



AGENDA

Regular Meeting of the
Idaho Transportation Board

February 23, 2023

11331 W. Chinden Blvd, Building 8
Boise, Idaho

To listen:

- Dial 1-415-655-0003 US Toll
- a. access code: 2461 458 7617
- b. meeting password: 1234

KEY:

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

	Page #	Time*
Action Item 1. CALL MEETING TO ORDER		8:30
Info Item 2. SAFETY SHARE: Construction/Materials Engineer Clawson		
Action Item 3. BOARD MINUTES – January 12, 2023	4	
Info Item 4. BOARD MEETING DATES	17	
Next meeting – March 23, 2023, Boise		
Action Item 5. CONSENT CALENDAR	18	8:35
HWY ___ Removal of Middle Fork Road safety improvements in the Local Highway. Safety Improvement Program of the FY23-29 ITIP	19	
HWY ___ Contract awards	22	
HWY ___ Consultant agreements.....	33	
Info Item 6. INFORMATIONAL CALENDAR		
HWY ___ Contract awards and current advertisements	39	
HWY ___ Professional services agreements and term agreement work tasks report	45	
HWY ___ Semi-annual report on administrative settlements right of way acquisitions .	50	
HWY ___ Biennial report on inventory of surplus property	52	
ADM ___ Non-Construction professional service contracts	56	
ADM ___ Monthly report of federal formula program funding through February 1	57	
7. BOARD’S SUBCOMMITTEE ON AUDITS UPDATE		8:40

*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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8. BOARD’S SUBCOMMITTEE ON POLICIES UPDATE

9. DIRECTOR’S MONTHLY REPORT

8:45

10. LEGISLATIVE UPDATE: Government Affairs Manager Cameron

9:05

11. AGENDA ITEMS

Information Items

ADM ___ State Fiscal Year 2023 statements, mid-year report..... 59 **9:10**
Collins

HWY ___ Inflation and rising construction cost trends update..... 81 **9:25**
McElhinney

12. BREAK

9:40

Action Items

HWY ___ Utilization of FY23 Reserve Funds and FY23 State Holdback Funds 85 **9:55**
Gill/Wolfinger (Resolution on page 93)

HWY ___ Signal spacing exception request, SH-55 and Dry Creek Road..... 94 **10:15**
Lakey (Resolution on page 95)

HWY ___ Board Unallocated Funds for remediation and containment of product leak 96 **10:25**
Allen at the bottom of Lake Coeur d’Alene
(Resolution on page 99)

HWY ___ Request to exceed consultant agreement threshold for I-86/I-15 System IC..... 100 **10:40**
Hubbard (Resolution on page 101)

Information Item

HWY ___ US-95, MP 283.03 Railroad Overpass project..... 102 **10:50**
Hoff

Action Item

HWY ___ Lakes Highway District functional classification change request..... 106 **11:05**
Beachler (Resolution on page 140)

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13. AGENDA ITEMS (CON'T)

Action Items

CIEO ___ Policy 5523 Alcohol and Drug Free Workplace update 141 **11:15**
Danner (Resolution on page 147)

DIR ___ 5311 and 5311(f) American Rescue Plan Act funding recommendations..... 148 **11:25**
Duran (Resolution on page 149)

Information Item

HWY ___ Local Rural Highway Investment Program Annual Report..... 150 **11:35**
Crider/Kautz

14. EXECUTIVE SESSION (Canyon Creek Room, 1st Floor) **11:55**
PERSONNEL ISSUES [SECTION 74-206(a), (b)]
LEGAL ISSUES [SECTION 74-206(c), (d), (f)]

15. AGENDA ITEMS (CON'T)

Action Items

HWY ___ Request to exceed Board Policy 4001 threshold for right-of-way professional ... 151 **1:05**
Pond service agreements (Resolution on page 152)

HWY ___ Administrative Settlement over \$200,000.00..... 153 **1:15**
Pond (Resolution on page 154)

HWY ___ Administrative Settlement over \$200,000.00..... 155 **1:25**
Pond (Resolution on page 156)

Information Items

ADM ___ ITD's new headquarters Idaho Chinden Campus, Building 3 update 157 **1:35**
Tolman

DIR ___ Transportation Expansion & Congestion Mitigation bond drawdown summary .. 158 **1:55**
Schroeder

Action Item

HWY ___ Evaluation of traffic signal operations and maintenance practices, phase 1..... 160 **2:20**
McElhinney/Sablan (Resolution on page 161)

16. ADJOURNMENT (estimated time) **2:30**

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REGULAR MEETING
IDAHO TRANSPORTATION BOARD

January 12, 2023

The Idaho Transportation Board met at 8:30 AM on Thursday, January 12, 2023, in Boise, Idaho. The following principals were present:

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

Security Share. Grants Officer Shauna Miller reported the Governor proclaimed January 11 as National Human Trafficking Awareness Day in Idaho. She outlined the importance of taking steps to protect oneself from vulnerabilities and shared tips such as using privacy settings on social media, avoid sharing personal information and reporting suspicious activity.

Chairman Moad thanked GO Miller for the important message.

Select Vice Chair. In response to Chairman Moad calling for nominations for board vice chair, Member Kempton nominated Member DeLorenzo. No other nominations were made. The vote to select Member DeLorenzo as vice chair passed unanimously.

Review Subcommittee Assignments. There were no changes to the board subcommittee assignments.

Board Minutes. Member Hoff made a motion to approve the minutes of the December 15, 2022, seconded by Member Thompson, and the motion passed unanimously.

Board Meeting Dates. The next meeting is on February 23, 2023, in Boise.

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

RES. NO. WHEREAS, consent calendar items are to be routine, non-controversial, self-
ITB23-01 explanatory items that can be approved in one motion; and

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

NOW THEREFORE BE IT RESOLVED, that the Board approves the addition of RAISE grant funding to the Access to Opportunity ACHD project in the approved

FY23-29 ITIP, Anderson Environmental Consulting individual task agreement extension, contract awards and consultant agreements.

1) Add RAISE grant funding to the Access to Opportunity, ACHD project in approved FY23-29 Idaho Transportation Investment Program (ITIP). The Ada County Highway District was awarded \$5 million federal grant funding (\$6.4 million including local match) for project Access to Opportunity, ACHD to plan and design 12 multimodal transportation projects in the Cities of Boise and Garden City. When constructed, the project will provide low-stress, multimodal links between a community separated by Interstate 184, US 20/26, the Bench, and the Boise River. Staff requests \$5 million for this project to be added to FY23 of the approved FY23 – FY29 ITIP.

2) Anderson Environmental Consulting individual task agreement extension. Staff requests approval to further exceed the consultant individual task agreement limit of over \$500,000 for consultants selected from the term agreement list for Anderson Environmental on the US-95 Thorncreek Road to Moscow Project, Key No. 09294. The project is in construction; however, with added environmental scrutiny of wetlands, it has led to the need for additional services and costs than were originally anticipated.

3) Contract awards. The low bids on the following project is more than ten percent over the engineer's estimate, requiring justification. On key #22416, Off SYS, 17th St., 1st St., Lincoln Road X-Walks, Idaho Falls, LHTAC (6), some differences between the low bid and engineer's estimate are in curb and gutter and storm sewer pipe; and key #23331, SH-21, Mores Creek Summit to Lowman, District 3, some differences between the low bid and engineer's estimate are in Superpave HMA, cold milling and traffic control.

The engineer's estimate was developed using the average bid costs of previous projects in the area and assumed price increases. The District or LHTAC does not believe re-advertising the project would result in lower bids, and recommends awarding the contract. Low bidder, for key #22416: Sunroc Corp. - \$262,771.71 and key #23331: Staker & Parson - \$6,985,964.00.

4) Request to approve consultant agreement. In accordance with Board Policy 4001, staff requests approval to exceed the \$1 million agreement limit for key #19526, 19195, 19653 US-95, Jct. SH-6 Turnbay, WIR Bridge, Deep Creek Bridge SH-167 improvements (District 2), for construction engineering and inspection services of approximately \$1.2M; key# 07827, SH-44 Corridor Study, Jct. I-84 to Eagle (District 3) for completion of environmental clearance of approx. \$2.95M; and key# 23090, US-95/US-12, Aht'Wy Plaza Interchange (District 2) for construction engineering and inspection services of approx. \$3.0M.

Informational Items.

1) Contract awards and advertisements.

Key #12099, Int. Hawthorne & W. Quinn Rd., Chubbuck, LHTAC(5). Low bidder: Sunroc Corp. - \$2,822,795.72.

Key #22470SIA, I-84, FY22 D3 fence repair, District 3. Low bidder: All Rail Construction – \$73,900FT (FPVQ).

Key #20641, SH-53, Int. N. Ramsey Road., District 1. Low bidder: LaRiviere Inc. - \$3,016,192.55.

Key #20662, US-95, McArthur Lake, District 1. Low bidder: LaRiviere Inc. – \$10,939,130.04.

Key #20637, FY23 D4 bridge repair, District 4. Low bidder: The Truesdell Corp. – \$969,969.00.

Key #20478, SH-75, Bellevue to Hailey, District 4. Low bidder: Boswell Asphalt Paving Solutions – \$656,078.00.

Key #20171, I-84, Kasota IC to Burley IC WBL, District 4. Low bidder: Western Construction – \$19,583,343.68.

Key #22684, FY23 I-15/US-91, Fort Hall pavement preservation, District 5. Low bidder: H-K Contractors – \$906,753.74.

Key #19465, FY22 capital maintenance, PH 1, Boise, ACHD(3). Low bidder: Sunroc Corp. – \$9,449,380.00.

Key #19452, US-95, IC #430 to LaCrosse Ave., CDA, District 1. Low bidder: Interstate Concrete & Asphalt Co. – \$2,997,777.77.

The list of projects currently being advertised was provided.

2) Professional services agreements and term agreement work tasks report. From November 21, 2022 to December 19, 2022, 7 new professional services agreements and work tasks were processed, totaling \$1,478,008. Five supplemental agreements to existing professional services agreements were processed during this period for \$322,024.

3) Non-construction professional service contracts. Per Board Policy 4001, the department executed three professional service agreements for the following - unmanned aircraft system technology to Idaho Policy and Consulting for \$70,000, bike/pedestrian safety analysis to Toxcel LLC for \$29,781, and pavement ME design software to Applied Research Associates for \$30,000.

4) Annual report on status of state-owned dwellings. In accordance with Board Policy 4049, a report is made to the board annually on the status of state-owned dwellings. The department owns 3 stick framed houses, 19 manufactured homes, 6 bunkhouses, and 1 apartment at Johnson Creek and Cavanaugh Bay Air Strips that are used seasonally. In addition to the houses, the department owns 19 trailer pads (11 have employee owned manufactured housing on them). The department has locations where employees reside in a state-owned dwelling as a condition of their employment. These locations are: Powell (District 2), Lowman and Riddle (District 3), Stanley, Hailey, and Carey (District 4), and Cavanaugh Bay and Johnson Creek Airports (Aeronautics). The department also owns 7 trailer pads and 4 houses at rest area locations around the state.

5) Monthly report of federal formula program funding through December 28. Idaho received obligation authority of \$128.9 million through December 16, 2022 via a continuing resolution passed on September 30. A second continuing resolution was passed on December 23; however, no additional obligation authority has been received. OA includes \$9.0 million of Highway Infrastructure General Funds carried over from FY20 and FY21 and \$45 million of Infrastructure Investment and Jobs Act (IIJA) Bridge Formula funds. The IIJA was signed on November 15, 2021. Additional apportionments were allocated via the Appropriations Act. Idaho will receive apportionments of \$441.4 million. FY23 obligation authority through December 16 is 29.2% of apportionments. As of December 28, 2022, \$138.6 million was allocated with \$99.8 million remaining.

6) FY23 financial statements. Revenues to the State Highway Account from all state sources as of November 30 are ahead forecast by 0.7%. State revenues to the State Aeronautics Fund were ahead of forecast by 49.65%, or \$555,605. The Department's expenditures were within planned budgets. Personnel costs savings of \$3.23 million is due to vacancies and timing. Contract construction cash expenditures in the SHA are \$230.9 million for July – Nov., and total construction expenditures from the five different funds sources total \$403.3 million.

The balance of the long-term investments was \$175.3 million as of the end of November. These funds are obligated against construction projects and encumbrances. The cash balance is \$126.1 million. Expenditures in the Strategic Initiatives Program Fund for first five months were \$41.5 million. Deposits into the Transportation Expansion and Congestion Mitigation Fund were \$51 million for the first five months of the sales tax. Funds are from the 4.5% of Sales Tax authorized by the Legislature. Initial receipts of \$13.1 million is committed to debt service. Expenditures in this fund for construction expenses were \$33.4 million. The federal CARES Act provided \$27 million for public transportation. Expenditures totaled of \$2.6 million for July – Nov. Expenditures for the TECM bond program during this period is \$52.6 million and \$47.5 million for GARVEE.

Director's Annual Report. Director Stokes introduced the new ITD Bridge Engineer Mike Johnson. He reported on results for 2022 some highlights included \$150 million additional projects were added late in the program year but still delivered 71% by October 1. As of January 1, 96% of FY23 projects have been delivered and the department is on track to deliver an additional \$400 million this spring. Due to the DMV centralization, the vehicle registration online transactions superseded goals reaching 1.5 million in just two months. Commercial vehicle registrations were streamlined shifting processing from weeks to days to obtain permits. The Office of Public Transportation is processing 20% more grants.

Director Stokes reported on projects results for 2022 and upcoming targets for 2023. Some highlights included there were 174 active construction projects by the end of 2022 totaling \$1.6 billion in state infrastructure projects underway, and 380 new projects under development totaling \$3.47 billion as part of the 7-year ITIP. Staff is working through solving issues with right of way. Coming to DMV, the new portal will have enhanced features to give customers the ability to create an account and capability to do online drivers licenses renewals. The additional \$6 million Aeronautics' received last year, seven projects are complete with 11 in design. The

first hundred local bridges are ready to be contracted through LHTAC. In response to increased stakeholder outreach, and managing a \$3 billion ITIP, the department added two public information officers so each district office has staff. Director Stokes reported on the status of the Chinden Campus Building 3 renovation, which they expect the layout and design done in the next few weeks. In March, a board workshop will be held to consider workload assessments and staffing in preparation for the June workshop. The executive leadership plans to travel to meet with employees statewide this spring.

Director Stokes stated the Change in Employee Compensation (CEC) hearing was delayed to next week, but is recommending pay increases of 4% this year and 4.5% next year. Next month, the department plans to seek approval to release some of the \$25 million that was included in the STIP that was set aside to mitigate revenue declines if needed. He concluded with supporting comments for the next TECM bond series valuing \$400 million and highlighted safety projects completed through bonding such as US-30 McCammon to Lava Hot Springs.

Member DeLorenzo inquired about board attendance for the annual WASHTO and AASHTO meetings. Stating the educational and peer exchange value in attending them. Director Stokes will help to develop a meeting schedule for consideration.

Chairman Moad thanked Director Stokes for his report.

Legislative Update. Government Affairs Manager Colby Cameron reported there are 40 new legislative members. Through the Governor's Leading Idaho efforts, many infrastructure investment recommendations came forth. He reviewed the Governor's recommendations some highlights included FY23 Supplementals - one-time general funds of \$200 million for local bridge maintenance and \$100 million for local transportation projects grant program. FY24 Enhancements for transportation safety and capacity include \$96.8 million - split 60/40 between ITD and the Local Highway Distribution fund, \$37.5 million for GARVEE bond debt and 4% for CEC. There is also a request for \$206 million in ongoing funding for transportation needs - also split between ITD and the Local Highway Distribution fund. The department will give its annual reports to the house and senate transportation committees the last week of January and the JFAC budget hearing is set for Feb. 2. GAM Cameron also reviewed the department's three legislative proposals.

Chairman Moad thanked GAM Cameron for his update.

FY2024 Appropriation Request – Governor's Recommendation. Financial Manager Chris Bray provided an overview of the Governor's FY24 recommendations. FY23 Supplemental requests include \$35 million for airport improvements, \$10 million for pedestrian safety projects administered by LHTAC, \$100 million for local transportation projects grant program administered by ITD, and \$200 million for local bridge maintenance – a Leading Idaho Initiative. FY24 Enhancements include \$58.08 million for ITD's share of transportation safety and capacity projects and \$37.5 million to pay 2014 GARVEE bond series. As a result of the Human Resources Modernization, the Full-Time Equivalent (FTE) positions count is reduced by 20 with a net appropriation decrease of \$334,600. Salary costs will be applied as an employer cost. Additional funds of \$3,691,900 is added for change in employee compensation to meet the

Governor’s 4% recommendation. With \$55.2 million of adjustments to the FY24 base, the adjusted funding total is \$815.02 million. Including \$385.1 million for line items and GARVEE and TECM bond service, the department’s FY24 total program funding is \$1.285 billion with 1592 FTEs.

Chairman Moad thanked FM Bray for the update.

Add New Local-Small Urban Program to Approved FY23-FY29 ITIP. Controller Justin Collins reported as result of the Infrastructure Investment and Jobs Act (IIJA) creation of a new small urban category, and recent updates to Board Policy 4028 that authorized a new allocation for small areas, the department is requesting the addition of a new Local – Small Urban program. The program would be effective beginning October 1, 2023 in FY2024 and included in the FY23 – FY29 ITIP this spring.

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

RES. NO. WHEREAS, Board Policy 4028 - Allocation of Federal Formula Highway
ITB23-02 Apportionments to Local Public Agencies and 4028S - Local Public Agency
Share of Federal Highway Funding, were modified in December 2022 to allocate
a portion of Urban funding to Small Urban areas; and

WHEREAS, projects located in small urban areas are managed by the Local
Highway Technical Assistance Council (LHTAC); and

WHEREAS, small urban projects were previously included in the Local – Urban
program.

NOW THEREFORE BE IT RESOLVED, that the Board approves adding a new
Local –Small Urban program to be effective beginning 10/1/23 in FY2024 of the
approved FY23 – FY29 ITIP.

BE IT FURTHER RESOLVED, that the Board authorizes staff to move existing
Small Urban projects programmed in FY24 and beyond from the Local – Urban
program to the new Local – Small Urban program.

Local-Rural Program Funding Supplement for Approved FY23 Projects. Controller Collins reported when Board Policy 4028 was updated it deducted the Carbon Reduction and PROTECT programs resulting in a decrease of \$1.3 million in FY23 to the Local-Rural program. In an effort to retain a balanced program and prevent projects from needing to be removed or delayed, the department proposes to use \$1.3 million of its reserve funding to supplement the FY23 Local-Rural program.

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

RES. NO. WHEREAS, Board Policy 4028 - Allocation of Federal Formula Highway

ITB23-03 Apportionments to Local Public Agencies and 4028S - Local Public Agency Share of Federal Highway Funding, were modified in December 2022 to reduce funding available to the approved Local – Rural program; and

WHEREAS, it is the intent of the Idaho Transportation Board to fund the FY23 Local –Rural program at the levels that were approved in September 2022.

NOW THEREFORE BE IT RESOLVED, that the Board approves re-directing \$1.3 million ITD reserve funding to the Local – Rural program in FY23.

Request to Increase Professional Services Agreement on Transportation Expansion & Congestion Mitigation (TECM) Project. Transportation Program Manager Amy Schroeder reported on the I-90, Washington State Line to Sherman Ave. TECM project. The 15-mile corridor was initially planned as a preliminary study with a phased approach. In coordination with the FHWA division office, the corridor will be split into two segments, eastern and western, from SH-41, which require separate NEPA approval. The next phase will allow the department to complete the environmental evaluation and preliminary design of SH-41 to 15th Street interchange. Some highlighted scope of services include completion of environmental field studies, noise barrier analysis, stakeholder engagement, and an approved NEPA document from SH-41 to 15th St. Interchange. Design and construction from SH-41 to US-95 is under a separate contract.

Member Kempton suggested the department consider creating a separate board policy for TECM projects that require board approval for professional service agreements that exceed \$1million. He stated he agrees with the technical support to complete the NEPA document, but suggested there should be a separate policy. Director Stokes stated they can bring options to the Board next month to look at streamlining compliance.

In response to Member Thompson’s question regarding the Huetter bypass, TPM Schroeder replied the Metropolitan Planning Organization is anticipating a bypass in their model and staff is accounting for traffic volume increases on I-90; however, it will be a separate project.

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

RES. NO. WHEREAS, the Idaho Transportation Board approved multiple high priority
ITB23-04 TECM projects to be added to the Idaho Transportation Investment Program (ITIP) in May 2021 in order to advance the development and project readiness; and

WHEREAS, the Board previously approved exceeding the threshold in Board Policy 4001 for initial phases of work in July 2021, September 2021 and April 2022; and

WHEREAS, significant progress on the tasks in the initial agreement has been made; and

WHEREAS, a supplemental agreement to complete environmental task and perform preliminary design is being 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 services on the I-90 Washington State Line to Sherman Ave project (Key Number 22293) to \$16 million, which is an additional \$8.8 million more than previously authorized.

TECM 2023A Series Bonds. Transportation Program Manager Schroeder presented a summary of the costs recommended to be included in the TECM 2023A series bonds. She reviewed each of the five categories of costs. The first category is new construction projects totaling \$272.6 million for four projects. Last year, the 2022A series bonds were based on 80% of construction. The 2023A series proposes 85% with remaining costs leveraging federal-aid or state funds. Because the I-84, Jerome to Twin Falls project is being prepared for advertisement in February with the potential of contract award prior to a bond issuance, a funding backup plan is in place to cover it with the ITIP program. The Already-Bonded Construction Projects category totals \$23 million for three out of the six projects. The three projects are on I-86, US-20/26 and I-90. Last year projects were based on 80% of the engineer's estimate, however, only one project had been advertised when the 2022A bonds were sold and some of these projects came in more than the original budgeted amount. The total 2022A bonded amount for this category is \$191.7 million. The Already-Bonded Development Projects category totals \$17 million for six projects as they are now ready for an additional phase of work. The projects also received \$24.3 million in 2022A bonds. The New/Additional Development Projects category totals \$26 million for four out of the eight projects. The I-90, SH-41 to NW Blvd. and I-15, Northgate to Fort Hall are design projects that were bonded for the traffic and environmental study of the corridor in the 2022A series. The last category, Right-of-Way, totals \$60 million for three out of the four projects. The total 2023A series bonds request is for \$398.6 million.

Chief Administrative Officer Dave Tolman reviewed the TECM bond framework to enter into the bond market. Some highlights included bonding as close as possible to contract award to meet cash flow requirements and award contracts in advance of bond sale, which requires evaluating risk against marketing conditions and contract size and time for each issuance. The bond term is 25 years and will follow state and federal requirements including cash draw-downs. CAO Tolman pointed out the monthly financial statements provide detailed information; however, he plans to create a separate report for financial project tracking. CAO Tolman gave a market update highlights included the federal reserve increased the funds rate by 50 basis points, municipal bonds rates have improved in the past month, and current estimates for interest rates for spring 2023 is 4.5% (the highest for GARVEE was 4.7%). The total estimate of project funds is \$1.27 billion with debt service of \$80 million. Next steps, if approved, is to work with Idaho Housing and Finance Association and finance team for a March/April bond sale.

In response to creating a TECM bonding project report proposed by CAO Tolman, Member Kempton suggested using the table already provided to the board that outlines project

information and adding an expense column to compare from one year to the next. He also stated the need for a semi-annual review to demonstrate the board is monitoring the program.

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

RES. NO. WHEREAS, the Idaho Transportation Board (Board) is charged with determining
ITB23-05 the timeframe and scope of improvements for the State Transportation System;
 and

WHEREAS, Idaho Code § 40-310 directs the Board to plan, design and develop statewide transportation systems when determined to be in the public interest; and

WHEREAS, Idaho Code § 40-720 established the Transportation Expansion and Congestion Mitigation (TECM) Fund and ability to use the funds for bond debt service, and House Bill 362 (FY21) increased the sales tax distribution annually and sustainably for large infrastructure projects on the state highway system; and

WHEREAS, the Board has approved a list of eligible Corridors to define the focus of the TECM expansion program and the advantages of this approach; and

WHEREAS, the Idaho Legislature, through Title 40, Chapter 7 of the Idaho Code, as amended, authorizes the Board to request the Idaho Housing and Finance Association (IHFA) to issue bonds for financing all aspects of highway projects eligible for TECM funding as recommended and approved by the Board; and

WHEREAS, there will be prepared a Preliminary Official Statement and related bond documents relating to each series of the bonds and the distribution thereof to potential bond purchasers and the distribution to all actual purchasers of the bonds of a final Official Statement relating to the bonds to be authorized; and

WHEREAS, other bonding documents will also need to be executed setting forth the applicable series of bonds.

NOW THEREFORE BE IT RESOLVED, by the Board as follows:

1. Pursuant to Idaho Code § 40-720, the Board approves the Projects referenced and defined below and recommends to IHFA the financing thereof through the issuance of the bonds in an aggregate principal amount not to exceed \$400,000,000 comprising of the project costs listed below that are approximately:

- I-90 Washington State line to Coeur d’Alene in the amount of \$22,500,000;
- US-95 Spalding Bridge & US-12 Arrow Bridge in the amount of \$4,000,000;
- I-84, Centennial Interchange to Franklin Interchange (exit 27-29) in the amount of \$85,700,000;

- SH-55, Sunnyslope to Nampa in the amount of \$26,000,000;
- US-20/26, I-84 to SH-16 in the amount of \$31,500,000;
- SH-16, I-84 to SH-44 in the amount of \$70,100,000;
- I-84, Burley and Heyburn Interchanges in the amount of \$3,000,000;
- I-84, Jerome to Twin Falls in the amount of \$89,900,000;
- SH-75, Timmerman Jct to Ketchum in the amount of \$15,000,000;
- I-15 Pocatello to Blackfoot including the I-86/I-15 System Interchange in the amount of \$23,000,000;
- US-20, Idaho Falls to Montana State Line in the amount of \$28,000,000

provided that if savings are determined on one or more projects, such savings may be allocated to any other projects listed above. Further, the said funds are necessary to meet program obligation requirements and are to be used and disbursed in accordance with US Treasury regulations for tax-exempt bonds. In addition, otherwise unobligated moneys are expected to be received and held in the TECM Fund as needed and subject to continuing appropriation to meet the bond debt service obligations. The bonds are to be issued at prevailing market rates of interest.

2. The Chairman and/or Director is hereby authorized and directed, for and in the name and on behalf of the Board to execute the following bonding documents and any other documents required for the closing of the bonds setting forth the terms of the applicable series of bonds together with such additions or changes in the form thereof as may deem necessary or advisable, such approval to be conclusively evidenced by the execution of said bonding documents as so added to or changed. Master Financing Agreement, Final Official Statement Supplemental to Master Financing Agreement, Master Trust Indenture, and Series Trust Indenture.

3. Further, the Board and ITD will keep books and records of all expenditures and will make a reimbursement allocation, which is a written allocation that evidences the use of proceeds of the bonds for Project expenditures no later than 18 months after the later of the date on which the expenditure is paid or the related Project is placed in service or abandoned, but in no event more than three years after the date on which the expenditure is paid. Finally, that this resolution evidences the Board's intent and reasonable expectation under Treas. Reg. Section 1.150-2 (d)(1) to use the proceeds of the bonds to pay certain costs of the Projects and to reimburse the Board and ITD for expenditures for the costs of the Projects paid prior to the issuance of the bonds to the extent permitted by federal tax regulations.

Board Unallocated Funds for SH-33/SH-32 Rumble Strips Project. District 6 Engineer Manager Wade Allen presented a request for Board Unallocated funds to install centerline rumble strips on SH-33 from MP 131 to the Wyoming State Line MP 155, and transverse rumble strips on SH-32 adjacent to SH-33. The project is estimated at \$500,000. He reported the district has been teaming with the communities of Teton Valley, Teton County and the Cities of Victor, Driggs, Tetonia to enhance the safety on these highways.

In response to Chairman Moad’s inquiry on the effectiveness of rumble strips, EM Allen stated they assist motorist under conditions where the roadway lanes are not visible.

Member Hoff expressed his support for the project.

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

RES. NO. WHEREAS, the Idaho Transportation Board supports the Idaho Transportation
ITB23-06 Department (ITD) mission of safety, mobility, and economic opportunity; and

WHEREAS, it is in the public interest for ITD to fund SH-33/SH-32 Centerline & Transverse Rumble Strips Project; and

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

NOW THEREFORE BE IT RESOLVED, that the Board approves \$500,000 of FY23 Board Unallocated Funds for the SH-33/SH-32 Centerline & Transverse Rumble Strips project.

BE IT FURTHER RESOLVED, that the Idaho Transportation Board authorizes staff to add the project to FY23 of the approved FY2023 - 2029 ITIP accordingly.

Aeronautics Annual Report. Aeronautics Advisory Board (AAB) Chairman Mark Sweeney reported on commercial air service in Idaho. Some highlights included commercial air service is currently at Boise, Twin Falls, Hailey, Idaho Falls, Pocatello, Lewiston and Moscow-Pullman. Pilot shortages are severely affecting regional airlines like SkyWest. As of October 2022, 112 domestic airports lost about third of their service. Many SkyWest connection routes are capacity purchase (fixed fee). Twin Falls and Pocatello are SkyWest “at-risk” pro-rate arrangement with Delta where major airlines subsidize to keep services available. Higher operating costs are rising because of pilot shortages and financial risk of pro-rate flying. SkyWest is demanding minimum revenue guarantees with no negotiation for flight schedules. Twin Falls and Pocatello are not eligible for DOT Essential Air Service subsidies for air service to network hubs. The total economic impact for the seven commercial air services that includes earnings and GDP, is \$3.9 billion representing over 28,000 jobs. Some loss of network air service impacts include TSA personnel, reduction in funding, and business retention. Twin Falls and Pocatello will continue to work with Delta for a fixed fee contract. AAB Chairman Sweeney requests ITD consider development of a state sponsored air service fund to assist Idaho cities/counties required to pay air service subsidies to preserve their network air service.

Member Kempton stated although he understands the need to sustain air service, he did not believe the board has the authority to provide funds for services in airlines, and asked if AAB Chairman Sweeney has talked to the legislature. AAB Chairman Sweeney responded he has yet to do so but intend to provide them with information so they can make decisions. Member Kempton stated the board would support that direction and has an interest in the solution.

Member Hoff commented that it is difficult to regain funding once it is lost and supports keeping the service viable.

In response to Member DeLorenzo's question about needed funding, AAB Chairman Sweeney stated he was unsure of the amount at this time, but plans to get more information.

AAB Member John Blakely presented information regarding backcountry operations and wildfire activity. Idaho's recreating activities have rebounded declining operations when Fish and Game cut permits. The fire season was especially difficult for large backcountry areas that led to road closures from Boundary to Indian Creek. Operation and safety improvements were made to Stanley airport. Impacts from higher fuel prices are slowly recovering; however, cost for services are increasing and are expected to continue to rise.

Aeronautics Administrator Jeff Marker reported on Aeronautics' activities some highlights included recent personnel hires such as a new pilot, who is undergoing training on the King Air and Kodiak planes, leaving one pilot vacancies. They have three aircraft for state officials and employees. In 2022, the King Air was out five months for repairs so it only had 113.1 hours of use; however, they expect services to be back on track. The Idaho Airport Aid Program base budget is \$1 million and last year and they received \$6.4 million in Leading Idaho funds. The Federal Aviation Administration awarded \$25.4 million. Some accomplishments from the Leading Idaho Funds made available \$200,000 for each of the commercial service airports and \$1.4 million for general aviation airports – six grants were awarded. Aeronautics manages 32 backcountry airstrips. In coordination with the Forest Service, needed tree removal at Big Creek 4 and planning for the potential addition of a sprinkler system at Big Creek was accomplished. AA Marker also reported on five safety and education events for 2022, search and rescue totaling 36 accidents with six fatalities, and a new Federal Aviation Administration (FAA) safety initiative to provide funding for cameras available statewide. If awarded, the FAA will need to install and maintain them.

In response to Member Hoff's question regarding the King Air's maintenance status, AA Marker stated an engine overhaul is due in about 5 – 7 years and there is about 10 years remaining on airplane's airframe.

In response to Member DeLorenzo's inquiry regarding employment contracts for pilots, AA Marker responded the department does not require minimum time even with significant training investments. Recent efforts were made to increase pay and keep minimum requirements low to help recruitment, but it is still a challenge.

Chairman Moad thanked the AAB and AA Marker for their presentations.

Executive Session on Legal and Personnel Issues. Member DeLorenzo made a motion to meet in executive session at 11:18 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 12:15 PM.

WHEREUPON, the Idaho Transportation Board adjourned its regular monthly meeting.

WILLIAM H. MOAD, Chairman
Idaho Transportation Board

Read and Approved
_____, 2023
_____, Idaho

BOARD MEETING DATES

2023

March 23 – Boise

April 19 & 20 – Twin Falls

May 17 & 18 – Pocatello

June 14 & 15 – Boise

July 19 & 20 – Idaho Falls

August 16 & 17 – CDA

September 20 & 21 - Lewiston

2023

JANUARY							FEBRUARY							MARCH							APRIL						
S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S
1	X	3	4	5	6	7			1	2	3	4			1	2	3	4							1		
8	9	10	11	12	13	14	5	6	7	8	9	10	11	5	6	7	8	9	10	11	2	3	4	5	6	7	8
15	16	17	18	19	20	21	12	13	14	15	16	17	18	12	13	14	15	16	17	18	9	10	11	12	13	14	15
22	23	24	25	26	27	28	19	X	21	22	23	24	25	19	20	21	22	23	24	25	16	17	18	19	20	21	22
29	30	31					26	27	28					26	27	28	29	30	31	23	24	25	26	27	28	29	
																					30						

MAY							JUNE							JULY							AUGUST											
S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S					
1	2	3	4	5	6				1	2	3						1											1	2	3	4	5
7	8	9	10	11	12	13	4	5	6	7	8	9	10	2	3	X	5	6	7	8	6	7	8	9	10	11	12					
14	15	16	17	18	19	20	11	12	13	14	15	16	17	9	10	11	12	13	14	15	13	14	15	16	17	18	19					
21	22	23	24	25	26	27	18	X	20	21	22	23	24	16	17	18	19	20	21	22	20	21	22	23	24	25	26					
28	X	30	31				25	26	27	28	29	30	23	24	25	26	27	28	29	27	28	29	30	31								
														30	31																	

SEPTEMBER							OCTOBER							NOVEMBER							DECEMBER						
S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S
				1	2		1	2	3	4	5	6	7			1	2	3	4					1	2		
3	X	5	6	7	8	9	8	X	10	11	12	13	14	5	6	7	8	9	X	11	3	4	5	6	7	8	9
10	11	12	13	14	15	16	15	16	17	18	19	20	21	12	13	14	15	16	17	18	10	11	12	13	14	15	16
17	18	19	20	21	22	23	22	23	24	25	26	27	28	19	20	21	22	23	24	25	17	18	19	20	21	22	23
24	25	26	27	28	29	30	29	30	31					26	27	28	29	30	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 19 - 38

RES. NO. ITB23-07 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 removal of Middle Fork Road safety improvements in the Local Highway Safety Improvement Program of the FY23-29 ITIP, contract awards and consultant agreements.



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date February 23, 2023

Consent Item Information Item Amount of Presentation Time Needed _____

Presenter's Name Colleen Wonacott	Presenter's Title Program Control Manager	Initials	Reviewed By LSS
Preparer's Name Laila Kral	Preparer's Title LHTAC Administrator	Initials	

Subject

Local Highway Safety Improvement Program Adjustments, Multiple Projects		
Key Number 23882 & 23887	District 3 & 6	Route Number Local

Background Information

This board item requests the removal of **KN 23882 Middle Fork Rd Safety Improvements, Adams County** per policy 5011 *Idaho Transportation Investment Program* (ITIP) and the advancement of **KN 23887 INT 2nd W & 5th S RFFB, City of Rexburg** in the Local Highway Safety Improvement Program (LHSIP). Correspondence with the local agencies is in Attachment 1.

Adams County requested through LHTAC that **Middle Fork Rd Safety Improvements, Adams County** (Key# 23882) be removed from the LHSIP program. LHTAC proposes to reallocate funds totaling \$115,000 in FY2023 and \$494,000 in FY2025 as follows; \$115,000 reallocated to FY2023 LHSIP project funds. \$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, leave a remaining balance of \$82,000 for allocation to LHSIP projects. The FY2024-25 funds will be rebalanced in the FY2024-2030 ITIP update.

Staff requests the following program adjustments be made to the FY2023-25 LHSIP and the ITIP be amended accordingly:

Key	Project	FY 2023	FY2024	FY 2025	Action
23882	Middle Fork Rd Safety Improvements, Adams County	-\$115,000		-\$494,000	Remove
23887	INT 2nd W & 5th S RFFB, City of Rexburg	+\$33,000	-\$33,000		Advance
FY2023	Reallocate LHSIP Project Funds	+\$82,000			Increase
FY2025	Rebalance LHSIP Update		+\$33,000	+\$494,000	Increase
Balance		\$0	\$0	\$0	

Recommendations

Approve the adjustments to the Local Highway Safety Improvement Program in FY 2023 - 2029 approved ITIP requested by the Local Highway Technical Assistance Council.

Board Action

Approved Deferred _____
 Other _____

ADAMS COUNTY ROAD AND BRIDGE

PO Box 48, Council, Idaho 83612

To whom this may concern,

Adams County Road and Bridge Department is requesting to be removed from the LHSIP grant. Project name: ORND301 Middle Fork Road Safety Improvements, Adams County—\$564,00.00.

We are having concerns and easement issues at the qualifying crash location and we do not think we can move forward at this time.

The Adams County Commissioners has motioned and approved to be removed on October 17, 2022.

Thank you for your time and hoping to apply again next year with better luck.

Thank you,

Kraig Spelman



Road and Bridge Supervisor

kspelman@co.adams.id.us

208-566-1278

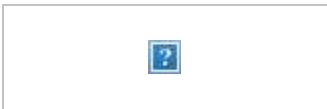
From: [Justin Beard](#)
To: [Brian Wright](#)
Cc: [Kevin Kuther](#)
Subject: RE: 22884/23887 Status
Date: Wednesday, January 11, 2023 3:51:07 PM
Attachments: [image001.png](#)

Brian,

Yes, the City would be agreeable to advancing project KN 23887 to FY23.

Thanks.

Justin V Beard, P.E.
Assistant Public Works Director
City of Rexburg
208-372-2412 Office
208-270-2049 Cell
justin.beard@rexburg.org



From: Brian Wright <BWright@lhtac.org>
Sent: Wednesday, January 11, 2023 3:25 PM
To: Justin Beard <Justin.Beard@rexburg.org>
Cc: Kevin Kuther <KKuther@lhtac.org>
Subject: 22884/23887 Status

Justin,

I am looking into the possibility of moving the 2nd/5th project (KN 23887) into this year (FY23). Turns out construction funds were scheduled for next year (FY24). If I can advance funding, the goal would be to add this to the existing Group Sign FY22 project. That project (Group Sign FY22) contains the RRFB at 2nd/6th (KN 22884). That way the City could receive both RRFB's at the same time.

Please confirm the City is agreeable to advancing the 2nd/5th project (KN 23887) to this year (FY23) and including it in the Group Sign FY22 project. Thanks.

Please let me know if you need anything else, thanks.

Brian Wright, PE
Safety Engineer
Local Highway Technical Assistance Council
(208) 344-0565 ext. 1010



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date February 23, 2023

Consent Item Information Item Amount of Presentation Time Needed _____

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

Subject

Board Approval of Contracts for Award		
Key Number	District	Route Number

Background Information

INFORMATION

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

Year to Date Bid Summary 10/01/22 to 01/31/23					
Contracts Bid		Contracts Requiring Board Approval to Award		Contracts Requiring Board Approval to Reject	
ITD	Local	ITD	Local	ITD	Local
28	4	7	2	0	1

ACTION

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

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

Contracts requiring Board Approval to Award -Justification received 01/01/23 to 01/31/23	
ITD	Local
4	0

Recommendations

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

Board Action

Approved Deferred _____

Other _____

Monthly Status Report to the Board

CONTRACT(S) FOR BOARD APPROVAL

District	Key No.	Route	Opening Date	No. of Bids	Eng. Est.	Low Bid	Net +/-
1	23041	US-95	12/20/2022	4	\$3,543,994.50	\$4,180,800.00	\$636,805.50
US-95, Spokane River Bridge Repairs							118%
Contractor: McMillen Inc					Federal		

District	Key No.	Route	Opening Date	No. of Bids	Eng. Est.	Low Bid	Net +/-
2	20513	US-12	1/24/2023	2	\$34,366,208.82	\$38,321,515.07	\$3,955,306.25
US-12, Clearwater River Memorial Bridge							112%
Contractor: Wadsworth Brothers Construction Co. Inc					Federal		

District	Key No.	Route	Opening Date	No. of Bids	Eng. Est.	Low Bid	Net +/-
4	23044	US-93	1/31/2023	2	\$2,696,377.00	\$3,972,645.00	\$1,276,268.00
US-93, Perrine Bridge Repairs							147%
Contractor: Abhe & Svoboda Inc					Federal		

District	Key No.	Route	Opening Date	No. of Bids	Eng. Est.	Low Bid	Net +/-
6	20420	I-15B	1/31/2023	3	\$3,069,146.58	\$3,738,277.55	\$669,130.97
I-15B, Asphalt Intersections, Idaho Falls							122%
Contractor: Sunroc Corporation					State		

DATE OF BID OPENING - DECEMBER 20, 2022

IDAHO FEDERAL AID FINANCED PROJECT
US-95, SPOKANE RV BRIDGE REPAIRS
Kootenai County
Key No. 23041

DESCRIPTION: The work on this project consists of repairing substructure elements and the bridge deck curb on the US-95 bridge over the Spokane River

BIDDERS:

MCMILLEN INC. BOISE, ID	\$4,180,800.00
LIBERTY MAINTENANCE, INC YOUNGSTOWN, OH	\$4,614,000.00

2 BIDS ACCEPTED (1 Irregular – DBE, 1 Irregular – ELE)

ENGINEER'S ESTIMATE - \$3,543,994.50

LOW BID - 118% Percent of the Engineer's Estimate

NET +/- OF EE \$636,805.50

(AWARD)

(REJECT)

(REQUIRES BOARD APPROVAL)

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

Attached is the justification for Award or Rejection of the Bid. Highway Design concurs with the recommendation.

Monica Crider

Digitally signed by Monica
Crider
Date: 2022.12.22 18:54:07
-07'00'

Monica Crider, P.E.
State Design Engineer



DATE: December 23, 2022

Program Number(s) A023(041)

TO: MONICA CRIDER, P.E. *MC*
State Highway Design Engineer

Key Number(s) 23041

FROM: DAMON L. ALLEN, P.E. *DAL*
District 1 Engineer

Program ID, County, Etc.
US95, SPOKANE RV BRIDGE REPAIRS
Kootenai Co.

RE: BID JUSTIFICATION FOR AWARD

On December 20, 2022, ITD opened bids for the above captioned project. Four bids were received and two were irregular. The low responsive bid was 18% over the Engineer's Estimate. The second bid was 30% over the Engineer's Estimate. The responsive low bid is within 12% (variance) from the 2nd bidder.

The estimated price for these pay items were obtained from recent similar projects and from the average unit price report. The major difference between the proposed cost of the low bidder and the Engineer's Estimate come from the bid items listed below.

ITEM	DESCRIPTION	QUANTITY	ESTIMATED UNIT PRICE	BID UNIT PRICE	ESTIMATED COST	BID COST	COST DIFFERENCE
511-005A	CONC WATERPROOF SYSTEM TYPE C	585 SY	\$19.00	\$130.00	\$11,115	\$76,050	\$64,935
582-005A	PATCH & REPAIR OF CONC SURFACE	450 SF	\$150.00	\$650.00	\$67,500	\$292,500	\$225,000
S904-05G	SP TEMP TRAFFIC CONTROL	1.0 LS	\$35,000	\$135,500	\$35,000	\$135,500	\$100,500
Total difference from these items							\$390,435

EE unit prices for the 3 specific items identified above were significantly lower than the bid unit prices. Bid unit prices for these 3 items were ~387% to 684% higher than EE unit prices.

The concrete waterproof and patch and repair items were bid at much higher unit prices than the Engineer's Estimate. This is likely attributed to current material availability and higher than expected cost for the in-water access work. The construction phasing assumed the majority of the bridge work would be performed from below the bridge and therefore require minimal temporary traffic control on US95. All bidders estimated significantly more work from the highway requiring much more traffic control.

District 1 does not believe that re-bidding of the project will result in significantly lower bids and the District recommends that this project be awarded to the responsive low bidder. Additional funds will be obtained from Statewide Balancing.

DATE OF BID OPENING - JANUARY 24, 2023

IDAHO FEDERAL AID FINANCED PROJECT
US-12 CLEARWATER RV MEMORIAL BRIDGE
Nez Perce County
Key No. 20513

DESCRIPTION: The work on this project consists of replacing the superstructure of the Clearwater Memorial Bridge on US-12 in Lewiston, Idaho

BIDDERS:

WADSWORTH BROTHERS CONSTRUCTION COMPANY, INC. DRAPER, UT	\$38,321,515.07
MAX J. KUNEY COMPANY SPOKANE, WA	\$54,835,421.85

2 BIDS ACCEPTED

ENGINEER'S ESTIMATE - \$34,366,208.82

LOW BID - 112% Percent of the Engineer's Estimate

NET +/- OF EE \$3,955,306.25

(AWARD)

(REJECT)

(REQUIRES BOARD APPROVAL)

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

Attached is the justification for Award or Rejection of the Bid. Highway Design concurs with the recommendation.

Karen
Hanna

Digitally signed by
Karen Hanna
Date: 2023.01.26
09:47:54 -07'00'

Karen Hanna
Contracts Supervisor

Department Memorandum

Idaho Transportation Department

**DATE:** 1/26/2023**Program Number(s)** A020(513)

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

Key Number(s) 20513

FROM: Doral J Hoff, PE
District 2 Engineer

Program ID, County, Etc. US-12, Clearwater
Memorial Bridge

Michael Johnson, PE
State Bridge Engineer

RE: Justification for Award of Bid

On January 24, 2023, 2 bids were opened for the above referenced project. The low bid of \$38,321,515 was 112% of the Engineer's Estimate. The overall difference between the Engineer's Estimate and Bid is \$3,955,307.

There are a few bid items that were over the Engineer's Estimate but the item that accounts for the largest difference is 504-005A STL BRIDGE. The Engineer's Estimate for this Lump Sum item was \$9,068,500 and the Low Bidder had a cost of \$13,262,105 for a difference of \$4,193,605.

The source of the estimate for the steel bridge item was from our experience with similar projects and discussions with steel girder manufacturers prior to advertisement. The steel bridge item cost is difficult to estimate because the work type is not typical in Idaho because of the required barge work. The required barge work may have led to the difference in cost.

The project is a high-profile project that will improve the load rating of the bridge and improve the flow of commerce. The project will place a wider superstructure on the bridge which will make the highway safer for motorists and pedestrians.

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

DATE OF BID OPENING - JANUARY 31, 2023

IDAHO FEDERAL AID FINANCED PROJECT
US-93, PERRINE BRIDGE REPAIRS
Twin Falls County
Key No. 23044

DESCRIPTION: The work on this project consists of repairs to the Perrine Bridge near Twin Falls

BIDDERS:

ABHE & SVOBODA, INC. JORDAN, MN	\$3,972,645.00
RALPH L. WADSWORTH CONST. CO., LLC SALT LAKE CTY, UT	\$5,102,895.00

2 BIDS ACCEPTED

ENGINEER'S ESTIMATE - \$2,696,377.00

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

NET +/- OF EE \$1,276,268.00

(AWARD)

(REJECT)

(REQUIRES BOARD APPROVAL)

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

Attached is the justification for Award or Rejection of the Bid. Highway Design concurs with the recommendation.

Karen
Hanna

Digitally signed
by Karen Hanna
Date: 2023.02.02
09:26:48 -07'00'

Karen Hanna
Contracts Supervisor



DATE: February 3, 2023

Program Number(s) A023(044)

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

Key Number(s) 23044

FROM: Jesse Barrus, PE *Jesse Barrus*
ITD D4 Engineer &
Michael Johnson, PE
ITD Bridge Engineer

Digitally signed by
Jesse Barrus
Date: 2023.02.03
13:57:30 -07'00'

Digitally signed by Michael T. Johnson
Date: 2023.02.03
14:10:25 -07'00'

Program ID, County, Etc. Twin Falls and
Jerome Counties

RE: Justification for Award of Bid

On January 31, 2023 two (2) bids were opened for the above referenced project. The low bid of \$3,972,645.00 was 47% higher than the Engineer's Estimate (EE). District 4 has received and has reviewed the two bids.

Many items differed significantly from EE, but the two main ones were S501-71B, Painting Structural Steel, which was \$883,900 over EE, and S904-05A, Temporary Traffic Control, which was \$319,000 over EE.

In the case of S501-71B, Painting Structural Steel, parts of the bridge are inaccessible, except to machines, and require highly specialized painting techniques, so there was no applicable bid history in the Average Unit Price Report, making it harder to estimate.

Similarly, the project contains traffic control incentive/ disincentive clauses, specific to this project, and which are badly needed to protect the traveling public from excessive delays. However, the disincentive portion appears to have greatly increased S904-05A, Temporary Traffic Control. Again, no similar traffic control item bid history exists, making it hard to estimate.

Even though bid prices are not what was expected, the District believes that rejecting the bid will result in higher bid prices due to inflation, material availability, and the fact that the next low bidder was 28% higher than low bid.

Additionally, the contract start window should begin March 16, 2023 and end April 17, 2023 because painting cannot be allowed during winter temperatures. It's critical that work get underway as soon as possible, including numerous bolt replacements, which are expected to take several months and which must be completed prior to painting the end posts.

The additional \$1,276,268.00 will come from statewide balancing. Based on the reasoning above, the District does not believe that re-advertisement will result in a lower estimate and recommends awarding this project.

DATE OF BID OPENING - JANUARY 31, 2023

IDAHO FINANCED PROJECT
I-15B, ASPHALT INTERSECTIONS, IDAHO FALLS
Bonneville County
Key No. 20420

DESCRIPTION: The work on this project consists of replacing concrete sections that are deteriorating in the intersections and replacing underground water lines. Broadway and I-15B, Yellowstone and Lincoln

BIDDERS:

SUNROC CORPORATION BOISE, ID	\$3,738,277.55
KNIFE RIVER CORPORATION - MOUNTAIN WEST Boise, ID	\$3,777,777.00
H-K CONTRACTORS, INC. IDAHO FALLS, ID	\$7,180,474.00

3 BIDS ACCEPTED

ENGINEER'S ESTIMATE - \$3,069,146.58

LOW BID - 122% Percent of the Engineer's Estimate

NET +/- OF EE \$-669,130.97

(AWARD)

(REJECT)

(REQUIRES BOARD APPROVAL)

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

Attached is the justification for Award or Rejection of the Bid. Highway Design concurs with the recommendation.

Digitally signed
by Karen Hanna
Date: 2023.02.01
14:42:43 -07'00'

Karen Hanna
Contracts Supervisor

Department Memorandum

Idaho Transportation Department

**DATE:** 02.02.23**Program Number(s)** 1186760
TO: Monica Crider, PE *MC*
 State Design Engineer
Key Number(s) 20420
FROM: Jason Minzgher *Scott Stacy*
 District 6 Engineer *SM*
Program ID, County, Etc. I-15B Asphalt
 intersections, Idaho
 Falls
RE: Justification for Award of Bid

On January 31, 2023 3 bids were opened for the above referenced project. The low bid of \$3,738,277.55 was 22.0% higher than the Engineer's estimate. The 2 low bids were within 1% of each other.

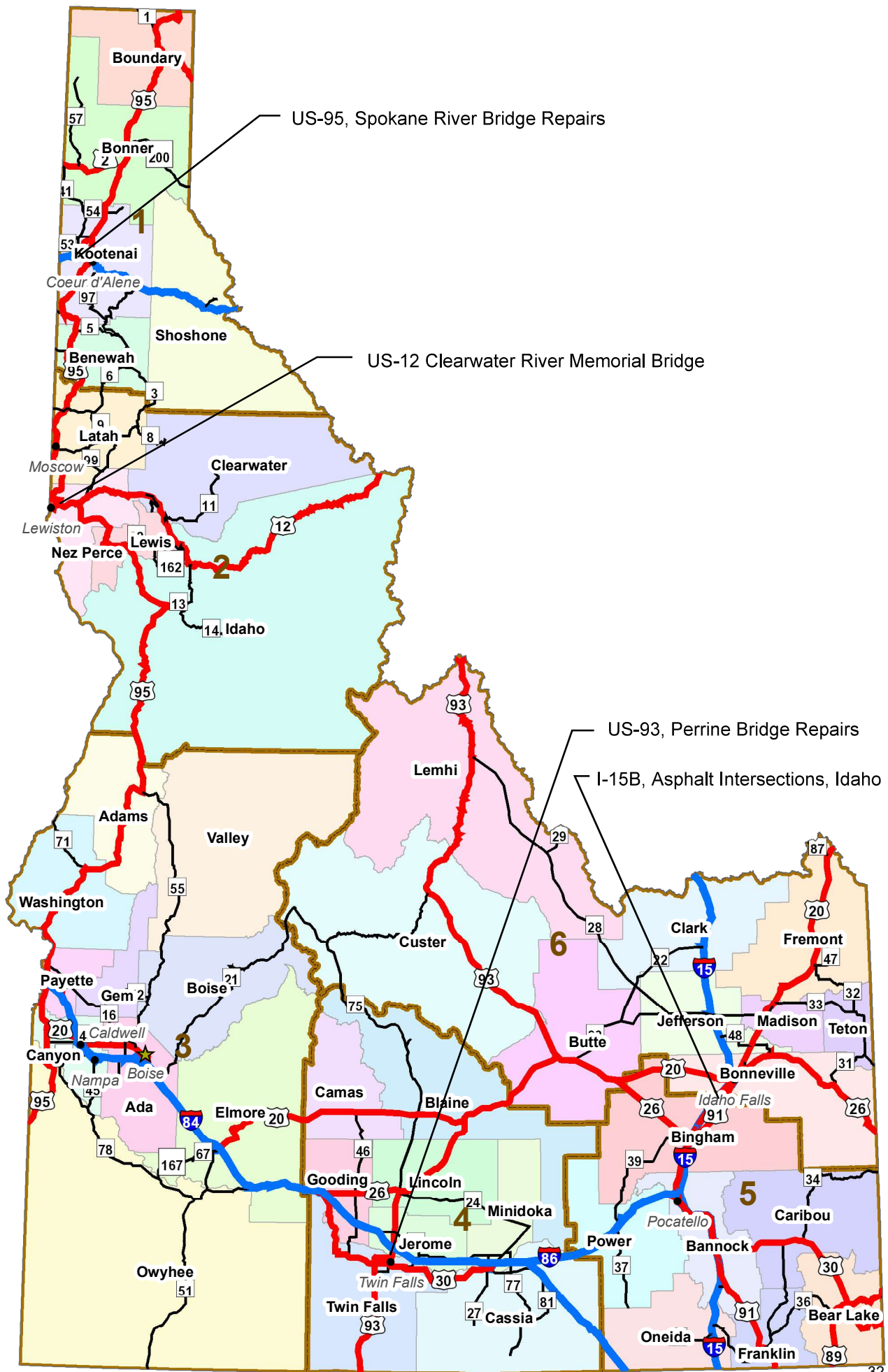
The following items account for most of the difference (EE - Low Bid) between the low bid and the Engineer's Estimate:

Item	Description	Quantity	Estimated Unit Price	Bid Unit Price	\$ Difference
Z629-05A	Mobilization	1 LS	\$283,558.78	\$1,310,000.00	\$1,026,441.22
Total Difference from these Items					\$ 1,026,441.22

The Engineer's Estimate was based on the average unit price index for similar projects with consideration for the small quantities. This project is a small quantity in a tight, high traffic location using a new for D6 HMA gradation called Stone Matrix Asphalt. The Special Provisions require paving with two pavers in echelon with no cold joints working at night. The Districts believes that the two pavers, nighttime work using a new HMA type had something to do with Mobilization costs.

This project addresses a significant deficiency in the I-15B intersection and needs to be awarded in the 2023 construction season.

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





Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date February 23, 2023

Consent Item Information Item Amount of Presentation Time Needed _____

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

Subject

REQUEST TO APPROVE CONSULTANT AGREEMENTS		
Key Number	District	Route Number

Background Information

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

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

Recommendations

Approve: (see attached sheets for additional detail)

- 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.



DATE: January 17, 2023

Program Number(s) A020(053)

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

Key Number(s) 20053

FROM: Jason Minzner, PE *JM*
District 6 Engineer

Program ID, County, Etc. US-20 Chester to
Ashton, Fremont Co.

RE: Request to Increase Professional Services Agreement Amount to over \$1M for Design Services by David Evans and Associates

The purpose for the US-20 Chester to Ashton project is to improve the safety and mobility of US-20 from mile post 350.5 to mile post 363.4 by reconstructing 12.9 miles of US-20 to a 4 lane divided roadway with full access control. This includes the replacement of the Fall River Bridge and two new interchanges.

David Evans and Associates (DEA) was selected through Request for Proposal (RFP) to provide design services for structures for the Chester to Ashton project. David Evans, through agreements totaling \$529,111, has already started working on the design of new structures and reviewing existing TSL's. Chester to Ashton has moved from conceptual into preliminary design.

This next phase, which will complete design work for the new structures, will bring the total to approximately \$2.61 million.

Sufficient funding for the additional work is obligated in the project.

This request is for approval to exceed the professional services agreement amount on this project to an estimated \$2.61M to complete design of the new structures.



DATE: January 23, 2023

Program Number(s) A020(244), A019(948)

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

Key Number(s) 20244, 19948

FROM: Damon Allen, PE
District 1 Engineer

Program ID, County, Etc. I 90, Division St IC
Opass; I 90, Elizabeth Park Opass, Shoshone Co

APPROVED
By Damon Allen at 9:01 am, Jan 30, 2023

RE: Request to Exceed Professional Services Agreement Amount of \$1 million for
Construction Engineering, Inspection, Sampling and Testing Services (CE&I) by HDR
Engineering

The purpose of this project is to replace the existing structurally deficient freeway overpasses at Division Street and Elizabeth Park with widened structures to meet current standards, increasing safety. The eastbound entrance ramp at Division St will also be lengthened to meet current standards, also increasing safety.

In November 2021, through Request for Proposals (RFP), HDR Engineering, Inc. was selected to provide full CE&I services on the two projects.

Construction on these projects started in March of 2022 and are expected to continue until October of 2023. The current agreement (\$965,293) will cover the first season but we need to extend the agreement to cover the 2023 season for CE&I services.

Currently \$2M has been obligated for these services.

This board item is to request approval to exceed the professional services agreement amount on these projects to an estimated \$2M to cover the completion of CE&I Services for these projects.



DATE: January 31, 2023

Program Number(s) A023(607)

TO: Monica Crider, PE
State Design Engineer

Key Number(s) 23607

FROM: Amy Schroeder, PE *A. Schroeder*
Transportation Program Manager

Program ID, County, Etc. I-90, SH-41 to US-95

RE: Request to Increase Professional Services Agreement Amount for Preliminary and Final Design Services by David Evans and Associates (DEA)

This board item is to request an additional \$600,000 of authority for supplemental services to complete the final design of the TECM project that will improve capacity on I-90 from SH-41 to US-95, approximately five miles in length. The project will expand the existing interstate by widening to four lanes in both directions. Improvements include replacement of three sets of bridge structures, ramp modifications at three interchanges, substantial retaining walls and possible sound wall barriers.

DEA was selected in August 2021 through a Request for Proposals (RFP) to work on the I-90 Corridor Study from Washington State Line to Sherman Ave (KN 22293). The RFP included the option that ITD may retain DEA for design services as portions of the corridor are identified as ready to move forward into design and construction. In May 2022, negotiations were held with DEA to provide preliminary and final design services as well as deliver a bid-ready package of Construction Contract Plans, Specifications, and Estimate (PS&E submittal) for the I-90 SH-41 to US-95 portion of the corridor under Key No. 23607. That agreement totaled \$16,983,060.

In May 2022, the Board approved a request to exceed the \$1M limit in Board policy 4001 up to \$17M for the design services of this project. The project originally assumed reconstructed concrete pavement as the typical section. District 1 subsequently redirected the project to utilize a reconstructed asphalt pavement typical section. In addition, due to the size of a single construction package, it was determined that the project should deliver two packages. Design services including the aforementioned change to pavement type and additional construction package have been negotiated to total approximately \$600K. Approval for an additional \$600K will allow DEA to complete final design services and deliver the first PS&E submittal within the next twelve months.

This board item is to request approval to exceed the existing amount of \$17M for a total of \$17.6M to complete the preliminary and final design services. An offset of \$600K will be made from within the TECM program funds.



DATE: January 30, 2023

Program Number(s) A022(687)

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

Key Number(s) 22687

FROM: Todd Hubbard *Todd Hubbard*
District 5 Engineer

Program ID, County, Etc. FY27 US-30
Yellowstone to Garrett Corridor, Pocatello

RE: Request to Increase Professional Services Agreement Amount to over \$1,000,000 for Project Development Services by J-U-B Engineers

The purpose of this project is to improve the safety and mobility of US-30 between Yellowstone Ave and Garrett Way within Pocatello. This will include realigning the intersection, adding turn bays, adjusting traffic signals, updating signs, and overall, re-designing the corridor.

Through Request for Proposal (RFP), J-U-B Engineers (J-U-B) was selected to provide design services with a resulting negotiated agreement of \$1.4 million. This will include roadway design, railroad coordination, materials, and environmental consultant services, with expected PS&E deliverable as well as bidding assistance and potential engineer of record services.

Our District has requested that the consultant break out the funding and tasks between fiscal years to allocate only the amount needed for the current fiscal year. The current amount needed for services between now and November, 2023 is approximately \$630,000.

Currently, the development funds balance for this project is \$192,000. A funding request from statewide balancing will be made for the additional \$450,000 needed for the project. The remainder of the funds will be addressed in the FY24 program update.

This request is for approval to exceed the professional services agreement amount on this project to an estimated \$1.4 Million to cover the completion of design, railroad coordination, materials, environmental, as well as bidding assistance and engineer of record services.



DATE: January 30, 2023

Program Number(s) A019(916)

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

Key Number(s) 19916

FROM: Damon Allen, PE APPROVED
By Marvin Fenn at 10:11 am, Feb 06, 2023
D1 Engineer
Marvin Fenn EM for Damon Allen DE

Program ID, County, Etc. US 95, Labrosse Hill
Street to Alderson Lane, Bonners Ferry

RE: Request to Increase Professional Services Agreement Amount to Over \$1,000,000 for Construction Engineering and Inspection Services (CE&I) by HMH

The purpose of this project is to improve safety and mobility along US 95 from Labrosse Hill Street to Alderson Lane in Bonners Ferry. This project expands the two-lane roadway in the business area into three lanes to include bicycle lanes and Americans with Disabilities Act (ADA) improvements.

In May 2017, through Request for Proposal (RFP), HMH was selected to provide roadway design services in the amount of \$617K. The project required additional design and survey services in the amount of \$386K totaling \$1,002,878 in design.

In October 2021, through another RFP, HMH was selected for CE&I services for a contract amount for the first year of construction of \$891K. The Board approved exceeding the existing professional services contracts for design, CE&I and engineer of record services up to \$1.9M.

This request is for approval to exceed the professional services agreement amount to an estimated \$3M for design, engineer of record services and completion of CE&I services on the project.

The project currently has \$1.75M allocated for CC funds to cover this request. The remaining \$250K would need to be obtained from statewide balancing.




DATE: February 14, 2023

Program Number(s)A023(408)

TO: Monica Crider, PE
State Design Engineer

Key Number(s)23408

FROM: Caleb Lakey, PE
District 3 Engineer 

Program ID, County, Etc.SH16 USTICK to
US20/26

RE: Request to Exceed Professional Services Agreement Amount of \$1 million for Construction Engineering, Inspection, Sampling, and Testing Services (CE&I) by HMH Engineering

Key 23408 will construct improvements on SH-16 from Ustick Rd to US-20/26, including two lanes in both directions with at-grade intersections at Ustick Rd and US-20/26 utilizing the on and off ramps for the future interchanges, an overpass at McMillan Rd and Five Mile Creek, several local frontage roads, and irrigation structures.

In January 2022, through Request for Proposals (RFP), HMH Engineering was selected to provide full CE&I services for this project.

Construction began in July of 2022 and will continue through June of 2024. The current agreement of \$975,871.00 covered the first season of construction but we need to extend the agreement to cover the 2023 construction season.

There is currently \$2.5M obligated for CC on the project.

This board item is to request approval to exceed the professional services agreement amount to an estimated \$2.5M to cover the completion of CE&I services for the project.



Your Safety • Your Mobility
Your Economic Opportunity

Department Memorandum

Idaho Transportation Department

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

DATE: February 14, 2023

Program Number(s) A023(410)

TO: Monica Crider, PE
State Design Engineer

Key Number(s) 23410

FROM: Caleb Lakey, PE
District 3 Engineer

Program ID, County, Etc. SH16 I-84 to Franklin

RE: Request to Exceed Professional Services Agreement Amount of \$1 million for Construction Engineering, Inspection, Sampling, and Testing Services (CE&I) by HMM Engineering

Key 23410 will construct improvements on SH-16 from I-84 to Franklin road, including a new interchange across I-84 with on and off ramps from I-84 to Franklin Road and on to SH-16.

In January 2022, through Request for Proposals (RFP), HMM Engineering was selected to provide full CE&I services for this project.

Construction began in July of 2022 and will continue through June of 2024. The current agreement of \$903,364.00 covered the first season of construction but we need to extend the agreement to cover the 2023 construction season.

There is currently \$5.2M obligated for CC on the project.

This board item is to request approval to exceed the professional services agreement amount to an estimated \$2.5M to cover the completion of CE&I services for the project.



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date February 23, 2023

Consent Item Information Item Amount of Presentation Time Needed _____

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

Subject

Contract Awards and Advertisements		
Key Number	District	Route Number

Background Information

INFORMATION

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

NOTE:

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

Year to Date Bid Summary 10/01/22 to 01/31/23					
Contracts Bid		Contracts Requiring Board Approval to Award		Contracts Requiring Board Approval to Reject	
ITD	Local	ITD	Local	ITD	Local
28	4	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 01/01/23 to 01/31/23	
ITD	Local
7	0

FUTURE ACTIONS

The Current Advertisement Report is attached.

Recommendations

For Information Only.

Board Action

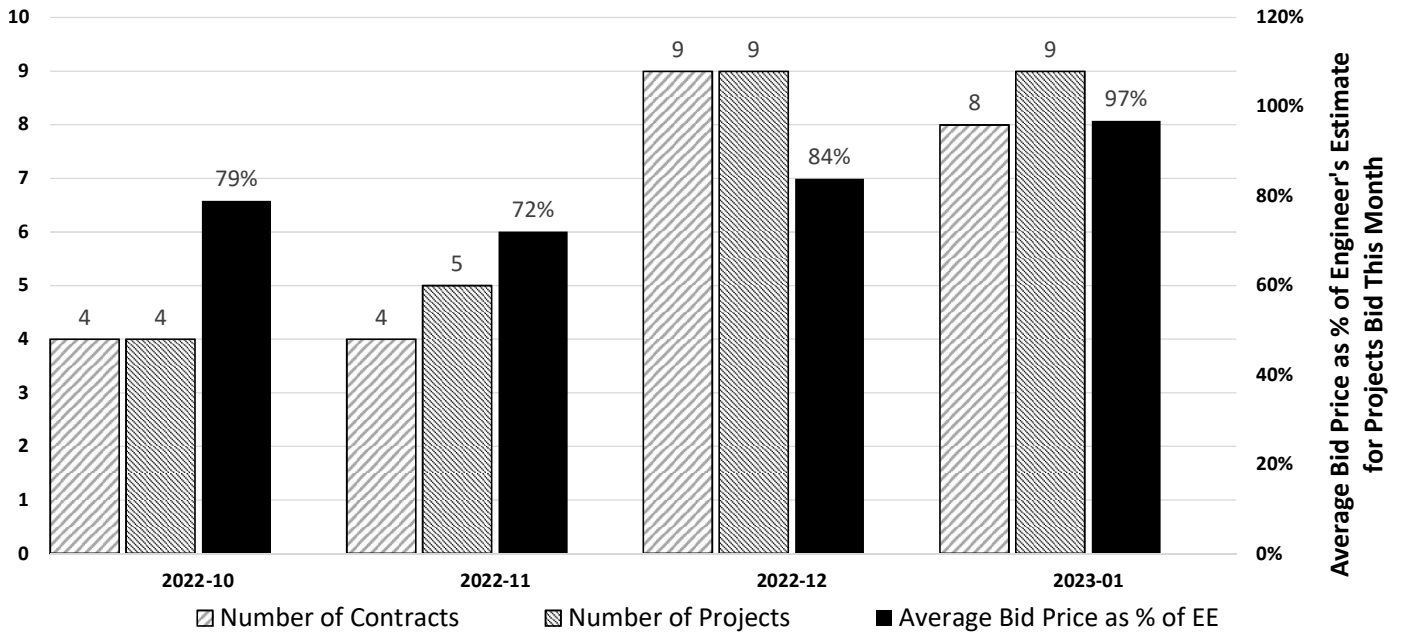
Approved Deferred _____

Other _____

FFY23 State Infrastructure Project Bid Results: YTD Summary by Cost

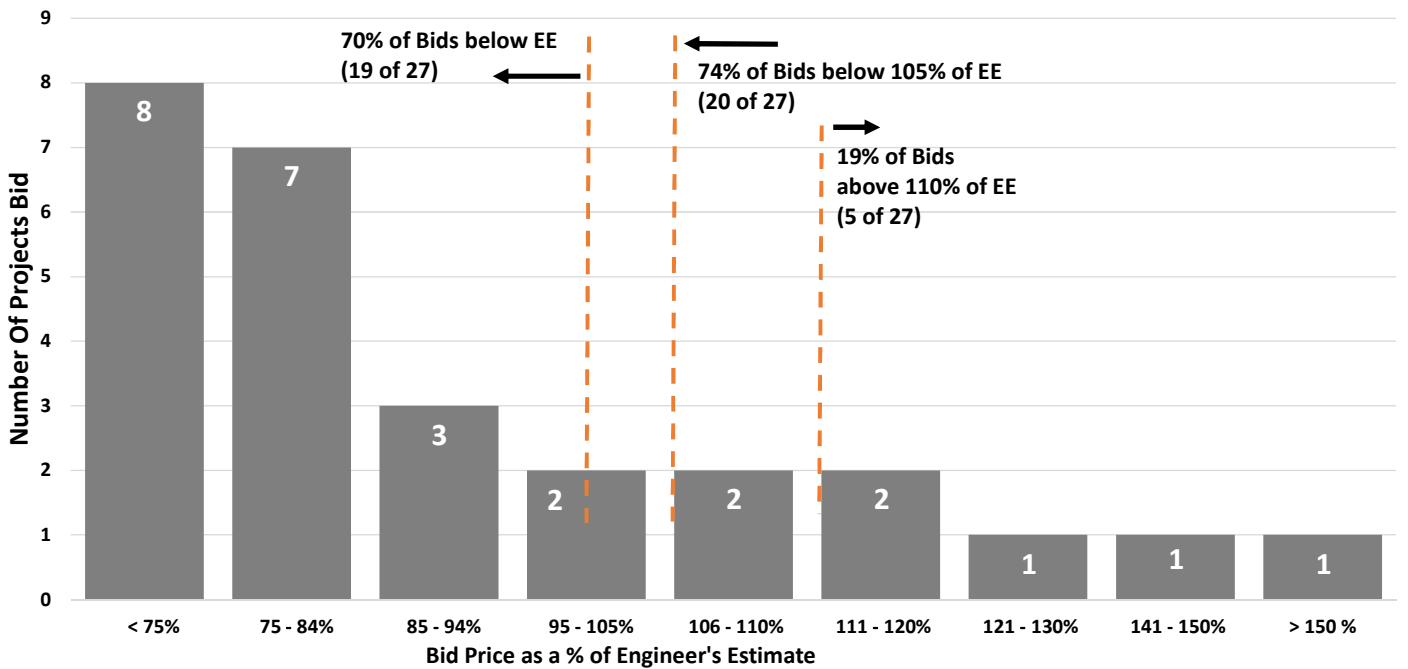
YTD Total for all 27 projects:

Ratio of Bid Costs / Engineer's Estimates = \$166.6 / \$187.6 M = 88.8%



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



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
2	22734	US-12	1/10/2023	2	\$7,509,784.50	\$6,997,928.95	(\$511,855.55)
US-12 Saddle Camp to Warm Springs							93%
Contractor: Knife River Corporation-Mountain West					Federal		

District	Key No.	Route	Opening Date	No. of Bids	Eng. Est.	Low Bid	Net +/-
							% of EE
5	23047/23046	US-89	1/10/2023	2	\$1,447,022.90	\$1,359,443.94	(\$87,578.96)
US-89, Bear Lake Outlet Canal Bridge							94%
Contractor: Coldwater Group Inc					Federal		

District	Key No.	Route	Opening Date	No. of Bids	Eng. Est.	Low Bid	Net +/-
							% of EE
2	23090	US-95	1/10/2023	5	\$30,559,296.14	\$24,770,000.00	(\$5,789,296.14)
US-95, AHT'WY Interchange and Plaza							81%
Contractor: Knife River Corporation-Mountain West					Federal		

District	Key No.	Route	Opening Date	No. of Bids	Eng. Est.	Low Bid	Net +/-
							% of EE
3	21967	I-84	1/24/2023	2	\$2,080,806.60	\$1,798,748.33	(\$282,058.27)
I-84, FY23 D3 W Bridge Repair							86%
Contractor: Concrete Placing Company Inc					Federal		

District	Key No.	Route	Opening Date	No. of Bids	Estiamted Quantity	Quantity Bid	Net +/-
							% of EE
5	20437 SIA	US-30	1/24/2023	2	30,000 FT	18,010 FT	100%
US-30, D5 Wildlife Fence							
Contractor: Northwest Landscape LLC					Fixed Price Variable Quantity State		

District	Key No.	Route	Opening Date	No. of Bids	Eng. Est.	Low Bid	Net +/-
							% of EE
1	20658	US-2	1/31/2023	4	\$1,413,729.89	\$1,219,504.71	(\$194,225.18)
US-2, Moyie Springs Turn Bays							86%
Contractor: Interstate Concrete & Asphalt Co.					Federal		

District	Key No.	Route	Opening Date	No. of Bids	Eng. Est.	Low Bid	Net +/-
							% of EE
2	19377	US-12	1/31/2023	3	\$13,508,040.11	\$14,014,014.01	\$505,973.90
US-12, Lochsa Ranger Station to Holly CR Turnout							104%
Contractor: ASCORP Inc DBA Debco Construction					Federal		

Monthly Contract Advertisement As of 01-31-2023

District	Key No.	Route	Bid Opening Date
5	20636	Various	2/7/2023
FY23 D5 Bridge Repair \$1,000,000.00 to \$2,500,000.00			

District	Key No.	Route	Bid Opening Date
LHTAC(6)	22005	OFF SYS	2/7/2023
Int. 17th St. & Rollandet, Idaho Falls \$500,000.00 to \$1,000,000.00			

District	Key No.	Route	Bid Opening Date
LHTAC(1)	22397	OFF SYS	2/7/2023
Guardrail Improvements, Lakes Highway District \$1,000,000.00 to \$2,500,000.00			

District	Key No.	Route	Bid Opening Date
3	23535	SH-21	2/7/2023
SH-21, Technology Way to Surprise Way (Hot Seal) \$500,000.00 to \$1,000,000.00			

District	Key No.	Route	Bid Opening Date
3	20372	I-84	2/14/2023
I-84, FY23 D3 Bridge Repair \$2,500,000.00 to \$5,000,000.00			

District	Key No.	Route	Bid Opening Date
LHTAC(5)	22411	OFF SYS	2/14/2023
S 5th Avenue Safety Improvements, Pocatello \$0 to \$250,000.00			

District	Key No.	Route	Bid Opening Date
1	20684/22722	I-90	2/14/2023
I-90, Osburn to Wallace \$15,000,000.00 to \$20,000,000.00			

District	Key No.	Route	Bid Opening Date
4	20566	Various	2/14/2023
D4 #2 Seal Coats \$2,500,000.00 to \$5,000,000.00			

District	Key No.	Route	Bid Opening Date
LHTAC(1)	19513	OFF SYS	2/28/2023
Wisconsin St; High St. to US-2, Priest River \$1,000,000.00 to \$2,500,000.00			

District	Key No.	Route	Bid Opening Date
3	20536	US 20/26	2/28/2023
US 20/26 & H-44 Mill & Inlay \$10,000,000.00 to \$15,000,000.00			

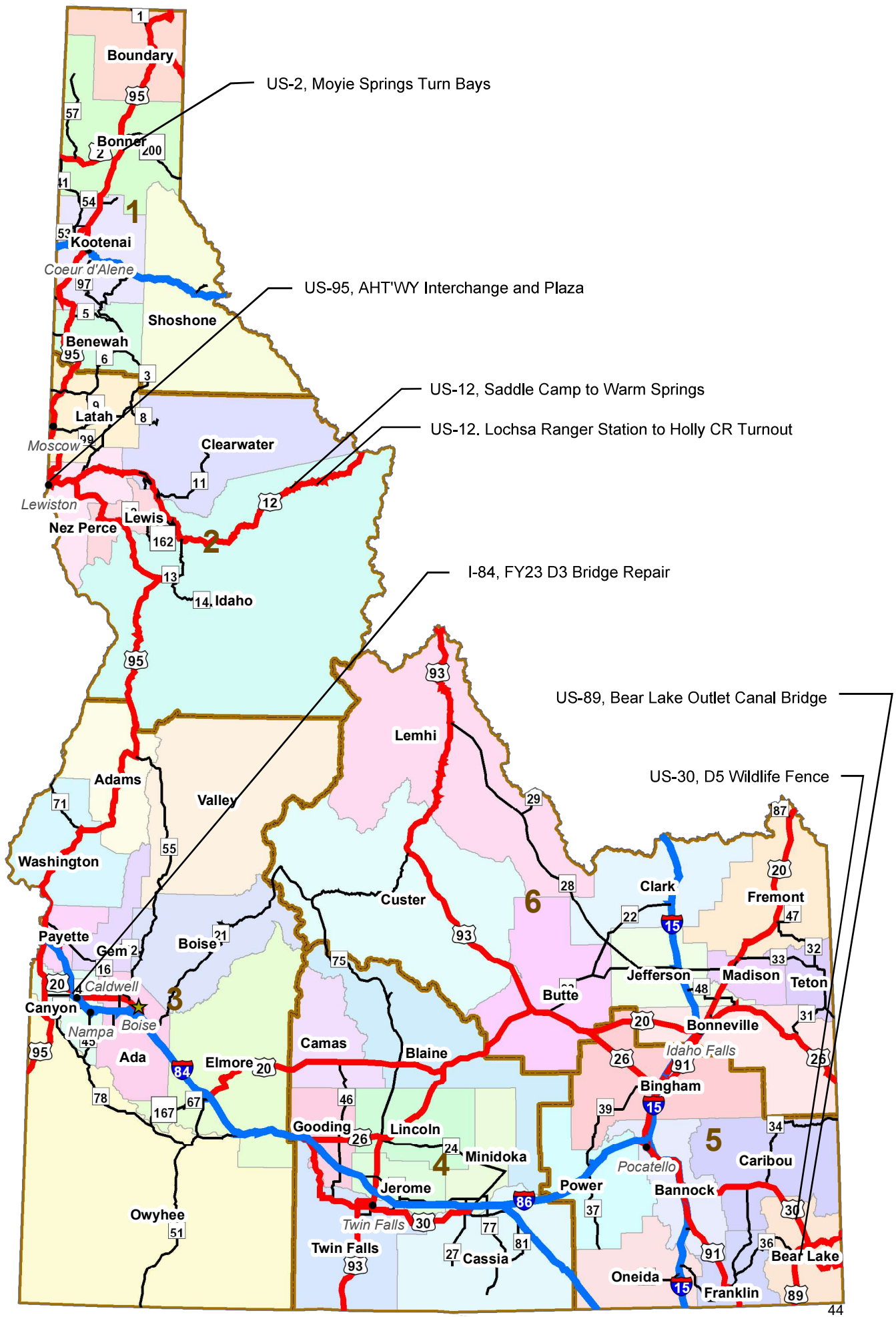
District	Key No.	Route	Bid Opening Date
1	20525	US-95	2/28/2023
US-95, MP 515.5 to Jct. SH-1 \$2,500,000.00 to \$5,000,000.00			

District	Key No.	Route	Bid Opening Date
1	20695	SH-53	2/28/2023
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
4	23343	I-84	3/7/2023
I-84, South Jerome IC to Twin Falls IC Greater than \$25,000,000.00			

District	Key No.	Route	Bid Opening Date
1	20121	US-2	POSTPONED
US-2, BNSF RR Underpass, Sandpoint \$2,500,000.00 to \$5,000,000.00			

District	Key No.	Route	Bid Opening Date
1	20678	Various	POSTPONED
FY23 Bridge Repair \$2,500,000.00 to \$5,000,000.00			





Board Agenda Item

ITD 2210 (Rev. 10-13)

Date February 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 MA 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 nineteen (19) new professional services agreements and work tasks totaling **\$1,817,352** and three (3) supplemental agreements to existing professional services agreements totaling **\$314,124** from December 19, 2022 through January 30, 2023.

New Professional Services Agreements and Work Tasks

Reason Consultant Needed	District								Total
	1	2	3	4	5	6	HQ		
Resources not Available									
Roadway Design	1		1			2			4
Environmental						1			1
Traffic			2						2
Bridge Design				1					1
Bridge Load Rating							1		1
Public Involvement			1						1
Survey				1					1
Construction	1				1				2
Materials		1							1
Local Public Agency Projects	3		2						5
Total	5	1	6	2	1	3	1		19



Board Agenda Item

For ITD District Projects:

Fourteen (14) new professional services agreements and work tasks were processed during this period totaling **\$1,144,555**. Two (2) supplemental agreements totaling **\$247,666** 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>
FY22 D1 Planning & Scoping	Resources not available: Roadway Design	Drafting Services Staff Augmentation	RFI from Term Agreement	HMH LLC	\$50,000
US95, McArthur Lake, Boundary County	Resources not available: Construction	Engineer of Record Services	Individual Project Solicitation	H.W. Lochner	Prev: \$1,127,506 This: \$93,707 Agreement total to Date: \$1,221,213 Board Approved \$1.5M in March 2020

District 2

<i>Project</i>	<i>Reason Consultant Needed</i>	<i>Description</i>	<i>Selection Method</i>	<i>Consultant</i>	<i>Amount</i>
US95, Ferdinand Northbound Passing Lane, Idaho County	Resources not available: Materials	Roadway Materials Report	Direct from Term Agreement	Terracon	\$61,883

District 3

<i>Project</i>	<i>Reason Consultant Needed</i>	<i>Description</i>	<i>Selection Method</i>	<i>Consultant</i>	<i>Amount</i>
SH69, Kuna to Meridian Corridor Plan	Resources not available: Traffic	Traffic Analysis	RFI from Term Agreement	Six Mile Engineering	Prev: \$232,360 This: \$8,287 Agreement Total to Date: \$240,647
I84, Simco Road Interchange, Elmore Co	Resources not available: Roadway Design	Design Package Update	Individual Project Solicitation	Horrocks Engineers	Prev: \$882,900 This: \$45,188 Agreement Total to Date: \$928,088



Board Agenda Item

ITD 2210 (Rev. 10-13)

SH78, Browns Creek Bridge, Owyhee County	Resources not available: Public Involvement	Public Involvement Services	Direct from Term Agreement	Atlas Strategic Communications	\$19,315
D3 Traffic Impact Studies	Resources not available: Traffic	Traffic Impact Study Report	Direct from Term Agreement	Kittelson & Associates, Inc.	\$10,000

District 4

<i>Project</i>	<i>Reason Consultant Needed</i>	<i>Description</i>	<i>Selection Method</i>	<i>Consultant</i>	<i>Amount</i>
US30, Dry Creek Bridge, Twin Falls County	Resources not available: Bridge Design	Bridge Design Phase I: Survey and Geotechnical Field Work	Individual Project Solicitation	Jacobs Engineering Group	\$75,000
SH27, I84 to SH25, Minidoka County	Resources not available: Surveying	LiDAR Mapping Services	Direct from Term Agreement	Aero-Graphics, Inc.	\$18,643

District 5

<i>Project</i>	<i>Reason Consultant Needed</i>	<i>Description</i>	<i>Selection Method</i>	<i>Consultant</i>	<i>Amount</i>
I86, UPRR Bridge, Pocatello	Resources not available: Construction	Construction Engineering, Inspection, Sampling & Testing Services	Individual Project Solicitation	Atlas Technical Consultants	\$398,832

District 6

<i>Project</i>	<i>Reason Consultant Needed</i>	<i>Description</i>	<i>Selection Method</i>	<i>Consultant</i>	<i>Amount</i>
US20, At-Grade Crossing Closures, Fremont County	Resources not available: Roadway Design	CAD Support Services	Direct from Term Agreement	J-U-B Engineers	\$20,697
US20, At-Grade Crossing Closures, Fremont County	Resources not available: Roadway Design	Roadway Design Services	RFI from Term Agreement	Keller Associates	\$319,918
US93, Salmon River Bridge, Salmon	Resources not available: Environmental	Additional Cultural Resource Inventory Services	Direct from Term Agreement	Tetra Tech, Inc.	Prev: \$30,460 This: \$8,085 Agreement Total to Date: \$38,545



Board Agenda Item

Headquarters

FY22 State Highway System Bridge Inspection	Resources not available: Bridge Load Rating	Bridge Load Rating Services	Direct from Term Agreement	Russo Structural Services	\$15,000
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Supplemental Agreements to Existing ITD Professional Service Agreements

District	Project	Consultant	Original Agreement Date/Description	Supplemental Agreement Description	Total Agreement Amount
2	US95, Culdesac Canyon Planning Lane, Phase 3	Horrocks Engineers	11/2021, Engineer of Record Services	Biological Assessment for Phases 3, 4 and 5	Prev: \$85,147 This: \$119,694 Agreement Total to Date: \$204,841
4	I84 South Jerome Interchange	J-U-B Engineers	5/2021, Project Development Services	Additional design services required to complete PS&E	Prev: \$2,763,139 This: \$127,972 Agreement Total to Date: \$2,891,111 Board approved 3.4M in December 2022

For Local Public Agency Projects:

Five (5) new professional services agreements totaling **\$672,797** were processed during this period. One (1) supplemental agreement totaling **\$66,458** was processed.

Project	Sponsor	Description	Selection Method	Consultant	Amount
Canyon Road & Fernon Lake Road Guardrail	Eastside Highway District	Construction Engineering, Inspection, Sampling & Testing Services	RFI from Term Agreement	J-U-B Engineers	Prev: \$84,300 This \$59,000 Agreement Total to Date: \$143,300
West Fork Pine Creek Road Bridge	Shoshone County	Bridge Design, Phase 3: Design Approval through PS&E	Individual Project Solicitation	HMH, LLC	Prev: \$110,252 This: \$174,454 Agreement Total to Date: \$284,706
Pedestrian Road Safety Audit	City of Nampa	Pedestrian Road Safety Audit	Direct from Term Agreement	Precision Engineering	\$61,629
Main Street/Silver Valley Road Bridge	Shoshone County	Bridge Design, Phase 3: Design	Individual Project Solicitation	HMH LLC	Prev: \$110,998 This: \$177,678



Board Agenda Item

ITD 2210 (Rev. 10-13)

		Approval through PS&E			Agreement total to Date: \$288,676
Ditto Creek and Reservoir Road	Mountain Home Highway District	Construction Engineering, Inspection, Sampling & Testing Services	RFI from Term Agreement	HMH LLC	Prev: \$179,825 This: \$200,036 Agreement total to Date: \$379,861

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	Railroad Avenue, St. Maries	HMH LLC	2/2022, Construction Engineering, Inspection, Sampling & Testing Services	Additional CE&I Services	Prev: \$438,040 This: \$66,458 Agreement Total to Date: \$504,498

Recommendations

For Information Only

Board Action

Approved Deferred _____
 Other _____



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date February 23, 2023

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

Presenter's Name Justin Pond	Presenter's Title Right of Way Program Manager	Initials JP	Reviewed By LSS
Preparer's Name Dennis C. Wagner	Preparer's Title Senior Right of Way Agent	Initials	

Subject

Administrative Settlements in Right of Way Acquisitions		
Key Number	District State-wide	Route Number

Background Information

The Board delegated to staff, the authority to negotiate settlements for the acquisition of real property by ITD that did not exceed \$200,000 over the fair market value as established by an ITD approved Review Appraiser. The Board reserved authority to itself for settlements exceeding this limit. In order to monitor settlements, the Board asked to receive reports twice each year summarizing administrative settlements.

During the semi-annual period of July 1, 2022 through December 31, 2022, the Right of Way Section processed 40 parcels. Of the 40 parcels, 15 parcels had an Administrative Settlement. Attached is a summary showing the parcels with Administrative Settlements.

Recommendations

For information.

Board Action

Approved Deferred _____

Other _____

**RIGHT OF WAY ACQUISITIONS
ADMINISTRATIVE SETTLEMENT JUSTIFICATIONS
July 1, 2022 to December 31, 2022**

Dist.	Parcel No.	Program	Major Program	Project Name	Admin. Settlements	% of parcel purchase	Justification
1	5	T111140	010005	SH-53, PLEASANT VIEW IC, KOOTENAI COUNTY	\$48,727.00	28%	Negotiated Administrative Settlement
1	7	I181330	020442	I-90, SH-41 IC, KOOTENAI COUNTY	\$1,062,652.00	52%	Board Approval in November
1	9	I181330	020442	I-90, SH-41 IC, KOOTENAI COUNTY	\$2,894.00	88%	Additional land valuation
1	13	I181330	020442	I-90, SH-41 IC, KOOTENAI COUNTY	\$24,036.00	48%	Additional land valuation
1	15	I181330	020442	I-90, SH-41 IC, KOOTENAI COUNTY	\$2,199.00	47%	Additional land valuation
1	16	I181330	020442	I-90, SH-41 IC, KOOTENAI COUNTY	\$25,090.00	52%	Additional land valuation
1	2	P181350	020695	SH-53, N LATAH ST TO MP 9.3, RATHDRUM	\$4,650.00	50%	Increased land values
2	19	P042040	009294	US 95, THORN CR RD TO MOSCOW, PH 1	\$152,230.00	59%	Additional land valuation
3	81	G203500	020788	SH 16, I 84 TO US 20/26 & SH44 IC	\$91,404.00	59%	Additional land valuation due to market change
3	99	G203500	020788	SH 16, I 84 TO US 20/26 & SH44 IC	\$396,993.00	44%	Board Approval in November
3	119.1	G203500	020788	SH 16, I 84 TO US 20/26 & SH44 IC	\$30,000.00	43%	Additional land valuation
3	120	G203500	020788	SH 16, I 84 TO US 20/26 & SH44 IC	\$116,221.00	72%	Increased land values
3	126	E223910	022715	SH 55, FARMWAY RD TO MIDDLETON RD	\$14,900.00	8%	Commercial sign not covered in appraisal
3	136	E223910	022715	SH 55, FARMWAY RD TO MIDDLETON RD	\$50,000.00	11%	Additional land valuation
3	153	E223910	022715	SH 55, FARMWAY RD TO MIDDLETON RD	\$22,000.00	7%	Additional land valuation
				Total cost of Administrative Settlements:	\$2,043,996.00		

Total number of parcels processed with administrative settlements: **15**
 Total number of parcels processed: **40**
 Total value of all parcels processed: **\$10,302,042.00**



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date February 23, 2023

Consent Item Information Item Amount of Presentation Time Needed Info Only

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

Subject

Biennial Report on Inventory of Surplus Property		
Key Number NA	District All Districts	Route Number NA

Background Information

Administrative Policy 5005 implements Board Policy 4005 delegating authority to purchase, lease, acquire, dispose, sell, or exchange Department-owned surplus real property.

Administrative Policy states, "It is the policy of the Department to efficiently and economically dispose of real property, owned by the Department, which is determined to be surplus property." "The Right of Way Section Manager, on behalf of the Department, shall provide to the Board, a biennial report on the amount and location of surplus properties owned by the Department. The report will identify the current inventory of surplus properties together with information from the disposal of surplus properties which occurred during the reporting period."

During the biennial period of January 1, 2021 through December 31, 2022, The Right of Way Section (ROW) disposed of 21 surplus properties, totaling 130.73 acres with sales proceeds totaling \$671,664.13. Attached is a summary showing the information on these properties.

The current inventory of surplus properties contains a total of 44 properties. A portion of these properties are currently being leased. While the attached inventory indicates the size, in acreage, of many of the properties, a portion of the properties do not include the size and may be surveyed in preparation for sale or disposal. Additionally, the Department does not appraise, or have appraised, the surplus property until it has known interest from an outside party.

Pursuant to Idaho Code 58-335A, "...in no case shall a property be sold or exchanged for a value less than that established through the appraisal process; and provided further that surplus real property may be offered for sale or exchange to any tax-supported agency or political subdivision of the state of Idaho, other than the State of Idaho or its agencies, in whose jurisdiction the property is located, at a negotiated price not to exceed the appraised value."

Recommendations

For information.

Board Action

Approved Deferred _____

Other _____

Biennial Surplus Property Report

Current Inventory of Surplus Properties (January 2023)								
District	Property Description / Type	Approximate Location (MP/Route)	Estimated Value	LEASED PROPERTIES			Known Interest (Y/N)	Comments
				Lease (Y/N)	Expiration Date	Value/Month (\$)		
1	US-95, MP 538.4 Lt	3.14 ac riverfront w/reparian rights		NO				
1	SH-3 & I-90	E. of CDA, South of I-90		NO			Y	
1	BNR-103 Keyser Slough Sand Pit	Priest River		NO			Y	
1	SH-200, Mile Post 55.09 Rt., City of Clark Fork	Lot 17, Blk 11, Nagel Addition, 0.09 acres		YES	1/1/2026	\$50.00/year		Bonner County Sheriff Search & Res.
3	Uneconomic Remainder, I-84, MP 33.58 Lt	North of Karcher Connector and Midland Blvd		NO			N	
3	Surplus Remainder, I-84, MP 33.63 Lt	NEC of Karcher IC		NO			N	
3	Splus Remainder, I-84, MP 34.12 Lt	West corner of Karcher Rd and Karcher Connector		NO			N	
3	Surplus Remainder, I-84, MP 34.16 Lt	South corner of Karcher Rd and Karcher Connector		NO			N	
3	Surplus Remainder, US-20/26, MP 25.12 Lt	Parcels 2, 3, & 4, Exit 29 NW corner		NO			N	
3	Surplus Remainder, I-84, MP 17 Rt	Parcel 22.5, Exit 95, Mt. Home, 6.37 acres		NO			N	
3	Surplus Remainder, SH-51, 91.92 Rt	Parcel 5, SEC of 3rd W Street and SH-51,		NO			N	
3	Surplus Remainder, SH-52, MP 28.23 Lt	1044 Hwy 52, 1.84 Acres		NO			N	
3	Surplus Remainder, US-95, MP 115.9 Lt	Cambridge Maint. Yard 31600		NO			N	
3	Surplus Remainder, I-84, MP 42.00 Rt	Parcel 8, Ten Mile IC		NO			N	Remainder between I-84 and Tasa Dr.
3	Surplus Remainder, I-84, MP 42.00 Rt	Parcel 9, Ten Mile IC		NO			N	Remainder between I-84 and Tasa Dr.
3	Surplus Remainder, I-84, MP 42.00 Rt	Parcel 10, Ten Mile IC		NO			N	Remainder between I-84 and Tasa Dr.
3	Surplus Remainder, I-84, MP 42.00 Rt	Parcel 11, Ten Mile IC		NO			N	Remainder between I-84 and Tasa Dr.
3	I-84, MP 49.78 Lt	7949 W Cummins Ave, Boise		NO			N	
3	I-84, MP 49.78 Lt	7939 W Cummins Ave, Boise		NO			N	
3	I-84, MP 49.78 Lt	7920 W Candlewood Dr., Boise		NO			N	
3	I-84, MP 49.79 Lt	7890 W Candlewood Dr., Boise		NO			N	
3	I-84, MP 49.80 Lt	1171 S Yucca Pl., Boise		NO			N	
3	I-84, MP 49.81 Lt	1172 S Yucca Pl., Boise		NO			N	
3	I-84, MP 49.81 Lt	1206 S Yucca Pl., Boise		NO			N	
4	CS-174	Cassia County						
4	CS-1002s	Cassia County						
4	R/W-Railroad, 39 acres	Lincoln County		YES	2/28/2023	\$1950/Yr	Y	Glanbia Foods, Gooding Id
4	R/W	3100 S & SH-46, Gooding County		YES	5/1/2041	\$100/Yr	Y	Jack Hirai, Twin Falls, ID
4	R/W, 12' strip on Blue Lakes	Twin Falls City		YES	5/1/2030	\$0	Y	Rocket Express, Joe Russell
4	R/W	W. of Blue Lakes, S. of Canyon		YES	4/1/2064	\$2900/Yr	Y	Twin Falls Chamber of Commerce
4	R/W	SH-75 past Gannett Rd. on E.		YES	4/30/2039	\$10,800/Yr	Y	Valley Wide Coop
4	R/W	South Bridge, E. & W. side		YES	6/30/2025	\$500/Yr	Y	Base Jumpers, LLC In process of renewing lease
5	SH-34, MP 70.4, BR-RS-1786	SH-34, 11 miles N. of Soda Springs		NO				
5	Woodville Pit / BG-77, 23.7 acres	I-15, MP 110.2		NO			Y	Bingham Cnty
5	Bk-154a, Bk-154b / 2 parcels	I-15, MP 31.8		NO			Y	Bannock Co - Partial
5	FK-47 Fire Pit, 23.4 acres	Off System on old D-1		NO			N	
5	BL-61 Gtown pit, 14 acres	US-30 MP 425, Bear Lake County		NO			Y	Neighbor
5	Rose Pond Parcel 1, 37.14 acres	I-15 MP 96.4		NO			Y	Bingham Cnty
5	Rose Pond Parcel 2, 4.27 acres	I-15 MP 96.4		NO			Y	Bingham Cnty
5	Maughn Rd. Par19, 2.2 acres	US-30, MP 368.3		NO			N	
5	Topaz Bridge (2 parcels) parcel 79, 10 acres	US-30 MP 364.9		NO			N	No Access
6	Thorton IC, Small piece W. of US-20, N. of W 500 S.	US-20 MP 328.5		NO			Y	
6	FR-85 & 96 (split in half) ITD owns 85, Cnty owns 96. County will QC to us.	Fremont County		NO			Y	
44	Total # of Properties							

2021-2022 SURPLUS PROPERTY SALES/DONATIONS
January 1, 2021 - December 31, 2022

District	Key No.	Parcel No. / Parcel ID No. (PID) / Program Number	Grantee	County	Recording Date	Recording Instrument Number	Acreage	Sale Price (Land Only)	Sales Fee	Total (Sales Price + Sales Fee)	Comments / Document Used
1	A0289 / A0423	A0289: P35.6, PID 51320; A0423: P36.5, PID 51321	POST FALLS HIGHWAY DISTRICT	Kootenai	3/12/2021	2818544000	8.8	\$0.00	\$0.00	\$0.00	QCD w/Reversion
1	A0636	P0.5, PID 51627	CITY OF CLARK FORK	Bonner	12/21/2021	997893	1.572	\$0.00	\$0.00	\$0.00	QCD w/Reversion
1	K9791	P21.5 - 24.5, PID 51630 - 51633	LUXURY GARAGE CONDOS OF ATHOL, LLC	Kootenai	5/24/2022	2901752000	3.296	\$363,890.00	\$400.00	\$364,290.00	QCD
1	N1008	P1.5, PID 51649	JOSHUA MARTIN and BRITTANY MARTIN	Bonner	3/8/2022	1001768	0.128	\$50,000.00	\$400.00	\$50,400.00	QCD
1	A0985	P0.5, PID 51622	CITY OF RATHDRUM	Kootenai	1/20/2022	2883067000	0.554	\$0.00	\$0.00	\$0.00	QCD w/Reversion
2	K4219	P0.5, PID 51784	ROTARY VETERANS MEMORIAL PAVILION, INC. dba PALOUSE ICE RINK	Latah	2/25/2022	621754	0.055	\$0.00	\$0.00	\$0.00	QCD
3	K2626	P2.5, PID 51856; P3.5, PID 51857	ALLAN W. STEVENSON, DDS PC, dba TRAILRIDGE FAMILY DENTAL	Canyon	7/7/2022	2022-033692	0.3	\$11,000.00	\$400.00	\$11,400.00	QCD
3	K6868	P4.5, PID 51516	BRUCE ANDERSON KISSEE and LUANN MARIE KISSEE	Adams	2/3/2021	136924	0.0884	\$9,149.00	\$200.00	\$9,349.00	QCD
3	K11236	P85, PID 44527	ADA COUNTY HIGHWAY DISTRICT	Ada	10/16/2022	2022-089010	4.904	\$0.00	\$0.00	\$0.00	QCD w/Reversion
4	n/a	Abandoned Railroad in Lincoln County	RODNEY F. HUBSMITH and KAYSI S. HUBSMITH	Lincoln	2/3/2021	204013	42.85	\$0.00	\$0.00	\$0.00	QCD
4	K5137	P3.5, PID 51313	OSPREY, LLC	Twin Falls	3/8/2021	2021-005662	0.293	\$35,000.00	\$400.00	\$35,400.00	QCD
4	K3586	P2.5, PID 51558	DAVID L. SNELSON and LESLI M. SNELSON	Bingham	3/25/2021	272299	0.61	\$2,930.00	\$0.00	\$2,930.00	QCD
4	A0744	P1.5, PID 51485, Material Source CS-73-s	MICHAEL R. BLAUER and SHAUNA BLAUER	Cassia	4/19/2021	2021002076	1.69	\$4,225.00	\$0.00	\$4,225.00	QCD w/Reversion
5	K0546	P0.5, PID 51328, Material Source BG-68-s	SHOSHONE-BANNOCK TRIBES	Bingham	2/25/2021	728816	9.3	\$1,918.13	\$0.00	\$1,918.13	QCD
5	A1510	P22.5, PID 50923	DENNIS V. LEAVITT	Bingham	3/8/2021	729351	31.213	\$120,000.00	\$400.00	\$120,400.00	QCD

District	Key No.	Parcel No. / Parcel ID No. (PID) / Program Number	Grantee	County	Recording Date	Recording Instrument Number	Acreage	Sale Price (Land Only)	Sales Fee	Total (Sales Price + Sales Fee)	Comments / Document Used
5	A1001	P9.5, PID 51552	FRANKLIN COUNTY	Bonneville	1/28/2021	285254	0.134	\$0.00	\$0.00	\$0.00	QCD w/Reversion
5	K14002	P11.5, PID 50466	JOSEPH CANNON and JEANNE KAY CANNON	Bingham	9/1/2021	736650	0.389	\$19,061.00	\$400.00	\$19,461.00	QCD
5	K14002	P9.5, PID 50465	EAST ROSE CELAR, LLC	Bingham	6/11/2021	733462	0.374	\$15,000.00	\$400.00	\$15,400.00	QCD
5	A1529	P9.5, PID 51783	NICKELL FAMILY, LLC	Bingham	8/11/2022	748138	1.511	\$39,491.00	\$400.00	\$39,891.00	QCD
5	A1000	P0.5; PID 51992	FRANKLIN COUNTY	Bonneville	5/11/2022	291250	2	\$0.00	\$0.00	\$0.00	QCD w/Reversion
5	A1009	P0.5; PID 52007	FRANKLIN COUNTY	Bonneville	6/14/2022	291636	20.67	\$0.00	\$0.00	\$0.00	QCD w/Reversion
Total Parcels Sold = 21						Total Acreage	130.731	\$671,664.13	Total Funds Received	\$675,064.13	



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date February 23, 2023

Consent Item Information Item Amount of Presentation Time Needed Information Only

Presenter's Name Michelle Doane	Presenter's Title Business & Support Mgr	Initials MD	Reviewed By LSS
Preparer's Name Michelle Doane	Preparer's Title Business & Support Mgr	Initials MD	

Subject

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

Background Information

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

Recommendations

Information only

Board Action

Approved Deferred _____
 Other _____



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date February 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 February 1 st .		
Key Number N/A	District N/A	Route Number N/A

Background Information

Idaho received full-year FY23 obligation authority through September 30, 2023, via the consolidated appropriations act which passed on December 29.

Obligation authority through September 30 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 \$441.4 million. FY23 obligation authority through September 30, 2023 is 89.3% 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

IIJA FY2023	
Apportionments + COVID + Hwy Infra.	
Federal Aid Only	\$441,419
Including Match	\$476,385
Obligation Limits through 12/28/2022	
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

Program	Allotted Program Funding through 9/30/23	Program Funding Remaining as of 2/1/23
All Other SHS Program	\$267,739	\$225,957
GARVEE Formula Debt Service*	\$51,114	\$49,880
State Planning and Research*	\$9,066	\$7,431
Metropolitan Planning*	\$2,351	\$1,715
Railroad Crossings	\$2,229	\$1,550
Transportation Alternatives (Urban/Rural)	\$7,559	\$5,902
Recreational Trails	\$1,427	\$1,805
STBG - Local Urban+	\$12,747	\$10,987
STBG - Transportation Mgt. Area	\$10,130	\$10,159
Transportation Alternatives (TMA)	\$918	\$945
STBG – Local Rural	\$15,967	\$15,514
Local Bridge*	\$11,400	\$9,774
Off System Bridge*	\$6,750	\$6,660
Local Safety	\$9,356	\$9,067
Carbon Reduction	\$8,307	\$8,307
PROTECT	\$9,445	\$9,145
Total	\$426,504	\$374,799

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



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date February 23, 2023

Consent Item Information Item Amount of Presentation Time Needed 15 mins

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 - Mid-Year Report		
Key Number	District	Route Number

Background Information

July 01, 2022 thru December 31, 2022, Fiscal Year 2023 Financial Statements

The financial operations of the Department as of December 31, 2022, halfway 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 six 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 0.5% (this includes Misc. Revenues and Equipment Buy Back). State revenues to the State Aeronautics Fund are ahead of forecast by 46.57% or \$600,243. As we head into the 2nd half of the fiscal year, the revenue picture will need to be monitored closely.
- Expenditures are within planned budgets YTD. The differences after six months are timing between planned and actual expenditures plus encumbrances. Personnel costs have savings of \$3.99M or 5.5% 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 - December of this fiscal year are \$269M. Compared to the last three fiscal years through the first six months of the year:
 - FY22= \$243.1M
 - FY21= \$269M
 - FY20= \$308.7M

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 six months from these funding sources was \$463.2M or \$121M higher than the highest point of the previous three years.

- FY22= \$314.7M
- FY21= \$328.7M
- FY20= \$342.2M

The balance of the long-term investments as of the end of December is \$175.7 Million. These funds are obligated against both construction projects and encumbrances. The long-term investments plus the cash balance (\$133.1M) totals \$308.8M.

Expenditures in the Strategic Initiatives Program Fund (GF Surplus), for the first six months, are \$45M. 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 \$1.5M based on the cash balance.

Deposits into the Transportation Expansion and Congestion Mitigation Fund of \$59.7M is the first six months of the sales tax of 4.5%. The initial receipts into this fund for FY23 of \$13.1M is committed to debt service on the TECM 2022 Series Bonds. Expenditures in this fund for construction expenses on projects were \$37.6M.



Board Agenda Item

ITD 2210 (Rev. 10-13)

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 six months of FY23 was \$2.8M, for a total expenditure of \$13.2M since the beginning of the grant.

Expenditures from the two active bond programs were \$57.2M for the TECM Capital Projects fund and \$57.8M for the GARVEE Capital Projects fund. Both programs are very active and advancing as planned.

Recommendations

For Information.

Board Action

- Approved Deferred _____
- Other _____

**FEBRUARY
ITD BOARD PACKET**

**DECEMBER
FY23
FINANCIAL STATEMENTS**

User ID: ddecker
 Report ID: AD-FN-GL-010
 Run Date: 9 Jan 2023
 % of Time
 Remaining: 50

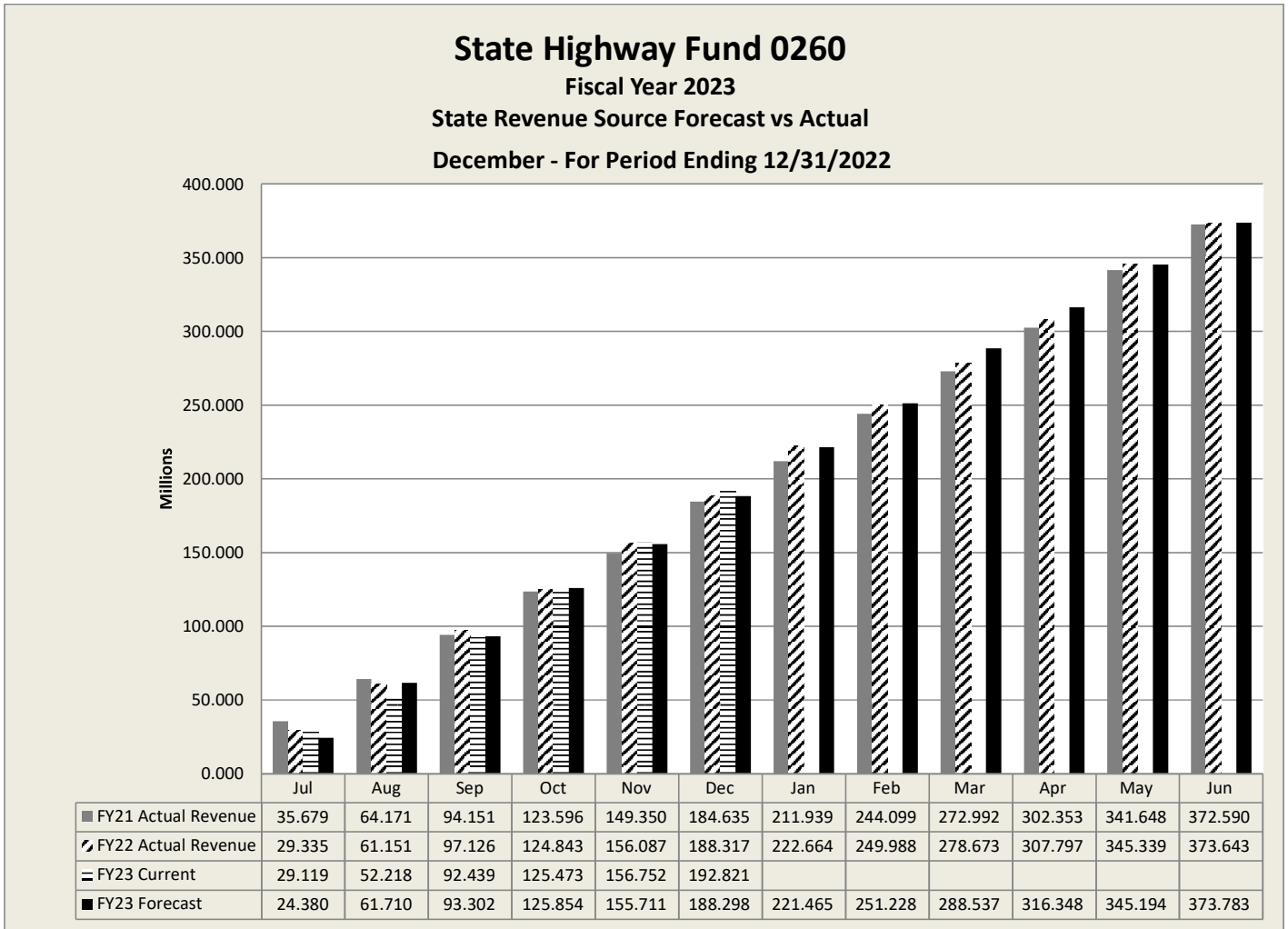
Idaho Transportation Department

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 12/31/2022
 (all amounts in '000)

Fiscal Year: 2023

Funds Received					
	FY22 Actual YTD	FY23 Actual YTD	FY23 Forecast YTD	FY23 to FY22 Actual	FY 23 to Forecast
<u>State Highway Account</u>					
Federal Reimbursements	207,922	205,310	199,064	-1.3%	3.1%
State (Inc. H.D.A.)	188,317	192,821	188,298	2.4%	2.4%
Local	6,874	1,875	2,853	-72.7%	-34.3%
Total State Highway Account:	403,114	400,007	390,215	-0.8%	2.5%
<u>State Aeronautics Fund</u>					
Federal Reimbursements	131	54	172	-58.6%	-68.5%
State	2,277	2,382	1,562	4.6%	52.5%
Total State Aeronautics Fund:	2,408	2,436	1,734	1.2%	40.5%
Total Fund Received:	405,521	402,443	391,949	-0.8%	2.7%
Disbursements (includes Encumbrances)					
	FY22 Actual YTD	FY23 Actual YTD	FY23 Budget YTD	FY23 to FY22 Actual	FY 23 to Budget
Construction Payouts	243,886	270,643	249,215	11.0%	8.6%
<u>Operations Expenses</u>					
Highways	103,001	111,342	123,255	8.1%	-9.7%
DMV	17,968	18,049	19,898	0.5%	-9.3%
Administration	16,398	16,841	16,624	2.7%	1.3%
Facilities	5,227	7,030	13,184	34.5%	-46.7%
Aeronautics	1,633	6,132	3,999	275.5%	53.3%
Total Operations Expenses:	144,226	159,395	176,961	10.5%	-9.9%
<u>Transfers</u>					
Operating	385	0	0	-100.0%	0.0%
Debt Service	13,652	12,653	12,315	-7.3%	2.7%
Total Transfers:	14,037	12,653	12,315	-9.9%	2.7%
Total Disbursements:	402,149	442,691	438,490	10.1%	1.0%
<u>Expenditures by Type</u>	FY22 Actual YTD	FY23 Actual YTD	FY23 Budget YTD	FY23 to FY22 Actual	FY 23 to Budget
Personnel	64,426	68,413	72,402	6.2%	-5.5%
Operating	49,810	52,819	52,555	6.0%	0.5%
Capital Outlay	22,410	27,435	37,599	22.4%	-27.0%
Sub-Grantee	7,580	10,728	14,405	41.5%	-25.5%
Totals Operations Expenses:	144,226	159,395	176,961	10.5%	-9.9%
Contract Construction	243,886	270,643	249,215	11.0%	8.6%
Totals (excluding Transfers):	388,112	430,038	426,176	10.8%	0.9%

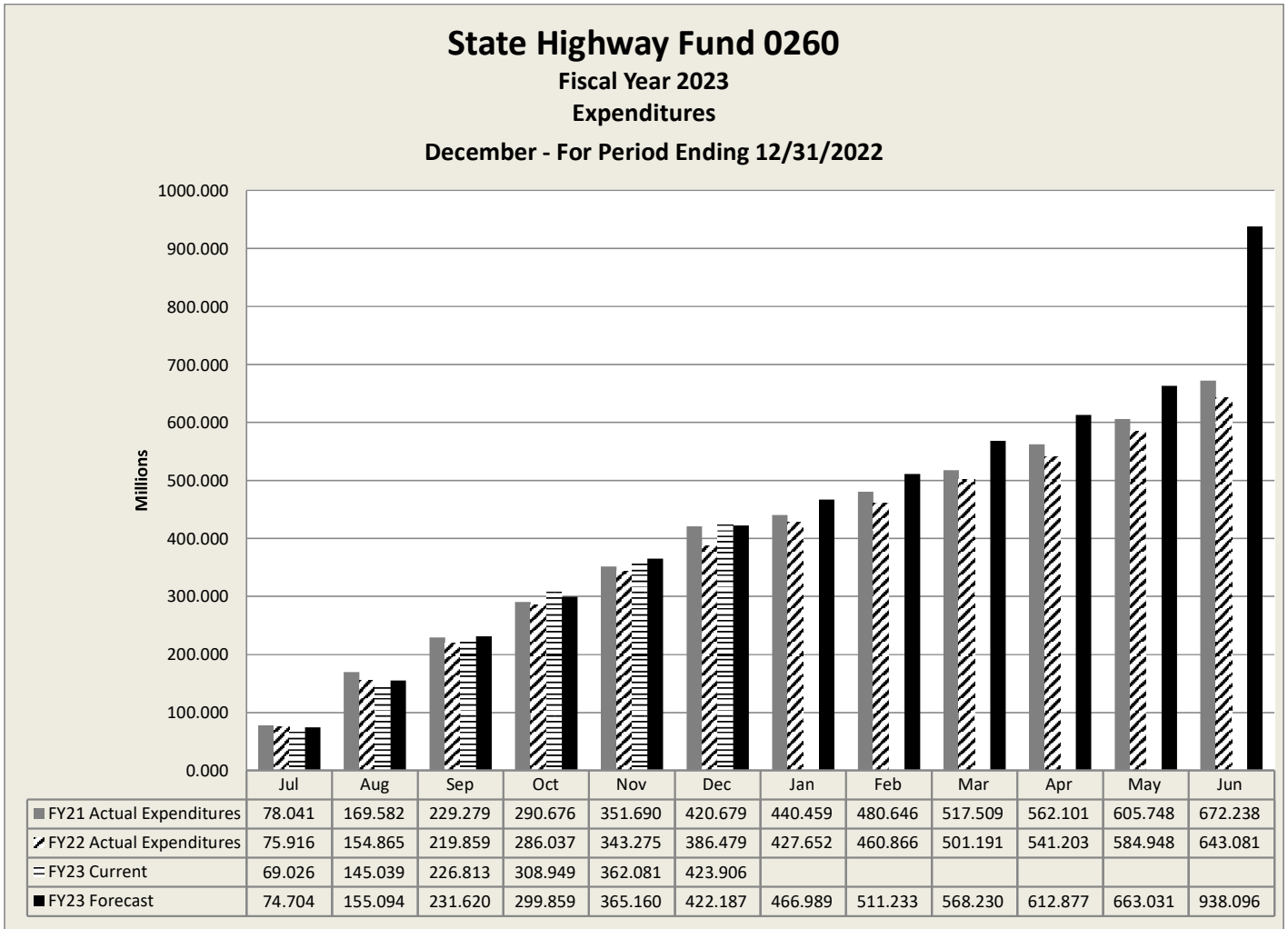
Date Prepared: 1/9/2023



Includes Equipment Buy Back Program

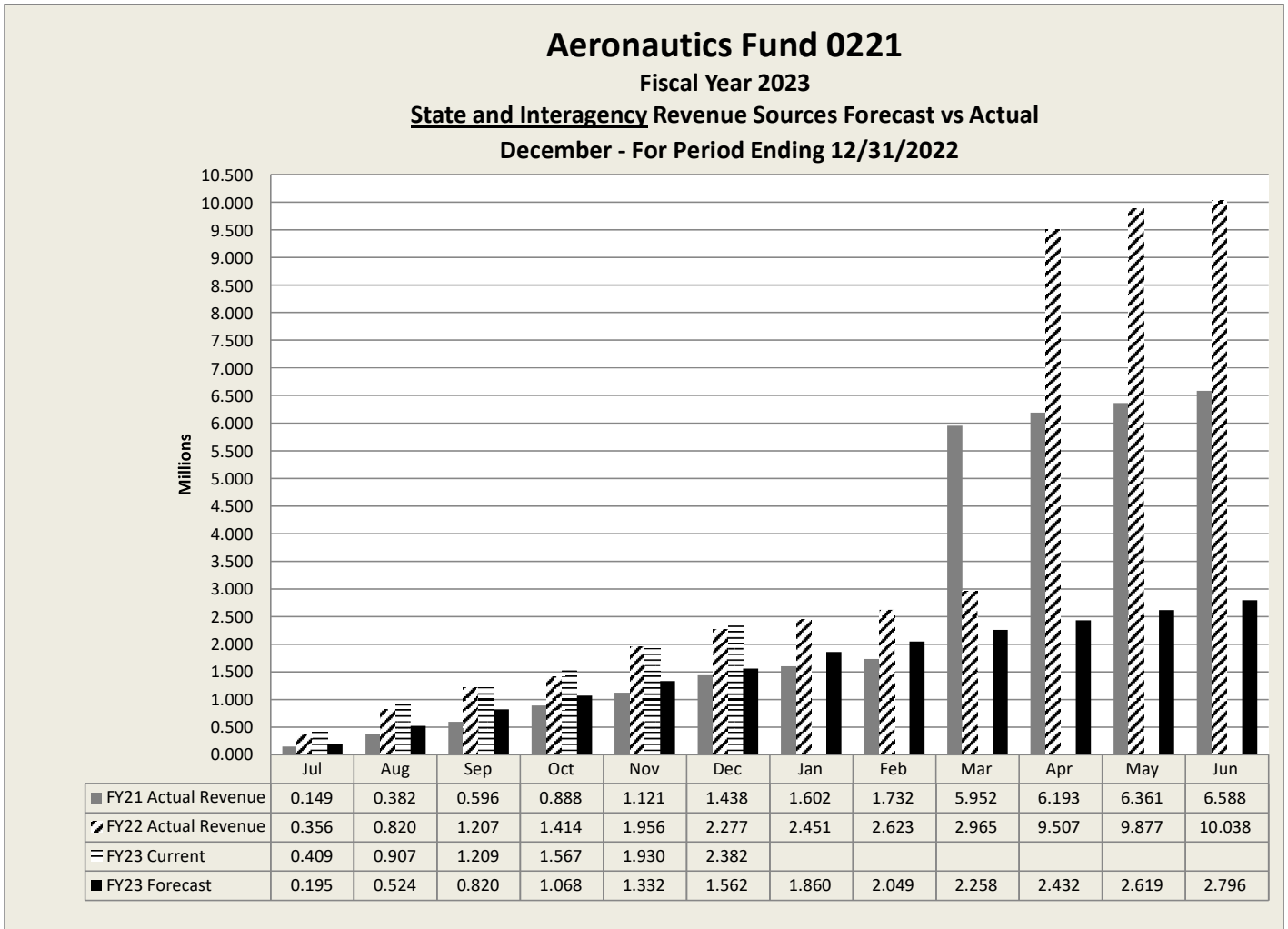
Misc. Revenue (RTA \$232,491) and Transfers - In

Date Prepared: 1/9/2023



Current = Actual Payments and Encumbrances

Date Prepared: 1/9/2023

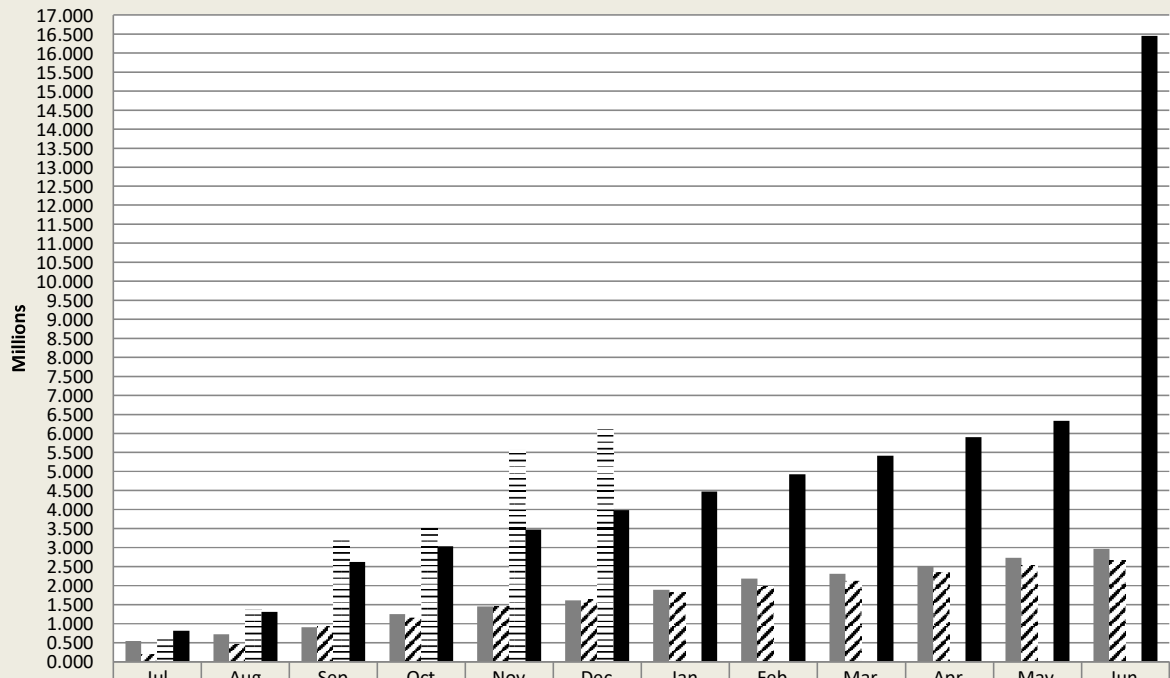


Includes Misc. Revenue and Transfers - In

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

Date Prepared: 1/9/2023

Aeronautics Fund 0221
Fiscal Year 2023
Expenditures
December - For Period Ending 12/31/2022



	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
■ FY21 Actual Expenditures	0.546	0.729	0.906	1.253	1.455	1.609	1.888	2.187	2.312	2.515	2.728	2.970
▨ FY22 Actual Expenditures	0.198	0.461	0.932	1.163	1.438	1.633	1.810	1.990	2.129	2.353	2.532	2.679
= FY23 Current	0.712	1.368	3.301	3.509	5.586	6.132						
■ FY23 Forecast	0.814	1.314	2.625	3.031	3.474	3.989	4.467	4.923	5.411	5.898	6.331	16.447

Current = Actual Payments and Encumbrances

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Idaho Transportation Department

OPERATING FUND BALANCE SHEET FOR THE PERIOD ENDED 12/31/2022

	State Aeronautics Fund		State Highway Fund		Transportation Expansion and Congestion Mitigation Fund	
	0221		0260		0269	
	Nov-22	Dec-22	Nov-22	Dec-22	Nov-22	Dec-22
ASSETS						
Cash on Hand (Change Fund)	0	0	5,195	5,195	0	0
Cash in Bank (Daily Operations)	9,553,737	9,636,205	126,121,127	133,049,392	187,835,981	192,722,519
Investments (Long Term: STO - Diversified Bond Fund)	1,906,119	1,910,069	175,343,488	175,708,890	0	0
Total Cash & Investments	11,459,856	11,546,274	301,469,810	308,763,477	187,835,981	192,722,519
Receivables - Other	(0)	0	1,087,366	1,088,807	0	0
- Due From Locals (Project Overruns)	0	0	794,644	772,910	0	0
- Inter Agency	17,690	32,143	24,080	25,318	0	0
Total Receivables	17,690	32,143	1,906,089	1,887,034	0	0
Inventory on Hand	0	0	25,916,617	22,407,714	0	0
Total Assets:	11,477,546	11,578,417	329,292,515	333,058,225	187,835,981	192,722,519
LIABILITIES						
Vouchers Payable	0	0	(1,912)	9,962	0	0
Sales Tax Payable	0	0	27,969	13,630	0	0
Deferred Revenue (Local Projects Match)	0	0	43,072,053	43,000,988	0	0
Accounts Receivable Overpayment	0	0	16,019	16,019	0	0
Contractor Retained % (In Lieu Of Performance Bond)	0	0	167,056	188,716	0	0
Total Liabilities:	0	0	43,281,184	43,229,315	0	0
FUND BALANCE						
Reserve for Encumbrance	190,241	386,326	50,681,401	53,356,364	0	284
Fund Balance	11,287,305	11,192,091	235,329,930	236,472,546	187,835,981	192,722,235
Total Fund Balance:	11,477,546	11,578,417	286,011,331	289,828,910	187,835,981	192,722,519
Total Liabilities and Fund Balance	11,477,546	11,578,417	329,292,515	333,058,225	187,835,981	192,722,519

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 Run Date: 09 Jan 2023

Idaho Transportation Department

OPERATING FUND BALANCE SHEET FOR THE PERIOD ENDED 12/31/2022

	Strategic Initiatives Fund (State Share)		Strategic Initiatives Fund (Local Share)		Total Strategic Initiatives Fund		CARES Act Covid-19	
	0270.02		0270.05		0270		0345	
	Nov-22	Dec-22	Nov-22	Dec-22	Nov-22	Dec-22	Nov-22	Dec-22
ASSETS								
Cash on Hand (Change Fund)	0	0	0	0	0	0	0	0
Cash in Bank (Daily Operations)	166,119,806	162,928,001	163,481,091	163,785,957	329,600,898	326,713,957	(499,553)	(181,195)
Investments (Long Term: STO - Diversified Bond Fund)	0	0	0	0	0	0	0	0
Total Cash & Investments	166,119,806	162,928,001	163,481,091	163,785,957	329,600,898	326,713,957	(499,553)	(181,195)
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:	166,119,806	162,928,001	163,481,091	163,785,957	329,600,898	326,713,957	(499,553)	(181,195)
LIABILITIES								
Vouchers Payable	0	0	0	0	0	0	0	0
Sales Tax Payable	0	0	0	0	0	0	0	0
Deferred Revenue (Local Projects Match)	0	0	0	0	0	0	0	0
Accounts Receivable Overpayment	0	0	0	0	0	0	0	0
Contractor Retained % (In Lieu Of Performance Bond)	0	0	0	0	0	0	0	0
Total Liabilities:	0	0	0	0	0	0	0	0
FUND BALANCE								
Reserve for Encumbrance	0	0	0	0	0	0	110,568	11,606
Fund Balance	166,119,806	162,928,001	163,481,091	163,785,957	329,600,898	326,713,957	(610,121)	(192,802)
Total Fund Balance:	166,119,806	162,928,001	163,481,091	163,785,957	329,600,898	326,713,957	(499,553)	(181,195)
Total Liabilities and Fund Balance	166,119,806	162,928,001	163,481,091	163,785,957	329,600,898	326,713,957	(499,553)	(181,195)

User ID: ddecker
 Report ID: AD-FN-GL-003
 Run Date: 09 Jan 2023
 % of Time
 Remaining: 50.0

Idaho Transportation Department

STATEMENT OF REVENUES AND EXPENDITURES BUDGET TO ACTUAL FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 12/31/2022

Fund: 0260 State Highway Fund

	Year to Date Allotment (A)	Year to Date Actual (B)	Current Month Activity (C)	Year to Date Encumbrance (D)	Variance Favorable / Unfavorable (E = A - B - D)	Percent Variance (F = E / A)	Annual Appropriation (G)	Appropriation Balance (H = G - B - D)	Percent Remaining (I = H / G)
Fiscal Year:	2023								
Budget Fiscal Year:	2023								
REVENUES									
Federal Sources									
FHWA - Highway	189,991,900	171,736,315	36,784,015	0	(18,255,585)	-9.61%	440,921,200	269,184,885	61.05 %
FHWA - COVID Relief	0	23,569,196	4,117,007	0	23,569,196	0.00 %	0	(23,569,196)	0.00 %
FHWA - Indirect Cost	0	(140,547)	0	0	(140,547)	0.00 %	0	140,547	0.00 %
Federal Transit Authority	5,600,000	3,785,730	604,455	0	(1,814,270)	-32.40%	16,372,600	12,586,870	76.88 %
NHTSA - Highway Safety	2,550,000	3,345,824	805,132	0	795,824	31.21 %	6,430,400	3,084,576	47.97 %
Other Federal Aid	922,502	3,013,847	0	0	2,091,345	226.70 %	4,700,000	1,686,153	35.88 %
Total Federal Sources:	199,064,402	205,310,365	42,310,609	0	6,245,963	3.14 %	468,424,200	263,113,835	56.17 %
State Sources									
Equipment Buy Back	1,100,000	704,000	704,000	0	(396,000)	-36.00%	10,194,200	9,490,200	93.09 %
Miscellaneous Revenues	15,220,171	19,206,573	3,405,737	0	3,986,402	26.19 %	30,127,491	10,920,918	36.25 %
Total State Sources:	16,320,171	19,910,573	4,109,737	0	3,590,402	22.00 %	40,321,691	20,411,118	50.62 %
Local Sources									
Match For Local Projects	2,852,573	1,867,824	730,945	0	(984,749)	-34.52%	6,323,300	4,455,476	70.46 %
Other Local Sources	0	7,500	0	0	7,500	0.00 %	0	(7,500)	0.00 %
Total Local Sources:	2,852,573	1,875,324	730,945	0	(977,249)	-34.26%	6,323,300	4,447,976	70.34 %
TOTAL REVENUES:	218,237,146	227,096,261	47,151,291	0	8,859,116	4.06 %	515,069,191	287,972,929	55.91 %
TRANSFERS-IN									
Highway Distribution Account	122,216,900	123,958,346	23,344,486	0	1,741,446	1.42 %	240,640,000	116,681,654	48.49 %
Fuel/Registration Direct	39,122,533	38,667,518	6,797,170	0	(455,015)	-1.16%	73,121,400	34,453,882	47.12 %
Ethanol Fuels Tax	10,638,400	10,285,009	1,817,769	0	(353,391)	-3.32%	19,700,000	9,414,991	47.79 %
TOTAL TRANSFERS-IN:	171,977,833	172,910,873	31,959,425	0	933,040	0.54 %	333,461,400	160,550,527	48.15 %
TOTAL REV AND TRANSFERS-IN:	390,214,979	400,007,134	79,110,716	0	9,792,156	2.51 %	848,530,591	448,523,456	52.86 %

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 Report ID: AD-FN-GL-003
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 % of Time
 Remaining: 50.0

Idaho Transportation Department

STATEMENT OF REVENUES AND EXPENDITURES
 BUDGET TO ACTUAL
 FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 12/31/2022

Fund: 0260 State Highway Fund

Fiscal Year: 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
Budget Fiscal Year: 2023	(A)	(B)	(C)	(D)	(E = A - B - D)	(F = E / A)	(G)	(H = G - B - D)	(I = H / G)
EXPENDITURES									
Operations Expense									
Permanent Staff Salaries	48,844,682	46,669,498	7,148,891	0	2,175,185	4.45 %	100,707,904	54,038,406	53.66 %
Board, Hourly, OT, Shift Diff	831,793	501,252	157,406	0	330,541	39.74 %	1,728,966	1,227,714	71.01 %
Fringe Benefits	22,021,703	20,649,681	3,331,824	0	1,372,022	6.23 %	45,109,930	24,460,249	54.22 %
Travel Expense	1,258,915	1,025,230	120,350	0	233,685	18.56 %	2,472,104	1,446,874	58.53 %
Operating Expense	37,682,339	27,170,962	3,664,315	8,312,200	2,199,177	5.84 %	72,040,019	36,556,858	50.75 %
Technology Operating Expense	12,859,512	7,873,016	1,595,529	7,833,597	(2,847,100)	-22.14%	24,059,726	8,353,114	34.72 %
Capital Equipment Expense	21,263,712	8,501,561	1,851,991	10,560,047	2,202,105	10.36 %	30,481,612	11,420,005	37.47 %
Technology Equipment Expense	2,613,479	901,179	293,306	1,051,714	660,586	25.28 %	3,416,879	1,463,986	42.85 %
Capital Facilities Expense	12,920,500	3,296,251	654,596	2,945,806	6,678,443	51.69 %	24,947,034	18,704,978	74.98 %
Trustee & Benefit Payments	12,674,776	5,970,884	1,008,917	0	6,703,892	52.89 %	23,185,200	17,214,316	74.25 %
Total Operations Expense:	172,971,412	122,559,514	19,827,124	30,703,363	19,708,536	11.39 %	328,149,375	174,886,500	53.29 %
Contract Construction									
Operating Expense	3,451,741	2,045,442	572,228	1,463,030	(56,731)	-1.64%	10,600,000	7,091,528	66.90 %
Technology Operating Expense	0	936,470	62,819	184,723	(1,121,193)	0.00 %	0	(1,121,193)	0.00 %
Capital Projects	245,028,433	265,608,182	37,352,720	19,109	(20,598,858)	-8.41%	597,246,253	331,618,962	55.52 %
Trustee & Benefit Payments	734,944	386,398	42,450	0	348,546	47.42 %	2,100,000	1,713,602	81.60 %
Total Contract Construction:	249,215,118	268,976,493	38,030,217	1,666,862	(21,428,236)	-8.60%	609,946,253	339,302,899	55.63 %
TOTAL EXPENDITURES:	422,186,530	391,536,007	57,857,341	32,370,225	(1,719,700)	-0.41%	938,095,628	514,189,399	54.81 %
TRANSFERS OUT									
Operating	12,314,572	12,652,798	12,652,798	0	(338,226)	-2.75%	58,340,402	45,687,604	78.31 %
TOTAL TRANSFERS OUT:	12,314,572	12,652,798	12,652,798	0	(338,226)	-2.75%	58,340,402	45,687,604	78.31 %
TOTAL EXPD AND TRANSFERS OUT:	434,501,102	404,188,805	70,510,139	32,370,225	(2,057,926)	-0.47%	996,436,030	559,877,003	56.19 %
Net for Fiscal Year 2023:	(44,286,123)	(4,181,671)	8,600,577		7,734,230		(147,905,439)	(111,353,547)	

User ID: ddecker
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 % of Time Remaining: 50.0

Idaho Transportation Department

STATEMENT OF REVENUES AND EXPENDITURES BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 12/31/2022

Fund: 0260 State Highway Fund

		Year to Date Allotment	Year to Date Actual	Current Month Activity	Year to Date Encumbrance	Variance Favorable / Unfavorable	Percent Variance	Annual Appropriation	Appropriation Balance	Percent Remaining
		(A)	(B)	(C)	(D)	(E = A - B - D)	(F = E / A)	(G)	(H = G - B - D)	(I = H / G)
Fiscal Year: 2023										
Budget Fiscal Year: 2023										
Contract Construction										
Operating Expenditures										
Operating Expenditures	Dedicated	341,558	426,629	155,128	540,793	(625,865)	-183.24%	2,500,000	1,532,577	61.30 %
Operating Expenditures	Federal	3,082,653	2,554,317	479,824	1,106,959	(578,623)	-18.77%	8,000,000	4,338,724	54.23 %
Operating Expenditures	Local	27,530	966	95	0	26,564	96.49 %	100,000	99,034	99.03 %
Total Operating Expenditures		3,451,741	2,981,912	635,047	1,647,753	(1,177,924)	-34.13%	10,600,000	5,970,335	56.32 %
Capital Outlay										
Capital Outlay	Dedicated	110,215,071	80,360,575	9,053,469	17,479	29,837,017	27.07 %	260,950,853	180,572,799	69.20 %
Capital Outlay	Federal	132,414,251	150,934,103	22,202,433	1,631	(18,521,483)	-13.99%	329,929,600	178,993,866	54.25 %
Capital Outlay	FICR	0	7,377,121	1,066,102	0	(7,377,121)	0.00 %	0	(7,377,121)	0.00 %
Capital Outlay	Local	2,399,111	3,534,150	1,382,113	0	(1,135,039)	-47.31%	6,365,800	2,831,650	44.48 %
Capital Outlay	COVID Relief	0	23,402,233	3,648,603	0	(23,402,233)	0.00 %	0	(23,402,233)	0.00 %
Total Capital Outlay		245,028,433	265,608,182	37,352,720	19,109	(20,598,858)	-8.41%	597,246,253	331,618,962	55.52 %
Trustee & Benefit Payments										
Trustee & Benefit Payments	Dedicated	456,028	0	0	0	456,028	100.00 %	500,000	500,000	100.00 %
Trustee & Benefit Payments	Federal	244,580	386,398	42,450	0	(141,818)	-57.98%	1,500,000	1,113,602	74.24 %
Trustee & Benefit Payments	Local	34,336	0	0	0	34,336	100.00 %	100,000	100,000	100.00 %
Total Trustee & Benefit Payments		734,944	386,398	42,450	0	348,546	47.42 %	2,100,000	1,713,602	81.60 %
Total Contract Construction:		249,215,118	268,976,493	38,030,217	1,666,862	(21,428,237)	-8.60%	609,946,253	339,302,898	55.63 %

User ID: ddecker
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 % of Time
 Remaining: 50.0

Idaho Transportation Department

STATEMENT OF REVENUES AND EXPENDITURES BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 12/31/2022

Fund: 0269 Transportation Expansion and Congestion Mitigation Fund

Fiscal Year:	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
Budget Fiscal Year:	2023	(A)	(B)	(C)	(D)	(E = A - B - D)	(F = E / A)	(G)	(H = G - B - D)	(I = H / G)
REVENUES										
Miscellaneous Revenues		550,002	1,535,597	341,658	0	985,595	179.20 %	1,100,000	(435,597)	-39.60%
TOTAL REVENUES:		550,002	1,535,597	341,658	0	985,595	179.20 %	1,100,000	(435,597)	-39.60%
TRANSFERS-IN										
Sales Tax		60,737,620	59,746,690	8,707,700	0	(990,930)	-1.63%	80,000,000	20,253,310	25.32 %
TOTAL TRANSFERS-IN:		60,737,620	59,746,690	8,707,700	0	(990,930)	-1.63%	80,000,000	20,253,310	25.32 %
TOTAL REV AND TRANSFERS-IN:		61,287,622	61,282,288	9,049,358	0	(5,335)	-0.01%	81,100,000	19,817,713	24.44 %
EXPENDITURES										
Contract Construction - Operating Expenditures		0	0	0	0	0	0.00 %	0	0	0.00 %
Contract Construction - Capital Projects		60,517,398	37,601,349	4,162,820	284	22,915,765	37.87 %	248,414,773	210,813,140	84.86 %
TOTAL EXPENDITURES:		60,517,398	37,601,349	4,162,820	284	22,915,765	37.87 %	248,414,773	210,813,140	84.86 %
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:		60,517,398	50,672,257	4,162,820	284	9,844,857	16.27 %	248,414,773	197,742,232	79.60 %
Net for Fiscal Year 2023:		770,224	10,610,031	4,886,538		9,839,522		(167,314,773)	(177,924,519)	

User ID: ddecker
 Report ID: AD-FN-GL-003
 Run Date: 09 Jan 2023
 % of Time
 Remaining: 50.0

Idaho Transportation Department

STATEMENT OF REVENUES AND EXPENDITURES BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 12/31/2022

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

Fiscal Year:	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
Budget Fiscal Year:	2023	(A)	(B)	(C)	(D)	(E = A - B - D)	(F = E / A)	(G)	(H = G - B - D)	(I = H / G)
REVENUES										
State Sources - Miscellaneous Revenues		360,000	1,483,365	319,667	0	1,123,365	312.05 %	720,000	(763,365)	-106.02%
TOTAL REVENUES:		360,000	1,483,365	319,667	0	1,123,365	312.05 %	720,000	(763,365)	-106.02%
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:		120,360,000	121,483,365	319,667	0	1,123,365	0.93 %	120,720,000	(763,365)	-0.63%
EXPENDITURES										
Contract Construction - Capital Projects		38,606,946	44,987,252	3,511,472	0	(6,380,306)	-16.53%	197,213,893	152,226,642	77.19 %
TOTAL EXPENDITURES:		38,606,946	44,987,252	3,511,472	0	(6,380,306)	-16.53%	197,213,893	152,226,642	77.19 %
TOTAL EXPD AND TRANSFERS OUT:		38,606,946	44,987,252	3,511,472	0	(6,380,306)	-16.53%	197,213,893	152,226,642	77.19 %
Net for Fiscal Year 2023:		81,753,054	76,496,113	(3,191,806)		(5,256,941)		(76,493,893)	(152,990,007)	

User ID: ddecker
 Report ID: AD-FN-GL-003
 Run Date: 09 Jan 2023
 % of Time
 Remaining: 50.0

Idaho Transportation Department

STATEMENT OF REVENUES AND EXPENDITURES BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 12/31/2022

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

Fiscal Year:	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
Budget Fiscal Year:	2023	(A)	(B)	(C)	(D)	(E = A - B - D)	(F = E / A)	(G)	(H = G - B - D)	(I = H / G)
REVENUES										
State Sources - Miscellaneous Revenues		240,000	1,547,915	304,865	0	1,307,915	544.96 %	480,000	(1,067,915)	-222.48%
TOTAL REVENUES:		240,000	1,547,915	304,865	0	1,307,915	544.96 %	480,000	(1,067,915)	-222.48%
TOTAL REV AND TRANSFERS-IN:		240,000	1,547,915	304,865	0	1,307,915	544.96 %	480,000	(1,067,915)	-222.48%
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:		(9,760,781)	(46,452,085)	304,865		(36,691,304)		(209,520,781)	(163,068,696)	

User ID: ddecker
 Report ID: AD-FN-GL-003
 Run Date: 09 Jan 2023
 % of Time Remaining: 50.0

Idaho Transportation Department

STATEMENT OF REVENUES AND EXPENDITURES BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 12/31/2022

Fund: 0345 CARES Act Covid-19

Fiscal Year:	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
Budget Fiscal Year:	2023	(A)	(B)	(C)	(D)	(E = A - B - D)	(F = E / A)	(G)	(H = G - B - D)	(I = H / G)
REVENUES										
Federal Sources - Federal Transit Authority		90,000	2,814,034	619,929	0	2,724,034	3026.70 %	9,000,000	6,185,966	68.73 %
TOTAL REVENUES:		90,000	2,814,034	619,929	0	2,724,034	3026.70 %	9,000,000	6,185,966	68.73 %
TOTAL REV AND TRANSFERS-IN:		90,000	2,814,034	619,929	0	2,724,034	3026.70 %	9,000,000	6,185,966	68.73 %
EXPENDITURES										
Operating Expenditures		480,000	0	0	0	480,000	100.00 %	1,000,000	1,000,000	100.00 %
Trustee & Benefit Payments		3,999,984	2,799,387	202,610	0	1,200,597	30.02 %	8,000,000	5,200,613	65.01 %
TOTAL EXPENDITURES:		4,479,984	2,799,387	202,610	0	1,680,597	37.51 %	9,000,000	6,200,613	68.90 %
TOTAL EXPD AND TRANSFERS OUT:		4,479,984	2,799,387	202,610	0	1,680,597	37.51 %	9,000,000	6,200,613	68.90 %
Net for Fiscal Year 2023:		(4,389,984)	14,647	417,319		4,404,631		0	(14,647)	

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 % of Time
 Remaining: 50.0

Idaho Transportation Department

STATEMENT OF REVENUES AND EXPENDITURES BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 12/31/2022

Fund: 0372 TECM Debt Service Fund

Fiscal Year:	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
Budget Fiscal Year:	2023	(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	69,355	18,517	0	69,355	0.00 %	0	(69,355)	0.00 %
TOTAL REVENUES:		0	69,355	18,517	0	69,355	0.00 %	0	(69,355)	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	13,140,263	18,517	0	13,140,263	0.00 %	0	(13,140,263)	0.00 %
EXPENDITURES										
Bond Principal / Interest		0	5,952,135	1,089,242	0	(5,952,135)	0.00 %	0	(5,952,135)	0.00 %
TOTAL EXPENDITURES:		0	5,952,135	1,089,242	0	(5,952,135)	0.00 %	0	(5,952,135)	0.00 %
TOTAL EXPD AND TRANSFERS OUT:		0	5,952,135	1,089,242	0	(5,952,135)	0.00 %	0	(5,952,135)	0.00 %
Net for Fiscal Year 2023:		0	7,188,128	(1,070,726)		7,188,128		0	(7,188,128)	

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 Run Date: 09 Jan 2023
 % of Time
 Remaining: 50.0

Idaho Transportation Department

STATEMENT OF REVENUES AND EXPENDITURES BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 12/31/2022

Fund: 0373 TECM Capital Project Fund

Fiscal Year:	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
Budget Fiscal Year:	2023	(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	57,143,477	4,633,882	0	57,143,477	0.00 %	0	(57,143,477)	0.00 %
TOTAL REVENUES:		0	57,143,477	4,633,882	0	57,143,477	0.00 %	0	(57,143,477)	0.00 %
TOTAL REV AND TRANSFERS-IN:		0	57,143,477	4,633,882	0	57,143,477	0.00 %	0	(57,143,477)	0.00 %
EXPENDITURES										
Capital Projects		0	57,224,913	4,630,348	302	(57,225,215)	0.00 %	0	(57,225,215)	0.00 %
TOTAL EXPENDITURES:		0	57,224,913	4,630,348	302	(57,225,215)	0.00 %	0	(57,225,215)	0.00 %
TOTAL EXPD AND TRANSFERS OUT:		0	57,224,913	4,630,348	302	(57,225,215)	0.00 %	0	(57,225,215)	0.00 %
Net for Fiscal Year 2023:		0	(81,436)	3,533		(81,738)		0	81,738	

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 Run Date: 09 Jan 2023
 % of Time Remaining: 50.0

Idaho Transportation Department

STATEMENT OF REVENUES AND EXPENDITURES BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 12/31/2022

Fund: 0374 GARVEE Capital Project Fund

Fiscal Year:	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
Budget Fiscal Year:	2023	(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	57,930,091	10,303,997	0	57,930,091	0.00 %	0	(57,930,091)	0.00 %
TOTAL REVENUES:		0	57,930,091	10,303,997	0	57,930,091	0.00 %	0	(57,930,091)	0.00 %
TOTAL REV AND TRANSFERS-IN:		0	57,930,091	10,303,997	0	57,930,091	0.00 %	0	(57,930,091)	0.00 %
EXPENDITURES										
Operating Expenditures		0	131,729	36,567	0	(131,729)	0.00 %	0	(131,729)	0.00 %
Capital Projects		0	57,797,129	10,276,487	0	(57,797,129)	0.00 %	0	(57,797,129)	0.00 %
TOTAL EXPENDITURES:		0	57,928,857	10,313,054	0	(57,928,858)	0.00 %	0	(57,928,858)	0.00 %
TOTAL EXPD AND TRANSFERS OUT:		0	57,928,857	10,313,054	0	(57,928,858)	0.00 %	0	(57,928,858)	0.00 %
Net for Fiscal Year 2023:		0	1,233	(9,057)		1,233		0	(1,233)	

User ID: ddecker
 Report ID: AD-FN-GL-003
 Run Date: 09 Jan 2023
 % of Time
 Remaining: 50.0

Idaho Transportation Department

STATEMENT OF REVENUES AND EXPENDITURES BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 12/31/2022

Fund: 0375 GARVEE Debt Service Fund

	Year to Date Allotment	Year to Date Actual	Current Month Activity	Year to Date Encumbrance	Variance Favorable / Unfavorable	Percent Variance	Annual Appropriation	Appropriation Balance	Percent Remaining
	(A)	(B)	(C)	(D)	(E = A - B - D)	(F = E / A)	(G)	(H = G - B - D)	(I = H / G)
Fiscal Year: 2023									
Budget Fiscal Year: 2023									
REVENUES									
State Sources - Miscellaneous Revenues	0	50,460	9,068	0	50,460	0.00 %	0	(50,460)	0.00 %
TOTAL REVENUES:	0	50,460	9,068	0	50,460	0.00 %	0	(50,460)	0.00 %
TRANSFERS-IN									
Operating	0	17,352,798	12,652,798	0	17,352,798	0.00 %	0	(17,352,798)	0.00 %
TOTAL TRANSFERS-IN:	0	17,352,798	12,652,798	0	17,352,798	0.00 %	0	(17,352,798)	0.00 %
TOTAL REV AND TRANSFERS-IN:	0	17,403,258	12,661,866	0	17,403,258	0.00 %	0	(17,403,258)	0.00 %
EXPENDITURES									
Bond Principal / Interest	0	49,805,391	406,614	0	(49,805,391)	0.00 %	0	(49,805,391)	0.00 %
TOTAL EXPENDITURES:	0	49,805,391	406,614	0	(49,805,391)	0.00 %	0	(49,805,391)	0.00 %
TOTAL EXPD AND TRANSFERS OUT:	0	49,805,391	406,614	0	(49,805,391)	0.00 %	0	(49,805,391)	0.00 %
Net for Fiscal Year 2023:	0	(32,402,134)	12,255,252		(32,402,133)		0	32,402,133	

User ID: ddecker
 Report ID: AD-FN-GL-003
 Run Date: 09 Jan 2023
 % of Time
 Remaining: 50.0

Idaho Transportation Department

STATEMENT OF REVENUES AND EXPENDITURES BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 12/31/2022

Fund: 0221 State Aeronautics Fund

Fiscal Year:	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
Budget Fiscal Year:	2023	(A)	(B)	(C)	(D)	(E = A - B - D)	(F = E / A)	(G)	(H = G - B - D)	(I = H / G)
REVENUES										
Federal Sources - FAA		172,000	54,237	0	0	(117,763)	-68.47%	668,500	614,263	91.89 %
State Sources - Miscellaneous		122,829	354,392	196,984	0	231,563	188.52 %	341,000	(13,392)	-3.93%
Interagency Sources -		150,000	137,972	39,846	0	(12,028)	-8.02%	254,900	116,928	45.87 %
TOTAL REVENUES:		444,829	546,601	236,829	0	101,772	22.88 %	1,264,400	717,799	56.77 %
TRANSFERS-IN										
Operating		1,289,003	1,889,246	214,634	0	600,243	46.57 %	2,200,000	310,754	14.13 %
TOTAL TRANSFERS-IN:		1,289,003	1,889,246	214,634	0	600,243	46.57 %	2,200,000	310,754	14.13 %
TOTAL REV AND TRANSFERS-IN:		1,733,832	2,435,847	451,463	0	702,015	40.49 %	3,464,400	1,028,553	29.69 %
EXPENDITURES										
Permanent Staff Salaries		468,329	382,617	61,354	0	85,712	18.30 %	936,843	554,226	59.16 %
Board, Hourly, OT, Shift Diff		40,400	48,987	308	0	(8,587)	-21.25%	77,700	28,713	36.95 %
Fringe Benefits		194,700	161,294	25,527	0	33,406	17.16 %	388,157	226,863	58.45 %
Travel Expense		54,711	40,115	5,482	0	14,596	26.68 %	114,511	74,396	64.97 %
Technology Operating Expense		22,075	25,795	3,106	10,632	(14,352)	-65.01%	47,934	11,507	24.01 %
Operating Expense		677,892	303,980	66,017	223,246	150,666	22.23 %	1,554,955	1,027,729	66.09 %
Technology Equipment Expense		14,000	5,898	5,898	0	8,102	57.87 %	14,000	8,102	57.87 %
Capital Equipment Expense		116,000	5,056	5,056	9,721	101,222	87.26 %	226,000	211,222	93.46 %
Capital Facilities Expense		671,182	56,710	8,615	101,230	513,242	76.47 %	1,283,682	1,125,742	87.70 %
Trustee & Benefit Payments		1,730,000	4,756,898	122,612	0	(3,026,898)	-174.97%	11,803,469	7,046,571	59.70 %
TOTAL EXPENDITURES:		3,989,289	5,787,351	303,975	344,829	(2,142,891)	-53.72%	16,447,251	10,315,071	62.72 %
TOTAL EXPD AND TRANSFERS OUT:		3,989,289	5,787,351	303,975	344,829	(2,142,891)	-53.72%	16,447,251	10,315,071	62.72 %
Net for Fiscal Year 2023:		(2,255,457)	(3,351,504)	147,488		(1,440,876)		(12,982,851)	(9,286,518)	



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date February 23, 2023

Consent Item Information Item Amount of Presentation Time Needed 15 minutes

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

Subject

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

Background Information

This item is in follow up to previous presentations (December 2021, April 2022, and Sept 2022) with an update on this same topic at the Board's request to outline possible inflation impacts on project construction estimates. Our presentation will inform the Board on what national transportation economists are currently advising, a review of ITD project bidding trends in 2020-2022, highlights of major projects and major construction items, and what steps the ITD team is taking to consider these trends in our project estimates and programming for 2023 forward.

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

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

We also request teams update each project budget at least annually based on the most current market trends and project scope. Project Budgets are reviewed more frequently as they approach PS&E submittal.

We have held 2% escalation per project budget per year to allow for inflation and we are programming with a reserve for the next few years to account for price fluctuations.

Attached are lists of recent State infrastructure projects with bid openings since October 2021 and bid opening dates planned for projects through early Spring of 2023, being monitored.

Recommendations

For informational purposes.

Board Action

Approved Deferred _____

Other _____

State Infrastructure Projects Bid Vs EE Federal Fiscal Year 2022

(October 2021 to September 2022)

KN / Location	#Bids	Bid Amounts	Eng. Est.	Bid Vs EE
2021-10	4.7	\$39,032,678	\$44,501,318	88%
KN 19948 I-90, ELIZABETH PARK OPASS, SHOSHONE CO	7	\$7,846,471	\$8,087,758	97%
KN 20244 I-90, DIVISION ST IC OPASS, KELLOGG	7	\$9,524,972	\$10,052,822	95%
KN 20439 FY 22 D4 Bridge Repair, Minidoka & Cassia County	5	\$736,261	\$766,618	96%
KN 20564 D4 1 NON COM SEAL COATS, Various County	6	\$3,009,797	\$3,579,975	84%
KN 20587 US 93, Grandview to Blue Lakes, Twin Falls County	4	\$1,593,102	\$929,467	171%
KN 20623 Big Wood Rv Br, Gooding County	4	\$2,530,800	\$2,216,324	114%
KN 21890 SH-78, INT SH-167, IMPROVEMENTS	2	\$540,670	\$529,956	102%
KN 22888 SH3, GOOSEHAVEN RD TO ROUND LAKE RD, BENEWAH CO	5	\$12,961,000	\$17,982,066	72%
KN 23064 Recessed Pavement Marking Pilot	2	\$289,605	\$356,333	81%
2021-11	3.3	\$114,063,563	\$121,417,687	94%
KN 09294 THORN CR RD TO MOSCOW, LATAH COUNTY	5	\$57,633,454	\$63,753,554	90%
KN 19195 US-95 BRIDGES - POTLATCH	5	\$4,482,399	\$3,987,998	112%
KN 19526 US-95 BRIDGES - POTLATCH	5	\$2,761,061	\$2,670,968	103%
KN 19653 US-95 BRIDGES - POTLATCH	5	\$4,797,798	\$3,822,855	126%
KN 19848 SH24 & SH25, City of Rupert, Minidoka County	3	\$4,894,269	\$4,270,313	115%
KN 19916 US95 LABROSSE HILL ST TO ALDERSON LN, BONNERS FERRY	2	\$11,587,385	\$11,418,853	101%
KN 19960 Blue Lakes Blvd; Poleline Rd to Perrine Br, Twin Falls County	1	\$2,866,374	\$2,334,505	123%
KN 20032 US-95, Culesac Canyon Passing LN, PH 3, Nez Perce Co	4	\$11,201,122	\$14,652,507	76%
KN 20379 US-26, CLARK HILL REST AREA TURN LNS, BONNEVILLE COUNTY	3	\$2,201,168	\$1,960,507	112%
KN 20411 US-26, ANTELOPE FLATS PASSING LANE, BONNEVILLE COUNTY	3	\$3,997,257	\$4,130,415	97%
KN 20428 SH-21, Technology Way to Surprise Way, Ada County	5	\$1,959,201	\$3,107,643	63%
KN 20446 US-95, COCOLALLA LOOP RD TO WESTMOND RD, BONNER CO	2	\$1,359,482	\$1,432,498	95%
KN 20491 FY22 D1 BRIDGE REPAIR	2	\$2,187,656	\$1,812,293	121%
KN 20676 SH-200, PACK RV TO TRESTLE CR	2	\$1,084,937	\$1,012,779	107%
KN 23350 I90 Mullan to Montana St Ln, Shoshone Co	2	\$1,050,000	\$1,050,000	100%
2021-12	1.5	\$14,443,114	\$15,972,373	90%
KN 19134 US-93, 100 SOUTH RD, JEROME COUNTY	2	\$11,456,656	\$13,372,213	86%
KN 21938 IRONWOOD TO SH53 SIGNAL UPGRADES, KOOTENAI CO	1	\$2,986,458	\$2,600,160	115%
2022-01	3	\$14,448,366	\$17,988,430	80%
KN 20403 SH-21, LOWMAN to SOUTH AVALANCHE GATES, BOISE CO.	5	\$2,585,000	\$2,701,966	96%
KN 20552 SH-3, CLEMENHAGEN ROAD TO DEARY, LATAH COUNTY	2	\$1,423,734	\$1,984,701	72%
KN 21831 SH-34, Soda Springs to Conda, Caribou County	3	\$2,898,977	\$2,579,427	112%
KN 21849 SH-45, Jct SH-78 to Deer Flat Rd, Canyon County	3	\$5,532,598	\$8,331,227	66%
KN 21901 D2 FY23 SEALCOATS	2	\$841,355	\$1,114,343	76%
KN 23332 WEST SIDE RD TO WAYAN LOOP RD	3	\$1,166,702	\$1,276,765	91%
2022-02	2.2	\$30,272,649	\$32,447,144	93%
KN 20266 SH-44, INT SH-16 TO LINDER RD, ADA CO.	3	\$5,622,187	\$6,677,218	84%
KN 20544 SH-31, Overlay and Guardrail Upgrade	2	\$10,598,678	\$10,423,649	102%
KN 20693 Marley Rd to Jim Byrne Slough, Lincoln County	2	\$4,496,052	\$5,521,389	81%
KN 21895 US-30, NOUNAN RD TO BENNINGTON	1	\$6,666,660	\$6,659,069	100%
KN 22697 FY22 D5 Pavement Preservation, Power County	4	\$1,951,785	\$2,287,590	85%
KN 22792 I-90, GOLCONDA ACCESS ROAD IC WBL SHOSHONE COUNTY	1	\$937,288	\$878,229	107%
2022-03	1.8	\$144,167,596	\$131,739,289	109%
KN 19358 US-20, INTERSECTION SH-47 IMPROVEMENTS, ASHTON	1	\$5,778,888	\$4,630,537	125%
KN 19973 I-84, DECLO POE EB	1	\$16,810,162	\$14,933,636	113%
KN 20589 I-86/I-15 System IC, Pocatello Bannock County	3	\$111,919,576	\$101,697,644	110%
KN 20597 FY22 W BINGHAM CO PAVEMENT PRESERVATION	4	\$4,100,935	\$5,240,176	78%
KN 20643 FY22 D5 BRIDGE REPAIR, VARIOUS COUNTIES	1	\$4,376,088	\$4,225,573	104%
KN 21977 FY22 D5 BRIDGE REPAIRS ON I-86	1	\$1,181,947	\$1,011,723	117%
2022-04	1.7	\$10,776,164	\$11,785,855	91%
KN 20405 FY22 D3 BRIDGE REPAIR	1	\$3,367,000	\$2,008,224	168%
KN 22647 SH-55, ROUND VALLEY TO CLEAR CR, VALLEY CO	3	\$5,948,979	\$8,154,658	73%
KN 23099 I-84 EXIT 25 IMPROVEMENT, CANYON CO	1	\$1,460,185	\$1,622,974	90%
2022-05	3.6	\$209,087,518	\$227,316,878	92%
KN 20227 PHYLLIS CANAL BR, NR MERIDIAN	4	\$3,708,796	\$3,368,380	110%
KN 20367 Phyllis Canal BR to SH-16, Ada County	4	\$9,237,132	\$9,306,714	99%
KN 20442 I-90, SH 41 INTERCHANGE, KOOTENAI CO	6	\$77,318,318	\$86,172,299	90%
KN 23121 US-95, SAGLE RD TO LONG BR INTERIM IMPRV. PH 2	3	\$4,840,000	\$5,156,883	94%
KN 23355 CRAIGMONT BUSINESS LOOP, LEWIS COUNTY	3	\$2,478,175	\$2,652,392	93%
KN 23408 SH-16, USTICK RD TO US-20/26, ADA AND CANYON COUNTY	2	\$68,850,189	\$69,339,859	99%
KN 23410 SH-16, I-84 TO FRANKLIN RD	3	\$42,654,908	\$51,320,352	83%
2022-06	3.3	\$94,169,428	\$83,938,968	112%
KN 20083 FT Hall IC #80 I-15 Bannock & Bingham Co.	3	\$29,871,191	\$19,905,237	150%
KN 20575 HAUSER LAKE RD TO N BRUSS RD, KOOTENAI CO	6	\$8,641,382	\$9,347,168	92%
KN 20645 I-90 CEDARS TO DUDLEY RD	2	\$15,426,092	\$14,649,966	105%
KN 22165 US-20/26, CHINDEN; I-84 to MIDDLETON RD	2	\$40,230,764	\$40,036,597	100%
2022-07	3	\$17,876,403	\$17,700,306	101%
KN 22665 SH-55, EAGLE ROAD; I-84 TO SH-44, ADA CO	3	\$17,876,403	\$17,700,306	101%
2022-08	2.4	\$62,798,540	\$64,559,118	97%
KN 20391 SH-11, FY23 TOP OF GREER GRADE TO WEIPPE	2	\$7,057,201	\$7,101,994	99%
KN 20675 I 84, KIMBERLY IC (SH-50), JEROME CO	3	\$19,742,110	\$16,238,202	122%
KN 20704 US-12, Orofino to Greer, Clearwater and Lewis County	2	\$11,152,799	\$10,949,796	102%
KN 21888 US-95, WHITEBIRD CR BR REPAIRS	8	\$3,084,200	\$5,527,429	56%
KN 22456 SH-46, INTERSECTION EAST 2000 SOUTH	1	\$1,012,132	\$924,216	110%
KN 22544 I-86, UPRR Bridge, Pocatello Bannock County	1	\$16,376,759	\$18,858,124	87%
KN 22709 D4 Luminaire Repair, Twin Falls County	1	\$823,914	\$992,577	83%
KN 23356 FY23 D2 NON COMMERCE PAVEMENT RESTORATION	2	\$3,116,425	\$3,363,678	93%
KN 23564 CITY OF PRESTON SEAL COAT	2	\$433,000	\$603,102	72%
2022-09	2	\$1,241,000	\$1,279,950	97%
KN 23471 I-15, DEVILS CREEK LANDSLIDE MITIGATION	2	\$1,241,000	\$1,279,950	97%
Grand Total	3	\$752,377,020	\$770,647,315	98%

State Infrastructure Projects Bid Vs EE Federal Fiscal Year 2023

(October 2022 to February 13, 2023)

KN / Location	#Bids	Bid Amounts	Engineer Estimate	Bid Vs EE
2022-10	3	\$8,600,336	\$10,890,190	79%
KN 20423 FY23 D4 SEAL COATS, Various County	4	\$3,584,437	\$5,640,119	64%
KN 20458 FY23 D6 BRIDGE REPAIR	4	\$3,244,441	\$3,178,500	102%
KN 22254 FY23B D4 Bridge Repair, Jerome County	2	\$1,248,471	\$1,591,766	78%
KN 22349 SH-33, S FK TETON RV BRIDGE REPAIR	2	\$522,987	\$479,805	109%
2022-11	3.2	\$15,740,468	\$21,833,753	72%
KN 20415 FY23 E BINGHAM CO PAVEMENT PRESERVATION	5	\$3,697,775	\$5,841,712	63%
KN 20435 US-20 BUFFALO RIVER BRIDGE to ISLAND PARK LODGE OVERLAY	4	\$4,060,465	\$5,670,155	72%
KN 20486 US-20, PINEHAVEN to BUFFALO RIVER BRIDGE	4	\$5,516,810	\$7,698,274	72%
KN 23270 I-84 Galloway Rd Underpass Repair, I-84 Robinson Rd Overpass Repair & I-184 Orchard Rd (1	\$993,418	\$635,291	156%
KN 23556 US-95, SH-1 to CANADIAN BORDER SEALCOAT	2	\$1,472,000	\$1,988,322	74%
2022-12	4.5	\$46,055,209	\$56,081,139	82%
KN 19452 US-95, IC# 430 TO LACROSSE AVE, CDA	5	\$2,997,778	\$4,016,479	75%
KN 20171 I-84, Kasota IC to Burley IC WBL, Minidoka Co.	4	\$19,583,344	\$24,563,141	80%
KN 20478 BELLEVUE TO HAILEY, 20478 BLAINE COUNTY	3	\$656,078	\$1,001,216	66%
KN 20637 FY 23 D4 BRIDGE REPAIR	4	\$969,969	\$1,538,874	63%
KN 20641 INT N RAMSEY RD, KOOTENAI CO	5	\$3,016,193	\$3,741,266	81%
KN 20662 US-95, Mc ARTHUR LAKE	6	\$10,939,130	\$13,953,493	78%
KN 22684 FY23 D5 FORT HALL PAVEMENT PRESERVATION	5	\$906,754	\$1,382,727	66%
KN 23331 MORES CREEK SUMMIT TO LOWMAN, BOISE COUNTY	4	\$6,985,964	\$5,883,944	119%
2023-01	2.6	\$34,926,121	\$41,596,937	84%
KN 21967 I-84 - FY23 D3 W BRIDGE REPAIRS, Canyon County	2	\$1,798,748	\$2,080,807	86%
KN 22734 US-12 Saddle Camp to Warm Springs, Idaho County	2	\$6,997,929	\$7,509,785	93%
KN 23046 BEAR RV BR REPAIR, BEAR LAKE CO	2	\$516,891	\$543,471	95%
KN 23047 BEAR LAKE OUTLET CANAL BR, BEAR LAKE CO	2	\$842,553	\$903,580	93%
KN 23090 AHT'WY PLAZA INTERCHANGE (NEZ PERCE TRIBE)	5	\$24,770,000	\$30,559,296	81%
2023-02	1.5	\$1,750,119	\$2,277,718	77%
KN 20636 FY23 D5 BRIDGE REPAIR	2	\$1,123,484	\$1,667,583	67%
KN 23535 Technology Way to Surprise Way (Hot Seal), Ada Co	1	\$626,635	\$610,135	103%
Grand Total	3.3333	\$107,072,254	\$132,679,737	81%

State Infrastructure Projects Bid -- Not Awarded

KN / Location	Programmed Amounts
2022-12	\$3,689,695
KN 23041 US-95, SPOKANE RV BRIDGE REPAIRS, KOOTENAI CO	\$3,689,695
2023-01	\$60,016,241
KN 19377 US 12, Lochsa RS to Holly Cr Turnout	\$14,586,839
KN 20420 I 15B, ASPHALT INTERSECTIONS, IDAHO FALLS	\$3,553,072
KN 20513 US-12 CLEARWATER MEMORIAL BRIDGE	\$36,266,330
KN 20658 US 2, MOYIE SPRINGS TURN BAYS, BOUNDARY COUNTY	\$2,210,000
KN 23044 Perrine Bridge Repairs, Twin Falls County	\$3,400,000
Grand Total	\$63,705,936

22 Project (\$440M) Planned for Advertisement to Start Construction in 2023

STATE INFRASTRUCTURE PROJECTS (Including TECM) Advertisement Information 2-13-23

<u>DIST</u>	<u>KEY NO</u>	<u>ROUTE</u>	<u>PROJECT NAME</u>	<u>PS&E DATE</u>	<u>CN/CE/CC AMT \$</u>	<u>WORK</u>	<u>PROPOSED BID DATE</u>	<u>PROGRAM YEARS</u>	<u>CN/CC/CE OBLIGATED</u>
Currently Advertised- Intend to start construction in 2023									
1	20678	N/A	FY23 D1 BRIDGE REPAIR	3/25/2022	4,239	Br Pres	1/24/2023 to ?	FY23 FA, obligated with FY22 EOY \$\$	4,032,264
1	20121	US 2	BNSF RR UNDERPASS, SANDPOINT	2/17/21 & 12/2/2022	3,910	P Rest	1/31/2023 to ?	FY23 STLI	3,804,532
1	20684	I 90	OSBURN TO W WALLACE, SHOSHONE CO (Comp w/22772)	12/23/2022	21,000	P Rest	2/14/2023	FY23 FA	21,150,133
1	22772	I 90	BIG CREEK TO MP 58.5, SHOSHONE CO (Comp w/20684)	8/10/22 & 12/23/2022	8,000	P Rest	2/14/2023	FY22 FA	7,294,560
1	20525	US-95	MP 515.5 TO JCT SH 1, BOUNDARY CO	1/12/2023	5,600	P Rest	2/28/2023	FY24 ST2	5,610,796
1	20695	SH 53	N LATAH ST TO MP 9.3, RATHDRUM	3/31 & 10/19/2022	4,834	Safety	2/28/2023	FY23 FA, obligated with FY22 EOY \$\$	7,024,224
1	20237	US 95	FY24, D1 SEALCOATS	4/1/2022	4,734	P Pres	2/28/2023	FY24 STO	4,168,498
3	20372	N/A	FY23 D3 BRIDGE REPAIR	3/22/22 & 12/13/2022	2,016	Br Pres	2/14/2023	FY23 FA	2,931,884
3	20536	US 20	US 20/26 & SH 44 MILL & INLAY	1/14/21 & 12/30/2022	16,597	P Pres	2/28/2023	FY23 FA	16,704,105
3	22228	US 95	OREGON STATE LINE TO JCT SH 55	12/21/2022	4,052	P Rest	3/14/2023	FY23 FA	18,617,199
4	20566	State	D4 #2 NON COM SEAL COATS	3/31/22 & 12/21/2022	3,462	P Pres	2/14/2023 to ?	FY23 FA	3,518,554
6	20735	US 20b	US 20B, YELLOWSTONE HWY & HOLMES MICROSEAL, IDAHO FALLS	4/29/20 & 12/28/2022	1,716	P Pres	3/7/2023	FY23 FA	3,037,738
T-4	23343	I 84	SOUTH JEROME IC TO TWIN FALLS IC, JEROME CO	1/11/2023	107,000	TECM	3/7/2023	FY23	106,678,870
					187,160				
Currently Delivered and Moving Towards Advertisement - Intend to start construction in 2023									
1	20482	SH 97	HARRISON BR TO WHISTLE RD, KOOTENAI CO	1/24/2022	592	P Pres		FY24 STO	
3	19860	I 84	SIMCO ROAD IC, ELMORE CO	2/5/20 & 12/27/2022	11,000	Br Rest		FY23 STLI	
3	20506	SH 55	STATE ST TO PAYETTE RV BR, BOISE CO	3/28/2022	11,744	P Rest	Needs Avimore work/Compass	FY23 FA	15,871,468
5	20688	I 15	ROSE IC TO N LAVA ROCKS, BINGHAM CO	1/31/2023	23,000	P Rest		FY23 STLI	
					46,336				
Waiting on Delivery - Intend to start construction in 2023									
2	23567	US 95	US 95, Rock Fall Mitigation, Idaho County		1,500	State Unallocated		FY22 STBU	1,469,167
T-3	23409	SH 16	FRANKLIN RD TO USTICK RD, ADA & CANYON COS		72,000	TECM		FY23	
T-3	23336	I 84	KARCHER IC, CANYON CO		16,000	TECM		FY23	
T-3	23437	I 84	CENTENNIAL IC TO FRANKLIN IC, CANYON CO		87,500	TECM		FY23	
T-6	23474	US 20	EXIT 343 INTERCHANGE, FREMONT CO		30,000	TECM		FY23	
					207,000				



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date February 23, 2023

Consent Item Information Item Amount of Presentation Time Needed 10 mins.

Presenter's Name Randy Gill/Brad Wolfinger	Presenter's Title PMO Manager/Project Manager	Initials BW	Reviewed By
Preparer's Name Brad Wolfinger	Preparer's Title Project Manager	Initials BW	

Subject

Utilization of FY2023 Reserve Funds & FY2023 State Holdback Funds		
Key Number N/A	District N/A	Route Number N/A

Background Information

The purpose of this Board item is to report on the utilization of the \$39 million of FY2023 State Highway System (SHS) reserve funds to date, inform the Board of significant current cost increases, and to provide a recommendation for approval of the utilization of the \$25 million in FY2023 State holdback funds, per Director Stokes' January 2023 Director's Report to the Board.

In September 2022 an item was presented to the Board identifying ~\$41 million as a reserve for FY2023 that ended up \$39 million. We explained this could be used for cost increases as we got more projects out to bid, to cover other cost increases like change orders, advances or adding projects or to cover future Advance Construct conversions. It was anticipated that cost increases due to the highly inflationary environment and fluctuation of costs on major items would be needed.

Board Policy 4011 and Administrative Policy 5011 authorize the Director or designee to add, remove, advance and delay projects in the Idaho Transportation Investment Program or the ITIP. But, to ensure transparency we want to make sure the Board is aware of how these funds are being used.

In addition to these starting reserve funds, there are constant adjustments to costs throughout the year on SHS projects in the program.

Attachment 1 provides a summary table of these costs adjustments to show current reserves and potential remaining reserves after the ST holdback funds are utilized and current cost increases are covered.

Attachments 2-5 provide information on the cost adjustments including the following.

- Program increases and decreases come from bidding and awarding of SHS projects. Attachment 2 shows award increases and decreases over \$300k on projects through the February 7th bid opening.
- Program increases also come from District requests at Plans, Specifications and Estimate (PS&E) submittal, to cover changes to Engineer's Estimates (EE) prior to and during advertising, to hire consultants for project development or for inspection services, to pay claims, or for change orders during construction. Attachment 3, pages 1 & 2 show cost increases over \$300k.
- Cost decreases come mainly from prior year project closeouts and release of unexpended development funds at award. Attachment 4 shows cost decreases over \$300k.
- Currently known significant cost increases that are not currently funded are shown in Attachment 5.

\$25 million in FY23 State funds were held back unprogrammed in order to assess the State of Idaho revenue as FY2023 progressed.

- Per the budget report, it is anticipated that the full \$25 million +/- in FY2023 State holdback funds will be made available to SHS projects.
- Financial Services plans to make \$10 million available in February and \$15 million, or the remainder, available in May.



Board Agenda Item

ITD 2210 (Rev. 10-13)

This Board item is to request approval for use of the ~\$25 million in State funds that will be available between February and May 2023 to cover current significant costs increases, as well as provide some remaining reserves to the FY23 program as approximately \$168 million worth of bid openings still remain (not including TECM projects). Attachment 6 provides a list of SHS infrastructure projects yet to be bid and/or awarded.

With a significant number of projects left to advertise, as well as a full construction season and nearly half the FY2023 federal fiscal year still ahead with some additional large increases anticipated, we believe the remaining reserves will continue to be necessary to cover upcoming award adjustments, change orders, and various other cost increases.

Recommendations

ITD staff recommends approval of the of the utilization of the FY2023 ST Holdback funds in the amount of \$25M as referenced on the Resolution on page 93.

Board Action

Approved Deferred _____

Other _____

February 23, 2023 - Board Agenda Item, Summary Table
Attachment No. 1

	Adjustments	
Starting FY23 Reserve	39,000,000	
Bid Adjustment Increases	(10,492,263)	See Attachment 2
Bid Adjustment Decreases	21,630,098	
Statewide Balancing Increases	(47,027,832)	See Attachments 3
Statewide Balancing Decreases	13,985,636	See Attachments 4
<i>Current Reserve Remaining</i>	<i>17,095,639</i>	
Pending Cost Increases	(16,300,000)	See Attachments 5
FY23 ST Holdback Release ~2/15	10,000,000	
FY23 ST Holdback Release ~5/1	15,000,000	
<i>New Reserve Remaining</i>	<i>25,795,639</i>	

FY22/23 SHS Project Bid Openings Remaining 167,779,706 See Attachment 6

February 23, 2023 - Board Agenda Item, FY23 Bid Adjustments
Attachment No. 2

<u>DISTRICT</u>	<u>KEY NO</u>	<u>PROJECT NAME</u>	<u>PROGRAM</u>	<u>DECREASES</u>	<u>INCREASES</u>
1	20662	MCARTHUR LAKE, BOUNDARY CO	Safety	2,262,631	
3	23331	MORES CREEK SUMMIT TO BEAVER CR SUMMIT, BOISE CO	P Rest		(1,100,000)
4	20675	KIMBERLY IC (SH 50), JEROME CO	Br Rest		(1,935,263)
6	20486	PINEHAVEN TO BUFFALO RV BR OVERLAY, FREMONT CO	P Rest	2,290,537	
6	20435	BUFFALO RV BR TO ISLAND PK LDG OVERLAY, FREMONT CO	P Rest	1,690,175	
1	20641	INT N RAMSEY RD, KOOTENAI CO	Safety	782,326	
1	23041	SPOKANE RV BRIDGE REPAIRS, KOOTENAI CO	Br Pres		(657,000)
1	20658	MOYIE SPRINGS TURN BAYS, BOUNDARY CO	Safety	747,569	
2	22734	SADDLE CAMP TO WARM SPRINGS, IDAHO CO	P Rest	537,449	
2	20513	CLEARWATER RV MEMORIAL BR	Br Rest		(5,500,000)
4	20171	KASOTA IC TO BURLEY IC WBL, MINIDOKA CO	P Rest	5,501,234	
4	20423	FY23 D4 SEAL COATS	P Pres	1,810,034	
4	20478	BELLEVUE TO HAILEY, BLAINE CO	P Pres	362,395	
4	20637	FY23 D4 BRIDGE REPAIR	Br Pres	596,550	
4	22254	FY23b D4 BRIDGE REPAIR	Br Pres	573,614	
4	23044	PERRINE BR REPAIR, TWIN FALLS CO	Br Pres		(650,000)
5	20415	FY23 E BINGHAM CO P PRES	P Pres	2,241,188	
5	22684	FY23 D5 FORT HALL PAVEMENT PRESERVATION	P Pres	971,403	
5	20636	FY23 D5 BRIDGE REPAIR	Br Pres	1,262,993	
6	20420	CONCRETE INTERSECTIONS, IDAHO FALLS	P Pres		(650,000)
<i>Totals</i>				21,630,098	(10,492,263)

February 23, 2023 - Board Agenda Item, Program Adjustment Increases

Attachment No. 3

Page 1

FY23 PROGRAMMING INCREASES							
D	KN	ROUTE	NAME	PROG YR	INCREASE	Type	
HQ	N/A	N/A	Board approved ~4M increase for locals for FY23 with Policy 4028 change	2023	3,200,000		
1	23556	US 95	SH 1 TO CANADIAN BORDER SEALCOAT	2022	432,544	CN	
1	20525	US 95	MP 515.5 TO JCT SH 1, BOUNDARY CO	2024	829,880	CN	
6	20486	US 20	PINEHAVEN TO BUFFALO RV BR OVERLAY, FREMONT CO	2023	1,344,552	CN	
6	20435	US 20	BUFFALO RV BR TO ISLAND PK LDG OVERLAY, FREMONT CO	2023	2,233,583	CN	
1	20121	US 2	BNSF RR UNDERPASS, SANDPOINT	2023	490,796	CN	
4	20478	SH 75	BELLEVUE TO HAILEY, BLAINE CO	2023	519,237	CN	
1	20491	STATE	FY22 D1 BRIDGE REPAIR	2022	500,000	CN	
2	22734	US 12	SADDLE CAMP TO WARM SPRINGS, IDAHO CO	2023	697,007	CN	
3	21967	STATE	FY23 D3 W BRIDGE REPAIRS	2023	503,103	CN	
3	20372	STATE	FY23 D3 BRIDGE REPAIR	2023	445,623	CN	
3	20372	STATE	FY23 D3 BRIDGE REPAIR	2023	429,941	CN	
2	19377	US 12	LOCHSA RANGER STATION TO HOLLY CR TURNOUT	2023	2,089,839	CN	
3	22228	US 95	OREGON STATE LINE TO SOMMERCAMP RD	2023	14,565,479	CN	
					<i>Total</i>	(28,281,584)	

*20486, US 20 PINEHAVEN TO BUFFALO RV BR OVERLAY, FREMONT CO & 20435, US 20 BUFFALO RV BR TO ISLAND PK LDG OVERLAY, FREMONT CO used reserve funds to cover revised EE on these companion projects at PS&E submittal. Attachment 2 shows large releases back to reserve at award based on a 72% bid.

*19377, US 12 LOCHSA RANGER STATION TO HOLLY CR TURNOUT used reserve funds to cover revised EE at PS&E submittal based on results of 22734, US 12 SADDLE CAMP TO WARM SPRINGS, IDAHO CO opening along same corridor

*22228 US 95 OREGON STATE LINE TO SOMMERCAMP RD. A large portion of programmed budget was moved to project 20536, US 20/26 & SH 44 MILL & INLAY to cover a realignment of needed scope which D3 determined was a priority to get out for construction this year. 14.5M reserve funds were then used to cover EE & PS&E so KN 22228 could be constructed in 2023 also.

February 23, 2023 - Board Agenda Item, Program Adjustment Decreases
Attachment No. 4

FY23 BALANCING DECREASES					
D	KN	NAME	PROG YR	Decrease from SB	Type
4	20253	OLD HWY 68 TO FAIRFIELD, ELMORE/CAMAS CO	2019	(709,150)	CN
3	20266	INT SH-16 TO LINDER RD, ADA CO	2022	(473,151)	CN
3	13476	SH 55 INTERSECTION IMPROVEMENT, EAGLE	2022	(350,000)	CN
1	23556	SH 1 TO CANADIAN BORDER SEALCOAT	2022	(542,149)	CN
3	23081	FRANKLIN RD IC TO KARCHER IC - EAST, NAMPA	2022	(363,097)	XC
4	20596	JEROME IC TO TWIN FALLS IC EBL, JEROME CO	2020	(950,000)	CN
2	19377	LOCHSA RANGR STATION TO HOLLY CR TURNOUT	2023	(697,007)	CC
3	13962	S END RD TO JCT SH 55, NEW MEADOWS	2018	(330,957)	CN
HQ	19460	FY20 TRAVELER INFORMATION SERVICES	2020	(300,745)	CN
3	20139	COLD SPRINGS IC TO GLENNS FERRY IC, ELMORE CO	2020	(445,623)	CN
2	19870	WESTLAKE RD TO CULDESAC, LEWIS/NEZ PERCE COS	2021	(567,186)	CN
2	20193	LAWYERS CR BR TO LAUER RD, LEWIS CO	2021	(304,700)	CN
<i>Totals</i>				13,985,636	

February 23, 2023 - Board Agenda Item, Pending Cost Increases
Attachment No. 5

Cost Increases To Cover With FY23 State Holdback Funds							
D	Key#	Route	Project Name	Year	\$ Amount	Funds	Description/Comments
5	20688	I-15	ROSE IC TO N LAVA ROCKS	FY23	8,800,000	ST	PS&E submittal increase
<i>Total</i>					8,800,000		

Cost Increases To Cover With FY23 Reserve Funds							
D	Key#	Route	Project Name	Year	\$ Amount	Funds	Description/Comments
2	9294	US 95	THORN CR RD TO MOSCOW, PH 1	FY22	1,500,000	FA	CC increase for summer 2023 CE&I work
3	1004	SH 55	SMITH'S FERRY TO ROUND VALLEY	FY22	4,800,000	FA	Project cost increase in response to landslide as reported to Board in Sept 22
5	22687	US 30	YELLOWSTONE TO GARRETT CORRIDOR	FY27	450,000	FA	PC increase to cover consultant agreement
5	21832	I-15b	McCAMMON IC TO OLD US 91	FY26	750,000	FA	UT increase for work done prior to CN. Project on ready early list
<i>Total</i>					7,500,000		

OVERALL TOTAL \$16,300,000

February 23, 2023 - Board Agenda Item, Projects Left to Bid
Attachment No. 6

State Infrastructure Projects Still to Bid in FY23						
D	KN	ROUTE	Project Name	Work Type	Funding Type	CE/CC/CN
2	23567	US 95	ROCK FALL MITIGATION, IDAHO COUNTY	Mitigation	FY22 State	\$1,569,167
1	22772	I 90	BIG CREEK TO MP 58.5, SHOSHONE CO (Comp w/20684)	P Rest	FY22 FA	\$7,495,436
<i>Total Prior Year</i>						\$9,064,603
1	20684	I 90	OSBURN TO W WALLACE, SHOSHONE CO (Comp w/22772)	P Rest	FY23 FA	\$21,150,133
1	20678	STATE	FY23 D1 BRIDGE REPAIR	Br Pres		\$4,032,264
1	20695	SH 53	N LATAH ST TO MP 9.3, RATHDRUM	Safety		\$7,024,224
3	20536	US 20	US 20/26 & SH 44 MILL & INLAY	P Rest		\$16,596,830
3	20372	STATE	FY23 D3 BRIDGE REPAIR	Br Pres		\$2,931,884
3	22228	US 95	OREGON STATE LINE TO JCT SH 55	P Rest		\$18,617,199
3	20506	SH 55	STATE ST TO PAYETTE RV BR, BOISE CO	P Rest		\$15,871,468
4	20566	STATE	D4 #2 NON COM SEAL COATS	P Pres		\$3,518,554
4	20470	I 84	KASOTA IC TO BURLEY IC EBL, MINIDOKA CO	P Rest		\$22,000,000
6	20735	US 20b	US 20B, YELLOWSTONE HWY & HOLMES MICROSEAL, IDAHO FALLS	P Pres		\$3,037,738
<i>Total FY23 Federal Aid</i>						\$114,780,294
1	20121	US 2	BNSF RR UNDERPASS, SANDPOINT	P Rest	FY23 ST	\$4,743,216
5	20595	STATE	FY23 BLACKFOOT SIGNAL UPGRADE	Traff Ops		\$2,428,978
5	20688	I 15	ROSE IC TO N LAVA ROCKS, BINGHAM CO	P Rest		\$23,800,000
3	19860	I 84	SIMCO ROAD IC, ELMORE CO	Br Rest		\$13,000,000
<i>Total FY23 State</i>						\$43,972,194
Total Remaining Impact to FY23 CN Budgets						\$167,817,091

RESOLUTION

Utilization of FY2023 Reserve Funds & FY2023 State Holdback Funds

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

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

WHEREAS, 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.



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date February 23, 2023

Consent Item Information Item Amount of Presentation Time Needed 10 min

Presenter's Name Caleb Lakey	Presenter's Title D3 DE	Initials JCL	Reviewed By
Preparer's Name Caleb Lakey	Preparer's Title D3 DE	Initials JCL	

Subject

Signal Spacing Exception Request, SH-55 and Dry Creek Rd		
Key Number	District D3	Route Number SH-55

Background Information

ITD District 3 has been working with Boise Hunter Homes (BHH) on a request to reconsider the signalization of the intersection of SH-55 and Dry Creek Road. Per the original development agreement with BHH, Dry Creek Road was to be restricted to a right-in, right-out configuration. BHH maintains that because the original Traffic Impact Study recommended a signal at Dry Creek Road, they continue to see value in that configuration. BHH is proposing to fully fund and install the signal.

At ITD D3's request, BHH has conducted additional traffic engineering analysis and concluded that a signal could safely and effectively operate at this location in coordination with the existing signals at Beacon Light Road and Brookside Lane. However, the access spacing between Dry Creek Road and Brookside Lane (the next intersection to the North) is only approximately 2,000 ft, less than the minimum 2,640 ft required in Table 1 of IDAPA 39.03.42. See Exhibit A for a map of the area and this signal spacing.

Per IDAPA 39.03.42.400.03.e, the District Engineer has the authority to approve a decrease in the signal spacing requirements. IDAPA 39.03.42.400.03.h also gives the Board the appeal authority for exceptions to the signal spacing requirements.

Because the request for a signal at Dry Creek was previously heard, and effectively denied by the former District Engineer's decision to signalize Brookside Lane and restrict Dry Creek to a right-in, right-out, approval is being sought from the Board on this current request.

Recommendations

See attached resolution on page 95.

Board Action

Approved Deferred _____

Other _____

Exhibit A: Exception Request



Your Safety • Your Mobility • Your Economic Opportunity



**SH-55 and Dry Creek Road Signalization
RESOLUTION**

WHEREAS, the Idaho Transportation Board is charged with considering the 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 Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date February 23, 2023

Consent Item Information Item Amount of Presentation Time Needed 10 minutes

Presenter's Name Damon Allen	Presenter's Title DE1	Initials	Reviewed By LSS
Preparer's Name Damon Allen	Preparer's Title DE1	Initials	

Subject

Request Board unallocated funding for remediation and containment of product leak at the bottom of Lake Coeur d'Alene.

Key Number N/A	District 1	Route Number I 90
-------------------	---------------	----------------------

Background Information

Purpose for Request

The Idaho Transportation Department (ITD) is requesting the services of a qualified hazardous materials remediation company to respond to a petroleum release from a relic D9 bulldozer submerged and abandoned in Coeur d'Alene Lake in Kootenai County, Idaho following a slope failure in 1990. The dozer has a history of causing repeated episodes of slow releases of residual petroleum product into the lake. ITD needs to implement a rapidly deployable, minimally invasive containment plan that will reliably abate the potential for future uncontrolled petroleum releases from this machine.

Background

The dozer accidentally slid into Coeur d'Alene Lake in 1990 as result of a slope failure during construction of a segment of Interstate 90. A determination was made at that time to leave the dozer in the lake due to safety, slope stability and environmental impact concerns.

The dozer is sitting on the lakebed near the toe of the rock slope approximately 150 feet from the shore at a depth of 90 feet. Slope angle at the dozer resting location on the lakebed is variable and could be as steep as 1:1 (H:V) near the upslope end of the machine. The dozer is buried in rock with only 6-8 inches of its exhaust stack exposed. The lakebed at the dozer burial site is generally irregular and substrate varies from large gravel to boulder-sized material. Petroleum products were left in the machine following the accident, including any remaining diesel fuel, hydraulic fluids and other lubricating oils.

The dozer first starting leaking petroleum in 2000 which triggered actions to deploy containment and absorbent boom on the lake surface and place a containment/collection device over the release site, with subsequent modifications and adjustments. In 2010, a second episode of petroleum release was again observed. At that time, efforts resumed to cover the dozer burial site with additional membrane material in a manner that would best funnel or direct releasing petroleum product to collection buckets anchored to the bottom.

Currently as of 12/7/2022, petroleum releases to the lake surface are being observed again. ITD has responded by deploying containment and absorbent boom on the water surface to protect the adjacent shoreline and will continue to maintain those materials until the release can be stopped on the lake bottom. A diver has assessed the containment membrane(s) on the lake bottom to determine its condition. A portion of the containment membrane may have been recently damaged presumably from an anchoring device dragging across the site. Currently, the previously deployed membrane cover and collection buckets are not effectively preventing the release of petroleum to the surface and containment buckets are no longer positioned over the release point(s).



Board Agenda Item

ITD 2210 (Rev. 10-13)

Scope of Work

This work will involve the development and implementation of a strategy to effectively contain/collect released petroleum products. Proposed strategies may use or modify existing materials deployed with prior containment efforts, and/or include additional materials and containment systems. The contractor will be expected to expedite a remedial action and be responsible for procuring all materials and labor needed to develop, deploy, and maintain an effective containment system upon the completion date of the contract. The project scope is being development in collaboration with primarily the Idaho Dept. of Environmental Quality and the Idaho Department of Lands as well as other stakeholders.

Recommendations

Approve \$300,000 expenditure of FY23 board unallocated funds and add a project to FY23 of the FY23-29 ITIP to fund the project to provide remediation and containment of product from relic dozer left on the bottom of lake Coeur d'Alene. Resolution on page 99.

Board Action

Approved Deferred _____

Other _____

IDAHO TRANSPORTATION BOARD STATE FUNDED UNALLOCATED ACCOUNT

State Fiscal Year 2023

as of February 1, 2023, following Board approval

Beginning Balance	\$ 10,000,000
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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
Request	1	NEW	I 90, Lake Coeur d'Alene Product Containment	\$ 300,000
				Total
				\$ 1,900,000

Ending Balance	\$ 8,100,000
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RESOLUTION

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

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

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

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

WHEREAS; ITD will coordinate with the 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.



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date February 23, 2023

Consent Item Information Item Amount of Presentation Time Needed 5 minutes

Presenter's Name Todd Hubbard, PE	Presenter's Title District 5 Engineer	Initials TH	Reviewed By
Preparer's Name Todd Hubbard, PE	Preparer's Title District 5 Engineer	Initials TH	

Subject

I-86/I-15 System IC Request to Exceed \$1 Million dollars consultant agreement		
Key Number 20589	District 5	Route Number I-86/I-15

Background Information

The purpose of this agenda item, per Board Policy, is to seek Board approval to exceed \$1,000,000 on the ATLAS consultant agreement for the I-86/I-15 System IC project.

This project is replacing aging infrastructure and improve safety at the interchange of I-86 and I-15 in Pocatello. The project will replace 4 aging bridges with 8 bridges and will reconfigure the interchange to provide safer movements for the traveling public. Construction started in August 2022 and is expected to be complete in spring of 2025.

Through a Request for Proposals (RFP), ATLAS was selected to provide Construction Engineering and Inspection (CE&I) services for the \$111.9 million project. The scope of work for ATLAS emphasizes material sampling and testing. ITD is providing most of the inspection for the project, but our District does not have enough personnel to perform all the sampling and testing needed for the 8 new bridges and almost 15 lane miles of newly constructed roadway.

In May 2022, the District initiated this CE&I agreement with a value \$985,584.00 to get the project started and work with the contractor on the project schedule. As of December 2022, we have spent 64% of the agreement and we are projecting to spend the rest of the agreement in the next few months with project work. The District has worked with ATLAS and have negotiated man-hours and projected costs for the work needed to be completed in the next 2 years. Based on this negotiation, we are projecting that we will need \$8 million to finish the project through closeout in 2025. Approval of the approximate \$8 million request will be able to complete the anticipated work of material testing and closeout paper work for this project.

Staff requests approval to exceed \$1M for a total of \$8M to complete all project CE&I services. This amount is \$8 million dollars - 7.1% of the contract amount. Currently, we have \$5M obligated and the TECM office has identified remaining funds to complete this agreement.

Recommendations:

Approve attached resolution on page 101.

Board Agenda Item

ITD 2210 (Rev. 10-13)

RESOLUTION

WHEREAS, the Idaho Transportation Board approved multiple high priority 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.



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date February 23, 2023

Consent Item Information Item Amount of Presentation Time Needed 10 Minutes

Presenter's Name Doral J. Hoff, P.E.	Presenter's Title DE 2	Initials DJH	Reviewed By
Preparer's Name Bob Schumacher, P.E.	Preparer's Title DE 2	Initials BS	

Subject

US-95, MP 283.03, Railroad Overpass Removal and Replacement		
Key Number	District 2	Route Number US-95

Background Information

At a future date, District 2 will request funding to remove and replace the railroad overpass on US-95, MP 283.03. This request will result in two agreements with Bountiful Grain and Craig Mountain (BGCM) Railroad.

The existing RR overpass, located in the Culdesac Canyon section of US-95, has a posted vertical clearance height of 14' 11" and a measured height of 15' 2". This structure greatly restricts over-height, oversized loads on US-95. Over-height loads must detour on the Ruebens – Gifford Road which partially belongs to Lewis County and partially to Nez Perce County. This detour begins by leaving US-95 at MP 275.78 (north of Craigmont) and travels north / northeast on Reubens – Gifford to its intersection with US-12 at MP 19.14. This detour is approximately 26 miles.

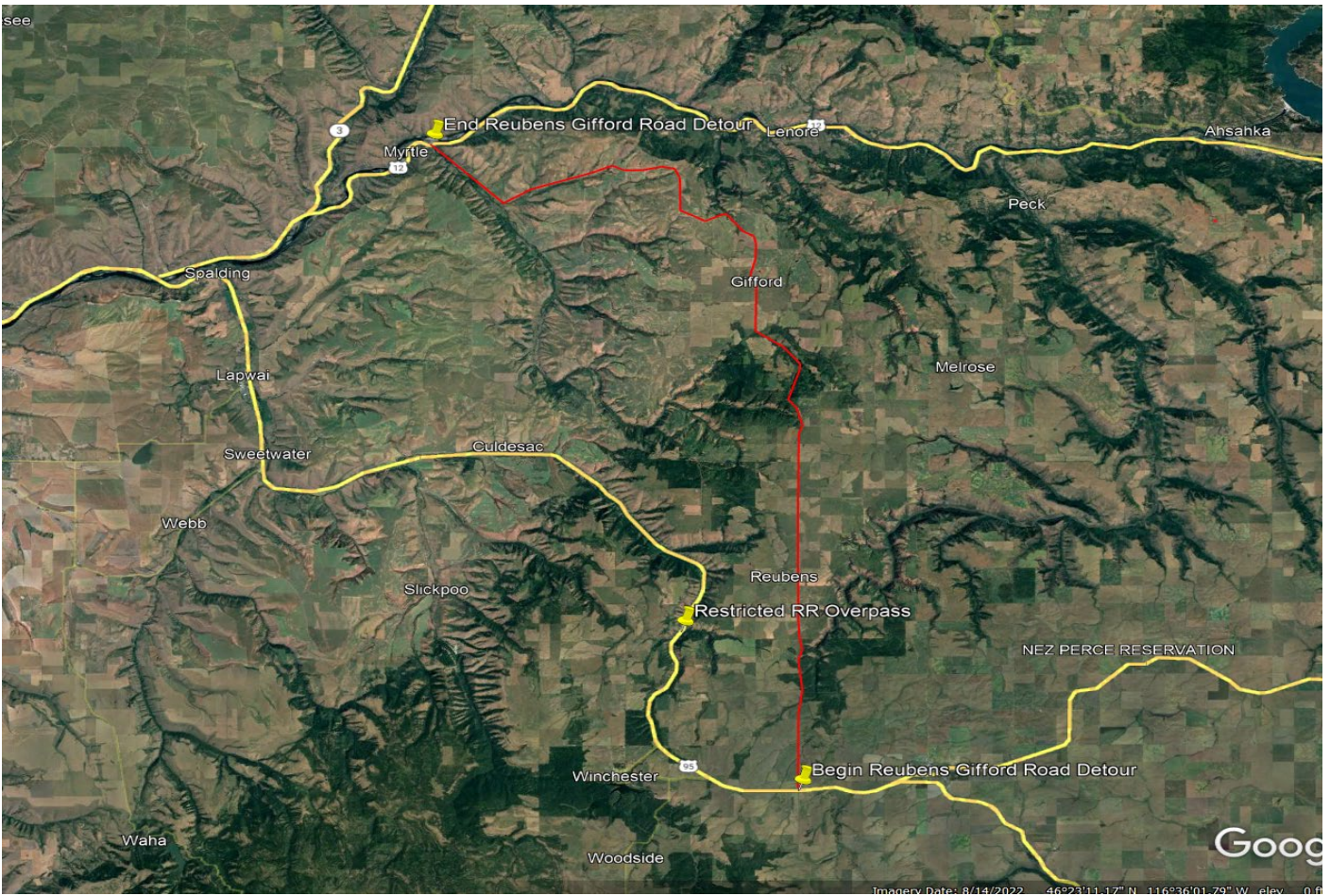
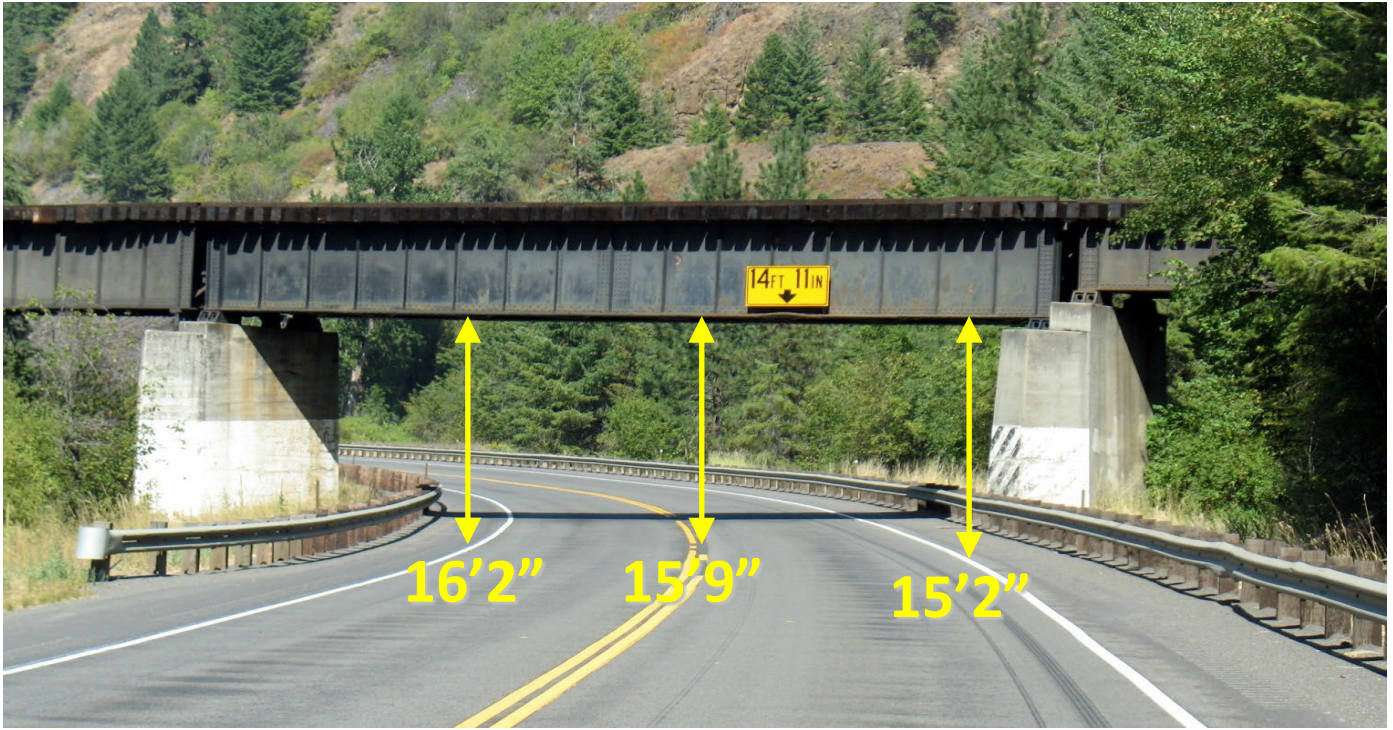
Costs to excavate to lower the roadway surface in this area would cost approximately \$2,015,608.00 for the excavation and repaving. This section would create a large bathtub section below this structure that could affect drainage and snow removal operations.

The intent of the work by the first agreement with BGCM would involve the removal of the existing steel girders and the easterly bridge pier at a cost of \$950,000.00 using Board Unallocated Funds.

Under the second agreement, the intent is for BGCM and ITD to design a new structure in accordance with AASHTO Bridge Design Specifications, American Railroad Engineers Maintenance of Way Association (AREMA) Specifications and the Guidelines for Railroad Grade Separation projects. BGCM will also construct a new steel structure and a pier to replace the existing structure. The new structure will support a maximum weight of 320,000 pounds with shallower girders to obtain a minimum roadway clearance of 17' 6". The new RR structure would be capable of transporting pedestrians and light vehicles. The cost is between \$3.5M and \$4M. This funding has yet to be determined.

Recommendations

For information only. The District anticipates that this will be brought to the Board at a future date.



IDAHO TRANSPORTATION BOARD STATE FUNDED UNALLOCATED ACCOUNT

State Fiscal Year 2023

as of February 9, 2023, following Board approval

Beginning Balance	\$ 10,000,000
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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
Request	1	NEW	I 90, Lake Coeur d'Alene Product Containment	\$ 300,000
Future Request	2	TBD	US 95, MP 283.03 Railroad Overpass	\$ 950,000
Total				\$ 2,850,000

Ending Balance	\$ 7,150,000
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Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date 2/23/2023

Consent Item Information Item Amount of Presentation Time Needed 10 mins.

Presenter's Name Robert Beachler	Presenter's Title Program Manager	Initials RB	Reviewed By LSS
Preparer's Name Robert Beachler	Preparer's Title Program Manager	Initials RB	

Subject

Lakes Highway District Functional Classification Change Request		
Key Number	District 1	Route Number

Background Information

In accordance with Board Policy 4060 and Administrative Policy 5060, ITD is responsible for maintaining official functional classification designation of all roads (state and local) within the State of Idaho. Functional classifications for street systems and county highways shall be reviewed and updated in cooperation with local jurisdictions.

Lakes Highway District is requesting a Functional Classification Change for a realignment of a portion of Old US-95 (North Abbott Road) onto Parks Road near Athol, Idaho. The realignment of this Rural Major Collector and functional reclassification of Parks Road will provide connectivity to a future interchange at US-95 and Parks Road identified under the 2010 US-95 Garwood to Sagle Final Environmental Impact Statement. The US-95 and Parks Road Interchange and Frontage Roads, Kootenai County project (KN 23429) is currently under design by District 1 staff.

The Kootenai County Metropolitan Planning Organization (KMPO) recommended the proposed functional classification change which was approved by the KMPO Board on November 16, 2022. Lakes Highway District formally asks that the Idaho Transportation Board accept the request for functional classification change of portions of Old US-95 and Parks Road in Kootenai County.

Attachments:
Lakes Highway District Functional Classification Change Request packet.

Recommendations

District 1 & HQs Planning Sections have reviewed the request and documentation provided by Lakes Highway District and recommends the approval of changes to Functional Classification of Parks Road as a Rural Major Collector. Resolution on page 140.

Board Action

Approved Deferred _____

Other _____



IDAHO FUNCTIONAL CLASSIFICATION / URBAN BOUNDARY CHANGE REQUEST FORM

PLEASE INDICATE: ITD District Request Local Agency Request

This form has been developed for use in all requests for Idaho's Functional Classification and/or Urban Boundary changes/modifications. One form must be completed and submitted for each change.

AGENCY CONTACT INFORMATION	
Agency Name: Lakes Highway District	Application Date: 9/29/2022 11/14/2022
Contact Person and E-mail Address: Eric Shanley; eric@lakeshighwaydistrict.com	Telephone Number: (208) 772-7527
Agency Address: 11341 N. Ramsey Road, Hayden Lake, ID 83835	
Is this functional classification request/change completely within or partially within an Urbanized Area? <input checked="" type="checkbox"/> No <input type="checkbox"/> Yes – If yes, concurrence from the MPO is required. Please complete the following information. Please indicate the name of the metropolitan planning organization (MPO):	
MPO Contact Person and E-mail Address:	Telephone Number:
MPO Address:	
Does requested Functional Class change extend into another jurisdiction? <input checked="" type="checkbox"/> No <input type="checkbox"/> Yes – If yes, a concurrence letter or resolution is required from the other jurisdiction. Please indicate the name of the other jurisdiction:	

ROUTE DESCRIPTION	
Local Name of Route: Old Highway 95 (N. Abbott Road)	Route Number: STC-5751
Route Description: The existing Old Highway 95 route is a two-lane, north-south major collector road that serves as an alternate route to US-95 (Principal Arterial) and provides local access to the City of Athol and interconnects two major area lumber mill operations.	
Termini of Route (Milepost (MP) – if available) From MP: 107.956 to 108.866 To MP: 107.956 to 108.866	Length (miles): 0.91
Existing Federal Functional Classification (choose only one): <input type="checkbox"/> Interstate <input type="checkbox"/> Principal Arterial <input type="checkbox"/> Minor Arterial <input checked="" type="checkbox"/> Major Collector <input type="checkbox"/> Minor Collector <input checked="" type="checkbox"/> Local Road	Proposed Federal Functional Classification (choose only one): <input type="checkbox"/> Interstate <input type="checkbox"/> Principal Arterial <input type="checkbox"/> Minor Arterial <input checked="" type="checkbox"/> Major Collector <input type="checkbox"/> Minor Collector <input type="checkbox"/> Local Road



IDAHO FUNCTIONAL CLASSIFICATION / URBAN BOUNDARY CHANGE REQUEST FORM

URBAN BOUNDARY DESCRIPTION

Population (Census):

Kootenai County Pop. (2020) = 161,676; Athol to North (2020) = 697; Hayden to South (2020) = 15,049

Brief explanation for proposed changes:

Old Highway 95 (N. Abbott Road) is being realigned to tie into the new US-95/Parks Road Interchange (about 5.25 miles of new roadway) and is recommended to be classified as a Major Collector (see map). This new alignment will provide connection between the Abbott Road/US-95 interchange to the south and the Old Highway 95 - Parks Road/US-95 Interchange to the north (currently under design) completing this alternate route to US-95. North of this location, a portion of Old Highway 95 will be removed from service when the bridge crossing the UPRR is removed. The functional classification of the existing length of Old Highway 95 to the north that connects to SH-54 will be revised to be a local road.

Census Boundary Square Foot:

Kootenai Co (53.9M SF); Athol (38.8K SF); Hayden (454.3K SF)

Proposed Boundary Square Foot: N/A

Existing Urban Boundary Classification (choose only one):

- | | | |
|---|--|---|
| <input checked="" type="checkbox"/> Rural Areas
0 - 4,999 | <input type="checkbox"/> Small Urban Areas
5,000 - 49,000 | <input type="checkbox"/> Urbanized Areas
50,000+ |
| <input type="checkbox"/> Metropolitan Statistical Areas
250,000+ | | |

Proposed Urban Boundary Classification (choose only one):

- | | | |
|---|--|---|
| <input checked="" type="checkbox"/> Rural Areas
0 - 4,999 | <input type="checkbox"/> Small Urban Areas
5,000 - 49,000 | <input type="checkbox"/> Urbanized Areas
50,000+ |
| <input type="checkbox"/> Metropolitan Statistical Areas
250,000+ | | |

REMARKS

Written Description of FC route (general characteristics including alignment, speed limit and how it relates to the surrounding area in terms of importance):

Old Highway 95 parallels US-95 and provides an alternate route to that principal arterial facility. It will connect the Abbott Road/US-95 interchange to the south and the proposed Old Highway 95 - Parks Road/US-95 interchange to the north once that interchange is built. It will connect a number of collectors and local roads to these interchanges. The existing highway has two 12-foot lanes with 2-foot outside shoulders. The new portion of the Old Highway 95 will include two 12-foot lanes with 6-foot outside shoulders. The posted speed limit is 50 mph in the northern rural areas (where the new portion of roadway is being proposed) and 35 mph in the more densely populated southern areas.

A brief description why the proposed change is requested and justification for the change:

- There are two primary reasons that justify this modification in functional classification:
- Existing Old Highway 95 will be realigned to connect to US-95 through the current project with LHD so the new portion of roadway, that currently is not built and does not have a functional classification, should be functionally classified the same as existing Old Highway 95. Once this connection is made to US-95 through ITD's Parks Road Interchange project (currently under design) the characteristics of Old Highway 95 will meet the functional classification of Major Collector even more than it does today because it will connect local roads and collectors to US-95 through two interchanges.
 - Old Highway 95's connection to SH-54 in the City of Athol will be eliminated when ITD builds a new grade separation of SH-54 over the two railroad tracks to the west. The portion of Old Highway 95 south of SH-54, which includes 25 mph local access within the City of Athol, will be reclassified as a local road.

Additional remarks to fully explain the change request:

With the connection of Old Highway 95 to US-95 at Parks Road, the use and function of Old Highway 95 will more fully complete its Major Collector classification. It will become a more heavily used alternate to US-95, it will have a southerly and northerly connection to US-95 with interchanges, and its current northerly connection to SH-54 will be eliminated once the SH-54 grade separation over the railroads to the west is constructed. Additionally, it completes the backage road system of the US-95, Garwood to Sagle EIS through this area.



IDAHO FUNCTIONAL CLASSIFICATION / URBAN BOUNDARY CHANGE REQUEST FORM

IDAHO CHANGE REQUEST SUBMITTAL CHECKLIST *(include with this request form):*

- Change Request Form
- Vicinity Map showing the proposed changes and existing
- Original letter of recommended approval from Mayor, Chairman of the Board or other official responsible for the agency or a City/County Resolution adopted. If the request crosses jurisdictional boundaries, a letter of recommendation or City/County Resolution is required from all agencies which have authority over the road.
- Proof of Public Hearing *(if one was held)*
- MPO concurrence letter *(if within an Urbanized Area)*
- Traffic Data *(This includes collection methodology, number of hours counted, days of weeks, and AADT by direction, and raw data [when available])*
- Facility Type *(1-way or 2-way road)*
- Number of Through Lanes *(by direction)*

Submit all of the above to the Idaho Transportation Department District in your area. If you have questions or need additional information, you may e-mail FunctionClass@itd.idaho.gov.

For ITD District Use Only:

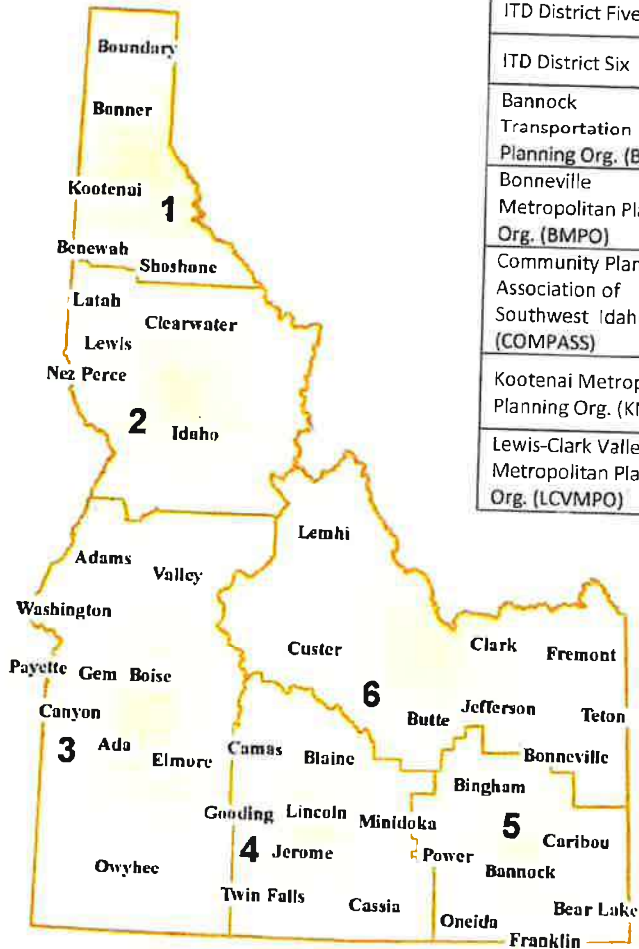
ITD District <input checked="" type="checkbox"/> D1 <input type="checkbox"/> D2 <input type="checkbox"/> D3 <input type="checkbox"/> D4 <input type="checkbox"/> D5 <input type="checkbox"/> D6	Application Received: <i>11/14/2022</i>
District Contact Person and E-mail Address: <i>ROBERT BEACHLER</i>	Telephone Number: <i>(208) 772-1216</i>
District Application Recommendation to Planning Services: <input checked="" type="checkbox"/> Approval Request because: <i>PROPOSED CHANGE IN FUNCTIONAL CLASSIFICATION APPROVED BY KOOTENAI METROPOLITAN PLANNING ORGANIZATIONAL BOARD AT NOV. 10, 2022.</i> <input type="checkbox"/> Deny Request because: <i>COINCIDES WITH FUTURE US-95 & PARKS RD IC IDENTIFIED IN US-95 FINAL EIS.</i>	

For ITD Planning Services Use Only:

ITD Recommendation to FHWA:	
<input checked="" type="checkbox"/> Approval Request because:	Aligns with ITD capacity expansion project on US95 near Athol, ID. This adjustment to Old Highway 95/North Abbot Rd is needed as the current connection of Old Highway 95 to SH54 near the City of Athol is being eliminated due to a new above grade rail separation being built.
<input type="checkbox"/> Deny Request because:	
Digitally signed by Scott Luekenga Date: 2023.01.11 09:28:25 -07'00'	
Scott Luekenga	



IDAHO FUNCTIONAL CLASSIFICATION / URBAN BOUNDARY CHANGE REQUEST FORM



IMPORTANT CONTACT INFORMATION		
CONTACT	OFFICE NUMBER	FAX NUMBER
Local Highway Technical Assistance Council (LHTAC)	(208) 344-0565	(208) 344-0789
ITD HQ Planning Services	(208) 334-8483	(208) 334-4432
ITD District One	(208) 772-1200	(208) 772-1203
ITD District Two	(208) 799-5090	(208) 799-4301
ITD District Three	(208) 334-8300	(208) 334-8917
ITD District Four	(208) 886-7800	(208) 886-7895
ITD District Five	(208) 239-3300	(208) 239-3367
ITD District Six	(208) 745-7781	(208) 745-8735
Bannock Transportation Planning Org. (BTPO)	(208) 233-9322	(866) 230-4709
Bonneville Metropolitan Planning Org. (BMPO)	(208) 612-8530	N/A
Community Planning Association of Southwest Idaho (COMPASS)	(208) 855-2558	(208) 855-2559
Kootenai Metropolitan Planning Org. (KMPO)	(208) 930-4164	N/A
Lewis-Clark Valley Metropolitan Planning Org. (LCVMPO)	(208) 298-1345	(208) 298-1339

**OLD HWY-95; FUNCTIONAL CLASSIFICATION
CHANGE REQUEST, LAKES HD**
PROJECT NO. A022(892), KEY NO. 22892
DATE: SEPTEMBER 29, 2022



Scale: 1" = 1000'



LEGEND
 PROPOSED NEW OLD HIGHWAY 95 ALIGNMENT
 PROPOSED PARKS RD INTERCHANGE (UNDER DESIGN BY ITD)





LAKES HIGHWAY DISTRICT
OLD HIGHWAY 95-UPRR BRIDGE REPLACEMENT
KEY NO. 22892

PUBLIC MEETING TESTIMONY SUMMARY- 6/8/22
4:00pm- 6:00 pm-Lakes Highway Dist. Meeting Room

Local Jurisdiction: Lakes Highway Dist. - Eric Shanley, Director
Consultants : David Evans & Associates – (Provided 11 Display Boards)
Michelle Anderson, PE
LHTAC Staff : Amanda Lamott, PE
Hearing Officer: Susan Kiebert

Number of Stakeholder Attendees: 23

Oral Testimony: None taken

**Written Testimony: 12 written comment forms were received at the meeting on 6/8/22.
There were no additional comments received after the hearing**

General Comments/Issues

There were 6 Engineers present at this hearing representing Lakes HD, DEA, AEC & LHTAC.
The majority of comments supported the Preferred Alternative.

Summary of Written Comments

- With population growth in the area, this project is necessary despite all of the work and planning that has occurred in the past. Thank you for being thorough and respectful.
- Park Road Interchange is not necessary. With the UPRR Bridge preferred alternative, frontage roads can be used for local traffic accessing US 95.
- Most stakeholder taxes and removals supported the Parks Road Interchange.
- This project provides safer access to US 95.
- This project could result in crime, trash, fire danger, fire hydrants, noise, removal of my fence, taxes and safety issues for kids and animals.

LAKES HIGHWAY DISTRICT

Regular Meeting of the Board of Commissioners Attendance Sheet Dated: _____

(5)

Lakes Highway District monitors attendance to ensure equal opportunity. We appreciate your providing this information. This information will only be used to monitor attendance at public meetings and for affirmative action purposes, as specified by law (CFR 42.21.9).

Name (Please print or write clearly)	Title/Representing	Address (City, State, ZIP & Phone Number)	Please check the appropriate boxes			
Shave Mechanical	City of Athol	Address & Phone # 208-661-3056 30075 2nd Athol ID.	<input checked="" type="checkbox"/> Male	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White	
Angus Phillips		Address & Phone # 425-365880 85301	<input type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input checked="" type="checkbox"/> Hispanic <input type="checkbox"/> White	
Josh Nasson	CD4	Address & Phone # 208-416-3808	<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White	
Pat O'Neal		Address & Phone # 509-4960719 5594 Parks Rd	<input type="checkbox"/> Male <input checked="" type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> White	
Marie Bruce		Address & Phone # 5594 Parks Rd	<input type="checkbox"/> Male <input checked="" type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> White	
Michelle Anderson	Committee AEC	Address & Phone # 14234 N. Tomerang Rd. Nine Mile Falls	<input type="checkbox"/> Male <input checked="" type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> White	
Doreen Schaefer	Dillon	Address & Phone # 7727 W. 4th St Dillon	<input type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> White	
Mark + Chris Zaborshi	Athol	Address & Phone # 28570 N. Old Highway	<input checked="" type="checkbox"/> Male <input checked="" type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> White	

For special accommodations/translation services, call 772-7527, no less than 48 hours in advance. Lakes Highway District assures nondiscrimination in accordance with Title VI of the Civil Rights Act of 1964 and Civil Rights Restoration Act of 1987 (P.O. 100.2560) and the Americans with Disabilities Act.

LAKES HIGHWAY DISTRICT

Regular Meeting of the Board of Commissioners Attendance Sheet Dated: 10

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Name <i>(Please print or write clearly)</i>	Title/Representing	Address <i>(City, State, ZIP & Phone Number)</i>	Please check the appropriate boxes			
Jon Nielsen	Atty	208-661-6805	<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input checked="" type="checkbox"/> White	
Sgt. Jeff Hummel	WESO		<input type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> White	
✓ Jessica & Jake Marks		Address & Phone # 208-704-0913	<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input checked="" type="checkbox"/> White	
X JOHN MURPHY		Address & Phone # 208 660 9757 PARKS RD	<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input checked="" type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input checked="" type="checkbox"/> White	
✓ PHIL TOBES	Treasurer Emer (REG REP)	Address & Phone # 208 714 6866	<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> White	
✓ MISSY ZOBORSKI	Atty	Address & Phone # 208 985 3413	<input type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> White	
X Robble & Shane Nilles	Atty & Homeowner	Address & Phone # 503-504-3501	<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input checked="" type="checkbox"/> Black <input checked="" type="checkbox"/> White	
X Tim Cleman		Address & Phone # 1853 E Grandview	<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input checked="" type="checkbox"/> White	

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LAKES HIGHWAY DISTRICT

Regular Meeting of the Board of Commissioners Attendance Sheet Dated: _____

5

Lakes Highway District monitors attendance to ensure equal opportunity. We appreciate your providing this information. This information will only be used to monitor attendance at public meetings and for affirmative action purposes, as specified by law (CFR 42.21.9).

Name <i>(Please print or write clearly)</i>	Title/Representing	Address <i>(City, State, ZIP & Phone Number)</i>	Please check the appropriate boxes			
Denals Smith JENNIFER KRAMER	City Council At-Large	Address & Phone # 28822 Lorinda Hwy 95 530-697-683	<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Other	
Sandy Zaboriski		Address & Phone # 916 W C St, CDA 208-664-6435	<input type="checkbox"/> Male <input checked="" type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Other	
STEVE ZABORSKI		Address & Phone # Z8512 N. Old US 95 FTHOL, ID	<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Other	
BREAN SKAFFER		Address & Phone # PO Box 1024 CDA, ID 83816	<input type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Other	
		Address & Phone #	<input type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Other	
		Address & Phone #	<input type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Other	

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Old Hwy-95; UPRR Bridge Replacement

A Lakes Highway District Project



COMMENT CARD

June 8, 2022, 4-6 pm

Name & Contact Information (optional): Miles

Comments:

Before contact with the engineers, it seemed that it would be less expensive & less impact on people owning the properties affected. After seeing the various plans and options, it makes things more clear. As the population grows, I know there has to be more up to date traffic plans. The roundabout makes more sense than a stop sign. The new bridge will be nicer than the current one on 95 that is very dangerous. The scenario for us is not ideal & breaks my heart that all of our hard work and planning over many years is being interrupted. Our retirement dream looks very different now. Thank you for being thorough and respectful. I look forward to hearing more about what the plans will be in the next year.

Old Hwy-95; UPRR Bridge Replacement

A Lakes Highway District Project



COMMENT CARD

June 8, 2022, 4-6 pm

Name & Contact Information (optional): Jim Coleman

Comments:

Representing Ueberruth Family Trust - Support the UPRR bridge Preferred Alternative - Connection to Parks road can be achieved without the Park Road interchange. Will interface with ITP on Alternatives for Park Road Interchange. With the UPRR bridge preferred alternative, Frontage Roads can be used

Old Hwy-95; UPRR Bridge Replacement

A Lakes Highway District Project



COMMENT CARD

June 8, 2022, 4-6 pm

Name & Contact Information (optional): _____

Comments: Alt w/ roundabout is my
OIBB favorite option

Reduce in travel times is important!

Old Hwy-95; UPRR Bridge Replacement

A Lakes Highway District Project



COMMENT CARD

June 8, 2022, 4-6 pm

Name & Contact Information (optional): BRIAN SCHAFER

Comments: I APPRECIATE THE ENGINEER'S ATTEMPT TO MINIMIZE IMPACT
ON MY PROPERTY. BASED ON THE PRELIMINARY DESIGNS PRESENTED AT THIS
MEETING, I WOULD SUPPORT THE CURRENT "MOST PREFERRED" DESIGN.

Brian Schaf

Old Hwy-95; UPRR Bridge Replacement

A Lakes Highway District Project



COMMENT CARD

June 8, 2022, 4-6 pm

JOHN TUSTISON
5585 E. PARKS RD

Name & Contact Information (optional): John Tustison@hotmail.com

Comments:

I WOULD SUPPORT ALTERNATIVE 03B
CONNECTION TO PARKS ROAD.
THIS SEEMS LESS INVASIVE ON OUR PROPERTIES,

Old Hwy-95; UPRR Bridge Replacement

A Lakes Highway District Project



COMMENT CARD

June 8, 2022, 4-6 pm

John Tustison@hotmail.com

2086609757

Name & Contact Information (optional): JOHN TUSTISON

Comments:

I WOULD LIKE A COPY OF ALTERNATIVE
WITH CONNECTION TO PARKS ROAD

Old Hwy-95; UPRR Bridge Replacement

A Lakes Highway District Project

COMMENT CARD

June 8, 2022, 4-6 pm



Name & Contact Information (optional):

City of Athol
Shane McDaniel 208-683-2101

Comments:

City Supports preferred project by LHD with Parks Interchange coming. Traffic flow in City of Athol + all of N. IDAHO require upgrades of this sort. The U-P crossing on Old 95 is long overdue for upgrades + tying this in with the Parks Rd. overpass will benefit the area as a whole.

thanks

Shane McDaniel

Old Hwy-95; UPRR Bridge Replacement

A Lakes Highway District Project

COMMENT CARD

June 8, 2022, 4-6 pm



Name & Contact Information (optional):

Jessica + Jacob Marks

Comments:

We have concerns about the additional traffic that will be created on our quiet, dead end road, from old 95 to new 95, increased traffic in the 100's per hour! Also, the speed is a concern, even a speed limit of 35mph would mean 100's of people speeding in front of our home. There is already garbage/dumping on our road, which we clean up; increased people will increase this issue. Along with more fire hazards; noise pollution, + crime

Old Hwy-95; UPRR Bridge Replacement

A Lakes Highway District Project



COMMENT CARD

June 8, 2022, 4-6 pm

Name & Contact Information (optional): Zaborshi

Comments: our choice would be 03B

Old Hwy-95; UPRR Bridge Replacement

A Lakes Highway District Project



COMMENT CARD

June 8, 2022, 4-6 pm

Name & Contact Information (optional): Harold Schoerfeld Parks Rd

Comments: We are all for w parks rd going through to old 95.

Old Hwy-95; UPRR Bridge Replacement



A Lakes Highway District Project

COMMENT CARD

June 8, 2022, 4-6 pm

Name & Contact Information (optional): Marleen Schoenfeld

Comments:
Finally Such A Great thing if you are going to ~~BE~~
USE part of OUR Property and Give Fair value
IT IS time to improve Roads and make them
safer scence more people are moving to Athol
Easier Access, Exspecially in the Winter.

Old Hwy-95; UPRR Bridge Replacement



A Lakes Highway District Project

COMMENT CARD

June 8, 2022, 4-6 pm

Name & Contact Information (optional): Pat Wood 509-496-0719

Comments:
Concerned about, crime, trash, fire danger
fire hydrants, noise safety, taxes, Removing my
fence, Keeping animals + kids safe.
Please Contact Me when goes to Board-

Old Hwy-95; UPRR Bridge Replacement, Lakes HD
Project No. A022(892)
Key No. 22892

Traffic Analysis Report

Alternatives Operational Analysis Report

Prepared for the

Lakes Highway District, Idaho

February 10, 2022

DEA Project No. LAHD0000-0013



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Introduction

The objective of this study is to evaluate traffic operations along the existing Old Highway 95 corridor from North Hayloft Road to north of East Remington Road just south of Athol, Idaho in Kootenai County. This project will replace the existing Old Highway 95 bridge over the Union Pacific Railroad (UPRR) (Bridge Key 30502) in addition to bringing the roadway to current standards and increasing safety. Various alignment alternatives will be analyzed to determine the best option for vehicular traffic flow between the Old Hwy 95, Parks Road, and Remington Road. The alternatives include the following:

- 1) Alternative #1: Maintain Existing Alignment
- 2) Alternative #2: Slight Skew to East Realignment
- 3) Alternative #3: New Alignment and Connection to Parks Road
 - a. 3A/3B – connection back to Old Hwy 95 south of Remington
 - b. 3C – connection back to Old Hwy 95 at Remington
 - c. 3D – connection back to Old Hwy 95 east of Remington
- 4) Alternative #4: Alternate New Alignment and Connection to Parks Road (bridge design change)
- 5) Alternative #5: No-build Alternative

The purpose of this report is to accomplish these goals:

- (1) Evaluate intersection Level of Service (LOS), delay, and critical movement delays
- (2) Evaluate safety
- (3) Evaluate volume growth and impact of the project on the surrounding network

Figure 1 shows the project vicinity while Figure 2 shows the alternatives to be analyzed. Some intersections along this corridor and several others in close proximity to the project that will be impacted by the new roadway alternatives were included in the analysis.

The aforementioned analyses will consider intersection configuration and traffic control at the project intersections identified in Table 1. These intersections are numbered on Figure 1 and shown in the table.

Analysis Process

The Kootenai Metropolitan Planning Organization (KMPO) provided base year (2020) and forecast year (2045) travel demand models (TDM) on January 12, 2022. The model volumes were used in the operational analysis. The 2020 model data was not updated to show any alternatives. The model volumes were extracted for use with the roadway network as is. The 2045 model volumes were utilized for the no-build scenario and the alternative scenarios. For the alternatives, the travel demand model was updated to include the alternative roadway alignments. The model volumes were then extracted for use in the operational analysis. Figure 3 through Figure 7 show the model volumes.

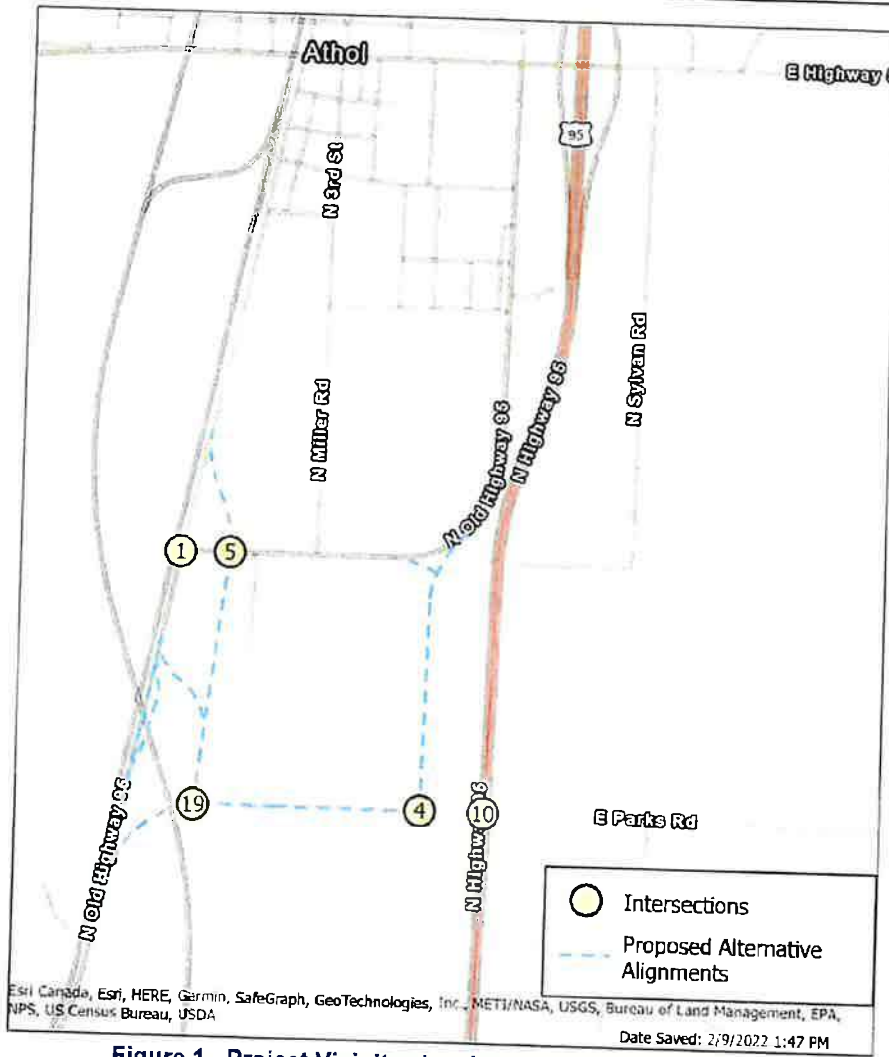


Figure 1. Project Vicinity showing selected intersections

Table 1. Study Area Intersections

REPORT ID	INTERSECTION	VISUM ID/ SYNCHRO ID	EXISTING CONFIGURATION
1	Existing Old Hwy 95/N. Old Hwy 95 at Remington Rd (existing)	1	Two-Way Stop Control
4	Parks at N/S Connector	4	Two-Way Stop Control
5	Existing Old Hwy 95/Remington Rd at Lloyd Rd (existing/proposed)	5	Two-Way Stop Control
10	Parks Rd at US-95 (existing)	10 / 13	Two-Way Stop Control
19	Parks Rd at Lloyd Rd (proposed)	19	Two-Way Stop Control

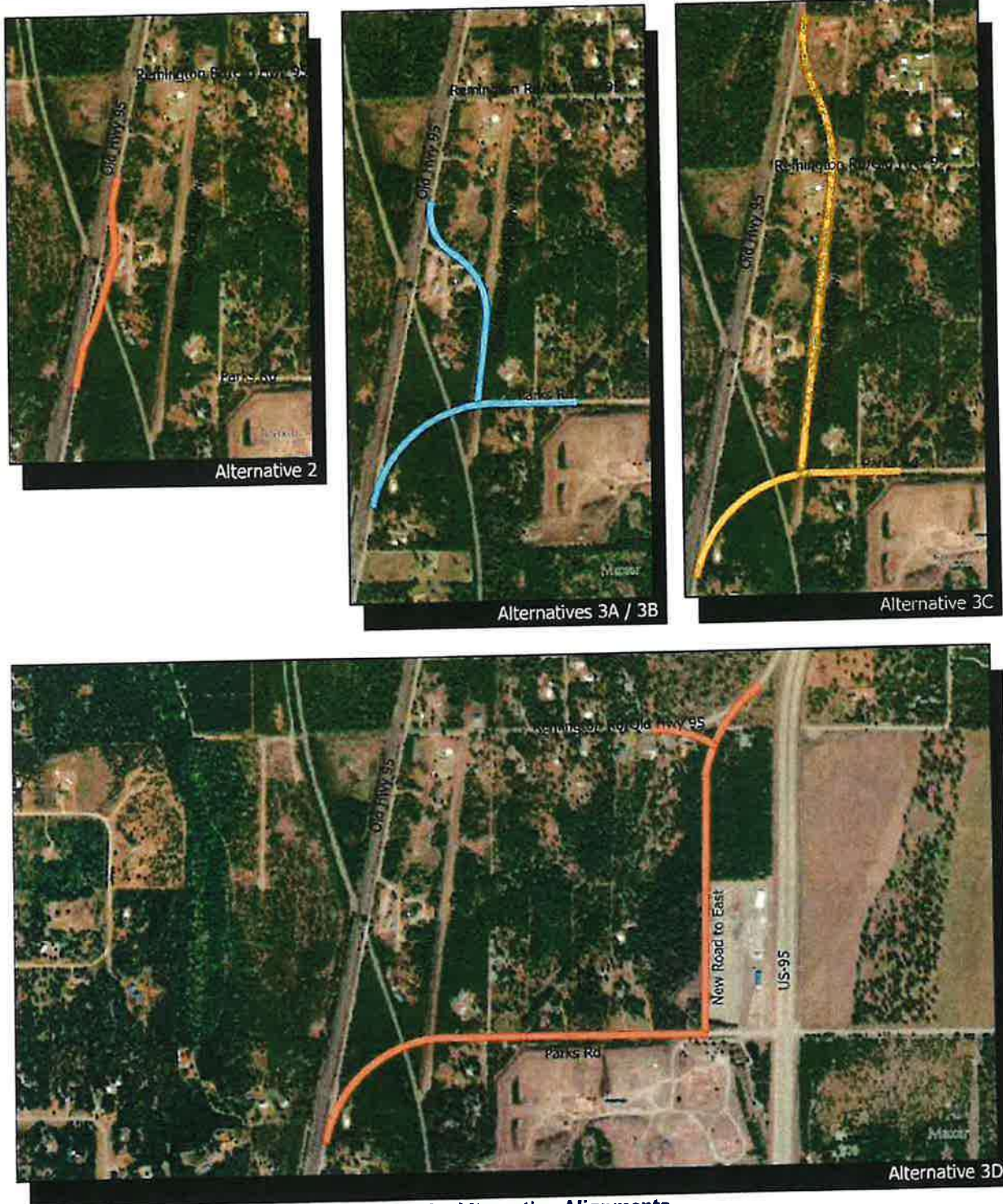


Figure 2. Alternative Alignments



Turning Movement Volumes

Future turning movement volumes were obtained from the KMPO TDMs for base year 2020 and forecast year 2045. PM peak hour turning movement counts were collected at the intersections of Old Highway 95 and North Old Highway 95/1st and Parks Road at US95 on Thursday February 3rd, 2022, specifically for this project. Turn movements for the Build scenarios were taken from the models. PM peak hour link volumes for the Build scenarios can be seen in Figure 3 through Figure 7 in this memo. Table 2 through Table 6 show the traffic volumes for the base year, no build forecast year, and alternative forecast years.

Table 2. Year 2022 Traffic Volumes – PM Peak Hour

ID	Intersection	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
1	Old Hwy 95/N Old Hwy 95/1st	-	-	-	12	-	0	-	16	16	2	8	-
10	US-95/E Parks Rd	3	0	2	16	0	11	0	352	26	14	742	1

Table 3. KMPO 2045 No Build Traffic Volumes – PM Peak Hour

ID	Intersection	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
1	Old Hwy 95/N Old Hwy 95/1st	-	-	-	27	-	0	-	45	45	4	14	-
10	US-95/E Parks Rd	5	0	4	142	0	98	0	1001	221	119	1069	1

Table 4. 2045 Build Alternative 3A/3B Traffic Volumes – PM Peak Hour

ID	Intersection	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
1	Old Hwy 95/N Old Hwy 95/1st	-	-	-	32	-	0	-	43	43	5	22	-
10	US-95/E Parks Rd	93	102	57	11	59	171	73	1123	39	200	874	58
19	Parks Rd/Lloyd Rd	25	97	-	-	59	104	-	-	-	130	-	20

Table 5. 2045 Build Alternative 3C Traffic Volumes – PM Peak Hour

ID	Intersection	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
5	Old Hwy 95/Lloyd (Remington)	-	-	-	36	-	0	-	48	48	6	24	-
10	US-95/E Parks Rd	92	102	67	11	59	171	75	1121	38	185	861	58
19	Parks Rd/Lloyd Rd	29	97	-	-	106	59	-	-	-	160	-	20

Table 6. 2045 Build Alternative 3D Traffic Volumes – PM Peak Hour

ID	Intersection	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
4	Parks Rd/N/S Connector	0	124	-	-	87	74	-	-	-	64	-	0
10	US-95/E Parks Rd	95	64	29	11	58	172	45	1151	39	239	901	59

Operational Analysis

PM peak hour turning movement counts were collected at the intersections of Old Highway 95 and N. Old Highway 95/1st and Parks Road at US95 on Thursday February 3rd, 2022, specifically for this project. It should be noted that the KMPO model did not show volume along the some of the roadway study segments or turning movements at study intersections directly within the project vicinity. Analysis of the project was completed for existing conditions, forecast year no build condition, and forecast year conditions for Alternatives 3A, 3B, 3C, and 3D. Analysis was conducted for the PM peak hour.

An intersection operational analysis was performed using the Synchro (version 11) operational analysis software for unsignalized intersections. Analyses were based on approach geometry, intersection control, turning movements, peak hour factor and heavy vehicles.



Three measures of effectiveness were considered in this analysis: Vehicular Delay, Level of Service (LOS), and Volume-to-Capacity (V/C) ratio. Based on the volumes provided from the turning movement counts and volumes projected to future years, an intersection-level analysis was conducted at the following intersections:

1. Existing Old Hwy 95/N. Old Hwy 95 at Remington Rd (intersection id 1)
2. Parks Rd at US-95 (intersection id 10 / id 13)
3. Parks at N/S Connector (intersection id 4)
4. Existing Old Hwy 95/Remington Rd at Lloyd Rd (intersection id 5)
5. Parks Rd at Lloyd Rd (intersection id 19)

Each of the intersections listed above was evaluated for operations during the PM peak hour as this is typically the 'worst case' weekday traffic condition. The technical analysis focused on intersections only and did not include roadway segment analysis. This approach is common as intersections are typically what limit capacity of a roadway network.

Assumptions/parameters for the operational analysis, are assumed and are defined below:

- Peak hour factor (PHF) of 0.92 was assumed for the existing year (2022) analysis. For future year analyses, a PHF of 0.95 was assumed for forecast year No Build and Build Conditions.
- Heavy vehicle percentages were assumed as 2% at the study area intersections within the local roadway network. It should be noted that no heavy vehicles were observed when existing turning movement counts were conducted at the study intersections. A heavy vehicle percentage of 8% Northbound and Southbound was utilized on US 95 at Parks Road.

Existing Conditions and the No Build Scenario

Currently Old Highway 95 does not connect to Parks Road. There is no road that connects Parks Road and Old Highway 95/Remington Road to the north between Old Highway 95 and US 95. Existing conditions based on the KMPO 2020 travel demand model show Old Highway 95 near the UPRR Bridge to have a PM Peak traffic volume of 49 NB and 55 SB. Parks Road shows volumes of 29 EB and 7 WB. The model shows zero volume for Remington Rd/Old Highway 95 between 1st Street and Miller Road. Existing roadway volume to capacity (VC) ratios are 12% or less; well within capacity.

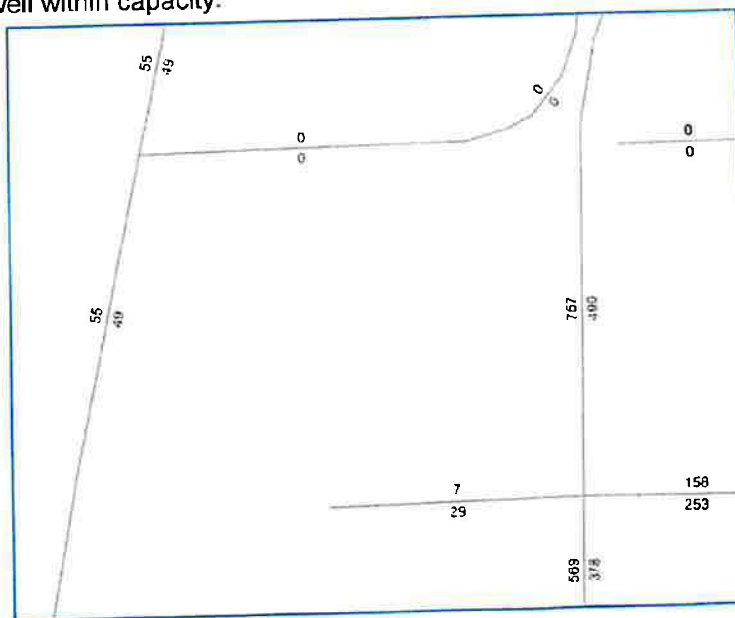


Figure 3. KMPO 2020 Volumes - Existing



The Build Scenario – Alternative #1 and #2

The Alternative #1 and Alternative #2 Build scenarios include either maintaining the existing alignment (Alternative #1) or offsetting the roadway slightly to the east to create a shorter bridge over the railroad (Alternative #2). In either of these alignments there are no changes to the road network. The KMPO forecast TDM provides the following roadway volumes.

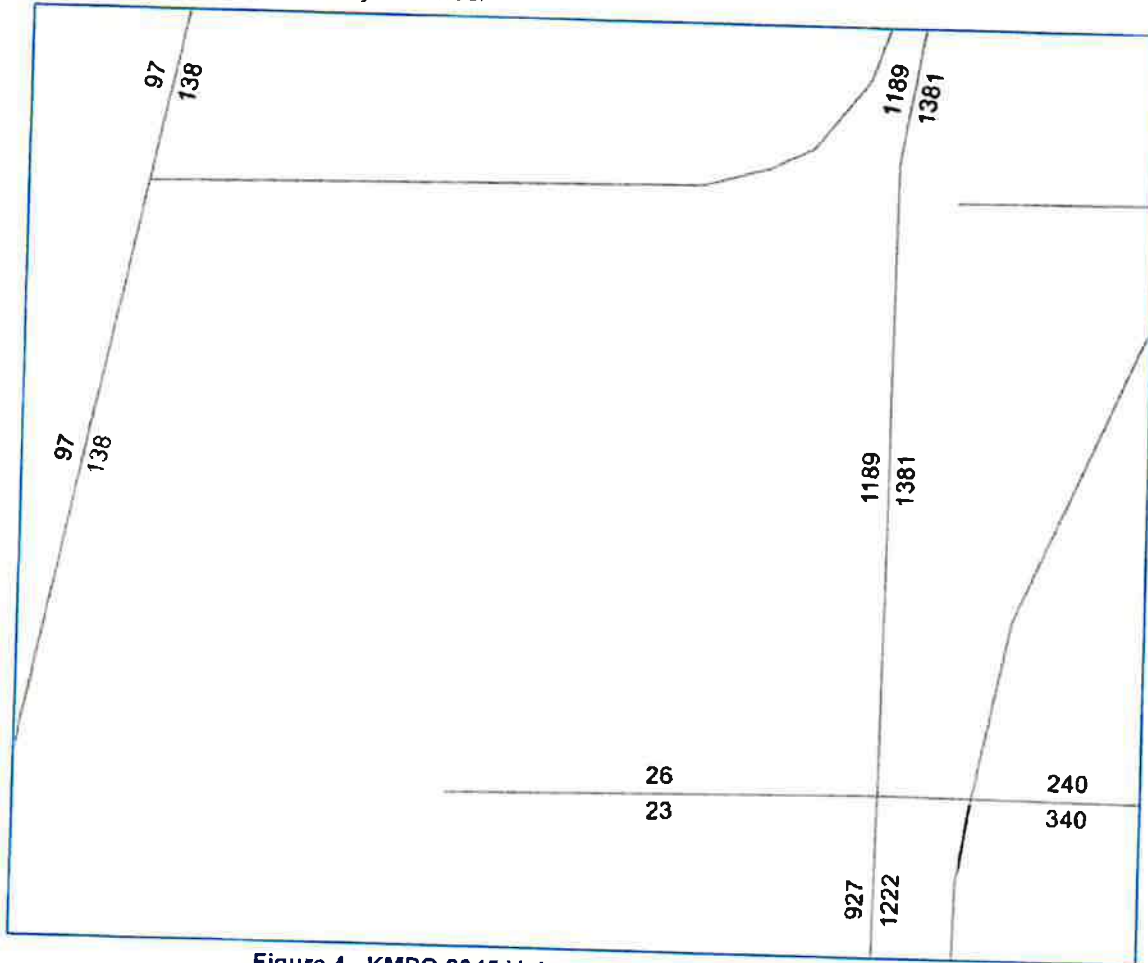


Figure 4. KMPO 2045 Volumes - Alternatives #1 and #2



The Build Scenario – Alternatives #3A / #3B

The Alternatives #3A and #3B Build scenarios includes realignment of Old Highway 95 to connect to Parks Road and a new road going north along the existing runway. The realigned Old Highway 95 reconnects back just north of the existing bridge and south of Remington Rd. The only difference between the two alternatives is the bridge design. The KMPO forecast year travel demand model provides the following roadway volumes:

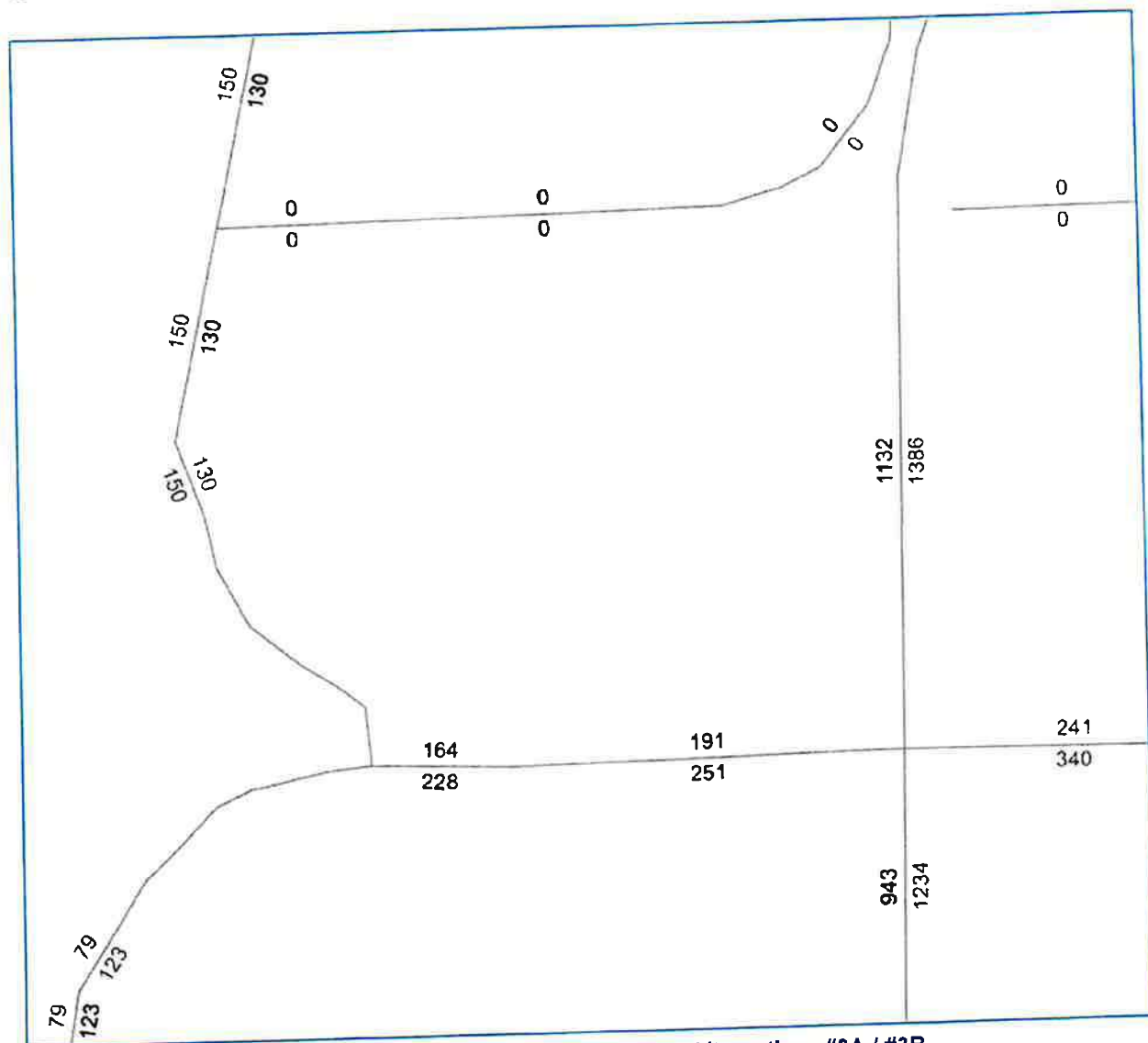


Figure 5. KMPO 2045 Volumes - Alternatives #3A / #3B



The Build Scenario – Alternative #3C

The Alternative #3C Build scenario includes realignment of Old Highway 95 to connect to Parks Road and a new road going north along the existing runway. The new road will cross Old Highway 95/Remington Road before connecting back into First Street to continue into Athol. The KMPO forecast year travel demand model provides the following roadway volumes:

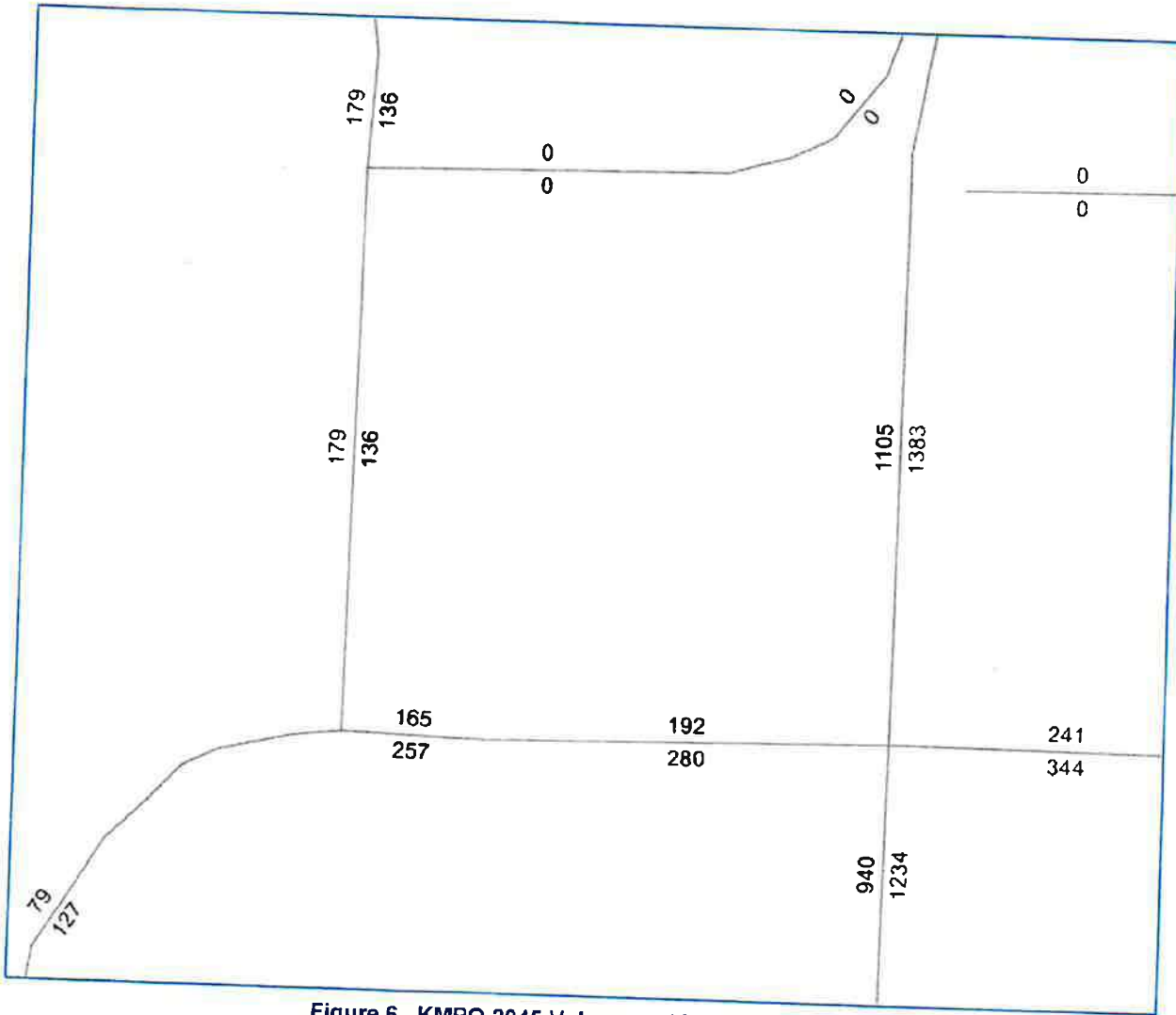


Figure 6. KMPO 2045 Volumes - Alternatives #3C



The Build Scenario – Alternative #3D

The Alternative #3D Build scenario includes realignment of Old Highway 95 to connect to Parks Road. Additionally, a new road further east and just to the west of US 95 would head north to connect back into Old Highway 95/Remington Road. The KMPO forecast year travel demand model provides the following roadway volumes:

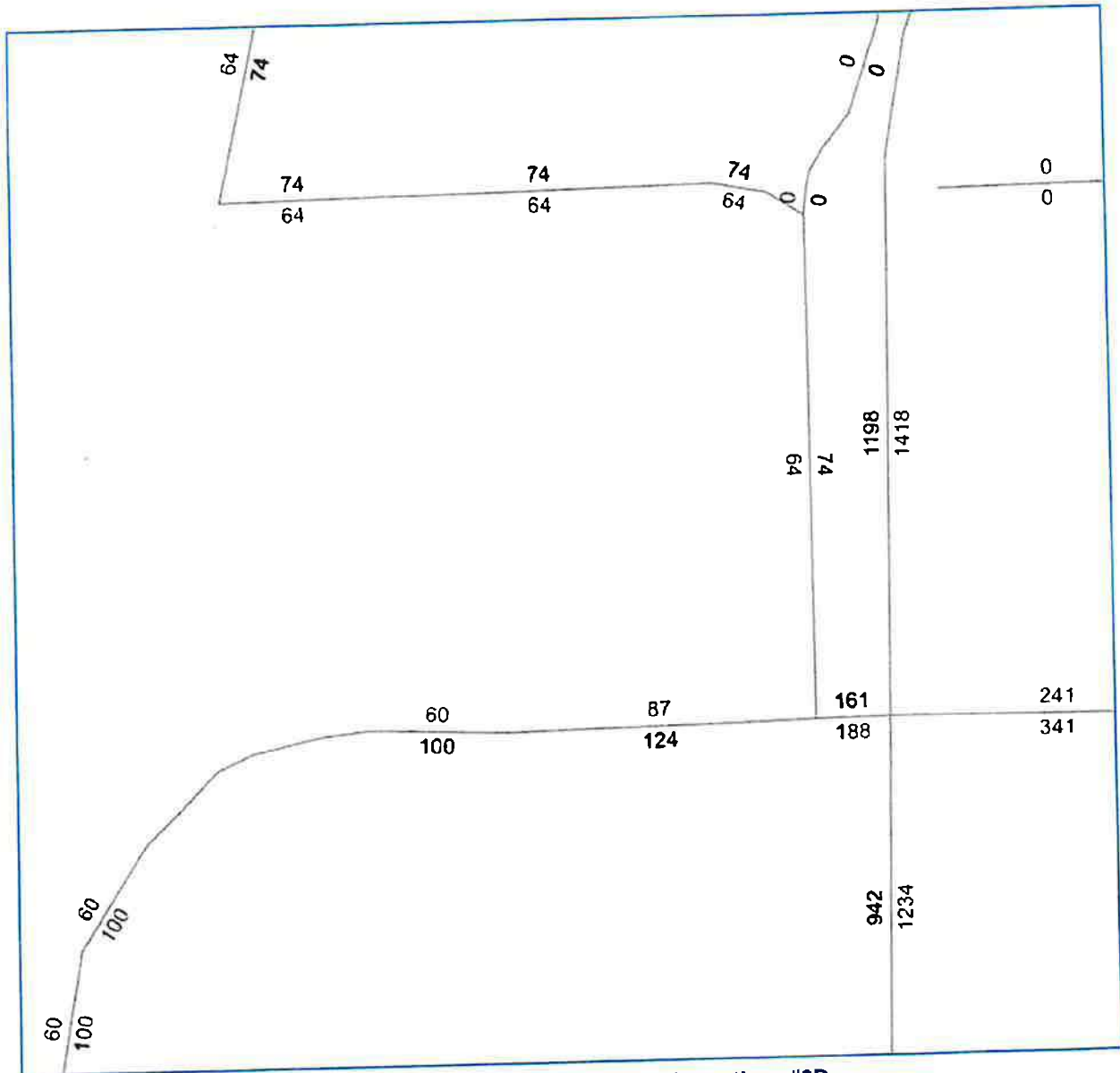


Figure 7. KMPO 2045 Volumes - Alternatives #3D



Table 7. Intersection Operations – Old Hwy 95 Bridge Replacement

INTERSECTION		Control Type	Int. LOS	Int. Delay (seconds)	Critical Movement		
					MVMT	Delay (s)	V/C
Existing Year 2022 PM Peak Hour Conditions							
1	Old Hwy 95 at N. Old Hwy 95	TWSC	A	8.8	WB L	8.8	0.01
10	Parks Road at US 95 SB	TWSC	B	14.7	EB TR	14.7	0.01
13	Parks Road at US 95 NB	TWSC	B	11.0	WB TR	11.0	0.05
Year 2045 No Build PM Peak Hour Conditions							
1	Old Hwy 95 at N. Old Hwy 95	TWSC	A	9.1	WB L	9.1	0.03
10	Parks Road at US 95 SB	TWSC	E	36.3	WB LT	36.3	0.58
13	Parks Road at US 95 NB	TWSC	F	64.0	WB TR	64.0	0.87
Year 2045 Alt 3A / Alt 3B PM Peak Hour Conditions							
1	Old Hwy 95 at N. Old Hwy 95	TWSC	A	9.2	WB L	9.2	0.04
10	Parks Road at US 95 SB	TWSC	F	248.8	EB TR	248.8	1.47
13	Parks Road at US 95 NB	TWSC	F	383.6	WB TR	383.6	1.64
19	Parks Road at Lloyd Road	TWSC	B	11.3	SB LR	11.3	0.22
Year 2045 Alt 3C PM Peak Hour Conditions							
5	Lloyd/Old Hwy95 at Remington Rd	TWSC	A	9.3	WB L	9.3	0.05
10	Parks Road at US 95 SB	TWSC	F	300.4	EB TR	300.4	1.51
13	Parks Road at US 95 NB	TWSC	F	430.5	EB LT	430.5	1.76
19	Parks Road at Lloyd Road	TWSC	B	12.2	SB LR	12.2	0.28
Year 2045 Alt 3D PM Peak Hour Conditions							
4	Parks Road at N/S Connector	TWSC	B	10.5	SB LR	10.5	0.09
10	Parks Road at US 95 SB	TWSC	F	256.0	EB TR	256.0	1.36
13	Parks Road at US 95 NB	TWSC	F	203.9	EB LT	230.9	1.20

As shown in Table 7, the study intersections of Old Highway 95 at North Old Highway 95/1st Street and Parks Road at US 95 are operating at LOS B or better under existing conditions. The intersection of Old Highway 95 at North Old Highway 95/1st Street is anticipated to operate at LOS A during Year 2045 No Build and 2045 Alt 3A/Alt 3B Build conditions. The intersections of Parks Road at Lloyd Road, Lloyd Road/Old Highway 95 at Remington Road and Parks Road at N/S Connector are all anticipated to operate at LOS B or better for all Build alternatives with little delay and volume well within capacity assuming stop control. The two-way divided stop control intersection of US 95 at Parks Road is anticipated to operate at Level of Service F under 2045 No Build and 2045 Build conditions with heavy delay on both minor approaches. Volume is anticipated to be over capacity for all Build scenarios for the EB and WB movements as shown in Table 7. Heavy queuing is anticipated.

Crash Summary

Crash data for the study area was reviewed to determine recommended strategies for enhancing the safety of the corridors and intersections. The most recent 5 years of data (2016-2020) available through the Local Highway Technical Assistance Council (LHTAC) was utilized. Figure 8. shows the location of crashes evaluated for the project. There was a total of 2 crashes in the study area.

Both crashes occurred at the same location on a side street just off Old Highway 95 where it crosses a railroad track. Alcohol impairment was involved in one crash in which the severity was property damage in the year 2016. The other crash (in 2018) was due to vegetation obstruction and was considered a B injury accident.

Another 8 crashes occurred on US-95 within 620 feet of the E Parks Road intersection. Five crashes were property damage only with three of the crashes including injury: one each for A, B, and C injury crashes. Only one crash was related to the intersection. The driver was heading west and failed to yield to northbound highway



traffic. One crash was due to a wild animal while the remainder (6) of the crashes were due to driver error, typically driving too fast for snowy road conditions.

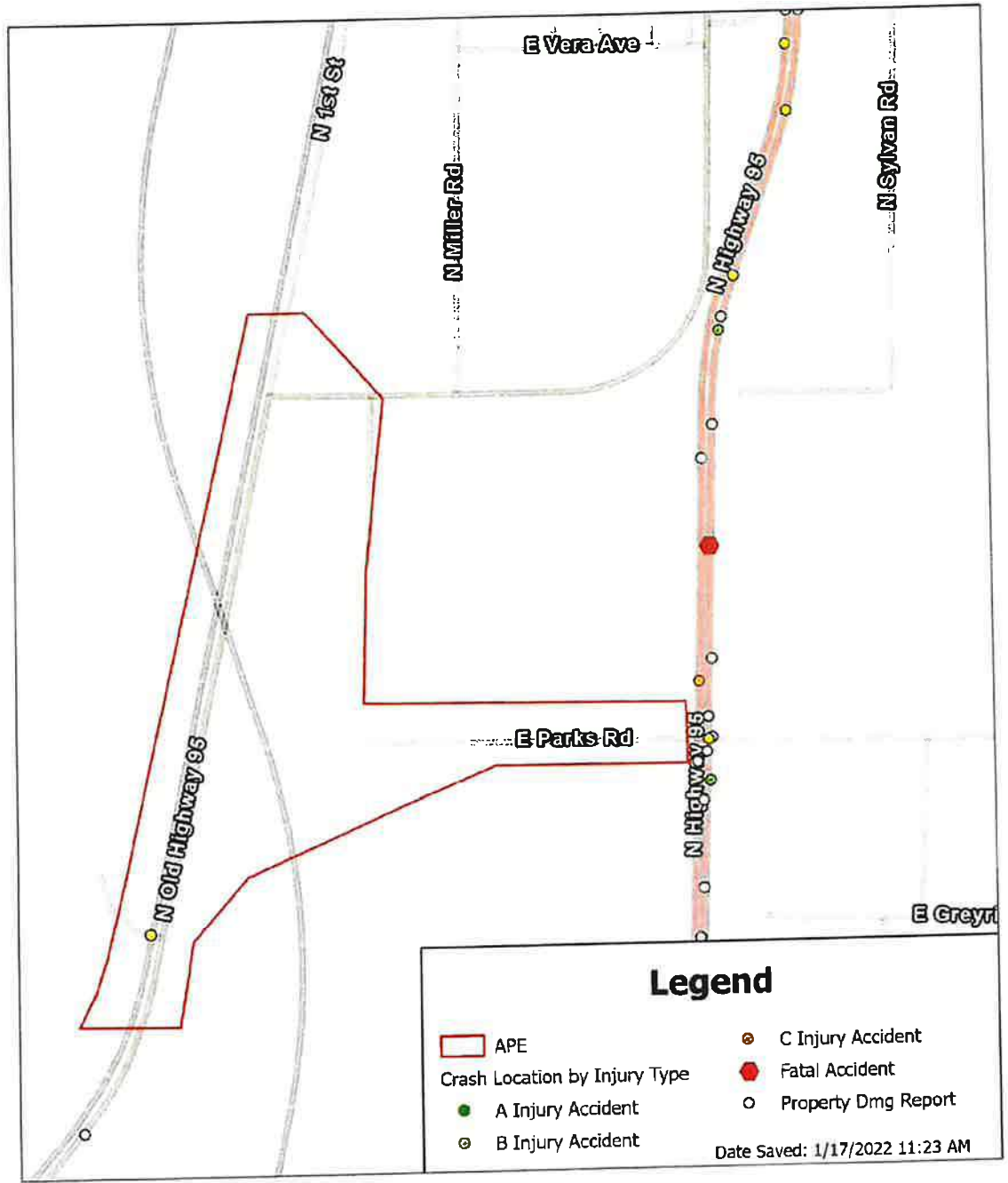


Figure 8. 2016 – 2020 Crash Locations

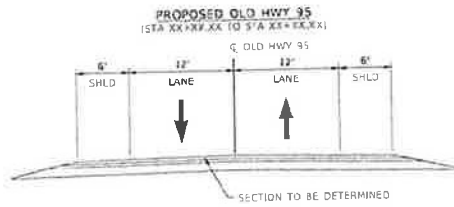
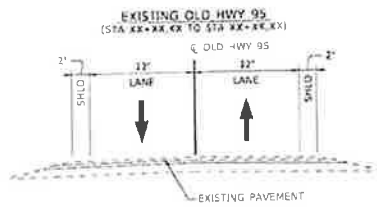


Conclusion and Recommendations

In this area, Old Highway 95 currently runs from Brunner Road north through the west edge of Athol, crosses Highway 54, and terminates to the north at the intersection with a US-95 frontage road. Old Highway 95 crosses the UPRR/BNSF railway between Hayloft Road and Remington Road. Necessary repair of the bridge allowed for an analysis of the best alternative to cross the railroad and provide improved travel. All study intersections under existing, No Build and Build Conditions are anticipated to operate at Level of Service B or better with volume well within capacity with the exception of Parks Road at US 95. Based on the volume shown in map models for each of the Build scenarios, no capacity issues are anticipated along the roadway segments within the study area. The two-way divided stop control intersection of US 95 at Parks Road is anticipated to operate at Level of Service F under 2045 No Build and 2045 Build conditions with heavy delay on both minor approaches. Volume is anticipated to be over capacity for all Build scenarios for the EB and WB movements as shown in Table 7. Heavy queuing is anticipated. A design project is underway to add an Interchange at Parks Road at US 95.

Appendices

- Existing Conditions Operational Analysis Output Sheets (Synchro)
 - 2022 PM Peak
- No-Build Scenario Operational Analysis Output Sheets (Synchro)
 - 2045 PM Peak
- Build Scenario Operational Analysis Output Sheets (Synchro)
 - 2045 PM Peak



REVISIONS			DRAWN D. EVANS	SCALES SHOWN ARE FOR 1" = 10' PRINTS ONLY	IDAHO TRANSPORTATION DEPARTMENT  <small>IDAHO DEPARTMENT OF TRANSPORTATION</small>	PROJECT NO. A022(892)	TYPICAL SECTION OLD HWY-95; UPRR BR REPLACEMENT OLD HIGHWAY 95	ENGLISH COUNTY _____ COSTENAS _____ KEY NUMBER 11257 SHEET 1 OF 1
NO.	DATE	DESCRIPTION						
DESIGN CHECKED	M. LEANE							
DETAILED	D. EVANS							
DRAWING CHECKED	B. JENSEN							

**NOT APPROVED
 PRELIMINARY
 FOR CONSTRUCTION**



City of Coeur d' Alene
City of Post Falls
City of Hayden
City of Rathdrum
Coeur d' Alene Tribe
East Side Highway District
Idaho Transportation Department
Kootenai County, Idaho
Lakes Highway District
Post Falls Highway District
Worley Highway District

Cooperatively Developing a Transportation System for all of Kootenai County, Idaho

November 14, 2022

Mr. Eric Shanley, P.E.
Lakes Highway District
11341 N Ramsey Road
Hayden, ID 83835

RE: Lakes Highway District Federal Functional Classification System Change Request

Hello Eric,

The Kootenai Metropolitan Planning Organization (KMPO) Board at their November 10, 2022 regular meeting, approved the recent Lakes Highway District request to have Parks Road placed on the Federal Functional Classification System as Rural Major Collector.

Several factors cited during the meeting included a better bridge alignment with the BNSF railroad, future connectivity to the possible U.S. 95 Parks Road Interchange and the reduced number of vehicles crossing the SH-54 at-grade BNSF railroad crossing within Athol, ID.

Should you have questions regarding the KMPO Board approval, feel free to contact me at (208) 930-4164.

Regards,

Glenn F. Miles
Executive Director
Kootenai Metropolitan Planning Organization
250 Northwest Blvd., Suite 209
Coeur d' Alene, ID 83814

KOOTENAI METROPOLITAN PLANNING ORGANIZATION

250 Northwest Blvd, Suite 209 Coeur d' Alene, ID 83814
1-208-930-4164 website: www.kmpo.net



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Your Economic Opportunity**

IDAHO TRANSPORTATION DEPARTMENT
600 W. Prairie Ave. • Coeur d'Alene, ID 83815-8764
(208) 772-1200 • itd.idaho.gov

October 5, 2022

Lisa Applebee, PE
FHWA – Idaho Division
3050 N Lakeharbor Lane
Boise, ID 83703

Dear Lisa;

ITD supports the Lakes Highway District (LHD) bridge replacement and roadway realignment project which realigns old Highway 95 road and makes a new connection at US-95 at the Parks Road intersection. ITD is currently in the planning phase for a new interchange at Parks Rd and US-95, which ties in well with the Lakes Highway District project. We have been coordinating with LHTAC and LHD throughout our design process and are working to integrate both projects throughout the design process.

ITD is also in the early stages of planning for how to handle the BNSF and UPRR rail lines that go through the city of Athol and cross SH-54 in town. The District is considering a grade separation on SH-54, but no project has been programmed at this time.

Sincerely,

APPROVED

By Damon Allen at 7:40 am, Oct 06, 2022

Damon Allen, P.E.
District 1 Engineer

WHEREAS, Department staff has reviewed the Functional Classification Change 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.



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date February 23, 2023

Consent Item Information Item Amount of Presentation Time Needed 10 mins.

Presenter's Name Randy Danner	Presenter's Title Employee Safety Manager	Initials rtd	Reviewed By LSS
Preparer's Name Randy Danner	Preparer's Title Employee Safety Manager	Initials rtd	

Subject

Revised Policy 5523 - Alcohol and Drug Free Workplace		
Key Number	District	Route Number

Background Information

This policy was due 5-year review. Several reporting requirements were found to be no longer needed and were removed. The format was further edited to meet Federal Transit Authority requirements for the Public Transit program.

This completes the Employee Safety & Risk Management review of all employee safety related policies. The update of all related policies was necessary to enable publishing the revised Employee Safety Manual that provides implementation guidance for those policies.

Recommendations

Approve policy for adoption. Resolution on page 147.

Board Action

Approved Deferred _____

Other _____



~~Alcohol~~ALCOHOL AND DRUG-FREE WORKPLACE

Purpose

The purpose of this policy is to set standards and expectations for an alcohol and drug-free workplace.

Legal Authority:

- Idaho Code 40-314(2) - The Board has authority over all employment matters.
- Idaho Code 40-505 - The Director has authority to control, supervise and direct employees, subject to Board oversight.
- ~~CFR 41 Part 81, Drug-Free Workplace Act of 1988~~
- CFR 49 Part 40, Procedures for Transportation Workplace Drug and Alcohol Testing Program
- CFR 49 Part 382, Controlled Substances and Alcohol Use and Testing,
- CFR 14 Part 120, FAA Drug and Alcohol Testing Program

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The federal Drug-Free Workplace Act of 1988 requires the Idaho Transportation Department (ITD) to ~~annually certify to the Federal Highway Administration that the Department and its federal grantees~~ maintain an alcohol and drug-free workplace. Alcohol and drug misuse in the workplace causes detrimental effects on any organization and the employees. Alcohol and drug misuse impacts morale, lowers productivity and increases health care costs. The use of alcohol or drugs outside of work becomes a matter of concern to the Department when the employee's use interferes with job performance, conduct, attendance, or safety of state employees or others. ITD is committed to maintaining a work environment that is free from alcohol and drug misuse.

Department employees are subject to the following:

- The consumption of alcohol or illegal drugs on the job is strictly prohibited.
- Employees shall not ~~report to work when or remain at work with alcohol or illegal drugs in~~ their performance is affected by the use of, or if they are system or under the influence of prescription ~~or over the counter~~ drugs that may cause impairment.
- The unlawful manufacture, distribution, dispensing, possession or misuse of alcohol or illegal drugs is prohibited in any Department workplace. The workplace is defined as any building, property, vehicle, or equipment owned, leased, or otherwise used to conduct Department business.
- Based on "reasonable suspicion" evidence, as defined in the ~~Human Resources Policy and Procedures~~Employee Safety Manual, any employee who is suspected of being under the

influence of alcohol and/or drugs while performing job-related duties for the Department may be asked to submit to a drug and/or alcohol test.

ADMINISTRATIVE POLICY 5523
Page 2 of 2

- As a condition of employment, ITD employees are required to abide by this drug-free policy and must notify their supervisor or an ITD HR representative of any criminal drug statute conviction for a violation occurring in the workplace no later than five days after such conviction.
- Employees who violate the alcohol and drug prohibitions outlined in the Human Resources Policy and Procedures Employee Safety Manual or refuse to submit to a requested drug and/or alcohol test shall be subject to disciplinary action in accordance with the Human Resources Policy and Procedure Manual up to and including dismissal.
- The Human Resource Services Employee Safety office shall sponsor and/or conduct alcohol and drug awareness training for Department ITD employees and Human Resources can provide information concerning counseling, rehabilitation and employee assistance programs.

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ADMINISTRATIVE POLICY 5523
Page 2 of 2

- Supervisors of CDL holders or safety sensitive position employees shall receive Reasonable Suspicion Training for Supervisors upon hire or promotion. The training must be repeated every two years.
- In accordance with Code of Federal Regulations, Title CFR 49, Parts 40 and 382, and CFR 14 Part 120 a program of alcohol and drug testing shall be required for employees who operate vehicles requiring a Commercial Driver's License (CDL) and will include "safety sensitive" positions such as ITD pilots, aircraft mechanics, avalanche teams and incident response vehicle drivers, etc.

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Employees covered under the drug and alcohol testing program are subject to the following:

- The use of any controlled substances, unless prescribed for that employee by a person licensed to practice medicine, is prohibited. Prior to operating ITD owned or leased motor vehicles or other motorized equipment, employees shall inform their immediate supervisor if they are under the influence of alcohol, illegal drugs or taking prescribed drugs or other over-the-counter therapeutic drugs that may impair their ability to operate the vehicle or equipment. CDL employees shall have form ITD 1030, Physician's Medication Release to Operate a Commercial Motor Vehicle completed by the CDL employee's prescribing physician and returned to the supervisor. This form shall be sent to the Human Resource Services office to be placed in the confidential Qualified Driver's file.
- Any employee arrested, charged and/or convicted for committing a felony violation of a criminal alcohol or drug statute shall immediately notify their chain of command and the Chief Human

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Resource ~~Representative Officer~~. The employee may be placed on suspension without pay in accordance with Division of Human Resources Rule 190.04 Suspension on Felony Charges (IDAPA 15.04.01.190). If the employee is convicted, ITD shall consider the conviction's impact on the employee's ability to perform their job duties and take appropriate disciplinary action, up to and including dismissal.

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- Regardless of the infraction, the employee's privacy rights shall be maintained at all times. Information about a violation of policy shall **not** be shared with co-workers or peers.

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~~A summary of violations of the Alcohol and Drug Free Workplace policy shall be reported by each division administrator and district engineer to the Chief Human Resource Officer on the first of January, March, July and October. The Chief Human Resource Officer shall compile all violations and report to the Director. Each quarter, the Director shall report to the Idaho Personnel Commission the violations and the corrective actions taken.~~

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~~The Director shall submit, each August, the annual Idaho Transportation Department Alcohol and Drug-Free Workplace report and certification to the Federal Highway Administration.~~

Signed

Date: March 19, 2014

Brian W. Ness
Scott Stokes
Director



ALCOHOL AND DRUG-FREE WORKPLACE

Purpose

The purpose of this policy is to set standards and expectations for an alcohol and drug-free workplace.

Legal Authority:

- Idaho Code 40-314(2) - The Board has authority over all employment matters.
- Idaho Code 40-505 - The Director has authority to control, supervise and direct employees, subject to Board oversight.
- CFR 41 Part 81, Drug-Free Workplace
- CFR 49 Part 40, Procedures for Transportation Workplace Drug and Alcohol Testing Program
- CFR 49 Part 382, Controlled Substances and Alcohol Use and Testing,
- CFR 14 Part 120, FAA Drug and Alcohol Testing Program

The federal Drug-Free Workplace Act of 1988 requires the Idaho Transportation Department (ITD) to maintain an alcohol and drug-free workplace. Alcohol and drug misuse in the workplace causes detrimental effects on any organization and the employees. Alcohol and drug misuse impacts morale, lowers productivity and increases health care costs. The use of alcohol or drugs outside of work becomes a matter of concern to the Department when the employee's use interferes with job performance, conduct, attendance, or safety of state employees or others. ITD is committed to maintaining a work environment that is free from alcohol and drug misuse.

Department employees are subject to the following:

- The consumption of alcohol or illegal drugs on the job is strictly prohibited.
- Employees shall not report to work or remain at work with alcohol or illegal drugs in their system or under the influence of prescription drugs that may cause impairment.
- The unlawful manufacture, distribution, dispensing, possession or misuse of alcohol or illegal drugs is prohibited in any Department workplace. The workplace is defined as any building, property, vehicle, or equipment owned, leased, or otherwise used to conduct Department business.
- Based on “reasonable suspicion” evidence, as defined in the Employee Safety Manual **any** employee who is suspected of being under the influence of alcohol and/or drugs while performing job-related duties for the Department may be asked to submit to a drug and/or alcohol test.

- As a condition of employment, ITD employees are required to abide by this drug-free policy and must notify their supervisor or an ITD HR representative of any criminal drug statute conviction for a violation occurring in the workplace no later than five days after such conviction.
- Employees who violate the alcohol and drug prohibitions outlined in the Employee Safety Manual or refuse to submit to a requested drug and/or alcohol test shall be subject to disciplinary action up to and including dismissal.
- The Employee Safety office shall sponsor and/or conduct alcohol and drug awareness training for ITD employees. Human Resources can provide information concerning counseling, rehabilitation and employee assistance programs.
- Supervisors of CDL holders or safety sensitive position employees shall receive Reasonable Suspicion Training for Supervisors upon hire or promotion. The training must be repeated every two years.
- In accordance with CFR 49, Parts 40 and 382, and CFR 14 Part 120 a program of alcohol and drug testing shall be required for employees who operate vehicles requiring a Commercial Driver's License (CDL) and will include "safety sensitive" positions such as ITD pilots, aircraft mechanics, avalanche teams and incident response vehicle drivers, etc.
- The use of any controlled substances, unless prescribed for that employee by a person licensed to practice medicine, is prohibited. Prior to operating ITD owned or leased motor vehicles or other motorized equipment, employees shall inform their immediate supervisor if they are under the influence of alcohol, illegal drugs or taking prescribed drugs or other over-the-counter therapeutic drugs that may impair their ability to operate the vehicle or equipment.
- Any employee arrested, charged and/or convicted for committing a felony violation of a criminal alcohol or drug statute shall immediately notify their chain of command and the Human Resource Representative. The employee may be placed on suspension without pay in accordance with Division of Human Resources Rule 190.04 Suspension on Felony Charges (IDAPA 15.04.01.190). If the employee is convicted, ITD shall consider the conviction's impact on the employee's ability to perform their job duties and take appropriate disciplinary action, up to and including dismissal.
- Regardless of the infraction, the employee's privacy rights shall be maintained at all times. Information about a violation of policy shall **not** be shared with co-workers or peers.

L. Scott Stokes
Director

Date: _____

WHEREAS, the Idaho Transportation Board is charged with setting policies for 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.



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date February 23, 2023

Consent Item Information Item Amount of Presentation Time Needed 5 Minutes

Presenter's Name Ron Duran	Presenter's Title Public Transportation Manager	Initials RD	Reviewed By
Preparer's Name Ron Duran	Preparer's Title Public Transportation Manager	Initials RD	

Subject

5311 and 5311(f) ARPA Application Funding Recommendations		
Key Number N/A	District Statewide	Route Number N/A

Background Information

The Public Transportation Office issued a competitive application process for the following programs:

5311 American Rescue Plan Act (ARPA) Relief Funding Grant for Rural Areas and 5311(f) ARPA Relief Funding Grant for Intercity Bus Providers.

Using Federal Transit Administration scope eligibility and priorities, PT staff determined funding recommendations for the applications submitted.

On February 21, 2023, PT staff presented subrecipient grant applications to the Public Transportation Advisory Council (PTAC), and asked for their comments and concurrence on funding recommendations made by PT staff.

ITD seeks approval from the Idaho Transportation Board on the awards for the applications, which will become available upon approval from the Federal Transit Administration for 5311 ARPA – \$475,136 and 5311(f) ARPA – \$1,454,717. All funding agreements will begin February 28, 2023.

Per Board Policy 4038, the Public Transportation Officer hereby brings forth the aforementioned funding recommendations and requests the Idaho Transportation Board's approval of proposed recommendations.

Recommendations

Approval of public transportation ARPA funding recommendations in the total amount of \$1,929,853. Resolution on page 149.

Board Action

Approved Deferred _____

Other _____

WHEREAS, the Public Transportation Office is charged with soliciting, reviewing, and programming public transportation projects in the rural areas of Idaho; and

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

WHEREAS, the funding sources include 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.



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date February 23, 2023

Consent Item

Information Item

Amount of Presentation Time Needed 15 mins

Presenter's Name Megan Kautz, P.E./Monica Crider, P.E.	Presenter's Title LHTAC Construction Engineering and LRHIP Manager/State Design Engineer	Initials MK/MC	Reviewed By LSS
Preparer's Name Megan Kautz, P.E.	Preparer's Title LHTAC Construction Engineering and LRHIP Manager	Initials MK	

Subject

Local Rural Highway Investment Program (LRHIP) Annual Report		
Key Number	District	Route Number

Background Information

The Idaho Transportation Board in conjunction with the Idaho Transportation Department and the Local Highway Technical Assistance Council (LHTAC) developed the Local Rural Highway Investment Program to assist small cities, counties, and highway districts to improve their investment in public highway and street infrastructure. Surface Transportation Block Grant Rural (STBGR) Exchange Program, Board Policy 4030 and Administrative Policy 5030, authorizes the funding associated with this program.

This presentation will be an overview of the 2022 distribution and projects.

Recommendations

For information only.

Board Action

Approved Deferred _____

Other _____



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date February 23, 2023

Consent Item Information Item Amount of Presentation Time Needed 10 min.

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

Subject

Request to exceed \$1 million threshold in Board Policy 4001 for ROW Professional Service Agreements		
Key Number Multiple	District 3,4,6	Route Number SH-55, US-20/26, SH-75, US-20

Background Information

As per Board Policy 4001, the Director or a delegate is authorized to approve routine engineering and right-of-way agreements between the Department and any public agency or private firm that do not exceed, nor are expected to exceed, a total amount to be paid of \$1,000,000. Supplemental agreements, including the original agreement, that would bring the Department's obligation to more than \$1,000,000 require Board approval

ITD maintains a fully qualified right-of-way staff. However, in times of high demand, it becomes necessary to contract with outside resources to assist with program delivery. With four large projects containing extensive right-of-way needs, ITD has an opportunity for innovation with resource management and intends to enter into professional service agreements for full-service right-of-way delivery.

A Request for Proposal (RFP) was issued in November 2022 and two separate firms have been selected for the two TECM funded corridors, US-20/26 and SH-55. Agreements are currently being negotiated for the right-of-way services on these two projects. Additionally, two additional projects have been identified to utilize this same procurement method for full suite right-of-way services: the SH-75 TECM corridor, and the US-20 project between Chester and Ashton. The cost of each of these agreements will not exceed \$2,000,000 individually, or \$8,000,000 total for the four projects. By utilizing consultants to supplement resources, the department will be well positioned to meet all project needs.

The budget and programming for these agreements has already been accounted for in each of the individual projects.

With the Board's approval, agreements will be negotiated with full-service right-of-way firms to conduct acquisition and relocation activities for the following 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); and US-20, Chester to Ashton (KN 22163 & KN 20053).

Recommendations

Approve the resolution on page 152

WHEREAS, the Idaho Transportation Board approved the FY23-29 Idaho 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 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 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)



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date February 23, 2023

Consent Item Information Item Amount of Presentation Time Needed 10 min.

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

Subject

Administrative Settlement over \$200,000.00		
Key Number 10005	District 1	Route Number SH-53

Background Information

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

Recommendations

Approve: KN 10005, Project No. A010(005) SH-53, Pleasant View IC, Kootenai Co. - for administrative settlement in the amount of \$542,543.00. Resolution on page 154.

Board Action

Approved Deferred _____

Other _____

RES. NO.
ITB _____

WHEREAS, the Idaho Transportation Department is acquiring right-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



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date February 23, 2023

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

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

Subject

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

Background Information

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

Recommendations

Approve: KN 20788, Project No. A020(788) SH-16, I-84 to US 20/26 & SH-44 IC, Ada & Canyon Counties for administrative settlement up to the amount of \$1,520,462.80. Resolution page 156.

Board Action

Approved Deferred _____

Other _____

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



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date February 23, 2023

Consent Item Information Item Amount of Presentation Time Needed 15 mins

Presenter's Name David Tolman	Presenter's Title Chief Administrative Officer	Initials DT	Reviewed By LSS
Preparer's Name David Tolman	Preparer's Title Chief Administrative Officer	Initials DT	

Subject

Update on Building 3 - ITD's new Headquarters		
Key Number	District	Route Number

Background Information

This presentation will provide the Board with an update on the progress of the various efforts underway to develop Building 3 on the Idaho Chinden Campus into the new ITD Headquarters.

Recommendations

Information Only

Board Action

Approved Deferred _____
 Other _____



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date February 23, 2023

Consent Item

Information Item

Amount of Presentation Time Needed 20 minutes

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

Subject

TECM Bond Drawdown Summary		
Key Number	District	Route Number

Background Information

During the January Board presentation for the sale of the 2023A Series Bonds, the Transportation Board requested a summary of the TECM bond drawdown be presented to the Board periodically. The draft table on the following page includes the TECM 2022A and 2023A Bond Series, how much is allocated to each corridor and project, and a summary of the drawdown as of the end of January.

Recommendations

Informational only.

Board Action

Approved Deferred _____
 Other _____

TECM Drawdown Report by Corridor (\$M)

Current through: 2023 01 31

District	Key Number	Location	Category	2022A Bonds	Drawdown (1/31/23)	Percent Used	Balance	2023A Bonds*	Drawdown ()	Percent Used	Balance	Total
I-90, Washington State Line to Coeur d'Alene Corridor				68.9				22.5				91.4
1	20442	I-90, SH-41 Interchange	Construction	65.8	15.1	23%	50.7	7.0				72.8
1	22293	I-90, Washington State Line to Coeur d'Alene	Environmental	3.1	3.1	100%	0.0	6.5				9.6
1	23607	I-90, SH-41 to NW Blvd	Development	-	-	-	-	9.0				9.0
US-95 Spalding Bridge & US-12 Arrow Bridge Corridor				0.0				4.0				4.0
2	23333/4	US-95, Spalding & US-12 Arrow Bridges	Development	-	-	-	-	4.0				4.0
I-84, Ada and Canyon Counties Corridor				4.0				85.7				89.7
3	23437	I-84, Centennial IC to Franklin IC	Construction	-	-	-	-	84.7				84.7
3	23437	I-84, Centennial IC to Franklin IC	Development	4.0	3.4	85%	0.6	1.0				5.0
SH-55, Sunnyslope to Nampa Corridor				4.2				26.0				30.2
3	22715	SH-55, Farmway to Middleton	Development	4.2	4.0	95%	0.2	1.0				5.2
3	22715	SH-55, Farmway to Middleton	Right-of-Way	-	-	-	-	25.0				25.0
SH-16, I-84 to SH-44 Corridor				5.5				70.1				75.6
3	23409	SH-16, Franklin Road to Ustick Road	Construction	-	-	-	-	70.1				70.1
3	23410	SH-16, I84 to Franklin Road	Construction	5.5	5.5	100%	0.0	-				5.5
US-20/26, I-84 to SH-16 Corridor				36.2				31.5				67.7
3	22165	US-20/26, I-84 to Middleton Rd	Construction	31.2	4.2	13%	27.0	5.0				36.2
3	23337	US-20/26, Middleton Rd to Star Rd	Development	5.0	3.2	64%	1.8	1.5				6.5
3	23337	US-20/26, Middleton Rd to Star Rd	Right-of-Way	-	-	-	-	25.0				25.0
SH-75, Timmerman Jct to Ketchum Corridor				0.0				15.0				15.0
4	23342	SH-75, Bellevue North to Timber Way	Development	-	-	-	-	5.0				5.0
4	23342	SH-75, Bellevue North to Timber Way	Right-of-Way	-	-	-	-	10.0				10.0
I-84, Jerome to Twin Falls Interchanges Corridor				0.0				89.8				89.8
4	23343	I-84, Jerome to Twin Falls	Construction	-	-	-	-	89.8				89.8
I-84, Burley & Heyburn Interchanges Corridor				5.5				3.0				8.5
4	23344/5	I-84, Burley & Heyburn Interchanges	Development	5.5	3.5	64%	2.0	3.0				8.5
I-15, Pocatello to Blackfoot Corridor				91.7				23.0				114.7
5	20589	I-86, I-15 Interchange	Construction	89.2	20.2	23%	69.0	11.0				100.2
5	23346	I-15, Pocatello to Blackfoot	Environmental	2.5	2.5	100%	0.0	4.0				6.5
5	23579	I-15, Northgate to Fort Hall	Development	-	-	-	-	8.0				8.0
US-20, Idaho Falls to Montana State Line Corridor				0.0				28.0				28.0
6	23474	US-20, South St. Anthony	Construction	-	-	-	-	28.0				28.0
Total				216.0	64.7	30%	151.3	398.6	0.0	0%	0.0	614.6

2022A TECM Bonds

Closing date: April 12, 2022

Drawdown in first 6 months: 42.7M (20%)

Complete drawdown by: March 2025

2023A TECM Bonds*

Closing date: TBD, 2023

Drawdown needed in first 6 months: 19.9M (5%)

Complete drawdown by: 36 months from closing

* Proposed amount, subject to adjustment



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date February 23, 2023

Consent Item Information Item Amount of Presentation Time Needed 10 mins.

Presenter's Name Dan McElhinney/Kevin Sablan	Presenter's Title COO/State Traffic Ops Engr	Initials	Reviewed By
Preparer's Name Kevin Sablan, P.E.	Preparer's Title State Traffic Ops Engineer	Initials	

Subject

Evaluation of Traffic Signal Operations and Maintenance Practices - Phase 1		
Key Number	District Statewide	Route Number

Background Information

Headquarters Highways Construction & Operations in conjunction with the District Traffic Groups, proposes utilizing consultant services to evaluate signal operations and maintenance practices on ITD routes in urban areas of the state. The initial phase of this evaluation will be in Ada County and will review the following:

- A review of signal timing objectives to determine how state routes are prioritized.
- Understanding how signal performance is monitored and how they're used to improve operations.
- Determining how often signal coordination on state routes are evaluated and updated.
- Evaluating ITD and ACHD signal operations communication and coordination practices.
- Facilitate development of a communication and planning strategy to be incorporated as part of the two agencies' cooperative efforts in signal operations and maintenance.
- Examining how ITD's signal operations & maintenance practices compares to other rural state DOTs similar to Idaho.
- Identifying recommendations for improved ITD/Local Agency cooperation and management of signal operations to improve traffic flow and minimize network delay.
- Review the signal coordinated adaptive traffic system (SCATS) software ongoing implementation to address corridor mobility and information sharing to drivers and between agencies. SCATS software is intended to collect real-time congestion data to find the best signal phasing for a traffic situation on a corridor.

The preliminary estimate to accomplish this is estimated at \$500,000 and will be completed within 1 year.

Additional study work is planned in Twin Falls, Pocatello/Chubbuck, and Idaho Falls where local agencies lead signal timing coordination and maintenance on State highways.

Recommendations

Approve expenditure of \$500,000 with FY23 Board Unallocated Funds for the Evaluation of Traffic Signal Operations and Maintenance Practices, and add a project to FY23 of the FY23-29 ITIP to fund the project. Resolution on Page 161.

Board Action

Approved Deferred _____

Other _____

IDAHO TRANSPORTATION BOARD STATE FUNDED UNALLOCATED ACCOUNT

State Fiscal Year 2023

as of February 15, 2023, following Board approval

Beginning Balance	\$ 10,000,000
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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
Request	1	NEW	I 90, Lake Coeur d'Alene Product Containment	\$ 300,000
Future Request	2	TBD	US 95, MP 283.03 Railroad Overpass	\$ 950,000
Request	HQ	NEW	STATE, Traffic Signal Operations & Maintenance Eval, Ph 1	\$ 500,000
Total				\$ 3,350,000

Ending Balance	\$ 6,650,000
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RES. NO. WHEREAS, it is in the public's interest for the Department to evaluate traffic 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.