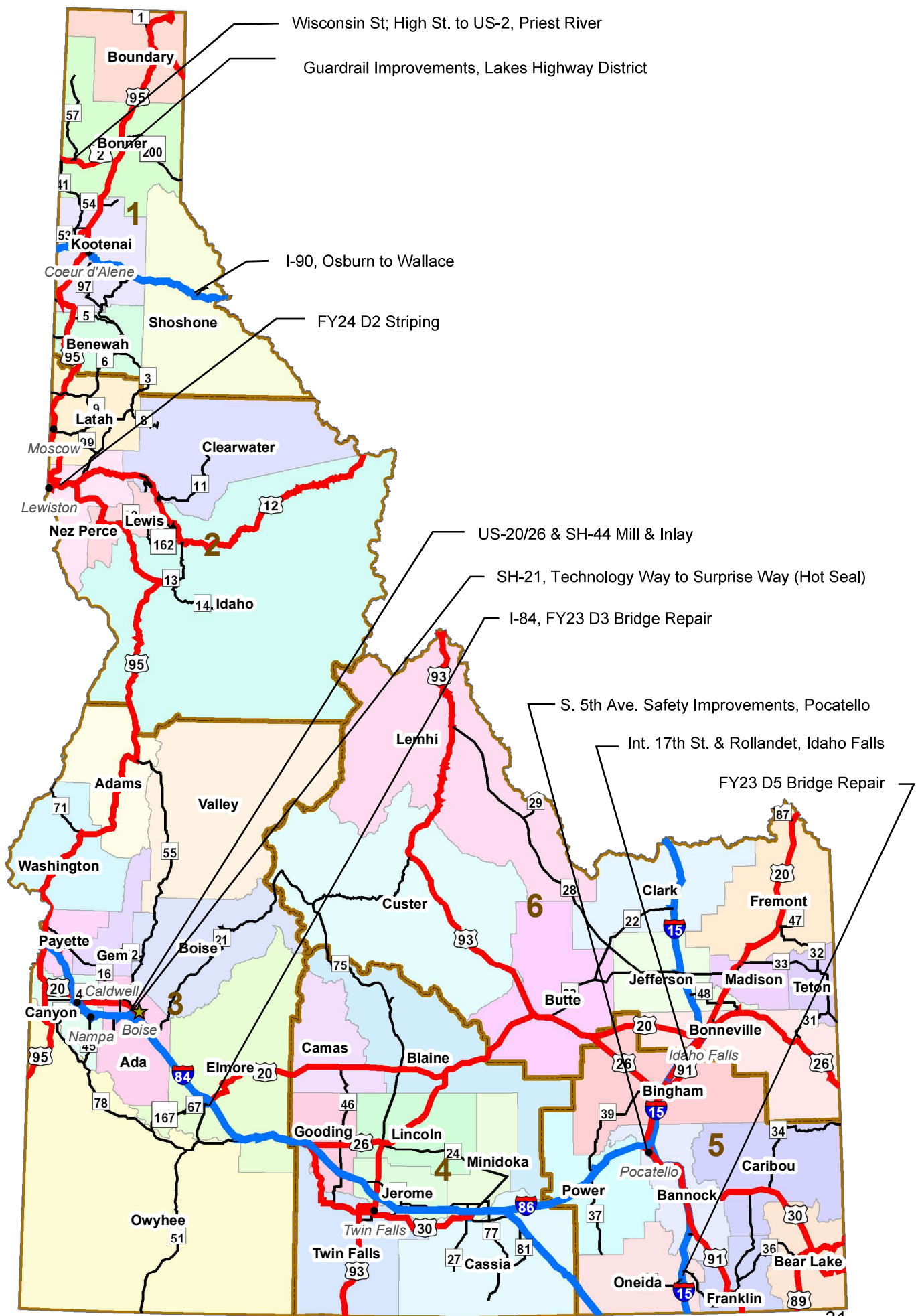
District	Key No.	Route	Opening Date	No. of Bids	Eng. Est.	Low Bid	Net +/-
							% of EE
1	<b>20684/22772</b>	I-90	2/14/2023	5	\$22,764,566.85	\$17,791,461.54	<b>(\$4,973,105.31)</b>
I-90, Osburn to Wallace							78%
Contractor: Interstate Concrete & Asphalt Co.					Federal		

District	Key No.	Route	Opening Date	No. of Bids	Eng. Est.	Low Bid	Net +/-
							% of EE
LHTAC(1)	19513	US-2	2/28/2023	2	\$1,167,982.35	\$1,030,376.11	(\$137,606.24)
Wisconsin St; High St. to US-2, Priest River							88%
Contractor: North Fork Enterprises					Federal		

District	Key No.	Route	Opening Date	No. of Bids	Eng. Est.	Low Bid	Net +/-
							% of EE
3	20536	US-20/26	2/28/2023	4	\$13,798,125.00	\$7,799,999.00	(\$5,998,126.00)
US-20/26 & SH-44 Mill & Inlay							57%
Contractor: Knife River Corporation-Mountain West					Federal		

District	Key No.	Route	Opening Date	No. of Bids	Eng. Est.	Low Bid	Net +/-
							% of EE
3	20372	I-84	2/28/2023	2	\$2,580,384.42	\$2,233,418.68	(\$346,965.74)
I-84, FY23 D3 Bridge Repair							87%
Contractor: Cannon Builders Inc					Federal		

District	Key No.	Route	Opening Date	No. of Bids	Estiamted Quantity	Quantity Bid	Net +/-
							% of EE
2	<b>23797 SIA</b>	Various	2/28/2023	1	4,176,470.59 FT	3,870,825.00 FT	100%
FY24 D2 Striping					<b>Fixed Price Variable Quantity</b>		
Contractor: Road Products Inc.					State		



## Monthly Contract Advertisement As of 02-28-2023

District	Key No.	Route	Bid Opening Date
6	<b>20735</b>	US-20B	3/7/2023
US-20B, Yellowstone Hwy. and Holmes Mmicroseal, Idaho Falls \$1,000,000.00 to \$2,500,000.00			

District	Key No.	Route	Bid Opening Date
1	<b>20121</b>	US-2	3/7/2023
US-2, BNSF RR Underpass, Sandpoint \$2,500,000.00 to \$5,000,000.00			

District	Key No.	Route	Bid Opening Date
1	<b>20525</b>	US-95	3/7/2023
US-95, MP 515.5 to Jct. SH-1 \$2,500,000.00 to \$5,000,000.00			

District	Key No.	Route	Bid Opening Date
1	<b>20678</b>	Various	3/7/2023
FY23 Bridge Repair \$2,500,000.00 to \$5,000,000.00			

District	Key No.	Route	Bid Opening Date
1	<b>20695</b>	SH-53	3/7/2023
SH-53, N. Latah St. to MP 9.3, Rathdrum \$5,000,000.00 to \$10,000,000.00			

District	Key No.	Route	Bid Opening Date
3	<b>22228</b>	US-95	3/14/2023
US-95, Oregon State Line to Sommercamp Road \$15,000,000.00 to \$25,000,000.00			

District	Key No.	Route	Bid Opening Date
5	<b>20688</b>	I-15	3/14/2023
I-15, Roase IC to N. Lava Rocks \$15,000,000.00 to \$25,000,000.00			

District	Key No.	Route	Bid Opening Date
1	<b>20237</b>	US-95	3/14/2023
US-95, FY24 D1 Sealcoats \$2,500,000.00 to \$5,000,000.00			

District	Key No.	Route	Bid Opening Date
4	<b>23343</b>	I-84	3/14/2023
I-84, South Jerome IC to Twin Falls IC Greater than \$25,000,000.00			

District	Key No.	Route	Bid Opening Date
4	<b>20566</b>	Various	POSTPONED
D4 #2 Seal Coats \$2,500,000.00 to \$5,000,000.00			



# Board Agenda Item

ITD 2210 (Rev. 10-13)

Date March 23, 2023

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

Presenter's Name Mohsen Amirmojahedi, P.E.	Presenter's Title Consultant Services Engineer	Initials MA	Reviewed By LSS
Preparer's Name Holly McClure	Preparer's Title Contract's Officer	Initials HM	

## Subject

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

## Background Information

### For all of ITD:

Consultant Services processed 34 new professional services agreements and work tasks totaling **\$6,673,334** and 9 supplemental agreements to existing professional services agreements totaling **\$12,992,286** from January 31, 2023 through February 24, 2023.

### New Professional Services Agreements and Work Tasks

<i>Reason Consultant Needed</i>	<i>District</i>								<i>Total</i>
	1	2	3	4	5	6	HQ		
<b>Resources not Available</b>									
Roadway Design		1			1				2
Construction Engineering, Inspection, Sampling & Testing		1	1						2
Environmental		1							1
Surveying	1			1					2
Materials/Geotechnical			1						1
Bridge Inspection							8		8
Engineer of Record Services		1		1					2
Safety			1						1
Bridge Load Rating							1		1
Hydraulics					1				1
Local Public Agency Projects	3	1	2	2		1	4		13
<b>TOTAL</b>	<b>4</b>	<b>5</b>	<b>5</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>13</b>		<b>34</b>

**For ITD District Projects**

21 new professional services agreements and work tasks were processed during this period totaling **\$5,013,431**. 7 supplemental agreements totaling **\$12,966,850** 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 97, HARRISON BR TO WHISTLE RD, KOOTENAI CO; SH 3, CDA RV BR TO I-90, KOOTENAI CO; SH 54, SH 41 TO US 95, KOOTENAI CO.	Resources not Available Surveying	Land Survey, Monument Search and Documentation	Direct from Term Agreement	Meckel Engineering & Surveying	\$90,000

**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, THORN CR RD TO MOSCOW, PH 1	Resources not Available Environmental	Additional Environmental Services	Direct from Term Agreement	Jacobs Engineering Group, Inc.	Prev: \$169,597 This: \$89,549 Agreement Total to Date: \$259,146
US 95, AHT'WY INTERCHANGE AND PLAZA, NEZ PERCE CO	Resources not Available Construction Engineering, Inspection, Sampling & Testing	Construction Engineering, Inspection, Sampling and Testing Services	Individual Project Solicitation	HDR Engineering, Inc.	\$1,341,625 Board Approved: \$3,000,000 On: 1/12/2023
US 12, CLEARWATER RV MEMORIAL BR, NEZ PERCE CO	Resources not Available Engineer of Record Services	Engineer of Record Services	Individual Project Solicitation	WSP USA, INC.	Prev: \$2,135,919 This: \$311,811 Agreement Total to Date: \$2,447,730  Board Approved: \$3,000,000 On: 2/1/2020

US 95, SPALDING BRIDGE, NEZ PERCE CO; US 12, ARROW BRIDGE, NEZ PERCE CO	Resources not Available Roadway Design	Constructability Review Services	Direct from Term Agreement	David Evans and Associates, Inc.	\$63,580
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### **District 3**

<i>Project</i>	<i>Reason Consultant Needed</i>	<i>Description</i>	<i>Selection Method</i>	<i>Consultant</i>	<i>Amount</i>
US 20, LINDER TO LOCUST GROVE, EAGLE	Resources not Available Construction Engineering, Inspection, Sampling & Testing	Construction Engineering, Inspection, Sampling & Testing Services	Individual Project Solicitation	HMH, LLC	Prev: \$462,588 This: \$330,943 Agreement Total to Date: \$793,531
US 95, PARMA NCL TO JCT I 84	Resources not Available Materials / Geotechnical	Materials Engineering Services	Direct from Term Agreement	Terracon Consultants, Inc.	\$92,710
TRAFFIC IMPACT STUDY	Resources not Available Safety	Traffic Impact Study Report	Direct from Term Agreement	Kittelson & Associates, Inc.	\$50,000

### **District 4**

<i>Project</i>	<i>Reason Consultant Needed</i>	<i>Description</i>	<i>Selection Method</i>	<i>Consultant</i>	<i>Amount</i>
SH 75, KETCHUM TO N FORK CAMPGROUND RD, BLAINE CO	Resources not Available Surveying	Surveying	Direct from Term Agreement	David Evans and Associates, Inc.	\$14,581

### **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, BANNOCK CO; I 15, NORTHGATE TO BLACKFOOT ENVIRONMENTAL	Resources not Available Roadway Design	Peer Review Services	Individual Project Solicitation	T-O Engineers, Inc.	\$321,067
US 26, SNAKE RV BR REPAIR, BLACKFOOT	Resources not Available Hydraulics	Hydraulics Services	Direct from Term Agreement	J-U-B Engineers, Inc..	\$44,050

### **District 6**

None this month

### **Headquarters**

<i>Project</i>	<i>Reason Consultant Needed</i>	<i>Description</i>	<i>Selection Method</i>	<i>Consultant</i>	<i>Amount</i>
OFFSYS, FY23 LOCAL/OFFSYS BRIDGE INSPECTION	Resources not Available Bridge Inspection	Bridge Inspections	Individual Project Solicitation	Hughes Engineering, P.C.	\$310,156
OFFSYS, FY23 LOCAL/OFFSYS BRIDGE INSPECTION	Resources not Available Bridge Inspection	Bridge Inspections	Individual Project Solicitation	Eixenberger Group, LLC	\$195,075
OFFSYS, FY23 LOCAL/OFFSYS BRIDGE INSPECTION	Resources not Available Bridge Inspection	Bridge Inspections	Individual Project Solicitation	Burgess & Niple, Inc.	\$263,313
OFFSYS, FY23 LOCAL/OFFSYS BRIDGE INSPECTION	Resources not Available Bridge Inspection	Bridge Inspections	Individual Project Solicitation	Extreme Access, Inc.	\$229,589
STATE, FY23 SHS BRIDGE INSPECTION	Resources not Available Bridge Inspection	Bridge Inspections	Individual Project Solicitation	Collins Engineers, Inc.	\$242,912
OFFSYS, FY23 LOCAL/OFFSYS BRIDGE INSPECTION	Resources not Available Bridge Inspection	Bridge Inspections	Individual Project Solicitation	David Evans and Associates, Inc.	\$309,152

OFFSYS, FY23 LOCAL/OFFSYS BRIDGE INSPECTION	Resources not Available Bridge Inspection	Bridge Inspections	Individual Project Solicitation	Collins Engineers, Inc.	\$319,965
STATE, FY23 SHS BRIDGE INSPECTION	Resources not Available Bridge Inspection	Bridge Inspections	Individual Project Solicitation	Extreme Access, Inc.	\$58,758
OFFSYS, FY23 LOCAL/OFFSYS BRIDGE INSPECTION	Resources not Available Bridge Load Rating	Bridge Load Rating	Direct from Term Agreement	Bridge Diagnostics, Inc.	\$79,666

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

<i>District</i>	<i>Project</i>	<i>Consultant</i>	<i>Original Agreement Date/Description</i>	<i>Supplemental Agreement Description</i>	<i>Total Agreement Amount</i>
1	SH 53, HAUSER LAKE RD TO N BRUSS RD, KOOTENAI CO	T-O Engineers, Inc.	11/13/2018, Roadway Design, Ph II: Concept Design through PS&E	Additional Right-of-Way Services	Prev: \$1,205,242 This: \$106,150 Agreement Total to Date: \$1,311,392  Board Approved: \$1,500,000 On: 4/1/2020
1	I 90, WASHINGTON STATE LN TO COEUR D'ALENE, KOOTENAI CO	David Evans and Associates, Inc.	10/18/2021, Roadway Design Services, Phase 1: Planning Study, Conceptual Design and Environmental Evaluation	Continue Concept and Preliminary Design Tasks	Prev: \$7,008,541 This: \$8,382,653 Agreement Total to Date: \$15,391,194  Board Approved: \$16,000,000 On: 1/12/2023
1	SMA-5719, PLEASANT VIEW RD & SH 53, GRADE SEPARATION	HDR Engineering, Inc.	11/4/2011, Complete design of project from existing preliminary design through PS&E.	Right-of-Way Acquisition and Surveying Services	Prev: \$2,816,031 This: \$102,070 Agreement Total to Date: \$2,918,101  Board Approved: \$3,100,000 On: 10/1/2019
3	I 84, KARCHER IC, CANYON CO	David Evans and Associates, Inc.	5/25/2022, Technical Review Services.	Additional Peer Technical Review Services	Prev: \$47,054 This: \$17,560 Agreement Total to Date: \$64,614

3	SH 16, I 84 TO US 20/26, ADA & CANYON COS	CH2M Hill, Inc.	3/18/2019, Preliminary Design, Phase II: Services necessary to begin right-of-way acquisition	Additional Right-of-Way Plan Modifications	Prev: \$6,042,100 This: \$56,026 Agreement Total to Date: \$6,098,126  Board Approved: \$8,000,000 On: 2/1/2019
3	SH 44, CORRIDOR PRESERVATION; JCT I 84 TO EAGLE	AECOM Technical Services, Inc.	10/17/2011, Corridor Preservation Services	Update SH-44 Corridor Study	Prev: \$1,889,640 This: \$946,338 Agreement Total to Date: \$2,835,978  Board Approved: \$2,950,000 On: 1/12/2023
6	US 20, JCT I-15 CONNECTOR, IDAHO FALLS	HDR Engineering, Inc.	3/24/2021, Preliminary Design and Environmental Services.	Additional Environmental	Prev: \$3,361,028 This: \$3,356,053 Agreement Total to Date: \$6,717,081  Board Approved: \$15,200,000 On: 11/17/2022

**For Local Public Agency Projects**

13 new professional services agreements totaling **\$1,659,903** were processed during this period. 2 supplemental agreement(s) totaling **\$25,436** were processed.

<i>Project</i>	<i>Sponsor</i>	<i>Description</i>	<i>Selection Method</i>	<i>Consultant</i>	<i>Amount</i>
LOCAL, RAIL WITH TRAIL PATHWAY, MERIDIAN	CITY OF MERIDIAN	Roadway and Pathway Design Services	RFI from Term Agreement	Keller Associates, Inc.	\$182,995
LOCAL, CROY TO QUIGLEY PATH, HAILEY	CITY OF HAILEY	Construction Engineering and Inspection Services	Direct from Term Agreement	Civil Science, Inc.	\$48,629
VARIOUS LOCAL PROJECTS	LOCAL HIGHWAY TECHNICAL ASSISTANCE COUNCIL	Right-of-Way Review Services	Direct from Term Agreement	Forsgren Associates, Inc.	\$60,000

VARIOUS LOCAL PROJECTS	LOCAL HIGHWAY TECHNICAL ASSISTANCE COUNCIL	Right-of-Way Review Services	Direct from Term Agreement	J-U-B Engineers, Inc..	\$60,000
STC-3816, OLD HWY 30; OLD OREGON TRAIL RD TO E 54TH S ST	MOUNTAIN HOME HIGHWAY DISTRICT	Construction Engineering, Inspection, Sampling & Testing Services	RFI from Term Agreement	HMH, LLC	Prev: \$194,600 This: \$171,036 Agreement Total to Date: \$365,636
VARIOUS LOCAL PROJECTS	LOCAL HIGHWAY TECHNICAL ASSISTANCE COUNCIL	Right-of-Way Review Services	Direct from Term Agreement	T-O Engineers, Inc.	\$60,000
VARIOUS LOCAL PROJECTS	LOCAL HIGHWAY TECHNICAL ASSISTANCE COUNCIL	Right-of-Way Review Services	Direct from Term Agreement	David Evans and Associates, Inc.	\$60,000
STC-5742, S GREENSFERRY RD GUARDRAIL, WORLEY HD	WORLEY HIGHWAY DISTRICT	Roadway Design Services	RFI from Term Agreement	J-U-B Engineers, Inc..	\$140,239
SMA-7905, RAMSEY RD; WYOMING AVE TO LANCASTER RD	CITY OF HAYDEN	Finalize PS&E for Phases 1A & 1B, combine into 1 bid package, provide support during bidding	Individual Project Solicitation	David Evans and Associates, Inc.	Prev: \$1,422,560 This: \$151,893 Agreement Total to Date: \$1,574,453  Board Approved: \$1,601,000 On: 4/15/2020
SMA-7406, INT E 17TH ST & S WOODRUFF AVE, IDAHO FALLS	CITY OF IDAHO FALLS	Materials Testing and Inspection Services	Direct from Term Agreement	Atlas Technical Consultants LLC	\$93,500
STC-2765, BOB BARTON RD; 2200 E TO 2400 E, WENDELL HD	WENDELL HIGHWAY DISTRICT	Roadway Design Services	Individual Project Solicitation	HMH, LLC	\$424,412
LOCAL, SILVER VALLEY RD SAFETY IMPROVEMENTS, SHOSHONE CO	SHOSHONE COUNTY	Construction Engineering, Inspection, Sampling & Testing Services	RFI from Term Agreement	HMH, LLC	Prev: \$60,993 This: \$65,285 Agreement Total to Date: \$126,278

LOCAL, LAKE RD SAFETY IMPROVEMENTS, GRANGEVILLE HD	GRANGEVILLE HIGHWAY DISTRICT	Construction Engineering, Inspection, Sampling & Testing Services	RFI from Term Agreement	HMH, LLC	Prev: \$202,150 This: \$141,914 Agreement Total to Date: \$344,064
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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	LOCAL, GUARDRAIL IMPROVEMENTS, LAKES HD	HMH, LLC	7/6/2021, Roadway Design Services	Revise PS&E Submittal	Prev: \$192,001 This: \$8,440 Agreement Total to Date: \$200,441
6	STC-6867, GARDEN CR RD TO CHALLIS CL	J-U-B Engineers, Inc..	12/12/2016, Roadway Design through PS&E	Surveying and Bidding Assistance	Prev: \$592,974 This: \$16,996 Agreement Total to Date: \$609,970

**Recommendations**

For Information Only

**Board Action**

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



# Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date March 23, 2023

Consent Item ☐

Information Item ☒

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

Presenter's Name Colleen Wonacott	Presenter's Title Program Control Manager	Initials CW	Reviewed By LSS
Preparer's Name Colleen Wonacott	Preparer's Title Program Control Manager	Initials CW	

## Subject

Monthly Reporting of Federal Formula Program Funding Through March 1 <sup>st</sup> .		
Key Number N/A	District N/A	Route Number N/A

## Background Information

Idaho received full-year FY23 obligation authority through 9/30/23 via the consolidated appropriations act which passed on December 29<sup>th</sup>.

Obligation authority through September 30th is \$394.2 million. This includes \$9.3 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 \$444.7 million. FY23 obligation authority through 9/30/23 is 88.7% 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>IJA FY2023</b>	
<b>Apportionments + COVID + Hwy Infra.</b>	
Federal Aid Only	\$444,670
Including Match	\$479,895
<b>Obligation Limits through 12/28/2022</b>	
Federal Aid Only	\$394,183
Including Match	\$426,504

- Notes:
1. All dollars in Thousands
  2. 'Approved Program' amounts from the Dec 2022 Highway Funding Plan.
  3. Apportionment and Obligation Authority amounts reflect available funds via federal notices received through 2/1/23.

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

<b>Program</b>	<b>Allotted Program Funding through 9/30/23</b>	<b>Program Funding Remaining as of 3/1/23</b>
All Other SHS Program	\$268,632	\$179,640
GARVEE Formula Debt Service*	\$51,114	\$49,880
State Planning and Research*	\$9,066	\$7,314
Metropolitan Planning*	\$2,351	\$1,715
Railroad Crossings	\$2,204	\$1,679
Transportation Alternatives (Urban/Rural)	\$7,472	\$4,592
Recreational Trails	\$1,411	\$1,788
STBG - Local Urban+	\$12,601	\$5,004
STBG - Transportation Mgt. Area	\$10,014	\$5,659
Transportation Alternatives (TMA)	\$908	\$934
STBG – Local Rural	\$15,784	\$15,313
Local Bridge*	\$11,400	\$9,774
Off System Bridge*	\$6,750	\$6,610
Local Safety	\$9,249	\$8,282
Carbon Reduction	\$8,212	\$8,212
PROTECT	\$9,337	\$9,037
<b>Total</b>	<b>\$426,504</b>	<b>\$315,435</b>

- Notes:
1. All dollars in Thousands.
  2. Allotments based on the Feb. 2023 Highway Funding Plan.
  3. Funding amounts include match and reflect total formula funding available.
  4. Data reflects both obligation and de-obligation activity through March 1<sup>st</sup>.
- \* These programs are provided 100% Obligation Authority. Other programs are reduced accordingly.



# Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date March 23, 2023

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 January 31, 2023, Fiscal Year 2023 Financial Statements

The financial operations of the Department as of January 31, 2023, seven months through this fiscal year, revenue is coming in slightly above forecast year-to-date for the State Highway Account (SHA). Revenue is ahead of forecast for the Aeronautics Fund after seven months. Expenditures in these two funds are following projected budgets. Although we are closely monitoring fuel and materials costs in Highway Operations.

- Revenues to the State Highway Account from all state sources as shown on the financial statements are slightly ahead of forecast by 1.4% (this includes Misc. Revenues and Equipment Buy Back). However, revenues in the Highway Distribution Account, Fuels/Registration Direct, and Ethanol are down (-0.9%). State revenues to the State Aeronautics Fund are ahead of forecast by 52.6% or \$756K. As we finish out the last five months of the fiscal year, the revenue picture will need to be monitored closely.
- Expenditures are within planned budgets YTD. The differences after seven months are timing between planned and actual expenditures plus encumbrances. Personnel costs have savings of \$4.4M or 5.3% 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 - January of this fiscal year are \$287.7M. Compared to the last three fiscal years through the first six months of the year:
  - FY22= \$263.9M
  - FY21= \$283.9M
  - FY20= \$327.6M

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 seven months from these funding sources was \$490M or \$127.5M higher than the highest point of the previous three years.

- FY22= \$341.3M
- FY21= \$347.7M
- FY20= \$362.5M

The balance of the long-term investments as of the end of January is \$176.1 Million. These funds are obligated against both construction projects and encumbrances. The long-term investments plus the cash balance (\$133.4M) totals \$309.5M.





## Board Agenda Item

ITD 2210 (Rev. 10-13)

Expenditures in the Strategic Initiatives Program Fund (GF Surplus), for the first seven months, are \$45.8M. 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 to date of \$1.8M based on the cash balance.

Deposits into the Transportation Expansion and Congestion Mitigation Fund of \$70.1M is the first seven months of the sales tax of 4.5%. Additionally, we have started to receive Cigarette Tax revenue into this fund. Currently ITD has received 160K from this unanticipated revenue. 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 \$41M.

As part of the CARES Act in 2020, ITD received a federal grant from the Federal Transit Administration of \$27.3M. The first three years of expenditures for this was \$10.4M. The expenses during the first seven months of FY23 was \$3M, for a total expenditure of \$13.4M since the beginning of the grant.

Expenditures from the two active bond programs were \$59M for the TECM Capital Projects fund and \$60.8M for the GARVEE Capital Projects fund. Both programs are very active and advancing as planned.

### Recommendations

For Information.

### Board Action

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

**MARCH**  
**ITD BOARD PACKET**

**JANUARY**  
**FY23**  
**FINANCIAL STATEMENTS**

User ID: ddecker  
 Report ID: AD-FN-GL-010  
 Run Date: 6 Feb 2023  
 % of Time  
 Remaining: 41.67

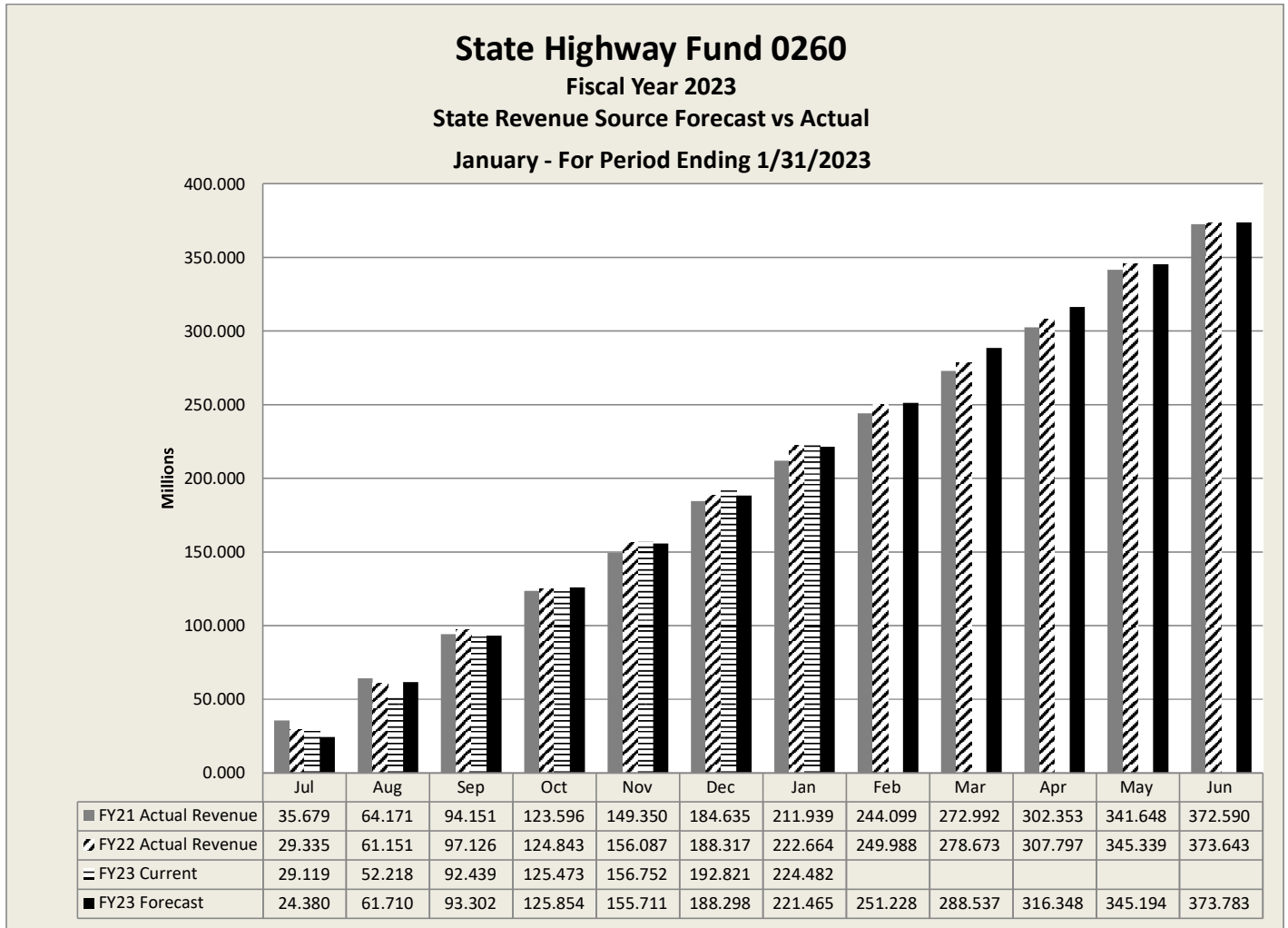
# Idaho Transportation Department

SUMMARY OF RECEIPTS AND DISBURSEMENTS  
 STATE HIGHWAY ACCOUNT AND STATE AERONAUTICS FUND  
 BUDGET TO ACTUAL  
 FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDING 1/31/2023  
 (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	223,595	219,136	208,236	-2.0%	5.2%
State (Inc. H.D.A.)	222,664	224,482	221,465	0.8%	1.4%
Local	7,052	3,261	4,127	-53.8%	-21.0%
<b>Total State Highway Account:</b>	<b>453,311</b>	<b>446,879</b>	<b>433,828</b>	<b>-1.4%</b>	<b>3.0%</b>
<b><u>State Aeronautics Fund</u></b>					
Federal Reimbursements	154	54	192	-64.7%	-71.8%
State	2,451	2,787	1,860	13.7%	49.9%
<b>Total State Aeronautics Fund:</b>	<b>2,605</b>	<b>2,842</b>	<b>2,052</b>	<b>9.1%</b>	<b>38.5%</b>
<b>Total Fund Received:</b>	<b>455,916</b>	<b>449,721</b>	<b>435,880</b>	<b>-1.4%</b>	<b>3.2%</b>
Disbursements (includes Encumbrances)					
	FY22 Actual YTD	FY23 Actual YTD	FY23 Budget YTD	FY23 to FY22 Actual	FY 23 to Budget
Construction Payouts	264,578	289,103	270,454	9.3%	6.9%
<b><u>Operations Expenses</u></b>					
Highways	120,121	132,504	142,982	10.3%	-7.3%
DMV	19,641	19,743	21,998	0.5%	-10.3%
Administration	18,008	18,712	18,554	3.9%	0.9%
Facilities	5,305	9,100	13,184	71.6%	-31.0%
Aeronautics	1,810	7,107	4,477	292.6%	58.7%
<b>Total Operations Expenses:</b>	<b>164,884</b>	<b>187,166</b>	<b>201,196</b>	<b>13.5%</b>	<b>-7.0%</b>
<b><u>Transfers</u></b>					
Operating	385	0	0	-100.0%	0.0%
Debt Service	13,652	12,653	12,315	-7.3%	2.7%
<b>Total Transfers:</b>	<b>14,037</b>	<b>12,653</b>	<b>12,315</b>	<b>-9.9%</b>	<b>2.7%</b>
<b>Total Disbursements:</b>	<b>443,499</b>	<b>488,922</b>	<b>483,964</b>	<b>10.2%</b>	<b>1.0%</b>
	FY22 Actual YTD	FY23 Actual YTD	FY23 Budget YTD	FY23 to FY22 Actual	FY 23 to Budget
<b><u>Expenditures by Type</u></b>					
Personnel	74,933	79,380	83,786	5.9%	-5.3%
Operating	58,124	59,898	59,275	3.1%	1.1%
Capital Outlay	22,934	34,826	41,879	51.9%	-16.8%
Sub-Grantee	8,893	13,063	16,256	46.9%	-19.6%
<b>Totals Operations Expenses:</b>	<b>164,884</b>	<b>187,166</b>	<b>201,196</b>	<b>13.5%</b>	<b>-7.0%</b>
Contract Construction	264,578	289,103	270,454	9.3%	6.9%
<b>Totals (excluding Transfers):</b>	<b>429,462</b>	<b>476,269</b>	<b>471,649</b>	<b>10.9%</b>	<b>1.0%</b>

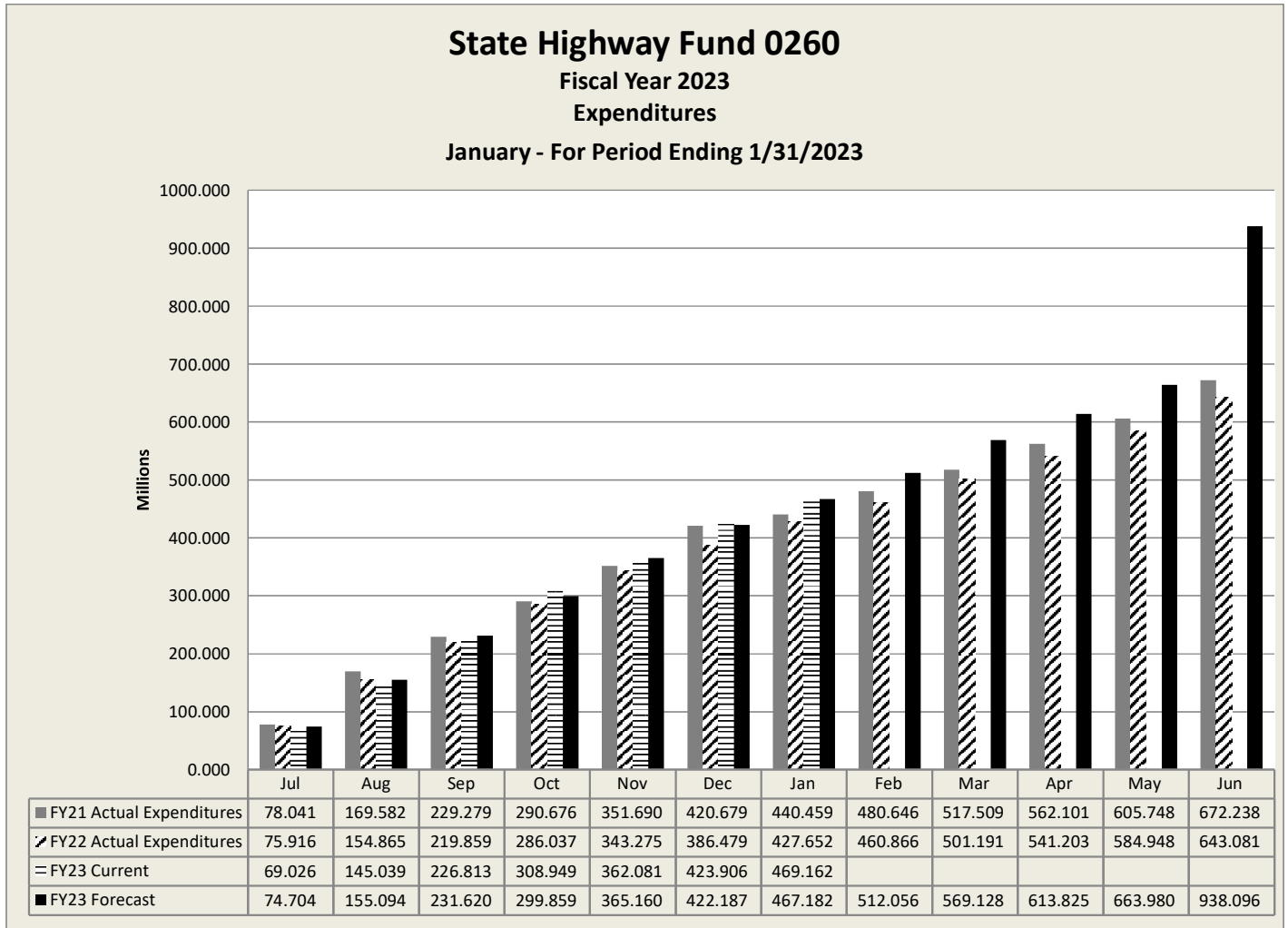
Date Prepared: 2/6/2023



Includes Equipment Buy Back Program

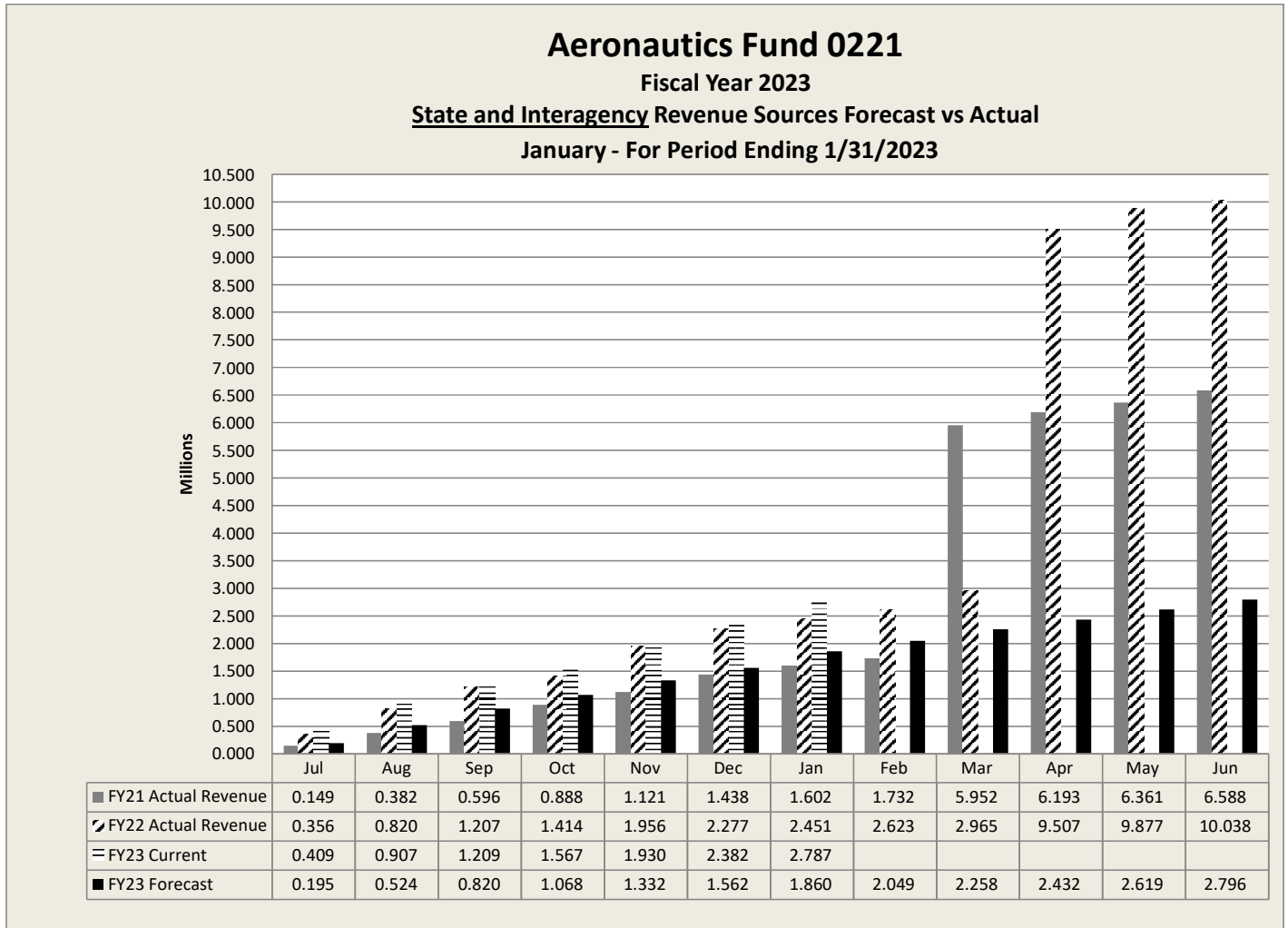
Misc. Revenue (RTA \$232,491) and Transfers - In

Date Prepared: 2/6/2023



Current = Actual Payments and Encumbrances

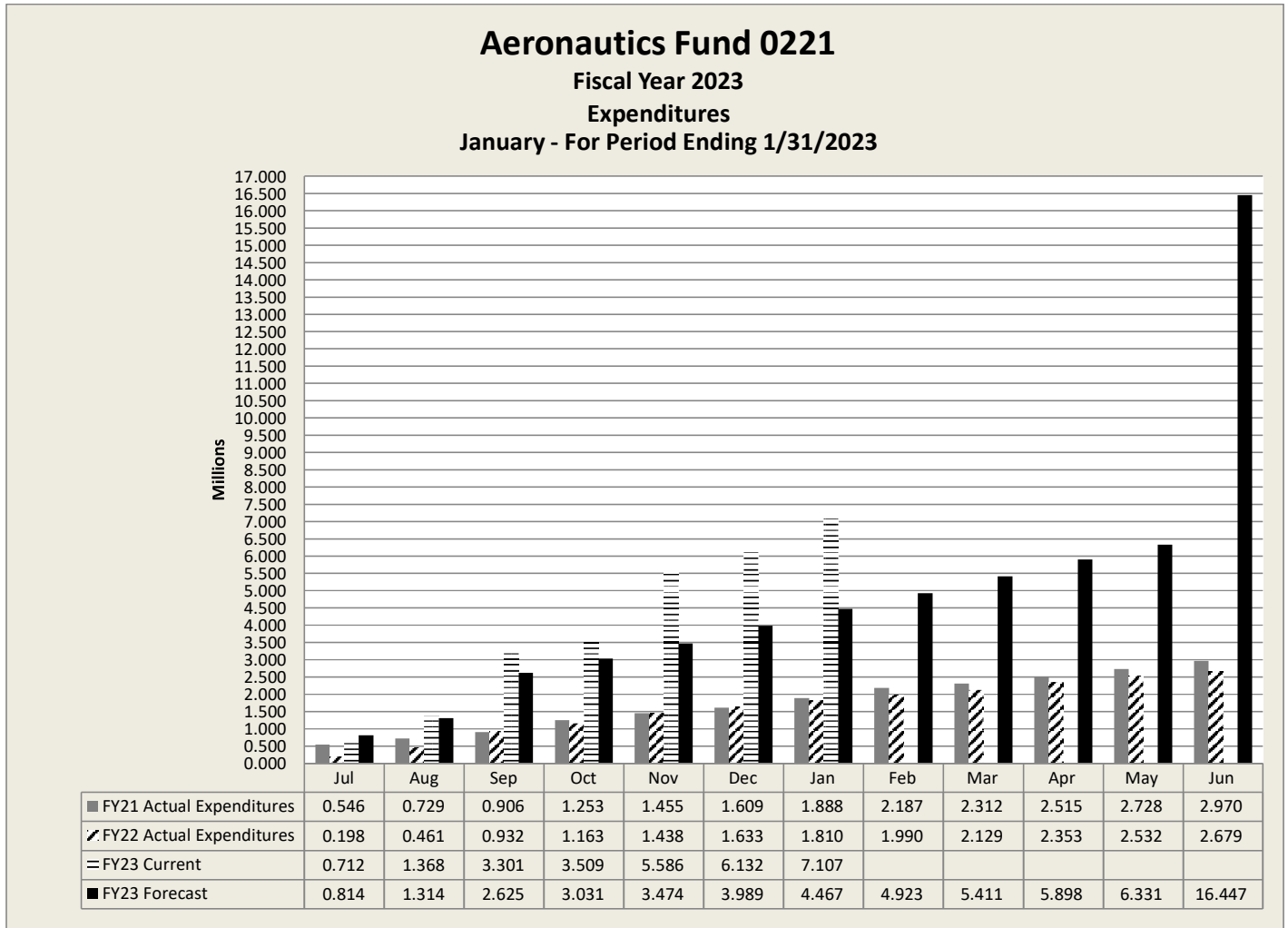
Date Prepared: 2/6/2023



Includes Misc. Revenue and Transfers - In

Misc. Revenue (RTA \$0) and Transfers - In

Date Prepared: 2/6/2023



Current = Actual Payments and Encumbrances

UserID: ddecker  
 Report ID: AD-FN-GL-002  
 Run Date: 06 Feb 2023

# Idaho Transportation Department

## OPERATING FUND BALANCE SHEET FOR THE PERIOD ENDED 1/31/2023

	State Aeronautics Fund 0221		State Highway Fund 0260		Transportation Expansion and Congestion Mitigation Fund 0269	
	Dec-22	Jan-23	Dec-22	Jan-23	Dec-22	Jan-23
<b>ASSETS</b>						
Cash on Hand (Change Fund)	0	0	5,195	5,195	0	0
Cash in Bank (Daily Operations)	9,636,205	8,963,705	133,049,392	133,385,746	192,722,519	200,076,479
Investments (Long Term: STO - Diversified Bond Fund)	1,910,069	1,914,205	175,708,890	176,091,573	0	0
Total Cash & Investments	11,546,274	10,877,910	308,763,477	309,482,514	192,722,519	200,076,479
Receivables - Other	(0)	0	1,088,807	1,084,427	0	0
- Due From Locals (Project Overruns)	0	0	772,909	734,698	0	0
- Inter Agency	32,143	22,949	25,318	2,502	0	0
Total Receivables	32,143	22,949	1,887,034	1,821,627	0	0
Inventory on Hand	0	0	22,407,714	22,293,670	0	0
<b>Total Assets:</b>	<b>11,578,417</b>	<b>10,900,859</b>	<b>333,058,225</b>	<b>333,597,810</b>	<b>192,722,519</b>	<b>200,076,479</b>
<b>LIABILITIES</b>						
Vouchers Payable	0	0	9,962	4,885	0	0
Sales Tax Payable	0	0	13,630	20,863	0	0
Deferred Revenue (Local Projects Match)	0	0	43,000,988	41,723,134	0	0
Accounts Receivable Overpayment	0	0	16,019	16,019	0	0
Contractor Retained % (In Lieu Of Performance Bond)	0	0	188,716	125,837	0	0
<b>Total Liabilities:</b>	<b>0</b>	<b>0</b>	<b>43,229,315</b>	<b>41,890,739</b>	<b>0</b>	<b>0</b>
<b>FUND BALANCE</b>						
Reserve for Encumbrance	386,326	277,951	53,356,364	53,443,563	284	0
Fund Balance	11,192,091	10,622,908	236,472,546	238,263,509	192,722,235	200,076,479
<b>Total Fund Balance:</b>	<b>11,578,417</b>	<b>10,900,859</b>	<b>289,828,910</b>	<b>291,707,072</b>	<b>192,722,519</b>	<b>200,076,479</b>
<b>Total Liabilities and Fund Balance</b>	<b>11,578,417</b>	<b>10,900,859</b>	<b>333,058,225</b>	<b>333,597,810</b>	<b>192,722,519</b>	<b>200,076,479</b>



UserID: ddecker  
Report ID: AD-FN-GL-002  
Run Date: 06 Feb 2023

# Idaho Transportation Department

OPERATING FUND BALANCE SHEET  
FOR THE PERIOD ENDED 1/31/2023

	Strategic Initiatives Fund (State Share) 0270.02		Strategic Initiatives Fund (Local Share) 0270.05		Total Strategic Initiatives Fund 0270		CARES Act Covid-19 0345	
	Dec-22	Jan-23	Dec-22	Jan-23	Dec-22	Jan-23	Dec-22	Jan-23
<b>ASSETS</b>								
Cash on Hand (Change Fund)	0	0	0	0	0	0	0	0
Cash in Bank (Daily Operations)	162,928,001	162,457,654	163,785,957	164,132,376	326,713,957	326,590,030	(181,195)	(32,344)
Investments (Long Term: STO - Diversified Bond Fund)	0	0	0	0	0	0	0	0
Total Cash & Investments	162,928,001	162,457,654	163,785,957	164,132,376	326,713,957	326,590,030	(181,195)	(32,344)
Receivables - Other	0	0	0	0	0	0	0	0
- Due From Locals (Project Overruns)	0	0	0	0	0	0	0	0
- Inter Agency	0	0	0	0	0	0	0	0
Total Receivables	0	0	0	0	0	0	0	0
Inventory on Hand	0	0	0	0	0	0	0	0
Total Assets:	162,928,001	162,457,654	163,785,957	164,132,376	326,713,957	326,590,030	(181,195)	(32,344)
<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
Total Liabilities:	0	0	0	0	0	0	0	0
<b>FUND BALANCE</b>								
Reserve for Encumbrance	0	0	0	0	0	0	11,606	11,606
Fund Balance	162,928,001	162,457,654	163,785,957	164,132,376	326,713,957	326,590,030	(192,802)	(43,951)
Total Fund Balance:	162,928,001	162,457,654	163,785,957	164,132,376	326,713,957	326,590,030	(181,195)	(32,344)
Total Liabilities and Fund Balance	162,928,001	162,457,654	163,785,957	164,132,376	326,713,957	326,590,030	(181,195)	(32,344)

User ID: ddecker  
 Report ID: AD-FN-GL-003  
 Run Date: 06 Feb 2023  
 % of Time  
 Remaining: 41.7

Fund: 0260 State Highway Fund

## Idaho Transportation Department

### STATEMENT OF REVENUES AND EXPENDITURES BUDGET TO ACTUAL FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 1/31/2023

	Year to Date Allotment	Year to Date Actual	Current Month Activity	Year to Date Encumbrance	Variance Favorable / Unfavorable	Percent Variance	Annual Appropriation	Appropriation Balance	Percent Remaining
	(A)	(B)	(C)	(D)	(E = A - B - D)	(F = E / A)	(G)	(H = G - B - D)	(I = H / G)
<b>Fiscal Year: 2023</b>									
<b>Budget Fiscal Year: 2023</b>									
<b>REVENUES</b>									
<b>Federal Sources</b>									
FHWA - Highway	197,953,300	181,577,340	9,841,025	0	(16,375,960)	-8.27%	440,921,200	259,343,860	58.82 %
FHWA - COVID Relief	0	25,148,754	1,579,558	0	25,148,754	0.00 %	0	(25,148,754)	0.00 %
FHWA - Indirect Cost	0	(140,547)	(0)	0	(140,547)	0.00 %	0	140,547	0.00 %
Federal Transit Authority	6,600,000	4,898,629	1,112,899	0	(1,701,371)	-25.78%	16,372,600	11,473,971	70.08 %
NHTSA - Highway Safety	2,650,000	3,454,588	108,765	0	804,588	30.36 %	6,430,400	2,975,812	46.28 %
Other Federal Aid	1,032,919	4,197,459	1,183,612	0	3,164,540	306.37 %	4,700,000	502,541	10.69 %
<b>Total Federal Sources:</b>	<b>208,236,219</b>	<b>219,136,224</b>	<b>13,825,859</b>	<b>0</b>	<b>10,900,004</b>	<b>5.23 %</b>	<b>468,424,200</b>	<b>249,287,977</b>	<b>53.22 %</b>
<b>State Sources</b>									
Equipment Buy Back	1,100,000	1,123,450	419,450	0	23,450	2.13 %	10,194,200	9,070,750	88.98 %
Miscellaneous Revenues	17,526,222	22,409,159	3,202,586	0	4,882,937	27.86 %	30,127,491	7,718,332	25.62 %
<b>Total State Sources:</b>	<b>18,626,222</b>	<b>23,532,609</b>	<b>3,622,036</b>	<b>0</b>	<b>4,906,387</b>	<b>26.34 %</b>	<b>40,321,691</b>	<b>16,789,082</b>	<b>41.64 %</b>
<b>Local Sources</b>									
Match For Local Projects	4,127,186	3,253,468	1,385,644	0	(873,718)	-21.17%	6,323,300	3,069,832	48.55 %
Other Local Sources	0	7,500	0	0	7,500	0.00 %	0	(7,500)	0.00 %
<b>Total Local Sources:</b>	<b>4,127,186</b>	<b>3,260,968</b>	<b>1,385,644</b>	<b>0</b>	<b>(866,218)</b>	<b>-20.99%</b>	<b>6,323,300</b>	<b>3,062,332</b>	<b>48.43 %</b>
<b>TOTAL REVENUES:</b>	<b>230,989,627</b>	<b>245,929,801</b>	<b>18,833,540</b>	<b>0</b>	<b>14,940,173</b>	<b>6.47 %</b>	<b>515,069,191</b>	<b>269,139,391</b>	<b>52.25 %</b>
<b>TRANSFERS-IN</b>									
Highway Distribution Account	145,957,200	144,750,973	20,792,627	0	(1,206,227)	-0.83%	240,640,000	95,889,027	39.85 %
Fuel/Registration Direct	44,646,836	44,322,808	5,655,290	0	(324,028)	-0.73%	73,121,400	28,798,592	39.38 %
Ethanol Fuels Tax	12,234,300	11,875,699	1,590,690	0	(358,601)	-2.93%	19,700,000	7,824,301	39.72 %
<b>TOTAL TRANSFERS-IN:</b>	<b>202,838,336</b>	<b>200,949,480</b>	<b>28,038,607</b>	<b>0</b>	<b>(1,888,856)</b>	<b>-0.93%</b>	<b>333,461,400</b>	<b>132,511,920</b>	<b>39.74 %</b>
<b>TOTAL REV AND TRANSFERS-IN:</b>	<b>433,827,963</b>	<b>446,879,281</b>	<b>46,872,147</b>	<b>0</b>	<b>13,051,317</b>	<b>3.01 %</b>	<b>848,530,591</b>	<b>401,651,311</b>	<b>47.33 %</b>

User ID: ddecker  
Report ID: AD-FN-GL-003  
Run Date: 06 Feb 2023  
% of Time  
Remaining: 41.7  
Fund: 0260 State Highway Fund

Idaho Transportation Department

STATEMENT OF REVENUES AND EXPENDITURES  
BUDGET TO ACTUAL  
FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 1/31/2023

Fiscal Year: 2023  
Budget Fiscal Year: 2023  
EXPENDITURES

	Year to Date Allotment	Year to Date Actual	Current Month Activity	Year to Date Encumbrance	Variance Favorable / Unfavorable	Percent Variance	Annual Appropriation	Appropriation Balance	Percent Remaining
	(A)	(B)	(C)	(D)	(E = A - B - D)	(F = E / A)	(G)	(H = G - B - D)	(I = H / G)
<b>Operations Expense</b>									
Permanent Staff Salaries	56,405,380	53,859,241	7,189,744	0	2,546,138	4.51 %	100,707,904	46,848,662	46.52 %
Board, Hourly, OT, Shift Diff	1,009,776	813,137	311,885	0	196,639	19.47 %	1,728,966	915,829	52.97 %
Fringe Benefits	25,553,458	24,019,055	3,369,373	0	1,534,404	6.00 %	45,109,930	21,090,875	46.75 %
Travel Expense	1,443,663	1,108,015	82,785	0	335,648	23.25 %	2,472,104	1,364,089	55.18 %
Operating Expense	43,232,649	33,301,709	6,130,747	8,212,737	1,718,203	3.97 %	72,040,019	30,525,573	42.37 %
Technology Operating Expense	13,773,051	11,238,221	3,365,205	5,357,191	(2,822,361)	-20.49%	24,059,726	7,464,314	31.02 %
Capital Equipment Expense	25,445,262	9,632,323	1,130,763	14,264,586	1,548,353	6.09 %	30,481,612	6,584,703	21.60 %
Technology Equipment Expense	2,618,679	1,788,378	887,199	386,926	443,375	16.93 %	3,416,879	1,241,575	36.34 %
Capital Facilities Expense	12,920,500	3,682,157	385,906	4,608,388	4,629,955	35.83 %	24,947,034	16,656,489	66.77 %
Capital Projects	0	285,000	285,000	0	(285,000)	0.00 %	0	(285,000)	0.00 %
Trustee & Benefit Payments	14,325,922	7,502,164	1,531,280	0	6,823,758	47.63 %	23,185,200	15,683,036	67.64 %
<b>Total Operations Expense:</b>	<b>196,728,340</b>	<b>147,229,401</b>	<b>24,669,886</b>	<b>32,829,828</b>	<b>16,669,112</b>	<b>8.47 %</b>	<b>328,149,375</b>	<b>148,090,145</b>	<b>45.13 %</b>
<b>Contract Construction</b>									
Operating Expense	3,964,870	2,478,797	433,355	1,232,816	253,257	6.39 %	10,600,000	6,888,387	64.98 %
Technology Operating Expense	0	1,355,624	419,155	146,682	(1,502,306)	0.00 %	0	(1,502,306)	0.00 %
Capital Projects	265,705,495	283,324,136	17,715,954	7,187	(17,625,828)	-6.63%	597,246,253	313,914,930	52.56 %
Trustee & Benefit Payments	783,282	557,861	171,462	0	225,421	28.78 %	2,100,000	1,542,139	73.44 %
<b>Total Contract Construction:</b>	<b>270,453,647</b>	<b>287,716,418</b>	<b>18,739,925</b>	<b>1,386,685</b>	<b>(18,649,456)</b>	<b>-6.90%</b>	<b>609,946,253</b>	<b>320,843,150</b>	<b>52.60 %</b>
<b>TOTAL EXPENDITURES:</b>	<b>467,181,987</b>	<b>434,945,819</b>	<b>43,409,812</b>	<b>34,216,514</b>	<b>(1,980,344)</b>	<b>-0.42%</b>	<b>938,095,628</b>	<b>468,933,295</b>	<b>49.99 %</b>
<b>TRANSFERS OUT</b>									
Operating	12,314,572	12,652,798	0	0	(338,226)	-2.75%	58,340,402	45,687,604	78.31 %
<b>TOTAL TRANSFERS OUT:</b>	<b>12,314,572</b>	<b>12,652,798</b>	<b>0</b>	<b>0</b>	<b>(338,226)</b>	<b>-2.75%</b>	<b>58,340,402</b>	<b>45,687,604</b>	<b>78.31 %</b>
<b>TOTAL EXPD AND TRANSFERS OUT:</b>	<b>479,496,559</b>	<b>447,598,617</b>	<b>43,409,812</b>	<b>34,216,514</b>	<b>(2,318,570)</b>	<b>-0.48%</b>	<b>996,436,030</b>	<b>514,620,899</b>	<b>51.65 %</b>
<b>Net for Fiscal Year 2023:</b>	<b>(45,668,596)</b>	<b>(719,335)</b>	<b>3,462,336</b>		<b>10,732,747</b>		<b>(147,905,439)</b>	<b>(112,969,588)</b>	

User ID: ddecker  
Report ID: AD-FN-GL-003  
Run Date: 06 Feb 2023  
% of Time  
Remaining: 41.7  
Fund: 0260 State Highway Fund

Idaho Transportation Department

STATEMENT OF REVENUES AND EXPENDITURES  
BUDGET TO ACTUAL  
FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 1/31/2023

		Year to Date Allotment	Year to Date Actual	Current Month Activity	Year to Date Encumbrance	Variance Favorable / Unfavorable	Percent Variance	Annual Appropriation	Appropriation Balance	Percent Remaining
		(A)	(B)	(C)	(D)	(E = A - B - D)	(F = E / A)	(G)	(H = G - B - D)	(I = H / G)
Fiscal Year: 2023										
Budget Fiscal Year: 2023										
Contract Construction										
Operating Expenditures										
Operating Expenditures	Dedicated	419,627	494,117	67,488	655,285	(729,775)	-173.91%	2,500,000	1,350,598	54.02 %
Operating Expenditures	Federal	3,512,377	3,339,393	785,077	724,213	(551,230)	-15.69%	8,000,000	3,936,393	49.20 %
Operating Expenditures	Local	32,866	910	(55)	0	31,956	97.23 %	100,000	99,090	99.09 %
Total Operating Expenditures		3,964,870	3,834,421	852,509	1,379,498	(1,249,049)	-31.50%	10,600,000	5,386,081	50.81 %
Capital Outlay										
Capital Outlay	Dedicated	121,880,541	86,057,563	5,696,988	5,983	35,816,995	29.39 %	260,950,853	174,887,307	67.02 %
Capital Outlay	Federal	141,240,252	160,425,604	9,491,501	1,205	(19,186,556)	-13.58%	329,929,600	169,502,792	51.38 %
Capital Outlay	FICR	0	8,091,210	714,090	0	(8,091,210)	0.00 %	0	(8,091,210)	0.00 %
Capital Outlay	Local	2,584,702	3,674,232	140,082	0	(1,089,530)	-42.15%	6,365,800	2,691,568	42.28 %
Capital Outlay	COVID Relief	0	25,075,526	1,673,294	0	(25,075,526)	0.00 %	0	(25,075,526)	0.00 %
Total Capital Outlay		265,705,495	283,324,136	17,715,954	7,187	(17,625,828)	-6.63%	597,246,253	313,914,930	52.56 %
Trustee & Benefit Payments										
Trustee & Benefit Payments	Dedicated	463,843	0	0	0	463,843	100.00 %	500,000	500,000	100.00 %
Trustee & Benefit Payments	Federal	284,340	557,861	171,462	0	(273,521)	-96.19%	1,500,000	942,139	62.81 %
Trustee & Benefit Payments	Local	35,099	0	0	0	35,099	100.00 %	100,000	100,000	100.00 %
Total Trustee & Benefit Payments		783,282	557,861	171,462	0	225,421	28.78 %	2,100,000	1,542,139	73.44 %
Total Contract Construction:		270,453,647	287,716,418	18,739,925	1,386,685	(18,649,456)	-6.90%	609,946,253	320,843,150	52.60 %

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Run Date: 06 Feb 2023  
% of Time  
Remaining: 41.7

Idaho Transportation Department

STATEMENT OF REVENUES AND EXPENDITURES  
BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 1/31/2023

Fund: 0269 Transportation Expansion and Congestion Mitigation Fund

	Year to Date Allotment	Year to Date Actual	Current Month Activity	Year to Date Encumbrance	Variance Favorable / Unfavorable	Percent Variance	Annual Appropriation	Appropriation Balance	Percent Remaining
Fiscal Year: 2023	(A)	(B)	(C)	(D)	(E = A - B - D)	(F = E / A)	(G)	(H = G - B - D)	(I = H / G)
Budget Fiscal Year: 2023									
REVENUES									
Miscellaneous Revenues	641,669	1,931,689	396,092	0	1,290,020	201.04 %	1,100,000	(831,689)	-75.61 %
TOTAL REVENUES:	641,669	1,931,689	396,092	0	1,290,020	201.04 %	1,100,000	(831,689)	-75.61 %
TRANSFERS-IN									
Cigarette Tax	0	160,089	160,089	0	160,089	0.00 %	0	(160,089)	0.00 %
Sales Tax	71,970,275	69,973,649	10,226,958	0	(1,996,626)	-2.77 %	80,000,000	10,026,351	12.53 %
TOTAL TRANSFERS-IN:	71,970,275	70,133,737	10,387,047	0	(1,836,537)	-2.55 %	80,000,000	9,866,262	12.33 %
TOTAL REV AND TRANSFERS-IN:	72,611,944	72,065,427	10,783,139	0	(546,517)	-0.75 %	81,100,000	9,034,573	11.14 %
EXPENDITURES									
Contract Construction - Operating Expenditures	0	0	0	0	0	0.00 %	0	0	0.00 %
Contract Construction - Capital Projects	74,018,631	41,030,528	3,429,179	0	32,988,103	44.57 %	248,414,773	207,384,245	83.48 %
TOTAL EXPENDITURES:	74,018,631	41,030,528	3,429,179	0	32,988,103	44.57 %	248,414,773	207,384,245	83.48 %
TRANSFERS OUT									
Operating	0	13,070,908	0	0	(13,070,908)	0.00 %	0	(13,070,908)	0.00 %
TOTAL TRANSFERS OUT:	0	13,070,908	0	0	(13,070,908)	0.00 %	0	(13,070,908)	0.00 %
TOTAL EXPD AND TRANSFERS OUT:	74,018,631	54,101,436	3,429,179	0	19,917,195	26.91 %	248,414,773	194,313,337	78.22 %
Net for Fiscal Year 2023:	(1,406,687)	17,963,991	7,353,960		19,370,678		(167,314,773)	(185,278,764)	

User ID: ddecker  
Report ID: AD-FN-GL-003  
Run Date: 06 Feb 2023  
% of Time  
Remaining: 41.7

Idaho Transportation Department

STATEMENT OF REVENUES AND EXPENDITURES  
BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 1/31/2023

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

	Year to Date Allotment	Year to Date Actual	Current Month Activity	Year to Date Encumbrance	Variance Favorable / Unfavorable	Percent Variance	Annual Appropriation	Appropriation Balance	Percent Remaining
Fiscal Year: 2023	(A)	(B)	(C)	(D)	(E = A - B - D)	(F = E / A)	(G)	(H = G - B - D)	(I = H / G)
Budget Fiscal Year: 2023									
REVENUES									
State Sources - Miscellaneous Revenues	420,000	1,832,123	348,758	0	1,412,123	336.22 %	720,000	(1,112,123)	-154.46%
TOTAL REVENUES:	420,000	1,832,123	348,758	0	1,412,123	336.22 %	720,000	(1,112,123)	-154.46%
TRANSFERS-IN									
Statutory	120,000,000	120,000,000	0	0	0	0.00 %	120,000,000	0	0.00 %
TOTAL TRANSFERS-IN:	120,000,000	120,000,000	0	0	0	0.00 %	120,000,000	0	0.00 %
TOTAL REV AND TRANSFERS-IN:	120,420,000	121,832,123	348,758	0	1,412,123	1.17 %	120,720,000	(1,112,123)	-0.92%
EXPENDITURES									
Contract Construction - Capital Projects	45,041,437	45,806,356	819,104	0	(764,919)	-1.70%	197,213,893	151,407,537	76.77 %
TOTAL EXPENDITURES:	45,041,437	45,806,356	819,104	0	(764,919)	-1.70%	197,213,893	151,407,537	76.77 %
TOTAL EXPD AND TRANSFERS OUT:	45,041,437	45,806,356	819,104	0	(764,919)	-1.70%	197,213,893	151,407,537	76.77 %
Net for Fiscal Year 2023:	75,378,563	76,025,767	(470,346)		647,204		(76,493,893)	(152,519,660)	

User ID: ddecker  
Report ID: AD-FN-GL-003  
Run Date: 06 Feb 2023  
% of Time  
Remaining: 41.7

# Idaho Transportation Department

## STATEMENT OF REVENUES AND EXPENDITURES BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 1/31/2023

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

	Year to Date Allotment	Year to Date Actual	Current Month Activity	Year to Date Encumbrance	Variance Favorable / Unfavorable	Percent Variance	Annual Appropriation	Appropriation Balance	Percent Remaining
Fiscal Year: 2023	(A)	(B)	(C)	(D)	(E = A - B - D)	(F = E / A)	(G)	(H = G - B - D)	(I = H / G)
Budget Fiscal Year: 2023									
REVENUES									
State Sources - Miscellaneous Revenues	280,000	1,894,334	346,419	0	1,614,334	576.55 %	480,000	(1,414,334)	-294.65%
TOTAL REVENUES:	280,000	1,894,334	346,419	0	1,614,334	576.55 %	480,000	(1,414,334)	-294.65%
TOTAL REV AND TRANSFERS-IN:	280,000	1,894,334	346,419	0	1,614,334	576.55 %	480,000	(1,414,334)	-294.65%
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 %
TOTAL EXPENDITURES:	10,000,781	48,000,000	0	0	(37,999,219)	-379.96%	210,000,781	162,000,781	77.14 %
TOTAL EXPD AND TRANSFERS OUT:	10,000,781	48,000,000	0	0	(37,999,219)	-379.96%	210,000,781	162,000,781	77.14 %
Net for Fiscal Year 2023:	(9,720,781)	(46,105,666)	346,419		(36,384,885)		(209,520,781)	(163,415,115)	

User ID: ddecker  
Report ID: AD-FN-GL-003  
Run Date: 06 Feb 2023  
% of Time  
Remaining: 41.7

Fund: 0345 CARES Act Covid-19

Idaho Transportation Department

STATEMENT OF REVENUES AND EXPENDITURES  
BUDGET TO ACTUAL  
FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 1/31/2023

	Year to Date Allotment	Year to Date Actual	Current Month Activity	Year to Date Encumbrance	Variance Favorable / Unfavorable	Percent Variance	Annual Appropriation	Appropriation Balance	Percent Remaining
Fiscal Year: 2023	(A)	(B)	(C)	(D)	(E = A - B - D)	(F = E / A)	(G)	(H = G - B - D)	(I = H / G)
Budget Fiscal Year: 2023									
REVENUES									
Federal Sources - Federal Transit Authority	105,000	3,211,051	397,017	0	3,106,051	2958.14 %	9,000,000	5,788,949	64.32 %
TOTAL REVENUES:	105,000	3,211,051	397,017	0	3,106,051	2958.14 %	9,000,000	5,788,949	64.32 %
TOTAL REV AND TRANSFERS-IN:	105,000	3,211,051	397,017	0	3,106,051	2958.14 %	9,000,000	5,788,949	64.32 %
EXPENDITURES									
Operating Expenditures	560,000	0	0	0	560,000	100.00 %	1,000,000	1,000,000	100.00 %
Trustee & Benefit Payments	4,666,648	3,047,553	248,166	0	1,619,095	34.70 %	8,000,000	4,952,447	61.91 %
TOTAL EXPENDITURES:	5,226,648	3,047,553	248,166	0	2,179,095	41.69 %	9,000,000	5,952,447	66.14 %
TOTAL EXPD AND TRANSFERS OUT:	5,226,648	3,047,553	248,166	0	2,179,095	41.69 %	9,000,000	5,952,447	66.14 %
Net for Fiscal Year 2023:	(5,121,648)	163,498	148,851		5,285,146		0	(163,498)	



User ID: ddecker  
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% of Time  
Remaining: 41.7

# Idaho Transportation Department

STATEMENT OF REVENUES AND EXPENDITURES  
BUDGET TO ACTUAL  
FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 1/31/2023

Fund: 0372   TECM Debt Service Fund

	Year to Date Allotment	Year to Date Actual	Current Month Activity	Year to Date Encumbrance	Variance Favorable / Unfavorable	Percent Variance	Annual Appropriation	Appropriation Balance	Percent Remaining
	(A)	(B)	(C)	(D)	(E = A - B - D)	(F = E / A)	(G)	(H = G - B - D)	(I = H / G)
Fiscal Year: 2023									
Budget Fiscal Year: 2023									
REVENUES									
State Sources - Miscellaneous Revenues	0	88,235	18,880	0	88,235	0.00 %	0	(88,235)	0.00 %
TOTAL REVENUES:	0	88,235	18,880	0	88,235	0.00 %	0	(88,235)	0.00 %
TRANSFERS-IN									
Operating	0	13,070,908	0	0	13,070,908	0.00 %	0	(13,070,908)	0.00 %
TOTAL TRANSFERS-IN:	0	13,070,908	0	0	13,070,908	0.00 %	0	(13,070,908)	0.00 %
TOTAL REV AND TRANSFERS-IN:	0	13,159,143	18,880	0	13,159,143	0.00 %	0	(13,159,143)	0.00 %
EXPENDITURES									
Bond Principal / Interest	0	7,041,377	1,089,242	0	(7,041,377)	0.00 %	0	(7,041,377)	0.00 %
TOTAL EXPENDITURES:	0	7,041,377	1,089,242	0	(7,041,377)	0.00 %	0	(7,041,377)	0.00 %
TOTAL EXPD AND TRANSFERS OUT:	0	7,041,377	1,089,242	0	(7,041,377)	0.00 %	0	(7,041,377)	0.00 %
Net for Fiscal Year 2023:	0	6,117,766	(1,070,362)		6,117,766		0	(6,117,766)	

User ID: ddecker  
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% of Time  
Remaining: 41.7

# Idaho Transportation Department

STATEMENT OF REVENUES AND EXPENDITURES  
BUDGET TO ACTUAL  
FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 1/31/2023

Fund: 0373   TECM Capital Project Fund

	Year to Date Allotment	Year to Date Actual	Current Month Activity	Year to Date Encumbrance	Variance Favorable / Unfavorable	Percent Variance	Annual Appropriation	Appropriation Balance	Percent Remaining
Fiscal Year: 2023	(A)	(B)	(C)	(D)	(E = A - B - D)	(F = E / A)	(G)	(H = G - B - D)	(I = H / G)
Budget Fiscal Year: 2023									
REVENUES									
State Sources - Miscellaneous Revenues	0	63,716,272	6,572,795	0	63,716,272	0.00 %	0	(63,716,272)	0.00 %
TOTAL REVENUES:	0	63,716,272	6,572,795	0	63,716,272	0.00 %	0	(63,716,272)	0.00 %
TOTAL REV AND TRANSFERS-IN:	0	63,716,272	6,572,795	0	63,716,272	0.00 %	0	(63,716,272)	0.00 %
EXPENDITURES									
Capital Projects	0	59,037,124	1,812,211	302	(59,037,426)	0.00 %	0	(59,037,426)	0.00 %
TOTAL EXPENDITURES:	0	59,037,124	1,812,211	302	(59,037,426)	0.00 %	0	(59,037,426)	0.00 %
TOTAL EXPD AND TRANSFERS OUT:	0	59,037,124	1,812,211	302	(59,037,426)	0.00 %	0	(59,037,426)	0.00 %
Net for Fiscal Year 2023:	0	4,679,148	4,760,584		4,678,846		0	(4,678,846)	

User ID: ddecker  
Report ID: AD-FN-GL-003  
Run Date: 06 Feb 2023  
% of Time  
Remaining: 41.7

# Idaho Transportation Department

## STATEMENT OF REVENUES AND EXPENDITURES BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 1/31/2023

Fund: 0374 GARVEE Capital Project Fund

	Year to Date Allotment	Year to Date Actual	Current Month Activity	Year to Date Encumbrance	Variance Favorable / Unfavorable	Percent Variance	Annual Appropriation	Appropriation Balance	Percent Remaining
Fiscal Year: 2023	(A)	(B)	(C)	(D)	(E = A - B - D)	(F = E / A)	(G)	(H = G - B - D)	(I = H / G)
Budget Fiscal Year: 2023									
REVENUES									
State Sources - Miscellaneous Revenues	0	61,512,387	3,582,297	0	61,512,387	0.00 %	0	(61,512,387)	0.00 %
TOTAL REVENUES:	0	61,512,387	3,582,297	0	61,512,387	0.00 %	0	(61,512,387)	0.00 %
TOTAL REV AND TRANSFERS-IN:	0	61,512,387	3,582,297	0	61,512,387	0.00 %	0	(61,512,387)	0.00 %
EXPENDITURES									
Operating Expenditures	0	148,573	16,845	0	(148,573)	0.00 %	0	(148,573)	0.00 %
Capital Projects	0	60,830,872	3,033,743	0	(60,830,872)	0.00 %	0	(60,830,872)	0.00 %
TOTAL EXPENDITURES:	0	60,979,445	3,050,588	0	(60,979,445)	0.00 %	0	(60,979,445)	0.00 %
TOTAL EXPD AND TRANSFERS OUT:	0	60,979,445	3,050,588	0	(60,979,445)	0.00 %	0	(60,979,445)	0.00 %
Net for Fiscal Year 2023:	0	532,943	531,709		532,942		0	(532,942)	

User ID: ddecker  
Report ID: AD-FN-GL-003  
Run Date: 06 Feb 2023  
% of Time  
Remaining: 41.7

# Idaho Transportation Department

STATEMENT OF REVENUES AND EXPENDITURES  
BUDGET TO ACTUAL  
FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 1/31/2023

Fund: 0375 GARVEE Debt Service Fund

	Year to Date Allotment	Year to Date Actual	Current Month Activity	Year to Date Encumbrance	Variance Favorable / Unfavorable	Percent Variance	Annual Appropriation	Appropriation Balance	Percent Remaining
	(A)	(B)	(C)	(D)	(E = A - B - D)	(F = E / A)	(G)	(H = G - B - D)	(I = H / G)
REVENUES									
State Sources - Miscellaneous Revenues	0	62,547	12,088	0	62,547	0.00 %	0	(62,547)	0.00 %
TOTAL REVENUES:	0	62,547	12,088	0	62,547	0.00 %	0	(62,547)	0.00 %
TRANSFERS-IN									
Operating	0	17,352,798	0	0	17,352,798	0.00 %	0	(17,352,798)	0.00 %
TOTAL TRANSFERS-IN:	0	17,352,798	0	0	17,352,798	0.00 %	0	(17,352,798)	0.00 %
TOTAL REV AND TRANSFERS-IN:	0	17,415,345	12,088	0	17,415,345	0.00 %	0	(17,415,345)	0.00 %
EXPENDITURES									
Bond Principal / Interest	0	62,526,577	12,721,185	0	(62,526,577)	0.00 %	0	(62,526,577)	0.00 %
TOTAL EXPENDITURES:	0	62,526,577	12,721,185	0	(62,526,577)	0.00 %	0	(62,526,577)	0.00 %
TOTAL EXPD AND TRANSFERS OUT:	0	62,526,577	12,721,185	0	(62,526,577)	0.00 %	0	(62,526,577)	0.00 %
Net for Fiscal Year 2023:	0	(45,111,231)	(12,709,098)		(45,111,232)		0	45,111,232	

User ID: ddecker  
Report ID: AD-FN-GL-003  
Run Date: 06 Feb 2023  
% of Time  
Remaining: 41.7  
Fund: 0221 State Aeronautics Fund

Idaho Transportation Department

STATEMENT OF REVENUES AND EXPENDITURES  
BUDGET TO ACTUAL  
FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 1/31/2023

	Year to Date Allotment	Year to Date Actual	Current Month Activity	Year to Date Encumbrance	Variance Favorable / Unfavorable	Percent Variance	Annual Appropriation	Appropriation Balance	Percent Remaining
	(A)	(B)	(C)	(D)	(E = A - B - D)	(F = E / A)	(G)	(H = G - B - D)	(I = H / G)
Fiscal Year: 2023									
Budget Fiscal Year: 2023									
REVENUES									
Federal Sources - FAA	192,000	54,237	0	0	(137,763)	-71.75%	668,500	614,263	91.89 %
State Sources - Miscellaneous	249,189	423,211	68,818	0	174,022	69.84 %	341,000	(82,211)	-24.11%
Interagency Sources -	172,000	169,494	31,522	0	(2,506)	-1.46%	254,900	85,406	33.51 %
TOTAL REVENUES:	613,189	646,942	100,340	0	33,753	5.50 %	1,264,400	617,458	48.83 %
TRANSFERS-IN									
Operating	1,438,354	2,194,646	305,400	0	756,292	52.58 %	2,200,000	5,354	0.24 %
TOTAL TRANSFERS-IN:	1,438,354	2,194,646	305,400	0	756,292	52.58 %	2,200,000	5,354	0.24 %
TOTAL REV AND TRANSFERS-IN:	2,051,543	2,841,588	405,740	0	790,045	38.51 %	3,464,400	622,812	17.98 %
EXPENDITURES									
Permanent Staff Salaries	540,364	447,015	64,398	0	93,349	17.28 %	936,843	489,828	52.28 %
Board, Hourly, OT, Shift Diff	51,400	51,575	2,587	0	(175)	-0.34%	77,700	26,125	33.62 %
Fringe Benefits	225,234	189,492	28,198	0	35,742	15.87 %	388,157	198,665	51.18 %
Travel Expense	57,985	42,430	2,315	0	15,555	26.83 %	114,511	72,081	62.95 %
Technology Operating Expense	25,225	39,026	13,231	6,089	(19,889)	-78.85%	47,934	2,820	5.88 %
Operating Expense	742,358	441,848	137,867	150,303	150,207	20.23 %	1,554,955	962,804	61.92 %
Technology Equipment Expense	14,000	5,898	0	0	8,102	57.87 %	14,000	8,102	57.87 %
Capital Equipment Expense	116,000	9,135	4,078	5,643	101,222	87.26 %	226,000	211,222	93.46 %
Capital Facilities Expense	764,932	65,384	8,674	92,659	606,889	79.34 %	1,283,682	1,125,639	87.69 %
Trustee & Benefit Payments	1,930,000	5,560,607	803,710	0	(3,630,607)	-188.11%	11,803,469	6,242,862	52.89 %
TOTAL EXPENDITURES:	4,467,498	6,852,409	1,065,059	254,694	(2,639,605)	-59.08%	16,447,251	9,340,148	56.79 %
TOTAL EXPD AND TRANSFERS OUT:	4,467,498	6,852,409	1,065,059	254,694	(2,639,605)	-59.08%	16,447,251	9,340,148	56.79 %
Net for Fiscal Year 2023:	(2,415,955)	(4,010,822)	(659,318)		(1,849,560)		(12,982,851)	(8,717,336)	



# Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date March 23, 2023

Consent Item ☐

Information Item ☒

Amount of Presentation Time Needed 10 Minutes

Presenter's Name	Presenter's Title	Initials	Reviewed By
Chris Bray	Financial Manager - FS	CB	LSS
Preparer's Name	Preparer's Title	Initials	
Chris Bray	Financial Manager - FS	CB	

## Subject

Status: FY2024 Appropriation Request - JFAC Recommendation

Key Number	District	Route Number
------------	----------	--------------

## Background Information

The Joint Finance Appropriation Committee (JFAC) sets the department's FY24 Appropriation on Thursday March 7<sup>th</sup>. This agenda item highlights the changes between the Governor's Recommendation and any JFAC actions.

### Summary values carried in the FY24 Appropriation Request

\$ 759,826,800 FY24 Base  
55,193,300 Base Adjustments  
\$ 815,020,100 Adjusted FY24 Base  
385,139,600 Line Items  
\$ 1,200,159,700 Total FY24 Spending Authority  
84,882,900 Debt Service  
\$ 1,285,042,600 FY24 Total Program Funding\*

\*Subject to change.

Note- Additional information to follow via a presentation once the JFAC Recommendation releases on March 7, 2023.

## Recommendations

Information Item.

## Board Action

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



## Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date March 23, 2023Consent Item ☐Information Item ☐Amount of Presentation Time Needed 10 minutes

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

### Subject

FY23 Capital Facility Program Board Update		
Key Number	District	Route Number

### Background Information

This Board item will give an update to the Transportation Board on the Facility Management projects for FY23.

To note, the base budget for the Capital Facility Program in FY23 increased from \$3,565,000 to \$7,065,000 and an additional \$15,500,000 was granted as a one-time increase to address the numerous deferred maintenance projects statewide.

The following projects have already been bid:

- D2 Lab renovation
- D3 Caldwell maintenance/residency building extension and renovation
- D3 Lobby security
- D3 HVAC upgrade
- D4 Three new employee houses
- D5 Three new roofs at HQ
- D6 New back-up generator
- D6 Conference room remodel
- D6 Four new employee houses

In addition to this, we have negotiated and awarded:

- 10 American Land Title Association (ALTA) survey agreements
- 29 Architectural, engineering, and geotechnical agreements

As of March 10, there are 10 projects still planned to be bid out. Remaining funds and contracts will be awarded March and April with project work starting in May.

This presentation will give a brief update within each District and highlight major projects statewide.

### Recommendations

For Information only



## Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date 3/23/2023Consent Item ☐Information Item ☐Amount of Presentation Time Needed 5 minutes

Presenter's Name Tony Pirc	Presenter's Title Facility Program Manager	Initials ALP	Reviewed By
Preparer's Name Tony Pirc	Preparer's Title Facility Program Manager	Initials ALP	

### Subject

FY23 Board Unallocated Funding Request - Lower Lewiston Port of Entry Water Supply

Key Number 23119	District 2	Route Number US-95
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### Background Information

The purpose of this item is to request additional funding of the US-95, Lower Lewiston Port of Entry Water Supply program established in FY 2021, per policy 5011 Idaho Transportation Investment Program (ITIP).

The Port of Entry facility is located in District 2 in Nez Perce County in north-central Idaho along US-95, approximately 3/4 of a mile east of Lewiston's city limits. Currently, the building is supplied with water from Red Rock, LLC. The water is generally considered unfit for human consumption per DEQ standards.

ITD is seeking to resolve the long-term water needs of this Port of Entry by connection to City of Lewiston water. This will require a water line installed to provide water, as well as a fire hydrant (used as a flush valve) on ITD property at the site of the POE. This is the preferred, long-term solution because the City of Lewiston will maintain the line and the on-going costs are pre-set for ease of budgeting.

Staff will work with TD&H Engineers and the City of Lewiston to resolve the water supply to the Lower Lewiston Port of Entry.

The Lewis-Clark Valley MPO will add this project to their Transportation Improvement Program.

In FY21, the Board approved \$750,000 of Board Unallocated Funds for this project, KN23119.

The estimated project cost is \$225,000, and requests additional FY 2023 Board Unallocated Funds.

### Recommendations

Approved resolution on page 70.

### Board Action

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



# IDAHO TRANSPORTATION BOARD STATE FUNDED UNALLOCATED ACCOUNT

**State Fiscal Year 2023**

as of March 8, 2023, following Board approval

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

<u>Date</u>	<u>District</u>	<u>Key No.</u>	<u>Project Route, Name</u>	<u>Cost</u>
12/15/22	1	23990	SH 3&5, City of St. Maries	\$ 1,000,000
12/15/22	3	23989	SH 44, Glenwood Corridor Plan	\$ 100,000
01/12/23	6	23988	SH 33, SH 32/33 Centerline & Transverse Rumble Strips	\$ 500,000
02/23/23	1	24001	I 90, Lake Coeur d'Alene Product Containment	\$ 300,000
02/23/23	HQ	24002	STATE, Traffic Signal Operations & Maintenance Eval, Ph 1	\$ 500,000
Request	2	23119	US 95, Lower Lewiston Port of Entry Water Supply	\$ 225,000

Total      \$ 2,625,000

<b><i>Ending Balance</i></b>	<b>\$ 7,375,000</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 staff has worked with the TD&H Engineers to identify options for the Lower Lewiston Port of Entry Water Supply project; and

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

WHEREAS, the Idaho Transportation Board established funding of \$750,000 of Board Unallocated Funds in FY21 for KN23119.

*NOW THEREFORE BE IT RESOLVED*, that the Board approves an additional \$225,000 be added to the US-95 Lower Lewiston Port of Entry Water Supply project using FY 2023 Board Unallocated Funds.

BE IT FURTHER RESOLVED, that the Idaho Transportation Board approves staff to adjust the program and amend the approved FY 2023-2029 Idaho Transportation Investment Program.



## Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date March 23, 2023Consent Item ☐Information Item ☐Amount of Presentation Time Needed 15 mins.

Presenter's Name Lisa McClellan	Presenter's Title DMV Administrator	Initials LM	Reviewed By LSS
Preparer's Name Lisa McClellan	Preparer's Title DMV Administrator	Initials LM	

### Subject

Administrative Policy 5068		
Key Number	District	Route Number

### Background Information

Administrative Policy 5068 was created January 30, 2015 and titled Division of Motor Vehicle/County Automated Systems. The policy addressed ITD and county DMV office responsibilities, county office relocations and remodels, ITD equipment, and other software on ITD machines.

Administrative Policy 5068 has been updated to document current in practice procedures for fulfilling additional equipment requests, agent training, office relocation or remodeling, and credit card devices and credit card services as it relates to ITD equipment and network.

The Board's Policies Subcommittee has reviewed and concurred with Administrative Policy 5068 changes.

### Recommendations

Board approves revisions made to Administrative Policy 5068. Resolution on page 80.

### Board Action

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



## DIVISION OF MOTOR VEHICLE/COUNTY AUTOMATED SYSTEMS

### Purpose

The purpose of this policy is to implement Board policy 4068 defining the responsibilities of the DMV and County offices regarding sharing motor vehicle and driver's license information.

### Legal Authority

- [Idaho Code 49-201\(1\)](#) - The Board may enter into agreements with private companies or public entities as may be necessary to carry out the provisions of this title.
- [Idaho Code 49-202](#) - Duties of Department regarding motor vehicles.
- [Idaho Code 49-205](#) - Duties of local officers - assessors to perform such vehicle registration, titles and licenses are required by Title 49, local peace officers shall enforce the provisions of Title 49.
- [Idaho Code 49-314](#) - Appointment of local examiners to administer driving tests.

In the spirit of the above-mentioned code sections, the Department shall:

- Provide each county, at a minimum, automated equipment for one Assessor office to perform motor vehicle licensing and one Sheriff office to perform driver's licensing. The number of terminals that are installed in each office shall be monitored to maintain uniformity in customer service and availability across the state. Factors that may be considered include past transaction volumes and rates of increase (monthly thresholds per machine is 350 for driver's license and 850 for motor vehicle, but ITD reserves the right to update these thresholds as automated systems and software provide user efficiencies), county/region population growth, and public accessibility.
- Provide and pay for data communication lines, routers, switches, and other communications equipment.
- Maintain all Department-owned equipment.
- Develop and maintain all application software. County personnel shall be consulted when new application development is necessary.
- Supply all required forms, printer toner, cameras, lamination, etc. Any use of these supplies by the county for purposes not related to motor vehicles or driver licenses shall be approved by the Department. The county shall reimburse the Department for supplies used for purposes not related to motor vehicles or driver licenses.
- Budget for and purchase the Department-required equipment when upgrades are needed to maintain compatibility and/or uniformity with the rest of the automated system.
- Provide annual training to county personnel in the issuance of driver's licenses, registrations, and title applications.
- Assign and manage User IDs and Passwords for County DMV automated systems.

In Partnership with the Department, the County shall:

- Provide office space to conduct motor vehicle and driver related activities. Any building modifications that are required to operate the equipment, including any additional power circuits or outlets, are the responsibility of the county.
- Provide county training and allow only properly trained personnel to operate the equipment and work within the automated system. Any county allowed access to the automated driver and/or

motor vehicle records shall maintain the security of the records at all times.

- Obtain access to DMV computer systems by providing a USER ID/PASSWORD combination. The USER ID identifies the individual user and the security level of that user, and the PASSWORD verifies the user's identity. County shall sign on to a computer using only their USER ID/PASSWORD combination. A password shall be known only to the user and not divulged to anyone else. If access to DMV systems is needed and the user is unavailable, access may be granted by contacting ITD's County IT Support team. Passwords will expire every 90 days and cannot be re-used.
- Notify ITD when an employee leaves or a new employee is hired within ten (10) days.
- Use supplied equipment for motor vehicle or driver's licensing business only. Other use shall be approved by the Department.
- Budget for and purchase any equipment for which the county is responsible when upgrades are required; e.g., cash registers, fax machines, copiers, shredders, and customer queuing systems.
- Protect Department equipment from hazard and theft. Protection should be no less than for county-owned equipment.
- Require new employees to complete the ITD mandatory training within the first week of hire before user access is provided.
- Protect ITD network and database from inappropriate access.
- Not allow agents or others to insert USBs, download applications, or use ITD equipment for personal or non-ITD use.

### **Office Relocation, or Remodel**

The Department shall pay all equipment re-installation expenses when a Motor Vehicle or Driver's Licensing office is relocated or remodeled.

The county is responsible for notifying the Department at least 90 days before an office is relocated or remodeled if the remodel requires any Department equipment to be moved to new locations. The Department cannot guarantee that the communications equipment, terminals, and printers can be relocated and re-installed if this advance notification is not made. Notifications shall be provided in writing and identify the new location or describe the remodeling being done and give the expected date of the relocation or remodel.

The Department shall assist the county in arranging to have the communications lines relocated, if necessary, and moving and reinstalling Department equipment. If the communications equipment was previously shared with another office, relocation to separate offices may require the purchase of additional communications equipment and installation of new data circuits which could add 30-60 days to the timeframe. When an office moves to a new location, the county is responsible for providing necessary network cabling/connections from the Department equipment (terminals/printers) to where the Department's communication equipment will be installed. This would normally be installed by the county contractor/builder at the same time as the electrical work is performed. The Department shall provide network specifications and technical assistance to the county as needed.

### Permanent Office Closure

The County shall notify the Department in writing at least sixty (60) days in advance of the scheduled closure of a County office building. Within thirty (30) days of closure, the County shall return all Department-owned items to the Department.

### Additional (Satellite) Offices

The Department may pay for additional (satellite) offices within a county provided that:

- The Department is notified in writing of the plan to open a satellite office before June 30th of the state fiscal year (July-June), two fiscal years prior to when ~~preceding the state fiscal year in which~~ the move is scheduled to take place.
- The county submits written justification as to why the office is needed; how customer service is improved, how access to services is improved, and that county transaction thresholds are met at main location. (Monthly thresholds per machine is 350 for driver's license and 850 for motor vehicle, but ITD reserves the right to update these thresholds as automated systems and software provide user efficiencies.)
- Counties should immediately notify the Department any time a satellite office is, or may be, considered.
- The county's justification for satellite operation shall be reviewed by the Department and a determination made as to whether or not the Department shall pay for a new communication line and equipment (including installation and maintenance) at the proposed satellite office.
- When justification is acceptable, the Department shall arrange for equipment installation at the satellite office. If the Department determines that there is adequate justification, but the request is not within the required notification time frame, the opening of the satellite office may be delayed until funding becomes available.

### Additional Terminals

Additional terminals or printers in excess of the number initially assessed for each county may be requested when:

- made in writing, and
- a justification is submitted indicating why the additional terminal is needed, how the terminal will be used, and how customer service and public access to services may be improved.

When an additional terminal is approved, the equipment shall be installed when it is available. If an adequate number of spares are not available, the request may not be fulfilled until the next state fiscal year when the expenses can be budgeted by the Department.

Any software development or programming revisions that may be required due to the addition of equipment shall be provided by the Department.

### Credit Card Readers on ITD Machines

If a county elects to use a credit card reader device on an ITD machine, the county will provide the following ITD Standards to the prospective third-party vendor to ensure their solution meets these minimum requirements.

A credit card solution is acceptable to ITD, when all of the following standards are met:

- a) The application must be compliant with ITD's County Desktop Standard, Windows 10 or later, and Intel Based (ITD has adopted ITA standards).

- b) Any internet traffic required by the system must comply with ITD's Internet Browser Standard: Current vendor supported versions of MS Edge and Google Chrome (ITD has adopted ITA standards).
- c) There is no PCI-DSS responsibility created for ITD by the use of the provided solution on the ITD computer.
- d) The transaction must be fully encrypted from origin to destination.
- e) The transactions must follow PCI-DSS encryption standards.
- f) The credit card device must be encrypted for swiping, inserting the card, or keying in card information.
- g) At no time should card data be allowed to be entered on the desktop using a keyboard. Card data can only be entered through the vendor provided device.
- h) The system must not require changes to existing network configuration and architecture. It should flow with normal traffic, not requiring specialized firewall rules or IP Addresses.
- i) Any application required to be installed on the ITD computer must be reviewed and approved by ITD prior to execution of the vendor contract to ensure the software meets ITD's security standards.
- j) Any breach of data caused by county agent or vendor shall be sole financial responsibility of the county or entity. ITD shall not be held responsible in any way.

If a vendor's solution does not meet the above criteria, a county can still elect to use the processor; however, the county computer must be used to process credit card payments.

#### **Other Software on ITD Machines**

Any other software accessed or installed on ITD machines is expected to adhere to the same security requirements stated above to protect PII and ITD property. All non-ITD supported software applications must be reviewed and pre-approved prior to installation on an ITD machine. ITD reserves the right to request removal of non-ITD programs or equipment in the event support requirements provide undue burden on the Department for a non-ITD product.

#### **Effective Date and Disclaimer**

After the effective date of this policy, all equipment and/or maintenance for motor vehicle and driver's licensing functions shall be handled according to the above-mentioned policy.

Previous agreements between the Department and the Counties that are still in effect are not superseded by this policy. No refunds for county expenses that have incurred prior to this policy shall be considered.

Date:

\_\_\_\_\_  
Scott Stokes  
Director

**DIVISION OF MOTOR VEHICLE/COUNTY AUTOMATED SYSTEMS****Purpose**

The purpose of this policy is to implement Board Policy 4068 defining the responsibilities of the DMV and County offices regarding sharing motor vehicle and driver's license information.

**Legal Authority**

- [Idaho Code 49-201\(1\)](#) - The Board may enter into agreements with private companies or public entities as may be necessary to carry out the provisions of this title.
- [Idaho Code 49-202](#) - Duties of Department regarding motor vehicles.
- [Idaho Code 49-205](#) - Duties of local officers - assessors to perform such vehicle registration, titles and licenses are required by Title 49, local peace officers shall enforce the provisions of Title 49.
- [Idaho Code 49-314](#) - Appointment of local examiners to administer driving tests.

In the spirit of the above-mentioned code sections, the Idaho Transportation Department (ITD) shall:

- Provide each county, at a minimum, automated equipment for one Assessor office to perform motor vehicle licensing and one Sheriff office to perform driver's licensing. The number of terminals that are installed in each office shall be monitored to maintain uniformity in customer service and availability across the state. Factors that may be considered include past transaction volumes and rates of increase (monthly thresholds per machine is 350 for driver's license and 850 for motor vehicle, but ITD reserves the right to update these thresholds as automated systems and software provide user efficiencies), county/region population growth, and public accessibility.
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- Maintain all Department-owned equipment.
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- Budget for and purchase the Department-required equipment when upgrades are needed to maintain compatibility and/or uniformity with the rest of the automated system.
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- a) The application must be compliant with ITD's County Desktop Standard, Windows 10 or later, and Intel Based (ITD has adopted Information Technology Authority (ITA) standards).
- b) Any internet traffic required by the system must comply with ITD's Internet Browser Standard: Current vendor supported versions of MS Edge and Google Chrome (ITD has adopted ITA standards).

- c) There is no Payment Card Industry-Data Security Standards (PCI-DSS) responsibility created for ITD by the use of the provided solution on the ITD computer.
- d) The transaction must be fully encrypted from origin to destination.
- e) The transactions must follow PCI-DSS encryption standards.
- f) The credit card device must be encrypted for swiping, inserting the card, or keying in card information.
- g) At no time should card data be allowed to be entered on the desktop using a keyboard. Card data can only be entered through the vendor provided device.
- h) The system must not require changes to existing network configuration and architecture. It should flow with normal traffic, not requiring specialized firewall rules or IP Addresses.
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If a vendor's solution does not meet the above criteria, a county can still elect to use the processor; however, the county computer must be used to process credit card payments.

#### **Other Software on ITD Machines**

Any other software accessed or installed on ITD machines is expected to adhere to the same security requirements stated above to protect Personally Identifiable Information (PII) and ITD property. All non-ITD supported software applications must be reviewed and pre-approved prior to installation on an ITD machine. ITD reserves the right to request removal of non-ITD programs or equipment in the event support requirements provide undue burden on the Department for a non-ITD product.

#### **Effective Date and Disclaimer**

After the effective date of this policy, all equipment and/or maintenance for motor vehicle and driver's licensing functions shall be handled according to the above-mentioned policy.

Previous agreements between the Department and the Counties that are still in effect are not superseded by this policy. No refunds for county expenses that have incurred prior to this policy shall be considered.

---

L. Scott Stokes  
Director

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Date

RES. NO. ITB22      WHEREAS, Board Policy 4067 authorizes the Idaho Transportation Board to set policies for the Idaho Transportation Department; and

WHEREAS, Board Policy 4068 defines the responsibilities of the DMV and County offices regarding sharing motor vehicles and driver’s license information; and

WHEREAS, Administrative Policy 5059 defines the ITD System and Information Security; and

WHEREAS, Idaho Technology Authority (ITA) Enterprise Policy- P4000-General Policies requires agencies to protect, manage and mitigate access for agency data; and

WHEREAS, Administrative Policy 5068 has been updated and modernized to protect DMV data and manage assets objectively; and

WHEREAS, the Board's Policies Subcommittee concurred with staff's recommendations at its February 2023 meeting.

*NOW THEREFORE BE IT RESOLVED*, that the Board approves the revisions to Administrative Policy 5068, DMV/County Automated Systems.



## Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date March 23, 2023Consent Item ☐Information Item ☐Amount of Presentation Time Needed 20 minutes

Presenter's Name Amy Schroeder	Presenter's Title TECM Program Manager	Initials	Reviewed By
Preparer's Name Amy Schroeder	Preparer's Title TECM Program Manager	Initials	

### Subject

Request to Exceed \$1 million Agreement Authority for TECM Projects		
Key Number	District	Route Number

### Background Information

The purpose of this agenda item, per Board Policy 4001, is to seek Board approval of agreement authority greater than \$1 million on six TECM projects.

The projects in the TECM program are generally large and complex, and they were all envisioned to be delivered using consultant services in order to balance department resources. There have been numerous requests to exceed the \$1 million agreement authority threshold on individual projects in the TECM program since funding was made available in May 2021.

This board item will present a summary of the steps of the budgeting process in the annual ITIP update, the Qualification Based Selection (QBS) process using a Request for Proposals (RFP) to solicit and select consultant services, the agreement negotiation process, execution of an agreement, and where requests to exceed \$1 million agreement authority comes into play.

The following pages provide a narrative and discussion on Board Policy 4001 requests needed to proceed with the next phase of work on three TECM design projects and staff augmentation on three TECM construction projects, followed by a resolution for agreement authority on those projects.

### Recommendations

Approve the Resolution on page 82.

### Board Action

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

## TECM Board Policy 4001 Agreement Authorizations - March 2023

District	Key Number	Corridor/Project & Consultant	Environmental	Design	Right-of-Way	Construction	Planned To Be Phased	4001 Authorizations Amount & Date		Total 4001 Agreement Authorization	Total Agreement Amount
1	22293	I-90, Washington State Line to Coeur d'Alene									
		David Evans & Associates	X				Yes	\$5M	7/21	\$16,000,000	\$14,691,194
								\$1.2M	10/22		
								\$1M	4/22		
								\$8.8M	1/23		
2	23607	I-90, SH-41 to US-95									
		David Evans & Associates		X			Yes	\$17M	4/22	\$17,600,000	\$17,245,921
								\$0.6M	2/23		
3	20442	I-90, SH-41 IC									
		David Evans & Associates				X	Yes	\$8.8M	4/22	\$8,800,000	\$646,552 *
4	23333/4	US-95 Spalding & US-12 Arrow Bridges									
		WSP	X	X			Yes	\$3M	7/21	\$20,000,000	\$5,024,461 *
								\$2M	3/22		
								\$350K	11/22		
								\$14.65M	3/23		
5	23408	SH-16, I-84 to US-20/26 & SH-44 IC, Phase 2									
		HMH (CE&I)				X	Yes	\$2.5M	2/23	\$2,500,000	\$975,871 *
6	23409	SH-16, I-84 to US-20/26 & SH-44 IC, Phase 2									
		HMH (CE&I)				X	Yes				*
7	23410	SH-16, I-84 to US-20/26 & SH-44 IC, Phase 2									
		HMH (CE&I)				X	Yes	\$2.5M	2/23	\$2,500,000	\$903,364 *
8	20788	SH-16, I-84 to US-20/26 & SH-44 IC, Phase 3									
		Parametrix		X				\$19M	4/22	\$19,000,000	\$18,337,003
9	23336	I-84, Karcher IC (exit 33)									
		Jacobs		X				\$2M	7/21	\$3,500,000	\$3,049,070
								\$1M	11/22		
								\$500K	4/22		
10	23437	I-84, Centennial IC to Franklin IC (exit 27-29)									
		Horrocks		X				\$8M	7/21	\$8,000,000	\$6,809,017
		TBD (CE&I)				X		\$10M	3/23	\$10,000,000	*
11	23341	I-84, SH-44 to Centennial Way IC (exit 25-27)									
		Horrocks	X				Yes	\$2M	7/21	\$4,500,000	\$1,228,195 *
								\$2.5M	3/23		
12	22165	US 20/26, I-84 to Middleton Rd									
		Keller (CE&I)				X	Yes	\$3.5M	3/23	\$3,500,000	\$753,692 *
13	23337	US 20/26, Middleton Rd. to Star Rd.									
		Jacobs		X				\$12M	7/21	\$12,000,000	\$10,109,021
		Epic Land Solutions			X			\$2M	2/23	\$2,000,000	*
14	22715	SH-55, Farmway to Middleton									
		Horrocks		X				\$10M	7/21	\$10,000,000	\$8,113,055 *
		Horrocks Right-of-Way Division			X			\$2M	2/23	\$2,000,000	\$1,649,959
15	23342	SH-75, Timmerman Jct to Timber Way									
		AECOM	X	X			Yes	\$3M	7/21	\$9,000,000	\$3,998,171 *
								\$1M	9/22		
								\$5M	3/23		
		TBD (ROW)			X			\$2M	2/23	\$2,000,000	*
16	23343	I-84, South Jerome IC to Twin Falls									
		WH Pacific		X				\$10M	7/21	\$10,000,000	\$2,638,916
		TBD (CE&I)				X		\$10M	3/23	\$10,000,000	*
17	23344/5	I-84 Burley & Heyburn Interchanges									
		HDR		X				\$16M	7/21	\$16,000,000	\$12,973,179
18	23346	I-15, Pocatello to Blackfoot ENVR									
		David Evans & Associates	X				Yes	\$5M	7/21	\$10,500,000	\$9,892,389
								\$5.5M	4/22		
19	23579	I-15, Northgate to Fort Hall DESIGN									
		David Evans & Associates		X				\$14M	4/22	\$14,000,000	\$12,198,131
20	20589	I-15/I-86 IC, Pocatello									
		Atlas (CE&I)				X	Yes	\$8M	2/23	\$8,000,000	\$985,584 *
21	23608	I-15, 5th to Northgate Concept Study									
		David Evans & Associates	X					\$2M	4/22	\$2,000,000	\$840,622 *
22	23474	US-20, Exit 343 IC (South St. Anthony)									
		JUB		X				\$2.5M	4/22	\$2,500,000	\$1,686,650
		TBD (CE&I)				X					

\* indicates an agreement is being negotiated or will be needed in the future

### **I-84, SH-44 to Centennial IC (Key Number 23341)**

The vision for the I-84 corridor, between the SH-44 Interchange (exit 25) and the Centennial Interchange (exit 27), project was to be phased in order to define the overall approach to developing the projects within the corridor.

In May 2021, at the beginning of the TECM program when this project was programmed in the ITIP, the Board approved \$2 million to be allocated to the planning efforts in this corridor (PC phase code).

In the July 2021 business meeting the Board approved 4001 policy requests to exceed the \$1 million agreement authorization threshold on twelve TECM projects. At this meeting, the Board approved up to \$2 million of agreement authorization for the initiation of this project.

ITD selected Horrocks Engineers through a Qualification Based Selection (QBS) process and negotiated an agreement for \$1,228,195, which was executed in October 2021.

The initial agreement included preliminary field work, a detailed traffic operational analysis for a design year of 2050, a value planning workshop to generate and evaluate potential alternatives, hydraulic and mobile survey, and other pre-NEPA activities. This effort also produced a corridor-wide plan for the scope and prioritization of improvements.

This project is now ready for the next phase of work, which will allow Horrocks to complete the conceptual design, hydraulic studies, structures reports, public involvement, and the environmental evaluation. A supplemental agreement is being negotiated and is estimated to be \$2.5-3.0 million, which requires Board approval to exceed the agreement authorization threshold previously approved.

This request for agreement authorization per Board policy 4001 is for an additional \$2.5 million, for a total agreement authorization of \$4.5 million.

\$1.6 million additional funds were added to the budget in last year's ITIP update, therefore up to \$900,000 additional funds will be offset within the TECM program to provide adequate budget to cover this supplemental agreement.

A future agreement will be needed to continue the design of all or a portion of the corridor. The improvements in this corridor are estimated to cost between \$200-250 million in 2022 dollars.

	<b>2021</b>	<b>2022</b>	<b>2023</b>	<b>Total to date</b>
<b>Approved ITIP/Budget (PC)</b>	\$2.0M May	\$1.6M June	\$0.9M March	\$4.5M
<b>Agreement Authorization</b>	\$2.0M July		<b>\$2.5M March*</b>	\$4.5M
<b>Executed Agreement</b>	\$1.2M October		\$ April**	\$TBD

*\*Current request*

*\*\*Being negotiated*

## SH-75, Bellevue to Broadway Run (Key Number 23342)

The vision for the SH-75 corridor from Timmerman to Timber Way was to be completed in phases, starting with preliminary activities related to the re-evaluation of the 2008 Environmental Impact Statement (EIS) and defining the overall approach to developing the projects within the corridor.

In May 2021, at the beginning of the TECM program when this project was programmed in the ITIP, the Board approved \$3 million to be allocated to the initial efforts in this corridor.

In the July 2021 business meeting the Board approved 4001 policy requests to exceed the \$1 million agreement authorization threshold on twelve TECM projects. At this meeting, the Board approved up to \$3 million of agreement authorization for the initiation of this project.

ITD selected AECOM Engineers and a team of qualified consultants through a Qualification Based Selection (QBS) process and negotiated an agreement for \$2,998,156, which was executed in December 2021.

This initial agreement allowed field work, re-evaluation activities, preliminary design, and draft right-of-way plans to proceed. The re-evaluation and design is focused on the Gannett Road intersection in south Bellevue, the widening from north of Bellevue to south of Hailey, and widening and transit improvements from north of Hailey to Broadway Run.

In fall 2022 additional traffic analysis, field survey, and geotechnical analysis for the pedestrian underpasses was needed, and a \$1,000,015 supplemental agreement was negotiated for this work. Subsequently, a request to exceed the \$3 million agreement authorization by an additional \$1 million (for a total of \$4 million) was approved by the Board in November 2022.

This project is now ready for the next phase of work, which will allow AECOM's team to complete the environmental re-evaluation of the EIS, finalize right-of-way plans, final design, and the bid-ready documents for construction advertisement. A supplemental agreement is being negotiated and is estimated to be between \$4-5 million, which requires Board approval to exceed the agreement authorization previously approved.

This request for agreement authorization per Board policy 4001 is for an additional \$5 million, for a total agreement authorization of \$9 million.

Anticipating this additional work would be needed, \$9.1 million additional funds were added to the budget in last year's ITIP update. Therefore, no additional funds will need to be offset to provide adequate budget to cover this supplemental agreement.

The construction cost estimate of the improvements currently being designed is programmed in the Early Development Program of the ITIP for \$85 million. The design services agreement is approximately 10% of the estimated construction budget.

	2021	2022	2023	Total to date
<b>Approved ITIP/Budget (PC)</b>	\$3.0M May	\$9.1M June		\$12.1M
<b>Agreement Authorization</b>	\$3.0M July	\$1.0M September	<b>\$5.0M March*</b>	\$9.0M
<b>Executed Agreement</b>	\$3.0M November	\$1.0M September	\$ May**	\$TBD

\*Current request

\*\*Being negotiated



## **US-95 Spalding Bridge & US-12 Arrow Bridge (Key Number 23333 & 23334)**

The vision for the Spalding and Arrow bridges over the Clearwater River east of Lewiston was to be phased in order to complete preliminary field work related to the initiation of the projects and the environmental evaluation before proceeding with the full design services.

In May 2021, at the beginning of the TECM program when this project was programmed in the ITIP, the Board approved \$3 million to be allocated to the initial efforts in this corridor.

In the July 2021 business meeting the Board approved 4001 policy requests to exceed the \$1 million agreement authorization threshold on twelve TECM projects. At this meeting, the Board approved up to \$3 million of agreement authorization for the initiation of this project.

ITD selected WSP Engineers and a team of qualified consultants through a Qualification Based Selection (QBS) process and negotiated an agreement for \$2,999,672, which was executed in November 2021. This initial agreement allowed a planning study, field work, tribal coordination, early environmental activities, bridge type analysis, and preliminary design to proceed.

In spring 2022 a supplemental agreement was being negotiated for continued subsurface geotechnical exploration, additional cultural resource coordination and investigation, and ethnographic studies. In March 2022, the Board approved an additional \$2 million agreement authorization that was estimated for the supplemental agreement, which increased the total agreement authorization to \$5 million. The budget was increased \$2.35 million in May 2022 to fully fund this supplemental and the next supplemental that was being discussed. This supplemental agreement was negotiated for \$1,707,096 and executed in July 2022.

Due to the complexity of these two bridges, ITD conducted a comprehensive quantitative risk assessment for the project, which detailed constructability, cost and schedule risks associated with the project and strategies to mitigate and/or manage the risks. While this supplemental was being negotiated the Board approved an additional \$350,000 agreement authority in November 2022, bringing the total agreement authorization to \$5.35 million. The budget had already been increased with the previous action, so the agreement was negotiated for \$317,693 and executed in December 2022.

ITD and the WSP team are currently negotiating a supplemental agreement for continued tribal coordination, completing the cultural field work and reporting, completing the environmental document and proceeding with intermediate design. A future supplemental agreement will be negotiated to complete all necessary permits, final design activities, and deliver bid-ready contract documents. The preliminary estimate for this remaining work to deliver the project for construction advertisement is \$14-15 million.

This request for contract authorization per Board policy 4001 is for an additional \$14.65 million, for a total contract authorization of \$20.0 million.

During last year's ITIP program update, an additional \$7 million was added to the budget for the anticipated work through final design. The existing budget is sufficient to execute the agreement that's currently being negotiated, and up to \$3.65 million additional budget will be added during this year's ITIP program update to fully fund the remaining design to deliver a bid-ready construction package.

The construction costs of the improvements that are currently being designed are estimated between \$300-330 million dollars, which is programmed in the Early Development Program. The estimated cost of the design services is approximately 6% of the estimated construction budget.

	<b>2021</b>	<b>2022</b>	<b>2023</b>	<b>Total to date</b>
<b>Approved ITIP/Budget (PC)</b>	\$3.0M May	\$2.35M May \$7.0M June	\$4.0M '23 Bonds \$3.65M June (ITIP)	\$20.0M
<b>Agreement Authorization</b>	\$3.0M July	\$2.0M March \$0.35M Nov.	<b>\$14.65M March*</b>	\$20.0 M
<b>Executed Agreement</b>	\$3.0M November	\$1.7M July \$0.32M December	\$ May** \$ December	\$TBD

*\*Current request*

*\*\*Being negotiated*

### **US-20/26, I-84 to Middleton Road (Key Number 22165)**

The Transportation Board approved construction funding for the US-20/26, I-84 to Middleton Road project through the TECM program in January 2022 and the project began construction in summer 2022. The project includes reconstruction and widening of US-20/26 to three travel lanes in each direction between the I-84 Interchange and Middleton Road. Construction is scheduled to be complete in spring of 2024.

A Request for Proposals (RFP) was issued November 24, 2021. ITD selected Keller Associates to provide Construction Engineering & Inspection (CE&I) services for this project. ITD and Keller agreed to negotiate separate agreements for each construction year. Prior to the start of construction in September 2022, ITD and Keller negotiated the initial agreement for \$753,692.

ITD and Keller are negotiating the remainder of construction services on US-20/26, which is anticipated to be a supplemental agreement totaling \$2.5 million.

The original agreement and this supplemental agreement together will exceed the \$1 million agreement authorization on this project. The estimated cost of CE&I services is \$3.25 million, which is approximately 8% of the awarded contract amount of \$40,236,764.

This request for agreement authorization per Board policy 4001 is for up to \$3.5 million.

The budget needed to fully fund this supplemental agreement was programmed in the ITIP last year.

### **I-84, Jerome to Twin Falls (Key Number 23343)**

The Transportation Board approved funding for development and delivery of various TECM projects in May 2021. Design of the I-84, Jerome to Twin Falls project is complete. The project has been advertised and bids opened March 14<sup>th</sup>. Construction will begin this summer.

The project includes reconstruction and widening of I-84 to three travel lanes in each direction between the south Jerome Interchange and the US-93, Twin Falls Interchange with reconstruction of the I-84 bridge over 400 South Road.

A Request for Proposals (RFP) was issued February 2023 for professional services for Construction Engineering, Inspection, Materials Sampling and Testing, and Project Close-out services. ITD is currently evaluating proposals to select a firm, and then will begin negotiations with the selected firm.

Based on previous materials testing and inspection projects of this size, ITD is estimating that services will cost up to 10% of the Engineer's Estimate. The Engineer's Estimate for construction of the Jerome to Twin Falls project is approximately \$95 million, therefore, it is estimated that the construction administration services is not more than \$10 million.

This request for agreement authorization per Board policy 4001 is for up to \$10 million.

The budget needed to fully fund the final, negotiated agreement was programmed in the ITIP last year.

### **I-84, Centennial Way to Franklin Road (Key Number 23437)**

The Transportation Board approved funding for development and delivery of various TECM projects in May 2021. Design of the I-84, Centennial Way to Franklin Road project is complete and ready to advertise for construction bids, with construction beginning this summer.

The project includes reconstruction and widening of I-84 to three travel lanes in each direction between Centennial Way and Franklin Road with auxiliary lanes, reconstruction of the 10<sup>th</sup> Avenue interchange, and rehabilitating a major irrigation crossing.

A Request for Proposals (RFP) was issued February 23, 2023, for professional services for Construction Engineering, Inspection, Materials Sampling and Testing, and Project Close-out services. ITD is currently evaluating proposals to select a firm, and then will begin negotiations with the selected firm.

Based on previous materials testing and inspection projects of this size, ITD is estimating that services will cost up to 10% of the Engineer's Estimate. The Engineer's Estimate for construction of the Centennial Way to Franklin Road project is approximately \$93 million, therefore, it is estimated that the construction administration services is not more than \$10 million.

This request for agreement authorization per Board policy 4001 is for up to \$10 million.

The budget needed to fully fund the final, negotiated agreement was programmed in the ITIP last year.

WHEREAS, the Idaho Transportation Board approved multiple TECM corridors and projects to be added to the Idaho Transportation Investment Program (ITIP) in May 2021 and others in January 2022 in order to advance the development and construction; and

WHEREAS, Board Policy 4001 requires Board approval to exceed \$1 million agreement authority prior to executing a professional services agreement; and

WHEREAS, the first three projects in the table below were intended to be completed using a phased approach; and

WHEREAS, the Board previously approved exceeding the \$1 million threshold in Board Policy 4001 for initial phases of work on the first three projects in the table below; and

WHEREAS, construction support services are needed to balance department resources on the last three projects in the table below.

*NOW THEREFORE BE IT RESOLVED*, that the Board approves the following list of projects to exceed the \$1 million agreement authorization up to the total amount listed in the table.

PROJECT & KEY NUMBER	PHASE	4001 AGREEMENT AUTHORIZATION	
		ADDITIONAL	TOTAL
I-84, SH-44 to Centennial Way (23341)	Environmental	\$2.5 million	\$4.5 million
SH-75, Bellevue to Broadway Run (23342)	Final Design	\$5.0 million	\$9.0 million
US-95 Spalding & US-12 Arrow Bridges (23333/4)	Environmental & Final Design	\$14.65 million	\$20.0 million
US-20/26, I-84 to Middleton Road (22165)	CE&I		\$3.5 million
I-84, Jerome to Twin Falls (23343)	CE&I		\$10.0 million
I-84, Centennial Way to Franklin Road (23437)	CE&I		\$10.0 million



# Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date March 23, 2023

Consent Item ☐

Information Item ☐

Amount of Presentation Time Needed 5 mins.

Presenter's Name Monica Crider, PE	Presenter's Title Highway Design Engineer	Initials MC	Reviewed By
Preparer's Name Monica Crider, PE	Preparer's Title Highway Design Engineer	Initials MC	

## Subject

Request to approve an existing Professional Services Agreement to exceed Director agreement approval authority of \$1,000,000 on Project No. A020(675), I-84, Kimberly Interchange, (SH-50) Jerome Co. by HDR Engineering, Inc.

Key Number 20675	District 4	Route Number I-84
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## Background Information

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

The size of the agreement was anticipated because of the complexity and magnitude of the associated construction project. 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.

The purpose of this agenda item, per Board Policy 4001, is to seek Board approval for additional agreement authority to exceed \$1M on the HDR Engineering, Inc. professional services agreement for the I-84, Kimberly Interchange, (SH 50) Jerome Co.

The purpose of this project is to improve safety and mobility on I-84 and through the Kimberly Interchange (Exit 182) by replacing the existing bridge and modifying the interchange to address operations and capacity limitations. The new interchange will replace the deficient five-lane bridge with a single bridge diamond interchange and signals to accommodate on/off-ramp traffic.

In November 2018, through Request for Proposal (RFP), HDR Engineering, Inc. was selected to provide design services. The project design services were split into three phases. Phase I was for Design Services to determine type, size and location design. Phase II was to complete design through Plans Specs and Estimate. In October 2020 the Board approved agreement authority for Phase I and II design for \$1,800,000. Cost of design was \$1,593,276 for Phase I and II. This final agreement is to complete the engineer of record (EOR) services. The negotiated amount for these services is \$254,929 and the funding is obligated to cover these costs. Total agreement amount with this agreement is \$1,848,205.

*This agreement was initiated prior to Board approval. We failed to recognize that with the EOR agreement the Board approval limit exceeded prior approval by \$48,205.*

## Recommendations



## Board Agenda Item

ITD 2210 (Rev. 10-13)

Board approval of the resolution on page 82C.

### Board Action

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



## RESOLUTION

WHEREAS, Board Policy 4001 requires the Transportation Board approval to exceed \$1 million agreement authority prior to executing a professional services agreement; and

WHEREAS, District 4 will administer the project; and

WHEREAS, the Board has approved agreement authorization up to \$1,800,000 at the October 2020 Board meeting; and

WHEREAS, the latest agreement for engineer of record services was initiated PRIOR to Board approval; and

WHEREAS, staff recognizes the error and requests Board approval to ratify previously approved agreement authority.

*NOW THEREFORE BE IT RESOLVED*, that the Board has reviewed the agenda item and approves Project No. A020(675), I-84, Kimberly Interchange, (SH-50) Jerome Co. to exceed the \$1 million agreement authorization up to \$1,848,205, which is \$48,205 over the prior October 2020 Board authorization approval.



## Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date March 23, 2023Consent Item ☐Information Item ☐Amount of Presentation Time Needed 5 mins.

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

### Subject

Request to Increase Professional Services Agreement Amount to Over \$1,000,000 for Design Services by Welch Comer & Associates

Key Number 23096	District 1	Route Number N/A
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### Background Information

The Lakeshore Connection Planning Project is funded by an FHWA BUILD grant awarded to the City of Ponderay. The BUILD planning grant funded planning level guidance for the SH-200 corridor within the City of Ponderay and concept design for the BNSF railroad underpass, in addition to full PS&E level design for the railroad underpass and pathway. The planning portion of the project is complete.

The scope of this agreement is to complete PS&E level design for the bicycle and pedestrian tunnel under the BNSF railroad as well as new pathway to connect to the existing Pend d'Oreille Bay trail.

In June 2021, through Request for Proposal (RFP), Welch Comer & Associates was selected to provide planning and design services. The planning work was completed with a separate contract. After negotiation of hours, the total cost of the design agreement is estimated to be approximately \$1.24M.

This project currently has \$1,658,000 obligated in Preliminary Engineering by Consultant (PC).

Engineer of Record (EOR) services will be negotiated under a separate agreement as the project approaches the construction phase. Currently, no construction funding has been identified. The cost for the EOR services is estimated to be \$100,000.

### Recommendations

This board item is to request approval to exceed \$1M in professional services agreements on this project up to \$1.34M to cover the completion of design services and engineer of record services during construction. Resolution on page 84.

### Board Action

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

### RESOLUTION

WHEREAS, Board Policy 4001 requires the Transportation Board to approve professional services agreements that exceed \$1 million; and

WHEREAS, Local Highway Technical Assistance Council (LHTAC) manages this project.

*NOW THEREFORE BE IT RESOLVED*, that the Board approves increasing the total authorization for design consultant services on the Lakeshore Connection Planning, Ponderay project (Key Number 23096) to \$1.34 million.



## Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date March 23, 2023Consent Item ☐Information Item ☐Amount of Presentation Time Needed 5 mins.

Presenter's Name Monica Crider, PE	Presenter's Title State Design Engineer	Initials	Reviewed By LSS
Preparer's Name Laila Kral	Preparer's Title LHTAC Administrator	Initials <i>LK</i>	

### Subject

Request to Increase Professional Services Agreement Amount to Over \$1,000,000 for Design Services by Keller Associates

Key Number 20243 & 20438	District 6	Route Number N/A
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### Background Information

The purpose of this project, administered by LHTAC, is to improve safety and mobility on 45<sup>th</sup> East across the Sand Creek and Willow Creek Bridges in Bonneville County by replacing the two deficient bridges to bridges designed to current standards.

Keller Associates was selected by request for proposal (RFP) process to perform the project development through Plans, Specifications, & Estimate (PS&E) delivery. After negotiation of hours, the total cost of the agreement will be \$1,200,000. Funds for both projects have been obligated in the Local Bridge program.

Keller Associates is also likely to be retained for engineer of record services during construction, and those services are estimated to be \$100,000. This request includes those services as well in order to expedite the execution of a future agreement.

### Recommendations

This board item is to request approval to exceed \$1M in professional services agreements on this project up to \$1.30M to cover the completion of design services and engineer of record services during construction. Resolution on page 86.

### Board Action

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

### RESOLUTION

WHEREAS, Board Policy 4001 requires the Transportation Board to approve professional services agreements that exceed \$1 million; and

WHEREAS, Local Highway Technical Assistance Council (LHTAC) manages this project.

*NOW THEREFORE BE IT RESOLVED*, that the Board approves increasing the total authorization for design consultant services on the 45th E., Sand Creek Bridge & Willow Creek Bridge, Bonneville County project (Key Numbers 20243 & 20438) to \$1.30 million.



# Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date March 23, 2023

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

Presenter's Name Monica Crider, PE	Presenter's Title State Design Engineer	Initials	Reviewed By LSS
Preparer's Name Laila Kral	Preparer's Title LHTAC Administrator	Initials <i>LK</i>	

## Subject

Request to Increase Professional Services Agreement Amount to Over \$1,000,000 for Design Services by JUB Engineers

Key Number 23028 & 22435	District 1	Route Number NHS-7045 & STC-5734
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## Background Information

The purpose of these two projects administered by LHTAC, is to buildout Prairie Avenue to a 5-lane facility east of SH-41 (KN23028) and a roundabout at Hayden Ave & Meyer Rd. intersection (KN22435).

The scope of these two projects include roadway design, survey, materials phase reports, right-of-way plans, traffic analysis, environmental evaluation, utility plans, public involvement, and PS&E package.

In July 2022, through Request for Proposal (RFP), JUB Engineers was selected to provide design services.

The projects were divided into two phases. Phase one included preliminary design, geotechnical investigation, environmental document for both projects and final design for KN 23028. The agreement amount was approximately \$900,000. Phase two includes survey, utility coordination, final design for KN22435 and PS&E for both KN 22435 and KN 23028. Phase two agreement negotiated cost is approximately \$300,000 bringing the total to approximately \$1.2 million.

These two projects currently have \$1,269,000 obligated in PC.

Engineer of Record (EOR) services will be negotiated under a separate agreement as the project approaches the construction phase. The cost for these services is estimated to be \$100,000. Currently, \$365,000 has been scheduled for consultant services during construction for EOR and Construction Engineering & Inspection (CE&I).

## Recommendations

This board item is to request approval to exceed \$1M in professional services agreements on this project up to \$1.34M to cover the completion of design services and engineer of record services during construction. Resolution on page 88.

## Board Action

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

### RESOLUTION

WHEREAS, Board Policy 4001 requires the Transportation Board to approve professional services agreements that exceed \$1 million; and

WHEREAS, Local Highway Technical Assistance Council (LHTAC) manages this project.

*NOW THEREFORE BE IT RESOLVED*, that the Board approves increasing the total authorization for design consultant services on the Prairie Ave; Meyer Rd to SH-41 and Hayden Ave & Meyer Rd Intersection project, Post Falls HD (Key Numbers 23028 & 22435) to \$1.34 million.



# Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date March 23, 2023

Consent Item ☐ Information Item ☐ Amount of Presentation Time Needed 10 minutes

Presenter's Name Damon Allen	Presenter's Title DE1	Initials DA	Reviewed By LSS
Preparer's Name Ryan Hawkins	Preparer's Title OE1	Initials RH	

## Subject

US-95 Culvert Rehabilitation		
Key Number N/A	District 1	Route Number US-95

## Background Information

### Purpose for Request

The Idaho Transportation Department is requesting to hire a contractor for the purpose of rehabilitating a failing culvert under US-95 located at approximately MP 422.9. The failed culvert invert has resulted in a marked piping of fine materials used as backfill during installation of the culvert. This loss of material is causing the road to sink at the roadway surface. District Operations staff have taken steps to alert the public about the dip created. The dip is becoming progressively worse and will soon require the closure of the driving lane. ITD needs to rehabilitate the existing culvert by using slip lining or other remediation measures in order to retain full use of US-95. The roadway will then need to be repaired to maintain full operation of the highway.

### Background

This culvert was originally installed as a part of a 1987 realignment/widening project Mica Creek to Mica Flat. The existing culvert is a 60" corrugated metal pipe that is approximately 208 feet long and crosses both US-95 and the local highway district frontage Putnam Rd. The culvert contributes to a larger drainage system that makes its way to Lake Coeur d'Alene to the south.

The current settlement was first noticed in July of 2022 by the local Operations Foreman. It has been a slow settlement process up until the first run off events of the year. The settlement rate is roughly 1/4" a week and may accelerate with increased run off.

### Scope of Work

Approve \$750,000 expenditure of FY23 board unallocated funds and add a project to FY23 of the FY23-29 ITIP to fund the project to provide repair and rehabilitation of the culvert and roadway on US-95 MP 422.9.

## Recommendations

Staff recommends the approval of Board Unallocated Funds for the rehabilitation of the failing culvert US-95 MP 422.9. Resolution on page 91.

## Board Action

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



# IDAHO TRANSPORTATION BOARD STATE FUNDED UNALLOCATED ACCOUNT

**State Fiscal Year 2023**

as of March 9, 2023, following Board approval

<b><i>Beginning Balance</i></b>	<b>\$ 10,000,000</b>
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<u>Date</u>	<u>District</u>	<u>Key No.</u>	<u>Project Route, Name</u>	<u>Cost</u>
12/15/22	1	23990	SH 3&5, City of St. Maries	\$ 1,000,000
12/15/22	3	23989	SH 44, Glenwood Corridor Plan	\$ 100,000
01/12/23	6	23988	SH 33, SH 32/33 Centerline & Transverse Rumble Strips	\$ 500,000
02/23/23	1	24001	I 90, Lake Coeur d'Alene Product Containment	\$ 300,000
02/23/23	HQ	24002	STATE, Traffic Signal Operations & Maintenance Eval, Ph 1	\$ 500,000
Request	2	23119	US 95, Lower Lewiston Port of Entry Water Supply	\$ 225,000
Request	1	NEW	US 95, Mica Flat Culvert Repair	\$ 750,000

Total      \$ 3,375,000

<b><i>Ending Balance</i></b>	<b>\$ 6,625,000</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 2023 ITIP; and

WHEREAS, ITD will coordinate with the Kootenai MPO staff to amend the regional Transportation Improvement Plan.

NOW THEREFORE BE IT RESOLVED, that the Board approves \$750,000 of FY23 Board Unallocated Funds per Board Policy 4076, for the rehabilitation of a culvert and repair of the roadway US-95 MP 422.9.

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 3/23/2023

Consent Item ☐

Information Item ☐

Amount of Presentation Time Needed 5 min

Presenter's Name Caleb Lakey	Presenter's Title District 3 Engineer	Initials	Reviewed By LSS
Preparer's Name Caleb Lakey	Preparer's Title District 3 Engineer	Initials	

## Subject

Board Unallocated Request, SH-45 Culvert Repair		
Key Number TBA	District 3	Route Number SH-45

## Background Information

The City of Nampa has provided ITD District 3 with a condition survey indicating that a portion of a large culvert crossing SH-45 is in need of immediate repair. Because of the large size, heavily trafficked location, and year-round passage of water through the culvert, the design and construction are anticipated to be more complex and costly than in-house resources can accommodate. Staff reviewed some other recent jobs similar in scope to this request and feel that \$1,000,000 is a supportable estimate at this time for this type of work.

This request is for \$1,000,000 of Board Unallocated Funds to contract for an engineered design (includes preparation of a biddable construction plan set) and to fund repairs of the culvert.

## Recommendations

Resolution on page 94.

## Board Action

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

# IDAHO TRANSPORTATION BOARD STATE FUNDED UNALLOCATED ACCOUNT

**State Fiscal Year 2023**

as of March 9, 2023, following Board approval

<b><i>Beginning Balance</i></b>	<b>\$ 10,000,000</b>
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<u>Date</u>	<u>District</u>	<u>Key No.</u>	<u>Project Route, Name</u>	<u>Cost</u>
12/15/22	1	23990	SH 3&5, City of St. Maries	\$ 1,000,000
12/15/22	3	23989	SH 44, Glenwood Corridor Plan	\$ 100,000
01/12/23	6	23988	SH 33, SH 32/33 Centerline & Transverse Rumble Strips	\$ 500,000
02/23/23	1	24001	I 90, Lake Coeur d'Alene Product Containment	\$ 300,000
02/23/23	HQ	24002	STATE, Traffic Signal Operations & Maintenance Eval, Ph 1	\$ 500,000
Request	2	23119	US 95, Lower Lewiston Port of Entry Water Supply	\$ 225,000
Request	1	NEW	US 95, Mica Flat Culvert Repair	\$ 750,000
Request	3	NEW	SH 45, Culvert Repair, Nampa	\$ 1,000,000
Total				\$ 4,375,000

<b><i>Ending Balance</i></b>	<b>\$ 5,625,000</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, the Elijah Drain Culvert crossing of SH-45 is in need of significant culvert repair; and

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

*NOW THEREFORE BE IT RESOLVED*, that the SH-45, Elijah Drain Culvert repair project in Nampa be added to the ITIP at a cost of approximately \$1,000,000 using FY 2023 Board Unallocated Funds.

*BE IT FURTHER RESOLVED*, that the Idaho Transportation Board authorizes staff to adjust the program and amend the approved FY 2023 - 2029 Statewide Transportation Investment Program accordingly.



# Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date March 23, 2023

Consent Item ☐

Information Item ☐

Amount of Presentation Time Needed 5 minutes

Presenter's Name Colleen Wonacott	Presenter's Title Program Control Manager - PMO	Initials CW	Reviewed By
Preparer's Name Colleen Wonacott	Preparer's Title Program Control Manager - PMO	Initials CW	

## Subject

FY23 Allocation of Highway Infrastructure – Bridge Funds		
Key Number	District	Route Number

## Background Information

In February 2023, ITD received the FY23 Federal General Fund allocation of \$18,145,733 Highway Infrastructure Bridge funds.

At the February 2022 Board meeting, the allocation of 35% to Local Bridge Programs and 65% to State Highway Bridge Programs was approved for the annual Federal Formula Bridge funds. At the August 2022 Board meeting, the same percentages were approved to allocate the FY22 Federal General Fund Highway Infrastructure allocation.

Following the proportions approved in the February 2022 and August 2022 Board Resolutions, it is proposed to allocate the FY23 Federal General Fund Bridge Replacement and Rehabilitation funds of \$18,145,733 as described below:

Local Bridge Program (managed by the Local Highway Technical Assistance Council)	35%	\$6,351,007
State Highway Bridge Programs	65%	\$11,794,726

## Recommendations

Approve allocation of the FY23 Federal Highway Infrastructure – Bridge funds: 35% to the Local Bridge program, and 65% to State Highway Bridge programs. Resolution on page 96.

## Board Action

☐ Approved    ☐ Deferred \_\_\_\_\_

☐ Other \_\_\_\_\_

## RESOLUTION

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

WHEREAS, the Idaho Transportation Department (ITD) has received \$18,145,733.00 in FY2023 Federal General Fund Highway Infrastructure Program Funds under the Department of Transportation Appropriations Act, 2023, (Bridge Replacement and Rehabilitation Program); and

WHEREAS, ITD proposes to allocate these Bridge related funds following the Board Resolutions made at the February 2022 and August 2022 board meetings; and

WHEREAS, ITD proposes to allocate 35% of the funds to the Local Bridge Program which is managed by the Local Highway Technical Assistance Council, and 65% to the State Highway Bridge Preservation and Restoration Programs.

*NOW THEREFORE BE IT RESOLVED*, that the Board approves the FY2023 Federal Highway Infrastructure Program Funds under the Department of Transportation Appropriations Act, 2023, (Bridge Replacement and Rehabilitation Program) allocation plan.