

# **A G E N D A**

IDAHO TRANSPORTATION BOARD

August 17-18, 2021



## **A G E N D A**

District 1 Tour and Regular Meeting  
of the Idaho Transportation Board

**August 17-18, 2021**

**August 17, 2021**

	<b>Time*</b>
<b>DISTRICT 1 TOUR</b>	
Depart SpringHills Suites, 2250 Seltice Way, CDA; I-90 west	<b>10:15</b>
View I-90 and SH-41 Interchange; meet with SH-41 project team	<b>10:30</b>
Depart SH-41 north to SH-53 east	<b>11:00</b>
View SH-53 and US-95 Interchange, Granite North project	<b>11:15</b>
Depart US-95 north to Athol; lunch and presentations Athol shed	<b>12:05</b>
Depart Athol shed US-95 south back to Coeur d'Alene	<b>1:05</b>
Chamber of Commerce Meeting at CDA Library 702 E Front Ave	<b>2:00</b>
Depart CDA Library	<b>3:45</b>
Return to SpringHills Suites, tour ends	<b>4:10</b>



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**August 18, 2021**  
**Idaho State Police District 1**  
**615 W. Wilbur Ave**  
**Coeur d'Alene, Idaho**

**Business Meeting**

To listen:

Dial 1-415-655-0003 US Toll

- a. access code: 1770 70 4511
- b. meeting password: #1234

KEY:

ADM = Administration      DIR = Director      HR = Human Resources  
CD = Chief Deputy      OP = Operations

	Page #	Time*
<b>Action Item 1. CALL MEETING TO ORDER</b>		<b>8:00</b>
<b>Information Item</b>		
2. SAFETY/SECURITY SHARE: District 1 Operations Engineer Wilson		
<b>Action Item 3. BOARD MINUTES – July 21-22, 2021 .....</b>	<b>5</b>	<b>8:05</b>
<b>Action Item 4. 2021 BOARD MEETING DATES .....</b>	<b>17</b>	
September 22-23 – District 6      November 18 – Boise		
October 19-20 – Boise      December 9 – Boise		
<b>Action Item 5. CONSENT CALENDAR .....</b>	<b>18</b>	
CD      _____ FY21 Performance Report for the Division of Financial Management .....	19	
ADM      _____ FY21 Local Public Agencies End of Year Plan and Prioritized Projects .....	25	
ADM      _____ FY21 Account write off, uncollectable accounts .....	28	
OP      _____ Contracts for award .....	35	
<b>Information Items</b>		
6. INFORMATIONAL CALENDAR		
OP      _____ Contract award information and current advertisements .....	39	
OP      _____ Professional services agreements and term agreement work tasks report.....	44	
OP      _____ 2021 Children Pedestrian Safety Program .....	50	
ADM      _____ Monthly report of federal formula program funding through July .....	51	
ADM      _____ Non-construction professional service contracts.....	53	
ADM      _____ Return Check Report for FY21 .....	54	



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<u><b>August 18, 2021</b></u> Coeur d'Alene, Idaho		Page #	Time
<b>7. SUBCOMMITTEE ON POLICIES UPDATE</b>			<b>8:10</b>
<b>8. DIRECTOR'S MONTHLY REPORT ON ACTIVITIES</b>			<b>8:15</b>
<b>9. DELEGATION:</b> Bonner County Commissioner Connelly and Benewah County Commissioner Lampert/Susan Kiebert Local Highway Technical Assistance Council			<b>8:30</b>
<b>10. ADOPT-A-HIGHWAY PRESENTATION:</b> Diablos 4-H Club			<b>8:40</b>
<b>11. AGENDA ITEMS</b>			
CD Roberts	___ Port of Entry Overview and Authority .....	57	<b>8:45</b>
<b>Action Items</b>			
CD Statham	___ SFY-22 Idaho Airport Aid Program & Rebuild Idaho Initiative ..... (Resolution on page 67)	65	<b>9:00</b>
CD Schroeder	___ Transportation Expansion & Congestion Mitigation Corridors ..... (Resolution on page 70)	68	<b>9:05</b>
ADM Thompson/Bray	___ August 2021 Revenue Forecast & Proposed FY23 Appropriation Request ... (Resolution on page 88)	79	<b>9:35</b>
<b>12. Break</b>			<b>10:00</b>
<b>Information Item</b>			
<b>13. AGENDA ITEMS, continued</b>			
ADM Tolman	___ State FY21 Financial Statements .....	89	<b>10:15</b>
ADM Spence	___ Placement of new digital speed-limit signs in I-84 .....	110A	<b>10:30</b>
<b>14. AGENDA ITEMS, continued</b>			
<b>Action Items</b>			
HR Danner	___ Board Policy 4056 Employee Safety & Risk Management ..... (Resolution on page 114)	111	<b>10:40</b>





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Coeur d'Alene, Idaho

OP	___	Administrative Policy A-04-07 Environmental Monitoring .....	115	<b>10:45</b>
Terlizzi		<i>(Resolution on page 118)</i>		

**Information Items**

	___	15. DISTRICT 1 REPORT: District Engineer Allen	124	<b>10:50</b>
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OP	___	Benewah County, Zero Fatalities Award .....	124	<b>11:05</b>
Tomlinson				

OP	___	Drug Presentation to High Schools .....	125	<b>11:15</b>
Tomlinson/Tulleners				

OP	___	Highway Equipment Management .....	126	<b>11:30</b>
Spoor				

	___	16. EXECUTIVE SESSION**	126	<b>12:00</b>
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PERSONNEL ISSUES [SECTION 74-206(a), (b)]  
LEGAL ISSUES [SECTION 74-206(c), (d), (f)]

**17. AGENDA ITEMS, continued**

**Information Item**

DIR	___	Broadband Utility Accommodation Rulemaking Update .....	153	<b>1:00</b>
Hobdey-Sanchez/Beachler				

**Action Items**

OP	___	Administrative Settlement, US 20/26; I-84 to Middleton Rd. District 3 .....	166	<b>1:10</b>
Pond		<i>(Resolution on page 167)</i>		

OP	___	Administrative Settlement, US 20/26; I-84 to Middleton Rd. District 3 .....	168	<b>1:20</b>
Pond		<i>(Resolution on page 169)</i>		

OP	___	Administrative Settlement, US 20/26; I-84 to Middleton Rd. District 3 .....	170	<b>1:30</b>
Pond		<i>(Resolution on page 171)</i>		

	___	18. ADJOURNMENT	170	<b>1:40</b>
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\*\*ITD will provide lunch for those in travel status, and it will not be claimed for reimbursement by any employee participating in the working lunch. Attendance is mandatory.

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

DISTRICT FIVE TOUR AND REGULAR MEETING  
OF THE IDAHO TRANSPORTATION BOARD

July 21-22, 2021

The Idaho Transportation Board met at 1:00 PM on Wednesday, July 21, 2021 in Pocatello, Idaho. The following principals were present:

Bill Moad, Chairman  
Janice B. Vassar, Vice Chair – District 2  
James R. Thompson, Member – District 1  
Julie DeLorenzo, Member – District 3  
Jim Kempton, Member – District 4  
Dwight Horsch, Member – District 5  
Bob Hoff, Member – District 6  
Scott Stokes, Chief Deputy  
Sue S. Higgins, Executive Assistant and Secretary to the Board

Representative Dustin Manwaring was also in attendance.

District 5 Tour. The Board traveled through the recently-constructed I-15, Northgate Interchange and then traveled I-15 south and US-30 east to Lava Hot Springs. After viewing a rockfall mitigation project, it continued east on US-30 to look at a wildlife fence project. It traveled west on US-30, stopping to view the location of a potential bypass of Lava Hot Springs, and then returned to Pocatello via US-30 west and I-15 north.

WHEREUPON, the Idaho Transportation Board's regular monthly meeting recessed at 3:30 PM.

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The Idaho Transportation Board convened at 8:30 AM on Thursday, July 22, 2021 in Pocatello, Idaho. All members were present. Director Brian Ness and Lead Deputy Attorney General Tim Thomas were also in attendance.

Safety Share. District 5 Training Specialist Caitlin McGraw emphasized the importance of driving engaged. She believes motorists become complacent, especially when they travel the same road on a regular basis. It is important to drive engaged and defensively.

Chairman Moad thanked Training Specialist McGraw for the important message.

Board Minutes. Vice Chair Vassar made a motion to approve the minutes of the regular Board meeting held on June 23-24, 2021 as submitted. Member DeLorenzo seconded the motion and it passed unanimously.

Board Meeting Dates. The following meeting dates and locations were scheduled:  
August 17-18, 2021 – District 1

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September 22-23, 2021 – District 6  
October 19-20, 2021 – Boise

Consent Items. Vice Chair Vassar made a motion and seconded by Member Horsch to approve the consent calendar resolution.

Member DeLorenzo questioned the high bid on the US-20, Island Park Tree Removal project. Member Hoff reported that the value of the lumber is lower than anticipated and overall, the trees are not very salvageable.

The motion to approve the following resolution passed unopposed:

RES. NO. WHEREAS, consent calendar items are to be routine, non-controversial, self-  
ITB21-47 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 Trucking Advisory Council membership appointment; the update of safety rest areas and Oasis partnerships; Kidd Creek Stream mitigation environmental monitoring; Local advance wetland mitigation, Lick Creek and Summit Spring; adjustments to the Local Safety Program; transfer funding from SH-33, Canyon Creek Bridge Repair to FY22 District 6 Bridge Repair; consultant agreements; and contracts for award.

1) Trucking Advisory Council (TAC) Membership Appointment. Staff, in consultation with the trucking industry, recommends appointing Tim Christopherson to the TAC. His term would start July 2021 and end December 31, 2022, because the current seat was recently vacated by Wally Burchak.

2) Update of Safety Rest Areas and Oasis Partnerships. The 2021 rest area chart was updated to reflect the current average daily traffic count data and the condition of the facilities. The I-84 Snake River View Rest Area is currently undergoing construction to install a sewer line. The visitor center is open; however, there are portable facilities because there is no water available. The I-84 Bliss and Juniper Rest Areas are programmed for building improvements and additional truck parking in 2025. The updated safety rest area chart and map are shown as Exhibit #538, which is made a part hereof with like effect.

3) Kidd Creek Stream Mitigation Environmental Monitoring. Staff requests the addition of the Local, Kidd Creek Stream Mitigation Environmental Monitoring project and the transfer of \$50,000 of excess obligated construction funds from key #12315 Kidd Island Project to \$40,000 construction engineering by consultant and \$10,000 construction engineering by the Local Highway Technical Assistance Council (LHTAC) for the new mitigation project.

4) Local Advance Wetland Mitigation, Lick Creek and Summit Spring. LHTAC and staff request the addition of the Local, Advance Wetland Mitigation, Lick Creek and Summit Spring

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project to the program for \$36,400. The project includes two locations and will provide advance wetland mitigation for local projects with wetland impacts.

5) Adjustments to the Local Highway Safety Improvement Program. LHTAC and staff request delaying the \$22,500 Intersection Safety Improvements, Kellogg, key #22396; the \$70,000 Improvements (Group Sign), key #22406; the \$64,000 Old Highway 81 Safety Improvements, key #22410; and the \$264,000 Guardrail Upgrade, key #21994 from FY21 to FY22. Additionally, the request is to advance the following projects from FY22 to FY21: Canyon Road and Fernan Lake Road Guardrail, key #22872 for \$96,000; Clear Zone Safety Improvements, key #22876 for \$89,000; and Signing and Guardrail, key #22877 for \$58,000.

6) Transfer Funding from SH-33, Canyon Creek Bridge Repair to FY22 District 6 Bridge Repair. In February, the Board approved Unallocated funds for SH-33, Canyon Creek Bridge Repair, District 6, key #23117. The bid was opened in April and was 352% above the engineer's estimate. The Board rejected the bid with the understanding that staff would reevaluate the project and develop alternate plans to rebid the project or accomplish the work in house. District 6 currently has a bridge repair project under contract. The contractor has capacity to add this repair work. Staff recommends removing the SH-33, Canyon Creek Bridge Repair project from the Program and transferring the \$550,000 to key #20730, FY22 District 6 Bridge Repair.

7) Request to Approve Consultant Agreements. In accordance with Board Policy 4001, staff requests approval to exceed the \$1 million agreement limit for key #20053 - US-20, Chester to Ashton, Fremont County, District 6 for design services of approximately \$2.47 million; and keys #20032, #20395, and #20444 – US-95, Culdesac Canyon Passing Lane Phase 3, 4, and 5, District 2 for design services of approximately \$4.45 million.

8) Contracts for Award. The low bids on the following projects were more than ten percent over the engineer's estimate, requiring justification. On key #21998 – SMA-7384, Intersection 21<sup>st</sup> Street and 19<sup>th</sup> Avenue, Lewiston, the differences between the low bid and engineer's estimate were mainly in the Sidewalk, Curb Ramp, Curb and Gutter Type 2, Traffic Signal Installation, Multiple Approach Video Detection System, and Special-Temporary Rectangular Rapid Flashing Beacon items. The engineer's estimate was developed using the average bid costs of previous projects in the area plus assumed price increases. The high level of inflation based on limited availability of certain items, smaller quantity items, and the increase in demand for contractors was not fully anticipated. LHTAC does not believe re-advertising the safety project would result in a lower bid, and recommends awarding the contract. Low bidder: Knife River Corporation – Mountain West - \$985,000.

The Tree Cutting/Clearing Item accounted for the majority of difference in key #23108 SIA - US-20, Island Park Tree Removal, District 6. The engineer's estimate was based on information from the Forest Service and a comparable tree cutting project completed in 2009. It did not account for higher pricing due to the construction and timber industries being so busy. This project addresses safety issues, and staff recommends awarding the contract. Low bidder: Eagle Rock Timber Inc. - \$1,878,080.

Information Items. Member DeLorenzo requested more information on transferring the management of the Transportation Alternatives Program (TAP) to LHTAC. Chief Engineer Blake Rindlisbacher said ITD and LHTAC have been jointly managing this program for a number of years. The vast majority of TAP projects are on the local system, which LHTAC manages. It appears to be more efficient to have LHTAC issue the call for projects and oversee the program. ITD will still be eligible to apply for TAP projects.

1) Contract Awards and Advertisements. Key #14059 – STC-6770, North Salem Road. Low bidder: Sunroc Corporation - \$2,165,674.

Key #22471 SIA – SH-77, Permanent Snow Fence – fixed price variable cost, District 4. Low bidder: All Rail Construction LLC – 2,701 feet.

Key #20490 – I-15, Exit 113 Roundabout, District 6. Low bidder: Knife River Corporation – Mountain West - \$6,312,911.

Key #20730 – US-20, FY22 District 6 Bridge Repair. Low bidder: Cannon Builders Inc. - \$1,381,230.

Key #20581 – US-20, Sheep Falls to Pinehaven Overlay, District 6. Low bidder: Western Construction Inc. - \$3,702,334.

Key #22427 SIA – I-15, FY22 District 6 Signal Upgrade. Low bidder: Mountain West Electric Inc. - \$313,859.

The list of projects currently being advertised was provided.

2) Professional Services Agreements and Term Agreement Work Tasks Report. From June 1 through June 30, 43 new professional services agreements and work tasks were processed, totaling \$4,422,192. Nine supplemental agreements to existing professional services agreements were processed during this period in the amount of \$707,186.

3) Administrative Settlements in Right of Way Acquisitions. From January 1 through June 30, 2021, the Right of Way Section processed 102 parcels in the amount of \$11,155,371. Of those, 50 parcels had administrative settlements totaling \$2,448,582.

4) Transportation Alternatives Program (TAP) Management. LHTAC has been a valuable partner assisting staff with the management of TAP projects on the state and local system since 2017. LHTAC has requested full management of the Program. The Federal Highway Administration has no concerns with this, so staff is exploring the feasibility of transferring TAP management to LHTAC.

5) State FY21 Financial Statements. Revenues to the State Highway Account from all state sources were ahead of projections by 6.7% as of May 31. Receipts from the Highway Distribution Account were \$18 million more than forecast; although the forecast was lowered due to COVID. State revenues to the State Aeronautics Fund were below projections by 5.7%, or

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\$141,800. Due to the passage of state legislation, a transfer of \$4 million was made in March; however, those funds are to be expended as grants to local airports. The Department's expenditures were within planned budgets. Personnel costs had savings of \$5.2 million or 4.3% due to vacancies and timing between a position becoming vacant and being filled. Contract construction cash expenditures were \$24.9 million during the month.

The balance of the long-term investments was \$112 million at the end of May. These funds are obligated against construction projects and encumbrances. The cash balance was \$147.7 million. Expenditures in the Strategic Initiatives Program Fund through May were \$16.5 million. The account received \$245,000 in interest plus a transfer of \$72.8 million as part of the Governor's Building Idaho's Future initiative. Sales tax deposits into the Transportation Expansion and Congestion Mitigation Fund of \$18.9 million were ahead of the forecast by 29%. Expenditures in this fund were \$34.9 million year-to-date. The federal CARES Act provided \$27.3 million for public transportation. Expenditures totaled \$4.2 million year-to-date.

6) Annual Report of Activities to the Board of Examiners. ITD did not submit any requests to the full Board of Examiners for FY21.

7) Monthly Reporting of Federal Formula Program Funding through June. Idaho received obligation authority of \$359.9 million through September 30 via an Appropriations Act signed in December. This corresponds to \$363.4 million with match after a reduction for prorated indirect costs. It includes \$425,527 of Highway Infrastructure General Funds carried over from last year in the Transportation Management Area, \$71 million COVID Relief, and \$13.1 million of FY21 Highway Infrastructure General Funds. An extension to the federal Fixing America's Surface Transportation Act was signed in October 2020. Idaho received apportionments of \$396 million. Obligation authority is currently 91% of apportionments. Of the \$365.4 million allotted, \$104.7 million remains.

8) Non-Construction Professional Service Contracts Issued by Business and Support Management (BSM). The BSM Section executed one professional service agreement in June for resiliency program support services.

9) FY21 Performance Report for the Division of Financial Management. Idaho Code requires all state agencies to submit an annual Performance Report by August 30. The report is to provide an agency overview, core functions, revenues and expenditures, cases managed and key services provided, and performance measures. Staff provided the draft report for review.

Monthly Report on Department Activities. Director Ness reiterated Training Specialist McGraw's message on the importance of driving engaged and not becoming complacent. He said that complacency is also a concern with employees working on or alongside highways. He said Chief Operations Officer Dan McElhinney is attending the Idaho Associated General Contractors' conference today. He and the executive team are in the process of meeting with every employee throughout the state. The sessions focus on the updated Strategic Plan, the results of the culture survey, and improving customer service and employees' experiences. He also commended staff for providing exemplary customer service to the traveling public and its efforts on the Transportation Expansion and Congestion Mitigation Program.

Chief Deputy Stokes reported that the Governor issued a proclamation regarding wildfires. The Division of Motor Vehicles worked with the Federal Motor Carrier Safety Administration and Idaho State Police on easing trucking requirements to ensure delivery of fuel and to ensure other firefighting activities can proceed unimpeded. The federal Office of Management and Budget was considering increasing the requirement to designate metropolitan planning organizations from 50,000 population to 100,000 population. It has since decided to retain the existing requirement of 50,000.

Chairman Moad thanked Director Ness and CD Stokes for the reports.

Adopt-A-Highway (AAH) Recognition. District 5 AAH Coordinator Sharon Short recognized the Farm Bureau for participating in the AAH Program for 19 years. The group adopted a portion of I-15.

Aeronautics Revenues and Capital Facilities. As a follow-up to last month's discussion on the Division of Aeronautics' capital facility needs, Aeronautics Administrator (AA) Jeff Marker presented a prioritized list of projects at the 32 backcountry airfields. The 36 proposed projects total over \$2.4 million. Additionally, the Division's maintenance shop has reached the end of its lifespan and needs to be replaced, estimated at \$2 million. That facility, however, is being considered as part of a regional facilities plan.

The FY22 state appropriation totaling just over \$3 million includes \$173,300 for capital outlay. The FY23 appropriation request includes line items of \$50,000 and \$150,000 in on-going funds for capital facilities and operating expenses, respectively. The request also includes one-time funds of \$231,000 for capital equipment. AA Marker reported that there is approximately \$1.7 million available. That funding was initially proposed for airport grants; however, those funds were set aside to mitigate for reduced revenue due to the COVID pandemic last year. Additional federal and state funds were received for airports as a result of the pandemic, so the \$1.7 million may be re-directed to other activities.

In response to Member Hoff's question on runway pavement conditions, AA Marker replied that progress is being made on pavement condition. That metric is tracked. Chairman Moad asked about aviation and jet fuel taxes. AA Marker responded that he believes those fuel taxes increased in 2013 by about 6%. The Aeronautics Advisory Board has been discussing options to increase revenue.

Chairman Moad thanked AA Marker for the report.

Unmanned Aircraft Systems (UAS) Program Overview. Ben Elkins, UAS Coordinator (UASC), summarized the UAS program. The focus is currently on highways, including activities such as surveying, project monitoring, verifying quantities, and avalanche and slope monitoring, but the intent is to expand the program to other areas within the Department. His responsibilities include collaborating with other programs to obtain information and identify best practices, testing, implementing platforms, supporting users, and expanding the program. ITD obtained a grant to research issues related to UASs, such as airspace ownership and management, privacy

concerns, and safety. He added that a technical advisory committee provides oversight and guidance.

Member DeLorenzo asked if there are concerns related to funding sources for the program, as both the highways and aeronautics divisions have dedicated funding sources. She also questioned the feasibility of generating revenue with the UAS Program. AA Marker replied that funding is a concern and expenditures are being monitored. He also believes that there is potential to use the program to generate revenue, similar to the aircraft pool program.

Chairman Moad thanked UASC Elkins for the informative presentation.

Transportation Expansion and Congestion Mitigation (TECM) Funded Design Projects Exceeding \$1 Million. Transportation Program Manager (TPM) Amy Schroeder said the Request for Proposals to solicit interest from firms for various services for the previously-approved TECM-funded projects have been posted and several selections have already been made. In order to continue through the scope and cost negotiations and execute agreements in a timely manner, she requested authorization to exceed the \$1 million limit for these agreements, up to the amounts previously approved by the Board.

In response to numerous questions, TPM Schroeder provided additional information. The main reason for this request is to save time by executing agreements shortly after the negotiation process versus seeking Board approval after the negotiation is complete. She believes the estimated consultant costs are high, but if any potential agreements exceed the authorized amount, Board approval would be secured before finalizing the agreement. Additionally, some of the agreements are being done in phases, so staff will seek Board approval for consultant services on additional phases. Intermediate milestones could be built into the agreements, and she is receptive to providing regular reports on the status of these agreements.

Some members expressed concern with their responsibility to oversee the Department and the significant taxpayer funds entrusted to them. There was also a suggestion to review the thresholds and delegated authority in Board Policy 4001 Authority to Sign Contracts, Agreements, and Grants and Requirement to Report Certain Contracts.

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

RES. NO.       WHEREAS, the Idaho Transportation Board approved the addition of the  
ITB21-48       following projects to the Idaho Transportation Investment Program (ITIP) in order  
to advance their development and readiness; and

WHEREAS, Board Policy 4001 requires Board approval to exceed \$1 million on professional services agreements; and

WHEREAS, the following projects are either actively soliciting proposals from interested firms/teams or the scope and costs are being negotiated; and



WHEREAS, it is advantageous to expedite the agreements to begin work as soon as possible.

*NOW THEREFORE BE IT RESOLVED*, that the Board approves professional services agreements to be executed up to the stated amount for the particular phase listed; and

District	Location	Phase of Services	Amount (\$ million)
1	I-90, Washington State Line to Coeur d'Alene	Environmental Study & Preliminary Design	5
2	US-95, Spalding Bridge & US-12, Arrow Bridge	Environmental Study	3
3	SH-16, I-84 to US-20/26 & SH-44 IC Phase 3	Final Design	15*
3	US-20/26, Middleton Rd to Star Rd	Preliminary & Final Design	12
3	I-84, Karcher IC (exit 33)	Preliminary & Final Design	2
3	I-84, Centennial IC to Franklin IC (exit 27 -29)	Preliminary & Final Design	8
3	I-84, SH-44 IC to Centennial Way IC (exit 25 - 27)	Environmental Study	2
3	SH-55, Pear Lane to Indiana Ave.	Preliminary & Final Design	10
4	SH-75, Timmerman Jct to Timber Way	Environmental Re-evaluation	3
4	I-84, Burley & Heyburn Interchanges	Environmental Study thru Final Design	16
4	I-84, South Jerome IC to Twin Falls IC	Environmental Study thru Final Design	10
5	I-15, Pocatello to Idaho Falls	Environmental Study	5
6	US-20, Ashton to Targhee Pass	PEL & Environmental Study	5**

\* GARVEE-funded

\*\* ST-funded (non-TECM)

*BE IT FURTHER RESOLVED*, that staff is to provide periodic updates on the status of these agreements and the funds expended.

Chairman Moad thanked TPM Schroeder for the presentation.

Division of Motor Vehicles (DMV) Update. Alberto Gonzalez, DMV Administrator (DMVA), thanked the Board for its support of the modernization project, which has been completed. The system will continue to receive technology updates and additional capabilities. Some upcoming DMV activities include new equipment for county offices, increasing on-line transaction options, updating the automated driver's license testing software, and continued county outreach and support.

DMVA Gonzalez said the services continue to evolve and customers want more options. Staff is continuing to identify efficiencies and activities to improve customer service. The number of online transactions is expected to exceed one million this year. Opportunities for third parties to provide services are also being explored. He believes traditional services will continue to be a needed for some time, and a research project on service delivery is underway.

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In response to questions from Chairman Moad, DMVA Gonzalez said eliminating online transaction fees is being explored; however, he does not want to negatively impact the county offices that provide these DMV services. Staff is continuing discussions with the Department of Parks and Recreation on ITD overseeing some of its licensing and registration transactions.

Chairman Moad thanked DMVA Gonzalez for the informative update.

2021-22 Administrative Rulemaking. Ramón Hobdey-Sánchez, Governmental Affairs Program Manager (GAPM), requested revisions to several DMV fee rules to streamline and update the language. Changes are mainly non-substantive modifications and removing restrictions and redundancies with Idaho Code. No fees are being increased nor revised. No comments were received during the negotiated rulemaking process. He added that the negotiated rulemaking process for broadband rules is proceeding well, with significant participation. July 28 is the deadline to submit comments.

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

RES. NO. WHEREAS, the Idaho Transportation Department is working through the 2021-  
ITB21-49 22 Omnibus Fee Rulemaking Process; and

WHEREAS, the Department has the opportunity to continue streamlining and updating rule language in direct support of Governor Little's Red Tape Reduction Initiative; and

WHEREAS, these rules went through the negotiated rulemaking process and a public meeting was held on June 21, 2021; and

WHEREAS, no fees are being increased, changed or revised; and

WHEREAS, changes and modifications have been proposed to the following four chapters:

- 39.02.04: Rules Governing Manufacturer & New Vehicle Dealer Hearing Fees
- 39.02.05: Rules Governing Issuance of Certificate of Title
- 39.02.41: Rules Governing Special Provisions Applicable to Fees for Services
- 39.02.60: Rules Governing License Plate Provisions; and

WHEREAS, the effective date of these changes is *sine die* of the 2022 Idaho Legislative session.

*NOW THEREFORE BE IT RESOLVED*, that the Idaho Transportation Board adopts these changes as presented to be included in the 2021-22 Omnibus Fee Rulemaking Process.

Chairman Moad thanked GAPM Hobdey-Sánchez for the presentation.

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Building Law Enforcement and Private Business Partnerships. Highway Safety Manager John Tomlinson emphasized the importance of partnerships to address highway safety. Bingham County Detective Chad Morgan commended ITD's law enforcement liaison program. He expressed appreciation for the support from the Office of Highway Safety (OHS).

In response to Chairman Moad's question on the effectiveness of the hands-free law, Detective Morgan concurred that it is difficult to get motorists to follow that law. He believes education and enforcement are critical.

Bannock County Deputy Jon Everson said he has a passion for child safety and was honored to become a child passenger occupant liaison, which is patterned after the law enforcement liaison program. His activities focus on child passenger safety education and soliciting child occupant technicians and instructors. He also praised the OHS for its support.

Tyson Daniels, owner of Grease Monkey, reported on the company's child passenger safety efforts. The goal is to have two certified child passenger technicians at each of its five locations in Pocatello and Idaho Falls to perform free car seat checks. The service is an opportunity to help these communities. Because of concerns with child passenger seats that don't meet standards, Grease Monkey conducted fundraisers to purchase car seats and booster seats to help those that can't afford to purchase the proper equipment.

The Board commended the various partners for their efforts to address highway safety.

District 5 Annual Report. District 5 Engineer (DE) Todd Hubbard reported on a number of the District's achievements, including 90% of FY22 projects were delivered on time, roads were kept clear of ice and snow 88% of the time, and 30 employees advanced in the Horizontal Career Path program. He also highlighted a number of employees and accomplishments, including the Safety Team of the Year, the Professional of the Year, and a project to eliminate the last major restriction for commercial motor vehicles. A section of SH-36 was upgraded from a blue route, which limited overall vehicle combination length to 95 feet and a 5.5-foot off-track, to a red route, allowing for a length of 115 feet and a 6.5-foot off-track.

The Board thanked DE Hubbard for the informative report and his leadership.

129,000 Pound Route Case 202102US93, District 6. Freight Program Manager (FPM) Scott Luekenga presented the Chief Engineer's evaluation for case #202102: US-93 – milepost 82.600 to 160.382 in District 6. The DMV reported that the highway is classified as a red route, allowing 115-foot overall vehicle length and a 6.5-foot off-track. The bridge analysis determined that the 17 bridges on the route will safely support vehicle combinations up to 129,000 pounds, assuming the axle configuration conforms to the legal requirements. The pavement conditions range from fair to good. There are no safety concerns. Two comments were received during the public comment period; however, both were neutral on the specific route designation. FPM Luekenga said staff recommends approving the application.

Member Horsch said the Subcommittee on 129,000 Pound Routes reviewed the request and supports proceeding with the designation of the requested route. Member Hoff concurred,

July 22, 2021

and added that the applicant will reduce the number of trucks it currently operates, which should improve safety and decrease the impact to the pavement.

Member Hoff made a motion, seconded by Vice Chair Vassar, and passed unanimously to approve the following resolution:

RES. NO. WHEREAS, Senate Bill 1117 was enacted in 2013 allowing the Idaho  
ITB21-50 Transportation Board to designate state highways for permitted vehicle combinations up to 129,000 pounds upon request; and

WHEREAS, the Board established a Subcommittee on 129,000 Pound Truck Routes to implement provisions of the legislation; and

WHEREAS, the Idaho Transportation Department has received a request for a 129,000 pound route in District 6: US-93 – milepost 82.600 to 160.382; and

WHEREAS, the Chief Engineer and Department staff received the application and reviewed the proposed route by conducting an engineering and safety analyses of the route; and

WHEREAS, upon completion of the engineering and safety analyses, a 15-day public comment period was held, including an opportunity for verbal testimony, with two (2) comments received, none in support, none adversarial, and two (2) neither for nor against the specific route; and

WHEREAS, the Chief Engineer presented his analyses to the Board Subcommittee on 129,000 Pound Routes at its meeting on July 6, 2021 with a recommendation to approve the route; and

WHEREAS, after the Board Subcommittee reviewed the Chief Engineer's analyses and public comments, it passed a motion to approve the route request; and

WHEREAS, the Chief Engineer and the Board Subcommittee presented their analyses and recommendations to the full Board at the regularly scheduled Board meeting of July 22, 2021.

*NOW THEREFORE BE IT RESOLVED*, that the Board accepts the Chief Engineer's analyses and recommendation on US-93 – milepost 82.600 to 160.382; and

*BE IT FURTHER RESOLVED*, that the Board directs the Chief Engineer to issue a Letter of Determination that approves the referenced route request in District 6; and

*BE IT FURTHER RESOLVED*, following the fourteen day public appeals period, this resolution is effective August 4, 2021.

July 22, 2021

Chairman Moad thanked FPM Luekenga for the presentation.

Executive Session on Legal and Personnel Issues. Vice Chair Vassar made a motion to meet in executive session at 11:35 AM to discuss personnel issues as authorized in Idaho Code Section 74-206 (b) and legal issues as authorized in Idaho Code Section 74-206 (f). Member DeLorenzo seconded the motion and it passed 6-0 by individual roll call vote.

The discussion on legal matters related to operations. The discussion on personnel matters related to the performance of an employee.

The Board came out of executive session at 12:35 PM.

WHEREUPON, the Idaho Transportation Board's regular monthly meeting adjourned at 12:35 PM.

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BILL MOAD, Chairman  
Idaho Transportation Board

Read and Approved  
\_\_\_\_\_, 2021  
\_\_\_\_\_, Idaho

# BOARD MEETING DATES

**2021**

**September 22-23 - District 6**  
**October 19-20 – Boise**

**November 18 – Boise**  
**December 9 – Boise**

**2021**

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
<b>January</b>	<b>February</b>	<b>March</b>	<b>April</b>
31 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30	1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28	1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31	1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30
<b>May</b>	<b>June</b>	<b>July</b>	<b>August</b>
30 31 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29	1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30	1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31	1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31
<b>September</b>	<b>October</b>	<b>November</b>	<b>December</b>
1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30	31 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30	1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30	1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31

“X” = holiday

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

July 17-21 – Transportation Research Board Executive Committee

August 10-12 – Public Transportation Summit; Boise, Idaho

August 23-25 – Highway Safety Summit; Boise, Idaho

September 10-15 – American Road and Transportation Builders Association (ARTBA) – Rockport, ME

November 6-10 – ARTBA southern regional meeting, Charleston, SC

November 12-17 – ARTBA western and central regional meeting, Scottsdale, AZ

**Action:** Approve the Board meeting schedule.



## IDAHO TRANSPORTATION BOARD

### RESOLUTION FOR CONSENT ITEMS

**Pages 19 - 38**

RES. NO.      WHEREAS, consent calendar items are to be routine, non-controversial, self-explanatory items that can be approved in one motion; and  
ITB21-51

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 FY21 Performance Report for the Division of Financial Management; FY21 Local Public Agencies End of Year Plan and prioritized projects; FY21 Account write off, uncollectable accounts; and contracts for award.



# Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date August 18, 2021

Consent Item ☒

Information Item ☐

Amount of Presentation Time Needed N/A

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

## Subject

FY21 Performance Report for the Division of Financial Management (DFM)		
Key Number	District	Route Number

## Background Information

Idaho Code 67-1903 – 67-1904 requires all state agencies to submit an annual Performance Report to the Division of Financial Management by Aug. 27.

The report includes the following required elements:

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

## Recommendations

Staff requests Board approval.

Notes: The FY21 financial "Revenue and Expenditures" data from the last report has been updated to reflect the final year-end data.

## Board Action

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



## Part I – Agency Profile

### Agency Overview

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

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

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

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

The department is funded primarily with dedicated federal and state user fees. The department's headquarters is in Boise. District offices are in Coeur d'Alene, Lewiston, Boise, Shoshone, Pocatello, and Rigby. The department is authorized for 1,648 full-time positions for FY21.

ITD's "Mission" --Your Safety, Your Mobility, Your Economic Opportunity—comes with an overriding vision to be the best transportation department in the country.

BOARD MEMBERS	EXECUTIVE MANAGEMENT
Bill Moad, Chairman	Brian Ness, Director
Jim Thompson, District 1	L. Scott Stokes, Chief Deputy
Janice (Jan) Vassar, Vice Chair, District 2	Dan McElhinney, Chief Operations Officer
Julie DeLorenzo, District 3	Brenda Williams, Chief Human Resources Officer
Jim Kempton, District 4	Charlene (Char) McArthur, Chief Administrative Officer
Dwight Horsch, District 5	
Robert (Bob) Hoff, District 6	

### Core Functions/Idaho Code

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

**Revenues and Expenditures (SFY)**

<b>Revenues<sup>1,4,5,6,7</sup></b>	<b>FY 2018</b>	<b>FY 2019</b>	<b>FY 2020</b>	<b>FY 2021</b>
Aeronautics Fund				
State <sup>7</sup>	\$3,014,615	\$3,261,472	\$3,087,459	\$6,588,053
Federal	\$258,214	\$348,141	\$540,836	\$616,830
State Highway Account Fund				
State	\$340,218,991	\$344,727,599	\$342,120,304	\$372,589,659
Federal	\$333,536,795	\$354,641,984	\$396,513,651	\$398,455,281
Local	\$4,029,825	\$10,367,038	\$22,275,600	\$8,531,271
Strategic Initiatives Program <sup>4,7</sup>				
State	\$16,889,688	\$37,304,701	\$654,886	\$75,064,550
Trans Expansion & Mitigation <sup>5</sup>				
State	\$22,719,687	\$19,851,449	\$22,411,732	\$24,368,633
CARES Act Covid-10 Fund <sup>6</sup>	\$0	\$0	\$65,486	\$5,877,687
<b>Total</b>	<b>\$720,667,815</b>	<b>\$770,502,384</b>	<b>\$787,669,954</b>	<b>*\$892,091,964</b>
<b>Expenditures<sup>1-6</sup></b>	<b>FY 2018</b>	<b>FY 2019</b>	<b>FY 2020</b>	<b>FY 2021</b>
Personnel Costs	\$114,152,124	\$118,331,785	\$123,658,416	\$125,836,563
Operating Expenditures	\$102,292,368	\$95,713,628	\$92,690,148	\$98,214,764
Capital Outlay <sup>3</sup>	\$504,661,918	\$549,813,087	\$582,847,403	\$543,275,278
Trustee/Benefit Payments	\$18,634,909	\$18,162,284	\$17,855,871	\$26,483,507
<b>Total</b>	<b>\$739,741,319</b>	<b>\$782,020,784</b>	<b>\$815,051,836</b>	<b>*\$793,810,112</b>

Footnotes:<sup>1</sup>Revenues and Expenditures do not include GARVEE bond proceeds or project costs.<sup>2</sup>Expenditures include cash expenditures and encumbrances.<sup>3</sup>Capital Outlay includes GARVEE debt-service payments.<sup>4</sup>Strategic Initiatives Program Fund as established in Idaho Code 40-719.<sup>5</sup>Transportation Expansion and Congestion Mitigation Fund as established in Idaho Code 40-720.<sup>6</sup>CARES Act COVID-19 Fund established to track Federal expenditures and reimbursements<sup>7</sup>\$4 million was transferred into the State Aeronautics Fund and \$74.8 million was transferred into the Strategic Initiatives Program Fund for FY21 from the Governor's "Building Idaho's Future".**Caseload and/or Key Services Provided**

	<b>2017</b>	<b>2018</b>	<b>2019</b>	<b>2020</b>
Idaho Population	1.72 million	1.75 million	1.79 million	1.84 million
Licensed Drivers	1.21 million	1.26 million	1.27 million	1.29 million
Vehicle Registrations	1.79 million	1.84 million	1.86 million	1.82 million
Annual Miles Driven - <i>on State Highway System</i>	9.64 billion	9.98 billion	10.12 billion	9.72 billion
Short Tons of Freight Moved – <i>on State Highway System</i>	222.0 million	229.0 million	*Not available at time of printing	TBD

\*Data will be available in October 2021 due to system updates.

## Licensing Freedom Act

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

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

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

	FY 2018	FY 2019	FY 2020	FY 2021
<b>VEHICLE – DEALER</b>				
Total Number of Licenses	1,182	1,213	1,251	1,201
Number of New Applicants Denied Licensure	0	0	0	2
Number of Applicants Refused Renewal of a License	0	0	0	0
Number of Complaints Against Licensees	179	80	141	213
Number of Final Disciplinary Actions Against Licensees	8	2	5	12
<b>VEHICLE – DISTRIBUTOR</b>				
Total Number of Licenses	165	164	178	157
Number of New Applicants Denied Licensure	0	0	0	0
Number of Applicants Refused Renewal of a License	0	0	0	0
Number of Complaints Against Licensees	0	0	0	0
Number of Final Disciplinary Actions Against Licensees	0	0	0	0
<b>VEHICLE – DISTRIBUTOR BRANCH</b>				
Total Number of Licenses	N/A			N/A
Number of New Applicants Denied Licensure				
Number of Applicants Refused Renewal of a License				
Number of Complaints Against Licensees				
Number of Final Disciplinary Actions Against Licensees				
<b>VEHICLE – DISTRIBUTOR BRANCH REPRESENTATIVE</b>				
Total Number of Licenses	N/A			N/A
Number of New Applicants Denied Licensure				
Number of Applicants Refused Renewal of a License				
Number of Complaints Against Licensees				
Number of Final Disciplinary Actions Against Licensees				
<b>VEHICLE – DISTRIBUTOR REPRESENTATIVE</b>				
Total Number of Licenses	547	567	496	500

	FY 2018	FY 2019	FY 2020	FY 2021
Number of New Applicants Denied Licensure	0	0	0	0
Number of Applicants Refused Renewal of a License	0	0	0	0
Number of Complaints Against Licensees	0	0	0	0
Number of Final Disciplinary Actions Against Licensees	0	0	0	0
<b>VEHICLE – FACTORY BRANCH</b>				
Total Number of Licenses	N/A			N/A
Number of New Applicants Denied Licensure				
Number of Applicants Refused Renewal of a License				
Number of Complaints Against Licensees				
Number of Final Disciplinary Actions Against Licensees				
<b>VEHICLE – FACTORY BRANCH REPRESENTATIVE</b>				
Total Number of Licenses	N/A			N/A
Number of New Applicants Denied Licensure				
Number of Applicants Refused Renewal of a License				
Number of Complaints Against Licensees				
Number of Final Disciplinary Actions Against Licensees				
<b>VEHICLE – MANUFACTURER</b>				
Total Number of Licenses	62	56	52	75
Number of New Applicants Denied Licensure	0	0	0	0
Number of Applicants Refused Renewal of a License	0	0	0	0
Number of Complaints Against Licensees	0	0	0	0
Number of Final Disciplinary Actions Against Licensees	0	0	0	0
<b>VEHICLE – MANUFACTURER REPRESENTATIVE</b>				
Total Number of Licenses	127	121	163	190
Number of New Applicants Denied Licensure	0	0	0	0
Number of Applicants Refused Renewal of a License	0	0	0	0
Number of Complaints Against Licensees	0	0	0	0
Number of Final Disciplinary Actions Against Licensees	0	0	0	0
<b>VEHICLE – SALESMAN</b>				
Total Number of Licenses	6,000-7,000	6,661	6,551	6,273
Number of New Applicants Denied Licensure	1	0	0	0
Number of Applicants Refused Renewal of a License	0	0	0	0
Number of Complaints Against Licensees	0	0	0	0
Number of Final Disciplinary Actions Against Licensees	1	0	0	0
<b>VEHICLE – WHOLESALE DEALER</b>				
Total Number of Licenses	44	36	28	33
Number of New Applicants Denied Licensure	0	0	0	0
Number of Applicants Refused Renewal of a License	0	0	0	0
Number of Complaints Against Licensees	0	0	0	0
Number of Final Disciplinary Actions Against Licensees	0	0	0	0

## Part II – Performance Measures

Committed to Provide the Safest Transportation System and Work Environment							
Performance Measure			CY13-17	CY14-18	CY15-19	CY16-20	CY17-21
1. Five-Year Annual Fatality Rate Per 100 Million Miles Traveled	actual		1.34	1.30	1.35	1.34*	----
	target		1.19	1.33	1.40	1.41	1.38
• Estimate only – final not available until Feb/March 2022							
Committed to Provide a Mobility-Focused Transportation System that Drives Economic Opportunity							
Performance Measure			CY2017	CY2018	CY2019	CY2020	CY2021
2. % Pavement in Good or Fair Condition	actual		88%	91%	92%	87%	--%
	target		80%	80%	80%	80%	80%
3. % Bridges in Good or Fair Condition	actual		74%	75%	75%	77%	--%
	target		80%	80%	80%	80%	80%
			CY16-17	CY17-18	CY18-19	CY19-20	CY20-21
4. % of Time Mobility Unimpeded during Winter Storms ( <i>winter season; Dec. - March</i> )	actual		74%	85%	86%	85%	84%
	target		73%	73%	73%	73%	73%

### For More Information, Contact

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Idaho Transportation Department  
3311 West State Street  
Boise, ID 83707-1129  
Phone: (208) 334-8207  
E-mail: [Lorraine.Dennis@itd.idaho.gov](mailto:Lorraine.Dennis@itd.idaho.gov)



# Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date August 18, 2021

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

Presenter's Name Chris Bray	Presenter's Title Financial Planning and Analysis, Manager	Initials	Reviewed By LSS
Preparer's Name Jeanette Finch	Preparer's Title Financial Planning and Analysis, SRA	Initials	

## Subject

**FY 2021 Local Public Agencies End of Year Plan and Prioritized Project List for Redistributed Obligation Authority**

## Background Information

This consent item requests approval to modify FY 2021 of the Federal-Aid Local Highway Program based upon project readiness and available funding to ensure that no funds are lost to Idaho, per Board policy 4011, *Idaho Transportation Investment Program*.

Currently Idaho has received 91% of annual Obligation Authority (OA). Of that amount, Local Public Agencies/Programs have remaining Federal funding available (with match) in the amounts listed below:

FY 2021 Funding with Match (\$000)		
Program	Allotted Funding Through 9/30/2021	Funding Remaining as of 7/30/2021
Railroad Crossings	\$ 1,908	\$ 319
Transportation Alternatives (Urban/Rural)	\$ 3,373	\$ 535
Recreational Trails	\$ 1,510	\$ 1,740
STBG - Local Urban*	\$ 12,267	\$ 634
STBG - Transportation Mgt. Area	\$ 10,615	\$ 1,731
Transportation Alternatives (TMA)	\$ 423	\$ -
STBG – Local Rural	\$ 17,591	\$ 11,063
Local Bridge*	\$ 14,005	\$ 7,413
Off System Bridge	\$ 3,605	\$ (790)
Local Safety	\$ 7,882	\$ 1,507
Total (excluding indirect costs)	\$ 73,179	\$ 24,152
Allotments based on the 8/2/2021 Highway Funding Plan.		
*\$335k Penstock Br and \$706k Northgate IC OA loan payback deferred until August Redistribution		

Within these programs are bid savings, prior year released funds and unused scheduled PE/PC/RW funds available to cover cost increases or to advance projects. When and if FY 2021 Redistribution is made available, ITD staff will obligate the additional local share of the OA based on the attached prioritized project list received from the Local Public Agencies. The priorities are contingent on delivery and cost estimating.



## Board Agenda Item

ITD 2210 (Rev. 10-13)

### Recommendations

Approve the Local Public Agencies End of Year Plan and Prioritized Project List of cost increases and advances for use of potential FY2021 Redistribution.

### Board Action

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

**FY2021 Local Public Agencies End of Year Plan  
and Prioritized Project List for Redistributed Obligation Authority**

Priority	District	MPO	KN	Prog Year	Project Name	Cost w/Match	Phases	Action
<b>RURAL, LOCAL BRIDGE &amp; OFF-SYSTEM BRIDGE</b>								
1	1	N/A	13873	2021	RAILROAD AVE, ST MARIES	\$ 3,105,000	CE/CN	Increase
2	4	N/A	18973	2022	1700 S RD BRIDGE, GOODING HD #1	\$ 2,235,000	CE/CN	Advance
3	3	N/A	20182	2024	OLD HWY 30; OLD OREGON TRAIL RD TO E 54TH S ST	\$ 1,605,000	CE/CN	Advance
4	1	N/A	19513	2023	WISCONSIN ST; HIGH ST TO US-2, PRIEST RIVER	\$ 1,234,000	CE/CN	Advance
5	1	KMPO	18716	2024	SPOKANE ST RV BR, POST FALLS	\$ 3,178,000	CE/CN	Advance
6	3	N/A	20019	PD	SAND HOLLOW; OASIS TO BLACK CANYON RD, PAYETTE CO	\$ 3,378,000	CE/CN	Advance
7	6	BMPO	19434	2024	45TH W; 49TH S TO US-20, BONNEVILLE CO	\$ 3,673,000	CE/CN	Advance
8	4	N/A	19028	2022	GOLDEN VALLEY RD; 1500 W TO 900 W, OAKLEY HD	\$ 4,984,000	CE/CN	Advance
9	1	KMPO	19288	2024	BECK RD; SELTICE WAY TO PRAIRIE AVE, POST FALLS HD	\$ 2,007,000	CE/CN	Advance
10	3	N/A	22889	2023	PINE-FEATHERVILLE RD REHAB, MT HOME HD	\$ 255,000	PE/PC	Advance
11	1	KMPO	22892	PD	OLD HWY-95; UPRR BR REPLACEMENT, LAKES HD	\$ 844,000	PE/PC	Advance
12	4	N/A	22434	PD	OLD HWY 81 S, RAFT RIVER HD	\$ 264,000	PE/PC	Obligate
13	1	KMPO	22435	PD	HAYDEN AVE & MEYER RD INT, POST FALLS HD	\$ 234,000	PE/PC	Obligate
14	2	N/A	22891	2022	LENORE BR FEASIBILITY STUDY, NEZ PERCE CO	\$ 155,000	PE/PC	Advance
15	1	N/A	22893	PD	N FORK EAST RV BR, BONNER CO	\$ 700,000	PE/PC	Advance
16	4	N/A	22890	PD	BOB BARTON RD; 2200 E TO 2400 E, WENDELL HD	\$ 360,000	PE/PC	Advance
						<b>\$ 28,211,000</b>		
<b>LOCAL SAFETY</b>								
1	1	KMPO	21991	2021	INT PRAIRIE AVE & IDAHO RD, POST FALLS HD	\$ 844,000	CE/CN	Obligate
2	2	N/A	21996	2021	OLD AHSAHKA GRADE, CLEARWATER CO	\$ 317,000	CE/CN	Obligate
3	1	KMPO	21991	2021	INT PRAIRIE AVE & IDAHO RD, POST FALLS HD	\$ 60,000	UT	Increase
4	1	N/A	21994	2022	GUARDRAIL UPGRADE, NR BONNERS FERRY	\$ 264,000	CE/CN	Advance
5	5	BTPO	22411	2022	S 5TH AVE SAFETY IMPROV, POCATELLO	\$ 196,000	CE/CN	Advance
6	1	KMPO	22874	2023	RECTANGULAR RAPID FLASHING BEACONS, CDA	\$ 80,000	PE/PC	Advance
7	3	KMPO	22875	2024	LANCASTER & HUETTER ROUNDABOUT, LAKES HD	\$ 199,000	PE/PC	Advance
8	1	N/A	22876	2022	CLEAR ZONE SAFETY IMPV, BONNER CO	\$ 89,000	PE/PC	Advance
9	1	N/A	22396	2022	INTERSECTION SAFETY IMPROVEMENTS, KELLOGG	\$ 25,000	CE/CN	Advance
10	3	N/A	22406	2022	RECREATIONAL RDS SIGNING, VALLEY CO	\$ 70,000	CE/CN	Advance
11	4	N/A	22410	2022	OLD HWY 81 SAFETY IMPROV, RAFT RIVER HD	\$ 67,000	CE/CN	Advance
12	4	N/A	22882	2023	INT 3800 N & US-93, FILER HD	\$ 164,000	PE/PC	Advance
13	6	BMPO	22886	2023	RAISED CURB MEDIANS, IDAHO FALLS	\$ 53,000	PE/PC	Advance
14	2	N/A	22404	2022	LAKE RD SAFETY IMPROVEMENTS, GRANGEVILLE HD	\$ 1,003,000	CE/CN	Advance
						<b>\$ 3,431,000</b>		
<b>STP AND TAP TMA</b>								
1	3	COMPASS	20129	2022	FY21 CAPITAL MAINTENANCE, PH 2, ACHD	\$ 473,000	CN	Obligate
2	3	COMPASS	20129	2022	FY21 CAPITAL MAINTENANCE, PH 2, ACHD	\$ 981,000	CE/CN	Obligate
3	3	COMPASS	20729	2022	FY22 ACHD COMMUTERIDE	\$ 220,000	CN	Advance
4	3	COMPASS	20841	2023	BIKE/PED BR OVER BOISE RV, EAGLE	\$ 10,354	PC	Obligate
5	3	COMPASS	19465	2022	FY22 CAPITAL MAINTENANCE, PH 1, BOISE	\$ 180,000	PC	Obligate
6	3	COMPASS	20259	2023	ROADWAY & ADA IMPROVEMENTS PART 1, BOISE AREA	\$ 300,000	PC	Obligate
7	3	COMPASS	19920	2022	FY22 COMPASS PLANNING	\$ 232,000	PC	Obligate
8	3	COMPASS	20006	2022	FY22 CAPITAL MAINTENANCE, PH 3, ACHD	\$ 75,000	PC	Obligate
9	3	COMPASS	23095	PD	FIVE MILE RD OVERPASS (NEPA), ADA CO	\$ 1,550,000	PC	Obligate
						<b>\$ 4,021,354</b>		
<b>LOCAL URBAN</b>								
1	3	COMPASS	13494	2023	OLD HWY 30; W PLYMOUTH ST BR, CANYON CO	\$ 640,000	PC	Increase
2	1	KMPO	19344	2023	EARLY CORRIDOR ACQUISITION & PRESERVATION	\$ 400,000	RW	Increase
3	3	COMPASS	22438	PD	CHERRY LN; 11TH AVE N TO IDAHO CENTER BLVD, NAMPA	\$ 171,000	PE/PC/PL	Advance
4	3	COMPASS	23025	PD	GRIMES CITY PATHWAY EXTENSION, NAMPA	\$ 77,000	PE/PC/PL	Advance
5	1	KMPO	12310	2025	RAMSEY RD; WYOMING AVE TO LANCASTER RD	\$ 1,700,000	RW	Advance
6	3	COMPASS	20729	2022	FY22 ACHD COMMUTERIDE	\$ 55,000	CN	Advance
7	3	COMPASS	23026	PD	AUTOMATED BIKE/PED COUNTERS, COMPASS	\$ 39,000	CN	Advance
8	5	BTPO	12099	2024	INT HAWTHORNE & W QUINN RDS, CHUBBUCK	\$ 3,494,000	CN	Advance
9	5	BTPO	12098	2025	CENTER ST RR BR UPASS, POCATELLO	\$ 4,584,000	CN	Advance
10	1	KMPO	13864	2023	INT MEYER RD & BOEKEL RD, RATHDRUM	\$ 2,425,000	CE/CN	Incr/Adv
11	6	BMPO	14024	2022	INT E 17TH ST & S WOODRUFF AVE, IDAHO FALLS	\$ 3,093,000	CN	Advance
12	3	COMPASS	19920	2022	FY22 COMPASS PLANNING	\$ 99,000	PC	Advance
						<b>\$ 16,777,000</b>		





# Board Agenda Item


ITD 2210 (Rev. 10-13)

Meeting Date August 17-18, 2021

Consent Item ☒

Information Item ☐

Amount of Presentation Time Needed Consent

Presenter's Name Dave Tolman	Presenter's Title Financial Services Controller	Initials DT	Reviewed By
Preparer's Name Nancy Luthy	Preparer's Title Revenue Operations Manager	Initials NL 	

## Subject

FY2021 Account Write Off

Key Number	District	Route Number
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## Background Information

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

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

This year 27 accounts have been determined to be uncollectible.

	FY21 QTY	FY21	FY20 QTY	FY20
Accounts > \$1,000	9	\$28,449.81	35	\$ 118,798.72
Accounts < \$1,000	18	\$5,997.26	40	\$ 15,902.00

Account balances to be written off that are over the \$1,000 threshold are damage claims, commercial registrations and insufficient funds checks totaling \$28,449.81.

Account balances to be written off for FY21 that are less than \$1,000 are mostly due to the expiration of the statute of limitations.

The outstanding receivables are more than four years delinquent. Customers are not allowed to do business with the Department, where applicable until their deficiencies are paid or statute of limitations is reached. The Chief Administrative Officer has reviewed the write off of 9 uncollectible accounts receivable over \$1,000 totaling \$28,449.81.

## Recommendations

Staff recommends approval of the write off of 9 accounts in excess of \$1,000, for a total write off of \$28,449.81.



## Board Agenda Item

ITD 2210 (Rev. 10-13)

### Board Action

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

# ACCOUNTS TO BE WRITTEN OFF

## Fiscal Year 2021

Over (\$1,000)

Account	Name	Amount	Mileage Tax	Registration	Returned Check	Audit	Reinstatement	Damage Claim	Permits	Final Comments
1101335	R2 TRUCKING LLC	\$11,348.03	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$11,348.03	\$0.00	Past statute of limitations.
5102170	DUNN, DUSTIN	\$3,333.07	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$3,333.07	\$0.00	Past statute of limitations.
3101071	GAVIOLA DAIRY	\$2,732.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$2,732.00	\$0.00	Past statute of limitations.
2703882	DIVEL SERVICES	\$2,656.09	\$0.00	\$2,616.09	\$0.00	\$0.00	\$40.00	\$0.00	\$0.00	Past statute of limitations.
6087566	LOCKMAN TRUCKING LLC	\$2,464.50	\$0.00	\$0.00	\$2,424.50	\$0.00	\$40.00	\$0.00	\$0.00	Past statute of limitations.
5984076	IDAHO CATTLE FEEDERS LLC	\$1,932.22	\$0.00	\$1,892.22	\$0.00	\$0.00	\$40.00	\$0.00	\$0.00	Past statute of limitations.
3336859	MIDNIGHT FREIGHT EXPRESS	\$1,597.68	\$0.00	\$0.00	\$1,557.68	\$0.00	\$40.00	\$0.00	\$0.00	Past statute of limitations.
3101404	MULLEY, BRADLEY	\$1,294.10	\$0.00	\$0.00	\$1,294.10	\$0.00	\$0.00	\$0.00	\$0.00	Past statute of limitations.

Account	Name	Amount	Mileage Tax	Registration	Returned Check	Audit	Reinstatement	Damage Claim	Permits	Final Comments
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6101542	LAYTON, GEORGE A	\$1,092.12	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$1,092.12	\$0.00	Past statute of limitations.
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Total of Accounts: 9		\$28,449.81	\$0.00	\$4,508.31	\$5,276.28	\$0.00	\$160.00	\$18,505.22	\$0.00	
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Approved by: \_\_\_\_\_

Date

Idaho Transportation Board Chairman

# ACCOUNTS TO BE WRITTEN OFF

## Fiscal Year 2021

under (\$1,000)

Account	Name	Amount	Mileage Tax	Registration	Returned Check	Audit	Reinstatement	Damage Claim	MVR	Permits	Plans & Specs	Final Comment
6101552	GRUBBS, BRITTANY	\$989.73	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$989.73	\$0.00	\$0.00	\$0.00	Past statute of limitations.
1101367	IVERSEN, TRAVIS	\$988.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$988.00	\$0.00	\$0.00	\$0.00	Past statute of limitations.
3370771	GENE KELLY TRUCKING	\$620.77	\$0.00	\$580.77	\$0.00	\$0.00	\$40.00	\$0.00	\$0.00	\$0.00	\$0.00	Past statute of limitations.
1101378	CARR, TREVER	\$557.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$557.00	\$0.00	\$0.00	\$0.00	Past statute of limitations.
SPE A	SPEEDWAY AUTO	\$531.48	\$0.00	\$0.00	\$531.48	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	Past statute of limitations.
9329536	FIELDS, BRAD	\$439.01	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$439.01	\$0.00	\$0.00	\$0.00	Past statute of limitations. ITD Legal wasn't consulted by court when judgement was settled in court
1540904	DAVIS EXCAVATING INC	\$404.25	\$0.00	\$0.00	\$364.25	\$0.00	\$40.00	\$0.00	\$0.00	\$0.00	\$0.00	Past statute of limitations.

Account	Name	Amount	Mileage Tax	Registration	Returned Check	Audit	Reinstatement	Damage Claim	MVR	Permits	Plans & Specs	Final Comment
2100631	GAMBOA, KEVIN M	\$378.76	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$378.76	\$0.00	\$0.00	\$0.00	Past statute of limitations.
3042995	S N S ENTERPRISES LLC	\$289.59	\$0.00	\$249.59	\$0.00	\$0.00	\$40.00	\$0.00	\$0.00	\$0.00	\$0.00	Past statute of limitations.
5827744	FARM TROLLEYS OF IDAHO LLC	\$245.19	\$0.00	\$205.19	\$0.00	\$0.00	\$40.00	\$0.00	\$0.00	\$0.00	\$0.00	Past statute of limitations.
MCD, T	MCDONALD, TEESHA	\$200.00	\$0.00	\$0.00	\$200.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	Past statute of limitations.
5712572	APEX TRANSPORTATION & LOGISTICS LLC	\$83.00	\$0.00	\$0.00	\$0.00	\$0.00	\$40.00	\$0.00	\$0.00	\$43.00	\$0.00	Past statute of limitations.
6121292	HEAVEN EXPRESS LLC	\$83.00	\$0.00	\$0.00	\$0.00	\$0.00	\$40.00	\$0.00	\$0.00	\$43.00	\$0.00	Past statute of limitations.
6101172	ESTRELLA, ALFONSO	\$74.88	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$74.88	\$0.00	\$0.00	\$0.00	Past statute of limitations.
MCE, T	MCELHANEY, TORCYN	\$58.60	\$0.00	\$0.00	\$58.60	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	Past statute of limitations.

Account	Name	Amount	Mileage Tax	Registration	Returned Check	Audit	Reinstatement	Damage Claim	MVR	Permits	Plans & Specs	Final Comment
SMI H	SMITH HOLDING LLC	\$26.00	\$0.00	\$0.00	\$26.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	Past statute of limitations.
CAM, C	CAMPBELL, CLAYTON GLENN	\$14.00	\$0.00	\$0.00	\$14.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	Past statute of limitations.
MUR, M	MURPHY, MICHEAL	\$14.00	\$0.00	\$0.00	\$14.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	Past statute of limitations.
Total of Accounts	18	\$5,997.26	\$0.00	\$1,035.55	\$1,208.33	\$0.00	\$240.00	\$3,427.38	\$0.00	\$86.00	\$0.00	

Approved by:

Controller

Date

Chief Administrative Officer

Date



# Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date August 18, 2021

Consent Item ☒

Information Item ☐

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

Presenter's Name Dave Kuisti, P.E.	Presenter's Title Transportation Engineering Division Administrator	Initials DK	Reviewed By LSS
Preparer's Name Dana Dietz, P.E.	Preparer's Title Contracts Engineer	Initials DD	

## 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 10/1/20 to 07/31/21					
Contracts Bid		Contracts Requiring Board Approval to Award		Contracts Requiring Board Approval to Reject	
ITD	Local	ITD	Local	ITD	Local
56	16	5	3	1	0

### ACTION

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

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

Contracts requiring Board Approval to Award -Justification received 07/01//21 to 07/31/21	
ITD	Local
1	0

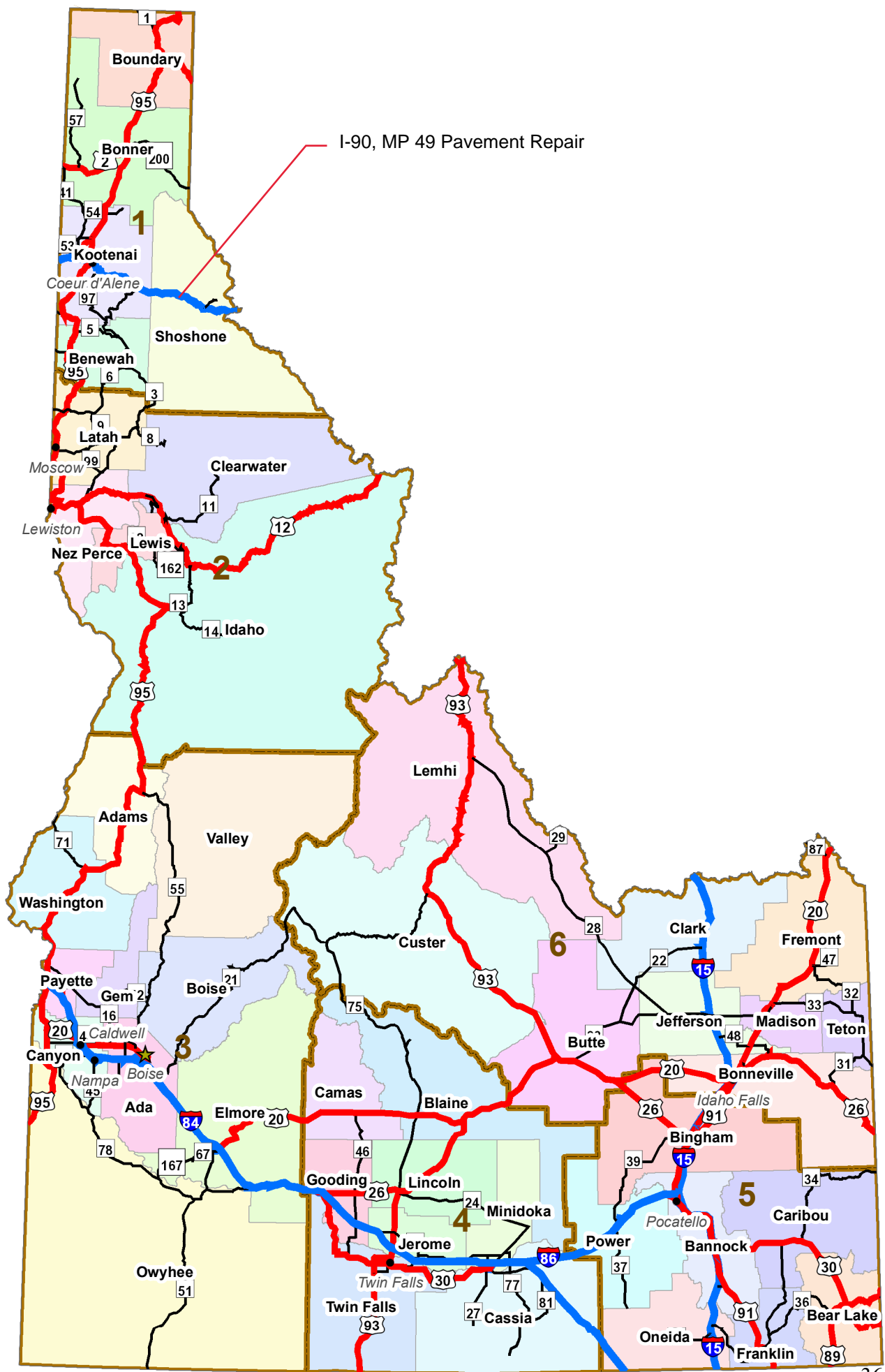
## Recommendations

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	<b>22171</b>	I-90	7/20/2021	2	\$391,905.33	\$487,186.10	\$95,280.77
I-90, MP 49 Pavement Repair					State		124%
Contractor: Interstate Concrete and Asphalt							



# Department Memorandum

Idaho Transportation Department

ITD 0500 (Rev. 03-16)

**DATE:** July 31, 2021

**Program Number(s)** A022(171)

**TO:** DANA DIETZ, P.E.  
Contracts Engineer

**Key Number(s)** 22171

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

**APPROVED**  
By dallen at 8:28 am, Aug 02, 2021

**Program ID, County, Etc.**  
I90, MP 49 Pavement Repair  
SHOSHONE CO  
WA# E191890

**RE:** JUSTIFICATION FOR AWARD OF BID

District 1 has received and reviewed the bid results for the above-captioned project. Bids were opened on July 20, 2021 and the apparent responsive low bidder is Interstate Concrete and Asphalt. The apparent low bid was \$487,168.10, which is 124.3% of the Engineer's Estimate of \$391,905.33, for a difference of \$95,280.77. The two bids received were within 29% of each other.

The major difference between the low bid and the Engineer's Estimate come from the bid items listed below.

Pay Item	Description	Engr. Est.	Bid Price	% of Engr. Est.	Difference
Item No. 1	MILL AND INLAY	\$235,593.60	\$300,288.00	127%	\$64,694.40
Item No. 2	MEDIAN BASE REPAIR	\$74,676.58	\$87,539.10	117%	\$12,862.52
Item No. 4	TRAFFIC CONTROL	\$13,238.00	\$24,700.00	186%	\$11,462.00
<b>TOTAL DIFFERENCE</b>		<b>\$323,508.18</b>	<b>\$412,527.10</b>		<b>\$89,018.92</b>

With the relative consistency of the bids, we see no evidence of bid manipulation by the Contractors.

We believe the most significant differences between the bids received and the estimated prices are due to:

- The small quantities;
- Late bid time of the project;
- Start date in mid-construction season;
- The impact of the current, near record levels of construction activity in the region.

Although the Engineer's Estimate was based recent similar projects with small quantities, and from the Average Unit Price Report, the District will need to take further measures to account for these factors in its estimates.

The District does not believe that re-advertisement would result in lower bids and would likely result in higher bids since it would be a late season advertisement.

The District recommends the award of this project and will offset the additional funds needed to award from KN 23120 Sagle Rd to Long Bridge Interim Imprv, PH 1.

Cc: EM-1, PDE-1, DCA Engineer, OE-1  
DA:jrw



# Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date August 18, 2021

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

Presenter's Name Dave Kuisti, P.E.	Presenter's Title Transportation Engineering Division Administrator	Initials DK	Reviewed By LSS
Preparer's Name Dana Dietz, P.E.	Preparer's Title Contracts Engineer	Initials DD	

## 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 10/01/20 to 07/31/21					
Contracts Bid		Contracts Requiring Board Approval to Award		Contracts Requiring Board Approval to Reject	
ITD	Local	ITD	Local	ITD	Local
56	16	5	3	1	0

### RECENT ACTIONS

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

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

Contracts Requiring no action from the Board 07/01/20 to 07/31/21	
ITD	Local
1	0

### FUTURE ACTIONS

The Current Advertisement Report is attached.

### Recommendations

For Information Only.

### Board Action

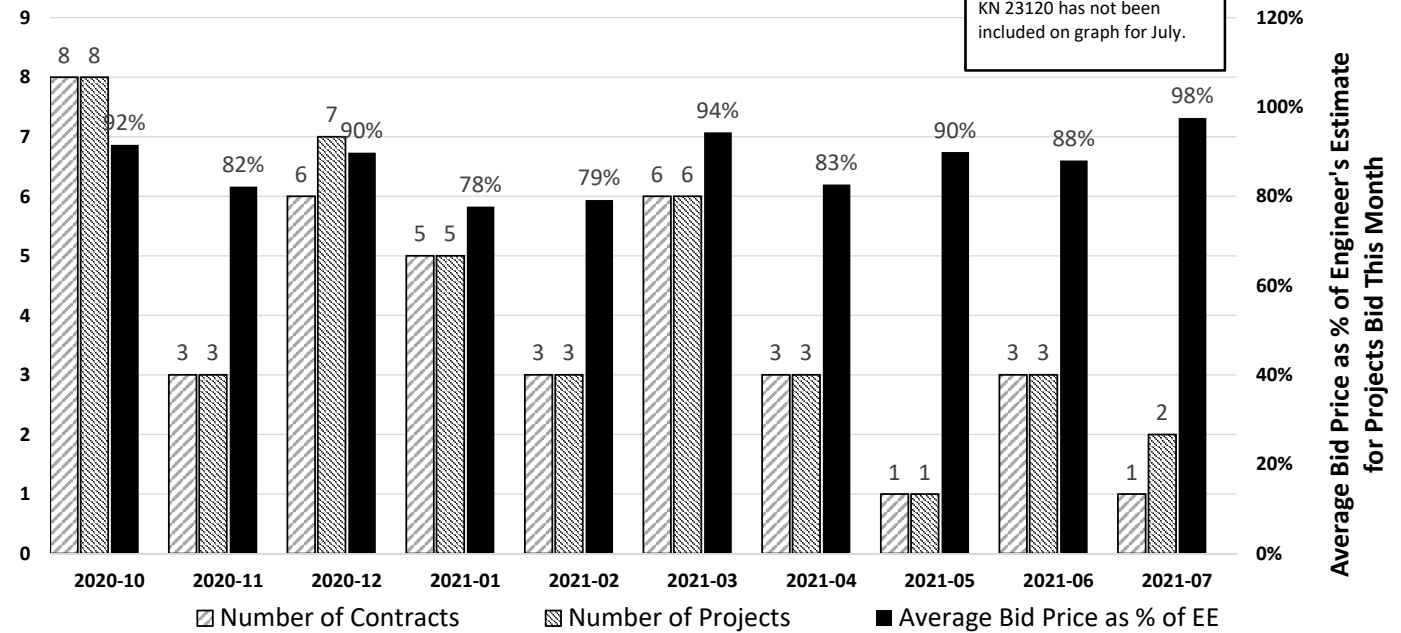
☐ Approved ☐ Deferred \_\_\_\_\_  
☐ Other \_\_\_\_\_

## FFY21 State Infrastructure Project Bid Results: YTD Summary By Cost

### 39 Projects YTD through July 31, 2021

YTD Total for all 41 projects:

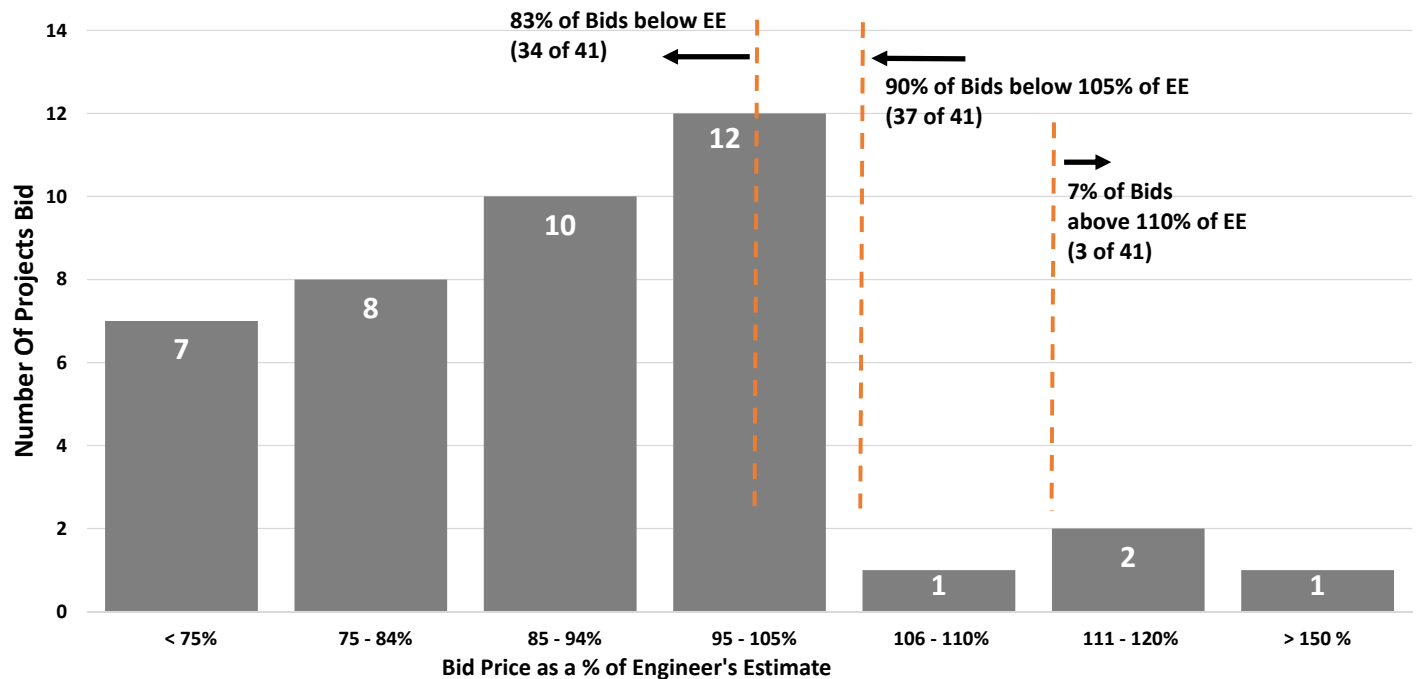
Ratio of Bid Costs / Engineer's Estimates = \$262.3 / \$297.5 M = 88.0%



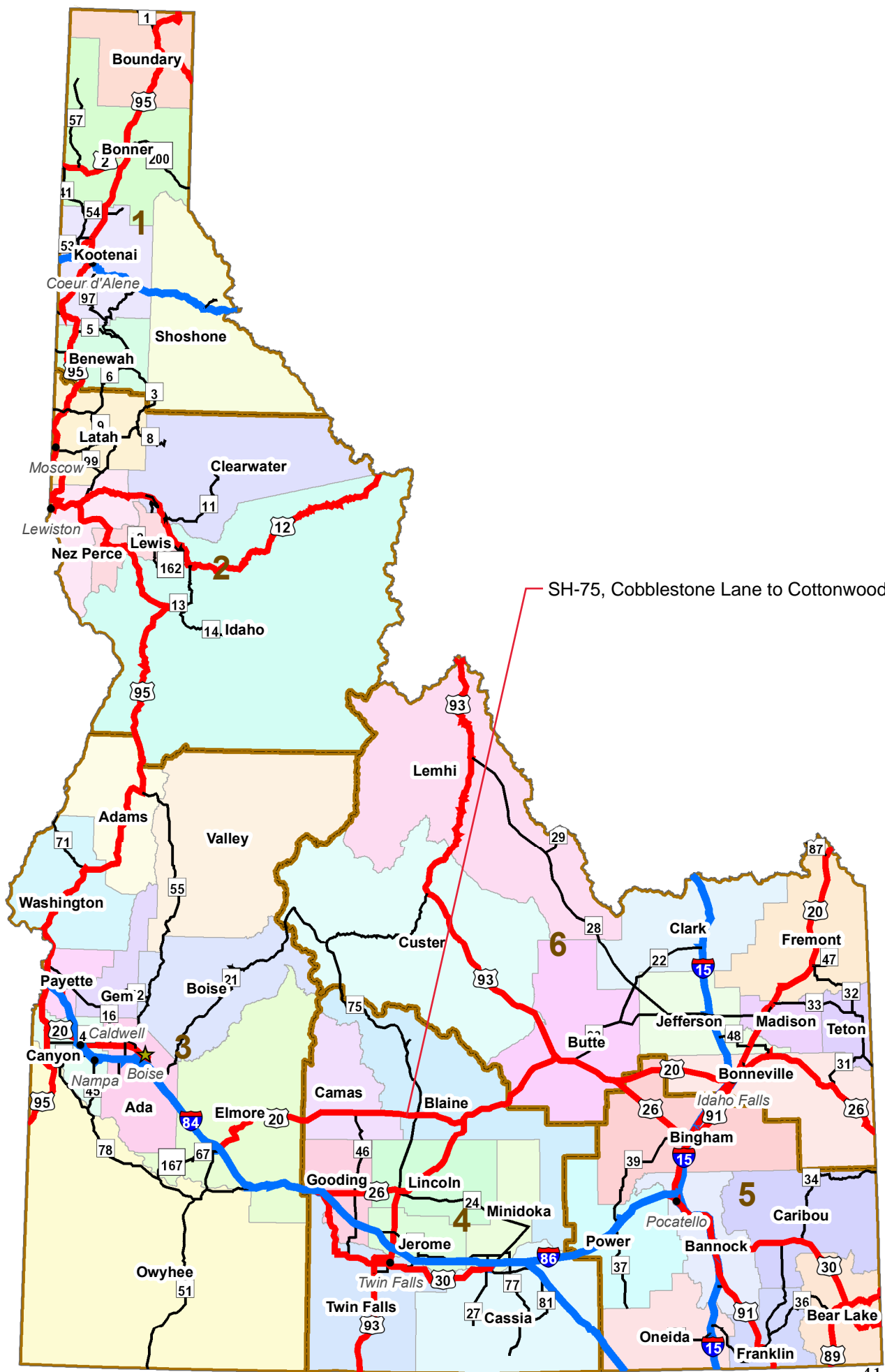
Notes: 1) Local and SIA Projects are not included 2) Contracts may have multiple Projects

## FFY21 State Infrastructure Project Bid Results: YTD Summary By Project Count

### 41 Projects YTD through July 31, 2021



Note: Local and SIA Projects are not included



SH-75, Cobblestone Lane to Cottonwood Circle

## Monthly Status Report to the Board

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

District	Key No.	Route	Opening Date	No. of Bids	Eng. Est.	Low Bid	Net +/-
							% of EE
1	<b>23120</b>	US-95	7/13/2021	0	\$5,265,328.50		
US-95, SAGLE RD TO LONG BRIDGE INTERIM IMPRV, PH 1					This project will re-bid		
Contractor: N/A					State		

District	Key No.	Route	Opening Date	No. of Bids	Eng. Est.	Low Bid	Net +/-
							% of EE
4	<b>22706/22722</b>	SH-75	7/20/2021	3	\$5,265,328.50	\$5,135,500.00	(-\$129,828.50)
SH-75, Cobblestone Lane to Cottonwood Circle							98%
Contractor: Western Construction Inc					State		

## Monthly Contract Advertisement As of 07-31-2021

District	Key No.	Route	Bid Opening Date
1	<b>22888</b>	SH-3	8/17/2021
SH-3, Goosehaven Road to Round Lake Road			State
\$15,000,000.00 to \$25,000,000.00			

District	Key No.	Route	Bid Opening Date
6	<b>20544</b>	SH-31	8/17/2021
SH-31, Overlay and Guardrail Upgrade			Federal
\$5,000,000.00 to \$10,000,000.00			

District	Key No.	Route	Bid Opening Date
1	<b>20397</b>	I-90	8/17/2021
I-90, Wallace to Mullan IC 68			State
\$2,500,000.00 to \$5,000,000.00			

District	Key No.	Route	Bid Opening Date
1	<b>23120</b>	I-90	8/17/2021
US-95, Sagle Road to Long Bridge Interim, Phase 1			State
\$500,000.00 to \$1,000,000.00			

District	Key No.	Route	Bid Opening Date
LHTAC(1)	<b>21990</b>	OFF SYS	8/24/2021
RRX Near Sandpoint			Federal
\$500,000.00 to \$1,000,000.00			

District	Key No.	Route	Bid Opening Date
2	<b>22776</b>	SH-64	8/24/2021
SH-64, NezPerce to Drake Road			State
\$0 to \$250,000.00			

District	Key No.	Route	Bid Opening Date
4	<b>22472</b>	US-30	8/24/2021
US-30, IC Dynamic Message Board			State
\$250,000.00 to \$500,000.00			





# Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date August 18, 2021

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

Presenter's Name Monica Crider, P.E.	Presenter's Title Contracting Services Engineer	Initials MC	Reviewed By MC
Preparer's Name Chaz Fredrickson	Preparer's Title Consultant Services Proj Manager	Initials CF	LSS

## Subject

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

## Background Information

### For all of ITD:

Consultant Services processed twenty-four (24) new professional services agreements and work tasks totaling **\$10,813,232** and five (5) supplemental agreements to existing professional services agreements totaling **\$425,164** from July 1, 2021 through July 27, 2021.

### New Professional Services Agreements and Work Tasks

<i>Reason Consultant Needed</i>	<i>District</i>								<i>Total</i>
	1	2	3	4	5	6	HQ		
<b>Resources not Available</b>									
Construction			2						2
Public Involvement			2				1		3
Design	1		1		1				3
Bridge		1					2		3
Materials						1			1
Survey		1							1
Planning							1		1
Environmental	1	1				1			3
<b>Local Public Agency Projects</b>	3	2	1	0	0	1	0		7
<b>Total</b>	5	5	6	0	1	3	4		24



## Board Agenda Item

ITD 2210 (Rev. 10-13)

### For ITD Projects:

Seventeen (17) new professional services agreements and work tasks were processed during this period totaling **\$9,917,064**. Two (2) supplemental agreements totaling **\$268,141** 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>
US 95, Sagle Road to Long Bridge Interim Improvements, Phase 2	Resources not available: Design	Roadway Design, Phase 1: Preliminary Design Services	Individual Project Solicitation	Horrocks Engineers	Prev: \$49,946 <b>This: \$697,513</b> Total: \$747,459
US 2, Moyie Springs Turn Bays, Boundary County	Resources not available: Environmental	Recordation of Architectural Historical Significance	Direct from Term Agreement	Gorman Preservation Associates	\$9,986

#### District 2

<i>Project</i>	<i>Reason Consultant Needed</i>	<i>Description</i>	<i>Selection Method</i>	<i>Consultant</i>	<i>Amount</i>
US 95, Hat Creek Bridge, Idaho County	Resources not available: Bridge	Bridge Design, Phase I: Develop Type, Size & Location	Individual Project Solicitation	David Evans and Associates	\$259,902
US 95, Culdesac Canyon Passing Lane, Phase 3, Nez Perce County	Resources not available: Survey	Surveying Services	Direct from Term Agreement	David Evans and Associates	\$15,329
US 95, Mission Creek to Golden Eagle Road, Nez Perce County	Resources not available: Environmental	Planning for Archaeological Data Recovery Excavations	Direct from Term Agreement	Archaeological and Historical Services - Eastern Washington University	\$7,949



# Board Agenda Item

ITD 2210 (Rev. 10-13)

## District 3

<i>Project</i>	<i>Reason Consultant Needed</i>	<i>Description</i>	<i>Selection Method</i>	<i>Consultant</i>	<i>Amount</i>
I 84, Franklin Road Interchange to Karcher Interchange - East; I 84, Franklin Road Interchange to Karcher Interchange - West, City of Nampa	Resources not available: Construction	Construction, Engineering, Inspection, Sampling & Testing Services	Individual Project Solicitation	Horrocks Engineers	Prev: \$889,565 <b>This: \$7,321,393</b> Total: \$8,210,958  Board Approved \$9M on June 2021 Meeting
I 84, FY21 D3 East Bridge Repair, City of Nampa	Resources not available: Construction	Construction, Engineering, Inspection, Sampling & Testing Services	Direct from Term Agreement	HMH, LLC	\$84,971
SH 21, South Fork Payette Bridge (Lowman), Boise County	Resources not available: Design	Design of Pressure Sewer Line Crossing Bridge	Direct from Term Agreement	Keller Associates	\$39,668
I 84, FY21 D3 East Bridge Repair, City of Nampa	Resources not available: Public Involvement	Public Involvement Services	Direct from Term Agreement	Rosemary Brennan Curtin	\$13,184
I 84, Sand Hollow Interchange to Farmers Sebree Canal	Resources not available: Public Involvement	Public Involvement Services	Direct from Term Agreement	Rosemary Brennan Curtin	\$24,722

## District 4

None for this month.

## District 5

<i>Project</i>	<i>Reason Consultant Needed</i>	<i>Description</i>	<i>Selection Method</i>	<i>Consultant</i>	<i>Amount</i>
US 91, Blackfoot Canal, Bingham County	Resources not available: Design	Hydraulic Analysis, Foundation Investigation & Roadway Design	RFI from Term Agreement	David Evans and Associates	\$223,159



## Board Agenda Item

ITD 2210 (Rev. 10-13)

### District 6

<i>Project</i>	<i>Reason Consultant Needed</i>	<i>Description</i>	<i>Selection Method</i>	<i>Consultant</i>	<i>Amount</i>
US 20, Ashton to Targhee Pass Planning & Environment Linkages (PEL) Study	Resources not available: Environmental	Planning & Environmental Study, Phase 1A: Reconnaissance Pre- Planning & Environment Linkages (PEL), Seasonally Critical Tasks	Individual Project Solicitation	Horrocks Engineers	\$830,237
Junction University Boulevard (Interchange of 332), City of Rexburg	Resources not available: Materials	Phase 4 Materials Report	Direct from Term Agreement	American Geotechnics	\$53,100

### Headquarters

<i>Project</i>	<i>Reason Consultant Needed</i>	<i>Description</i>	<i>Selection Method</i>	<i>Consultant</i>	<i>Amount</i>
FY21 SHS Bridge Inspection	Resources not available: Bridge	Underwater Bridge Inspection	RFI from Term Agreement	Jacobs Engineering Group	\$79,689
Transportation Expansion & Congestion Mitigation (TECM) Planning & Administration	Resources not available: Planning	Develop Branding & Collateral Materials for Launch of Transportation Expansion & Congestion Mitigation (TECM) Bonding Program	Direct from Term Agreement	Horrocks Engineers	\$49,960
FY21 Strategic Management Agreement	Resources not available: Public Involvement	Production of Monthly Podcasts	Direct from Term Agreement	Rosemary Brennan Curtin	\$26,852



# Board Agenda Item

ITD 2210 (Rev. 10-13)

FY21 SHS Bridge Inspection	Resources not available: Bridge	Bridge Load Rating	RFI from Term Agreement	AI Engineers	\$179,450
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## Supplemental Agreements to Existing ITD Professional Service Agreements

<i>District</i>	<i>Project</i>	<i>Consultant</i>	<i>Original Agreement Date/Description</i>	<i>Supplemental Agreement Description</i>	<i>Total Agreement Amount</i>
1	US 95, Alderson Lane to Kootenai River Railroad Bridge, Bonners Ferry	David Evans and Associates	4/2020, Additional Construction Engineering & Inspection Services	Additional Construction Engineering & Inspection Services for Claims	Prev: \$2,099,085 <b>This: \$10,656</b> Total: \$2,109,741  Board Approved \$2.25M on May 2019 Meeting
6	Junction University Boulevard (Interchange of 332); Junction US 20 (Interchange of 333), City of Rexburg	Horrocks Engineers	7/2020, Interchange Design Support Services	Additional Design Services: Modeling, Traffic Control Design, Drainage Design, Right of Way Plans	Prev: \$421,681 <b>This: \$257,485</b> Total: \$679,166

### For Local Public Agency Projects:

Seven (7) new professional services agreements totaling **\$896,168** were processed during this period. Three (3) supplemental agreements totaling **\$157,023** were processed.

<i>Project</i>	<i>Sponsor</i>	<i>Description</i>	<i>Selection Method</i>	<i>Consultant</i>	<i>Amount</i>
Guardrail Improvements, Lakes Highway District	Lakes Highway District	Roadway Design Services	RFI from Term Agreement	HMH, LLC	\$192,001
Pathway Connection, City of Dover	City of Dover	Roadway Design Services	RFI from Term Agreement	J-U-B Engineers	\$61,441
Pine Street Sidewalk, City of Sandpoint	City of Sandpoint	Construction, Engineering & Inspection Services	Direct from Term Agreement	HMH, LLC	Prev: \$49,671 <b>This: \$42,891</b> Total: \$92,562
Clear Creek Bridge, Idaho County	Idaho County	Archaeological Monitoring During Construction	Direct from Term Agreement	Nez Perce Tribe	\$38,040



## Board Agenda Item

ITD 2210 (Rev. 10-13)

Intersection of 21 <sup>st</sup> Street & 19 <sup>th</sup> Avenue, City of Lewiston	City of Lewiston	Construction, Engineering, Inspection, Sampling & Testing Services	RFI from Term Agreement	J-U-B Engineers	\$143,032
Cherry Lane: Franklin Boulevard to 11 <sup>th</sup> Avenue North, City of Nampa	City of Nampa	Roadway Design Services, Phase I: Concept Approval	RFI from Term Agreement	Keller Associates	\$156,920
North Salem Road, Fremont County	Fremont County	Construction, Engineering, Inspection, Sampling & Testing Services	RFI from Term Agreement	Civil Science	\$261,843

### 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>
2	Mountain View Road, City of Moscow	J-U-B Engineers	5/2019, Complete 404 Permitting & Additional Right of Way Exhibits	Right of Way Revisions, Pedestrian Traffic Control, Bid Assistance, Project Management	Prev: \$728,030 <b>This: \$19,200</b> Total: \$747,230
3	South Cemetery Road; SH 44 to Willow Creek, City of Middleton	Stanley Consultants	1/2021, Perform Construction, Engineering & Inspection Services	Additional Construction, Engineering & Inspection Services	Prev: \$291,864 <b>This: \$119,146</b> Total: \$411,010
5	South Fisher Avenue; East Walker Street to Bridge Street, City of Blackfoot	Harper-Leavitt Engineering	6/2019, Roadway Design through PS&E	Right of Way Plans & Construction Plan Revisions	Prev: \$261,754 <b>This: \$18,677</b> Total: \$280,431

### Recommendations

For Information Only

### Board Action

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



# Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date August 2021

Consent Item ☐

Information Item ☒

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

Presenter's Name Blake Rindlisbacher, P.E.	Presenter's Title Engineering Services Administrator	Initials BR	Reviewed By MC
Preparer's Name Laila Kral, P.E.	Preparer's Title Administrator, LHTAC	Initials LK	LSS

## Subject

2021 Children Pedestrian Safety Program		
Key Number N/A	District N/A	Route Number N/A

## Background Information

During Governor Little's 2021 State of the State address he requested one-time funding for bicycle and pedestrian projects, herein called Children Pedestrian Safety. House Bill 308 provided one-time money for Children Pedestrian Safety Program projects in the amount of \$2M. The Local Highway Technical Assistance Council (LHTAC) will administer the Children Pedestrian Safety Program. Eligible projects must be related to maintenance, address safety and mobility and can include but is not limited to sidewalks, ramps, paths, signed road crossings and speed feedback signs.

The LHTAC council has approved the application that Cities, Counties, and Highway Districts will use to apply to this program. The program will be highlighted in LHTAC's October funding workshops across the State along with regular email and mail communication.

The deadline for application submittals is December 16, 2021. The applications will be scored by members of the Transportation Alternatives Program (TAP) Committee and a ranked list of projects will be presented to the LHTAC Council and the ITD Board Spring 2022. Once the rankings are approved, checks will be distributed to the successful applications so they can begin design and construction of their projects. Projects are required to be constructed by December 9, 2022.

## Recommendations

For information.

## Board Action

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



# Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date August 18, 2021

Consent Item ☐

Information Item ☒

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

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

## Subject

Monthly Reporting of Federal Formula Program Funding Through July		
Key Number N/A	District N/A	Route Number N/A

## Background Information

Idaho received obligation authority through September 30<sup>th</sup> via an Appropriations Act signed on December 27, 2020. Obligation authority through September 30<sup>th</sup> (365/365<sup>ths</sup>) is \$355.6 million. This includes \$425,527 of *Highway Infrastructure General Funds* carried over from last year in the Transportation Management Area, \$66.7 million COVID Relief, and \$9.6 million of FY21 *Highway Infrastructure General Funds* as approved by the Board to date. The COVID Relief and general funds are also included in the apportionments detailed below.

An extension to the Fixing America's Surface Transportation (FAST) Act was signed on October 9, 2020. Additional apportionments were received via the Appropriations Act. Idaho has received apportionments of \$391.7 million. Currently, obligation authority is 91% of apportionments.

The exhibits on the following page summarize these amounts and show allotments and remaining funds by program through July 30, 2021.

## Recommendations

For Information

## Board Action

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





# Board Agenda Item

ITD 2210 (Rev. 10-13)

## Exhibit One Actual Formula Funding for FY2021

<b>Per FAST Flatlined at FY 2020 – Total Year</b>	
Federal Aid Only	\$316,590
Including Match	\$342,741
<b>Per Apportionments + COVID + Hwy Infra.</b>	
Federal Aid Only	\$391,676
Including Match	\$422,703
<b>Obligation Limits through 9/30/2021</b>	
Federal Aid Only	\$355,563
Including Match	\$383,729

- Notes:
1. All dollars in Thousands
  2. 'Approved Program' amounts from the 8/2/2021 Highway Funding Plan.
  3. Apportionment and Obligation Authority amounts reflect available funds via federal notices received through 07/30/2021

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

<b>Program</b>	<b>Allotted Program Funding through 9/30/2021</b>	<b>Program Funding Remaining as of 7/30/2021</b>
All Other SHS Program	\$215,038	\$55,845
GARVEE Formula Debt Service*	\$63,025	\$0
State Planning and Research*	\$7,138	\$178
Metropolitan Planning*	\$2,409	\$0
Railroad Crossings	\$1,908	\$319
Transportation Alternatives (Urban/Rural)	\$3,373	\$535
Recreational Trails	\$1,510	\$1,740
STBG - Local Urban+	\$12,267	\$634
STBG - Transportation Mgt. Area	\$10,615	\$1,731
Transportation Alternatives (TMA)	\$423	\$0
STBG – Local Rural	\$17,591	\$11,063
Local Bridge+	\$14,005	\$7,413
Off System Bridge	\$3,605	(\$790)
Local Safety	\$7,882	\$1,507
<b>Total (excluding indirect costs)</b>	<b>\$360,789</b>	<b>\$80,173</b>

- Notes:
1. All dollars in Thousands.
  2. Allotments based on the 8/2/2021 Highway Funding Plan.
  3. Funding amounts include match and reflect total formula funding available (excluding indirect costs).
  4. Data reflects both obligation and de-obligation activity (excluding indirect costs) through July 30<sup>th</sup>.
- \* These programs are provided 100% Obligation Authority. Other programs are reduced accordingly.  
+ \$335k Penstock Br and \$706k Northgate IC OA loan paybacks deferred until August Redistribution.



# Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date August 18, 2021

Consent Item ☐

Information Item ☒

Information  
Amount of Presentation Time Needed Only

Presenter's Name Chase Croft	Presenter's Title Contracts Manager	Initials CC	Reviewed By LSS
Preparer's Name Chase Croft	Preparer's Title Contracts Manager	Initials CC	

## Subject

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

## Background Information

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

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

## Recommendations

Information only

## Board Action

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



## Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date August 17-18, 2021

Consent Item

Information Item

Amount of Presentation Time Needed Information

Presenter's Name Dave Tolman	Presenter's Title Financial Services Controller	Initials DT	<u>Reviewed By</u> LSS
Preparer's Name Nancy Luthy	Preparer's Title Revenue Operations Manager	Initials NL	

### Subject

Return Check Report for FY 2021

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

### Background Information

The following is a report of FY21 dollar value of checks returned and collected.

	FY 2021	FY 2020
Total Value of Checks	\$30,930,465	\$35,418,148
Value of Returned Checks	\$281,959	\$111,791
Quantity of checks	90	60
Percent of return checks based on all checks received	.91%	.32%
Collection of returned checks	\$273,611	\$99,289
Annual collection rate	97.04%	88.82%

#### Analysis:

The dollar value increase of returned checks from FY20 to FY21 was primarily the result of two large returned checks. These two checks totaled 89,430.25 and 67,768.15 respectively.

#### Conclusion:

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

### Recommendations

For information only.



## Board Agenda Item

ITD 2210 (Rev. 10-13)

### Board Action

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

Other .....  
\_\_\_\_\_

	<b>FY21</b>	<b>FY20</b>	<b>% change*</b>
<b>Value of Checks</b>	\$ 30,930,465	\$ 35,418,148	-12.67%
<b>Value of Returned</b>	\$ 281,959	\$ 111,791	152.22%
<b>% of returned to checks</b>	0.91%	0.32%	0.60%
<b>Collection on Returned</b>	\$ 273,611	\$ 99,289	175.57%
<b>Annual Collection Rate</b>	97.04%	88.82%	8.22%
<b>Number of returned checks</b>	90	60	50.00%



## Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date August 18, 2021Consent Item ☐Information Item ☒Amount of Presentation Time Needed 15 minutes

Presenter's Name Craig Roberts	Presenter's Title D3 Port of Entry Area Supervisor	Initials	Reviewed By LSS
Preparer's Name Reymundo Rodriguez	Preparer's Title Compliance Program Manager	Initials	

### Subject

Port of Entry (POE) Overview and Authority		
Key Number	District	Route Number

### Background Information

District 3 POE Area Supervisor Craig Roberts will provide the Transportation Board with an overview of POE.

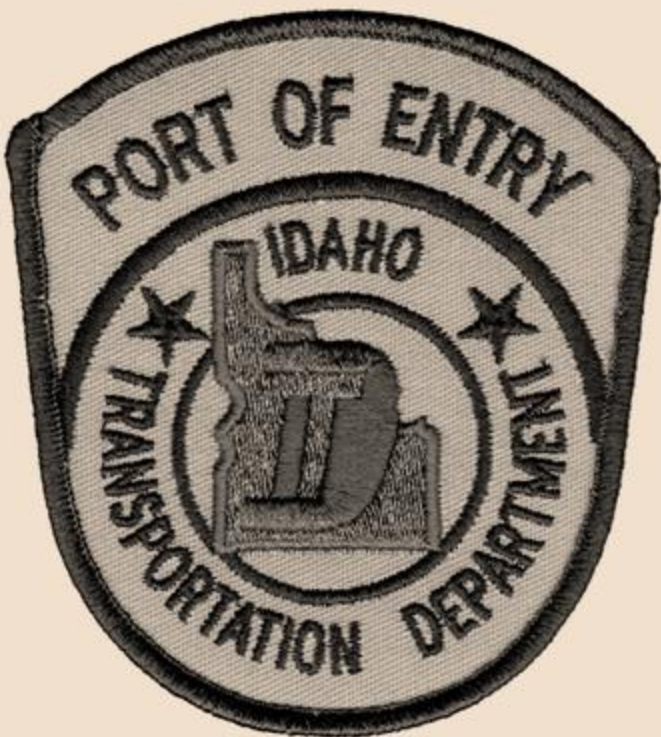
The presentation will focus on the mission of the POE as well as the authority provided to ensure safety, mobility, and economic opportunity of all that utilize Idaho highways.

### Recommendations

Presentation is for informational purposes only.

### Board Action

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



# Idaho Port of Entry





# Idaho Transportation Department

## Port of Entry



- The Idaho Transportation Department, Port of Entry (POE) is the lead agency responsible for commercial vehicle size & weight enforcement.
- Idaho Code 40-510 authorizes the Board to appoint and employ individuals who shall have limited peace office authority in enforcement of Idaho laws pertaining to movement of commercial and noncommercial vehicles.
- Idaho Code 40-511 authorizes trained POE staff to stop or pursue any vehicle with a maximum gross of 18,000 pounds or more if the vehicle bypassed an open fixed or roving site.
- A Memorandum of Understanding with Idaho State Police allows for POE personnel to enforce Federal Motor Carrier Safety Regulations pertaining to the movement of commercial and noncommercial vehicles.





# Idaho Transportation Department

## Port of Entry



- POE Inspectors only conduct Level 3 type inspections, checking driver and vehicle credentials, hazardous paperwork, log books, and do a general walk-around inspection.
- The POE issues citations and written warnings that do not add points to a commercial and noncommercial drivers license.
- Citations issued by the POE do go to the courthouse and if the fines are not taken care of through the courts can result in the court issuing a warrant.





# Idaho Transportation Department

## Port of Entry



- POE personnel generally prioritize their activities as following, keeping in mind that maintaining public convenience and customer service as our main priority:
- Weight & Size compliance
- Inspect vehicle equipment
- Check driver qualifications
- Check vehicle registrations
- Check fuel status
- Issue vehicle registrations and do renewals
- Issue permits / endorsements
- Provide information to both industry and the public
- Inspect Livestock papers
- POE staff are also first responders as needed when encountering crisis situations.





# Idaho Transportation Department

## Port of Entry



- To ensure compliance, POE personnel monitor vehicles at fixed POEs, satellite POEs, as well as roadside inspection sites.
- Fixed POEs are staffed by POE Inspectors on major highway routes to regulate truck traffic in Idaho and adjacent states. Many of these sites are also staffed with a TRS1 trained to do credentials and are able to fully register commercial vehicles.





# Idaho Transportation Department

## Port of Entry



- Satellite POEs are smaller buildings, that have a permanent pit scale and are located on highway routes to provide control for local seasonal truck traffic. These sites are operated on a random basis by POE Inspectors.
- Roving POEs utilize vehicles designed to perform POE functions at roadside set-up locations. These sites are operated similar to the satellite sites, on a random schedule as traffic dictates using portable and /or semi-portable scales.
- Both the satellite scales and Rover units can do permitting and full fee registrations.





# Idaho Transportation Department Port of Entry



- POE personnel can also provide other services at a place of business if requested, such as weighing and measuring trucks and trailer combinations, providing compliance assistance with permits, etc.
- Aside from enforcement the POE does a great deal of education. From the daily contacts with drivers, to providing specialized training to companies and other law enforcement agencies. One of our primary goals is to assist our customers to get their jobs done safely and as efficiently as possible.





## Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date August 18, 2021Consent Item ☐Information Item ☐Amount of Presentation Time Needed 5 min

Presenter's Name William P. 'Bill' Statham	Presenter's Title Project Manager	Initials <i>WPS</i>	Reviewed By <i>SM</i>
Preparer's Name William P. 'Bill' Statham	Preparer's Title Project Manager	Initials <i>WPS</i>	

### Subject

SFY-22 Idaho Airport Aid Program &amp; Building Idaho's Future - Supplemental Funding program.

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

### Background Information

The State of Idaho is providing grant funding to Idaho airports through two State funded programs; the Idaho Airport Aid Program (IAAP) and Governor Little's Building Idaho's Future (BIF). The State of Idaho is providing no matching funds to FAA funded projects since no local contribution is required. The modifications to the grant programs are due primarily to the COVID-19 virus.

Annual funding is dependent upon Aeronautics revenues and appropriations, and the demonstrated needs of Idaho airports. As funding varies, the eligibility of airports and their level of funding also vary.

This year's IAAP funding level is \$ 1,000,000 with an increase of uncommitted funds. These funds provide for nine General Aviation - National Plan Integrated Airport System (GA-NPIAS) projects (\$887,651) (67.8%), three GA-Community projects (\$418,250) (31.9%), and one small emergency project (\$1,999) (0.001%). The funded projects are ones that have been unfunded due to low priority or inadequate past funding.

The SFY-21 and 22 BIF program level is \$ 4,000,000 and is dedicated to infrastructure paving projects only. This year's program provides funding for seven GA-Community airports (\$3,991,900) (100%). The funded projects are ones that have been unfunded due to inadequate past funding or high costs.

All funded projects come from requested grant applications from the Aeronautics Capital Improvement Program that are ready to proceed and have a high priority based upon our Prioritization and Allocation Methodology.

Since the circumstances and directions for each grant program is different from the past the specific match rates are different due to the costs and size of projects. All BIF projects are 100% state funded while the IAAP projects range from 50% to 90% match.

Aeronautics staff prioritized and recommended projects, while the Aeronautics Advisory Board (AAB) reviewed and recommends this program. The AAB approved this program on 16 July 2021.

### Recommendations

The Division of Aeronautics recommends the SFY-22 IAAP, as presented, to the Idaho Transportation Board for approval and implementation. This approval is with the understanding that final grant amounts may change due to the final FAA grant amounts awarded, a revised match rate, actual bids received, and minor scope changes prior to construction. Approve resolution on page 67.

### Board Action

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



IDAHO TRANSPORTATION DEPARTMENT			DIVISION OF AERONAUTICS				
IDAHO AIRPORT AID PROGRAM			STATE FISCAL YEAR - 2022 BUDGET & ALLOCATION AMOUNTS				
COMMUNITY AIRPORTS	PROJECT DESCRIPTION	MATCH RATE	TOTAL \$	FAA \$	SPONSOR \$	IAAP \$	
Malad City - Oneida County	Taxiway Reconstruction	50%	\$662,000	- - - -	\$331,000	\$331,000	
Emmett Municipal	Install new beacon	50%	\$26,300	- - - -	\$13,150	\$13,150	
St. Anthony - Stanford Field	DESIGN Runway Reconstruction	75%	\$98,800	- - - -	\$24,700	\$74,100	
Division of Aeronautics	One Airport Emergency funds	50%	\$ 1,999	- - - -	- - - -	\$ 1,999	
	COMMUNITY AIRPORTS SUB-TOTAL	- - - -	\$ 789,099	\$ -	\$ 368,850	\$ 420,249	
GA 'NPIAS' AIRPORTS	PROJECT DESCRIPTION	MATCH RATE	TOTAL \$	FAA \$	SPONSOR \$	IAAP \$	
Driggs-Reed Memorial	Snow Removal Equipment and Mower	75% *	\$150,000	- - - -	\$37,500	\$112,500	
Salmon-Lemhi County	Snow Plow with directional blade 20"	85% *	\$10,000	- - - -	\$1,500	\$8,500	
Salmon-Lemhi County	Snow Plow Truck w/4X2 dump bed	85% *	\$60,000	- - - -	\$9,000	\$51,000	
Nampa Municipal	Crack fill and seal coat apron and taxilanes	85% *	\$295,766	- - - -	\$44,365	\$251,401	
Preston Airport	Taxiway and Apron Rehab	85% *	\$150,000	- - - -	\$22,500	\$127,500	
Boundary County	Land Acq to move fence out of Part 77 Airspace	85% *	\$110,000	- - - -	\$16,500	\$93,500	
Boundary County	Install New Beacon	85% *	\$25,000	- - - -	\$3,750	\$21,250	
Grangeville - Idaho County	Construct taxilane to hangars and remove old crosswind runway (incursion prevention)	85% *	\$240,000	- - - -	\$36,000	\$204,000	
Paris - Bear Lake County	Snow Plow Attachment	90% *	\$20,000	- - - -	\$2,000	\$18,000	
	GA 'NPIAS' AIRPORTS SUB-TOTAL	- - - -	\$ 1,060,766	\$ -	\$ 173,115	\$ 887,651	
IDAHO AIRPORT AID PROGRAM - TOTAL			- - - -	\$ 1,849,865	\$ -	\$ 541,965	\$ 1,307,900
GOVERNOR LITTLE"S BUILDING IDAHO'S FUTURE			STATE FISCAL YEAR - 2022 BUDGET & ALLOCATION AMOUNTS				
COMMUNITY AIRPORTS	PROJECT DESCRIPTION	MATCH RATE	TOTAL \$	FAA \$	SPONSOR \$	IAAP \$	
Rigby Airport	Seal Coat RW	100%	\$41,180	- - - -	- - - -	\$41,180	
American Falls	Slurry Seal and paint	100%	\$42,000	- - - -	- - - -	\$42,000	
Nezperce	RW widening with overlay	100%	\$252,340	- - - -	- - - -	\$252,340	
Mackay Airport	Crack fill and seal	100%	\$142,800	- - - -	- - - -	\$142,800	
St. Anthony - Stanford Field	Pavement reconstruction	100%	\$1,662,000	- - - -	- - - -	\$1,662,000	
Malad City - Oneida County	RW Reconstruction	100%	\$1,601,130	- - - -	- - - -	\$1,601,130	
Glenns Ferry	Taxiway and apron reconstruction	100%	\$250,000	- - - -	- - - -	\$250,000	
GOVERNOR LITTLE"S BUILDING IDAHO'S FUTURE - TOTAL			- - - -	\$ 3,991,450	\$ -	\$ -	\$ 3,991,450
TOTAL AERONAUTICS GRANT PROGRAMS - SFY-22			- - - -	\$ 5,841,316	\$ -	\$ 541,965	\$ 5,299,351
Aeronautics Advisory Board Approved the SFY-22 Program 16 July 2021 at a regular Meeting.			ITB Approval Consideration at their 18 August 2021 Meeting, Coeur d Alene, Idaho				
NOTE: Final grant amounts may change due to the final FAA grant amount, a revised match rate, actual Bids received, and minor scope changes prior to construction.							
* The match Rate for NPIAS Airports, in the IAAP, is based upon the FAA Role of the Airport.			LAST UPDATED: 9 AUGUST 2021 (WPS)				

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

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

NOW THEREFORE BE IT RESOLVED, that the Idaho airport aid program for state fiscal year 2022 be approved; and

BE IT FURTHER RESOLVED, the Idaho Transportation Board directs the Division of Aeronautics to issue grant offers for the SFY 2022 year; and

BE IT FURTHER RESOLVED, the Idaho Transportation Board adopts the proposed allocation of airport funds.





# Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date August 18, 2021

Consent Item ☐

Information Item ☐

Amount of Presentation Time Needed 30 minutes

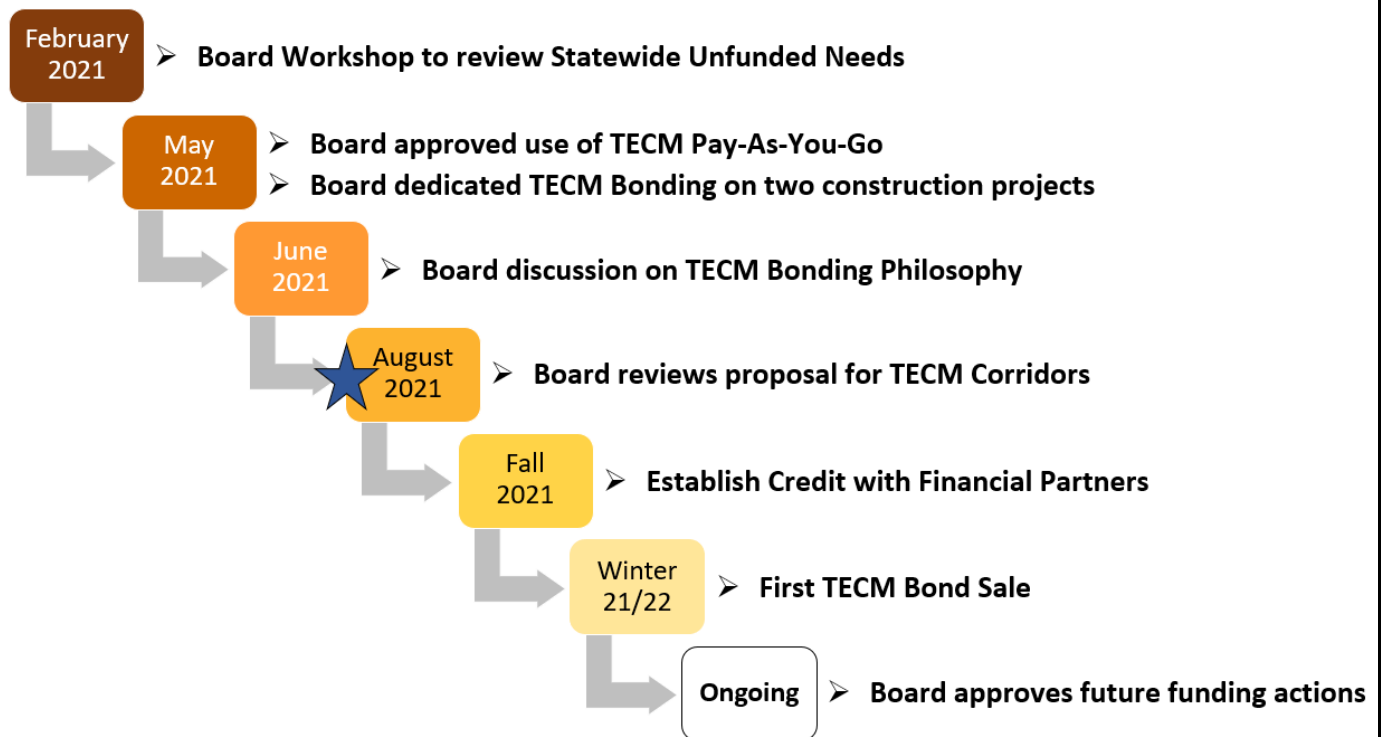
Presenter's Name Amy Schroeder	Presenter's Title Transportation Program Manager	Initials AS	Reviewed By LSS
Preparer's Name Amy Schroeder	Preparer's Title Transportation Program Manager	Initials AS	

## Subject

Transportation Expansion & Congestion Mitigation Corridors		
Key Number n/a	District statewide	Route Number various

## Background Information

This is a continuation of conversations with the Transportation Board about the Transportation Expansion & Congestion Mitigation program. TECM "Corridors" will be presented to the Board for consideration.



Defining Corridors that may utilize TECM funding will provide a higher level of confidence with the rating agencies and potential investors. It also allows maximum flexibility to fund projects within the Corridors with TECM or with other potential funding sources; an example of this concept will be provided in the presentation.

## Recommendations

Consider Resolution on page 70



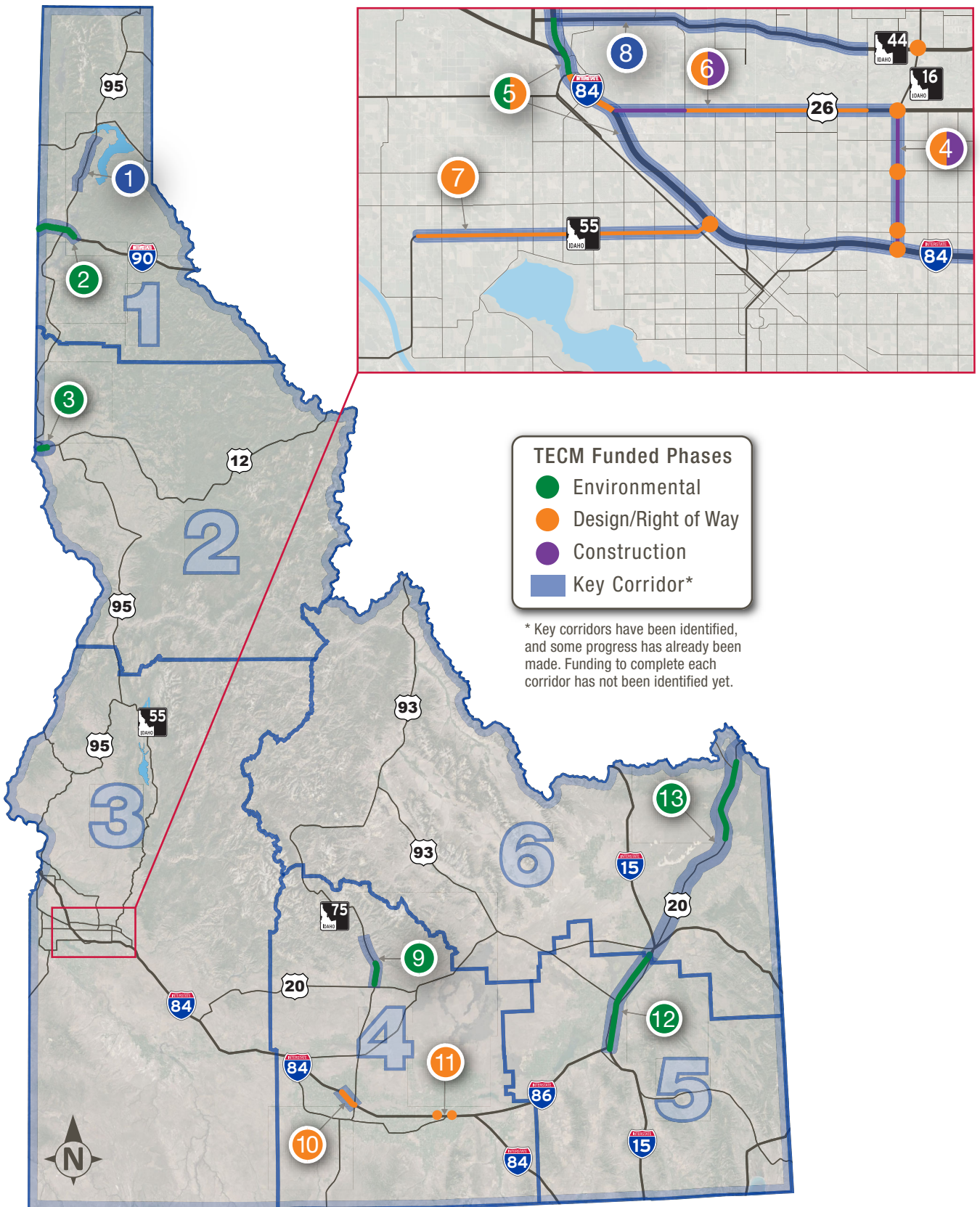
# Board Agenda Item

ITD 2210 (Rev. 10-13)

## Board Action

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

## PROPOSED TECM CORRIDORS



## TECM FUNDED PHASES

	DISTRICT	CORRIDOR	Envr	Design / ROW	Constr*
1	1	US-95, Garwood to Sagle	***		
2	1	I-90, Washington State Line to Coeur d'Alene	✓		
3	2	US-95 & US-12 Clearwater River Crossings	✓		
4	3	ID-16, I-84 to ID-44		**	✓*
5	3	I-84, Ada & Canyon Counties	✓	✓	
6	3	US-20/26, I-84 to ID-16		✓	✓*
7	3	ID-55, Sunnyslope to Nampa	***	✓	
8	3	ID-44, I-84 to Star	***		
9	4	ID-75, Timmerman Junction to Ketchum	✓		
10	4	I-84, Jerome to Twin Falls	✓	✓	
11	4	I-84, Burley & Heyburn Interchanges (MP 208 to 211)	✓	✓	
12	5	I-15, Pocatello to Idaho Falls	✓		
13	6	US-20, Idaho Falls to Montana State Line	***		

✓ TECM approved by the board (May 2021)

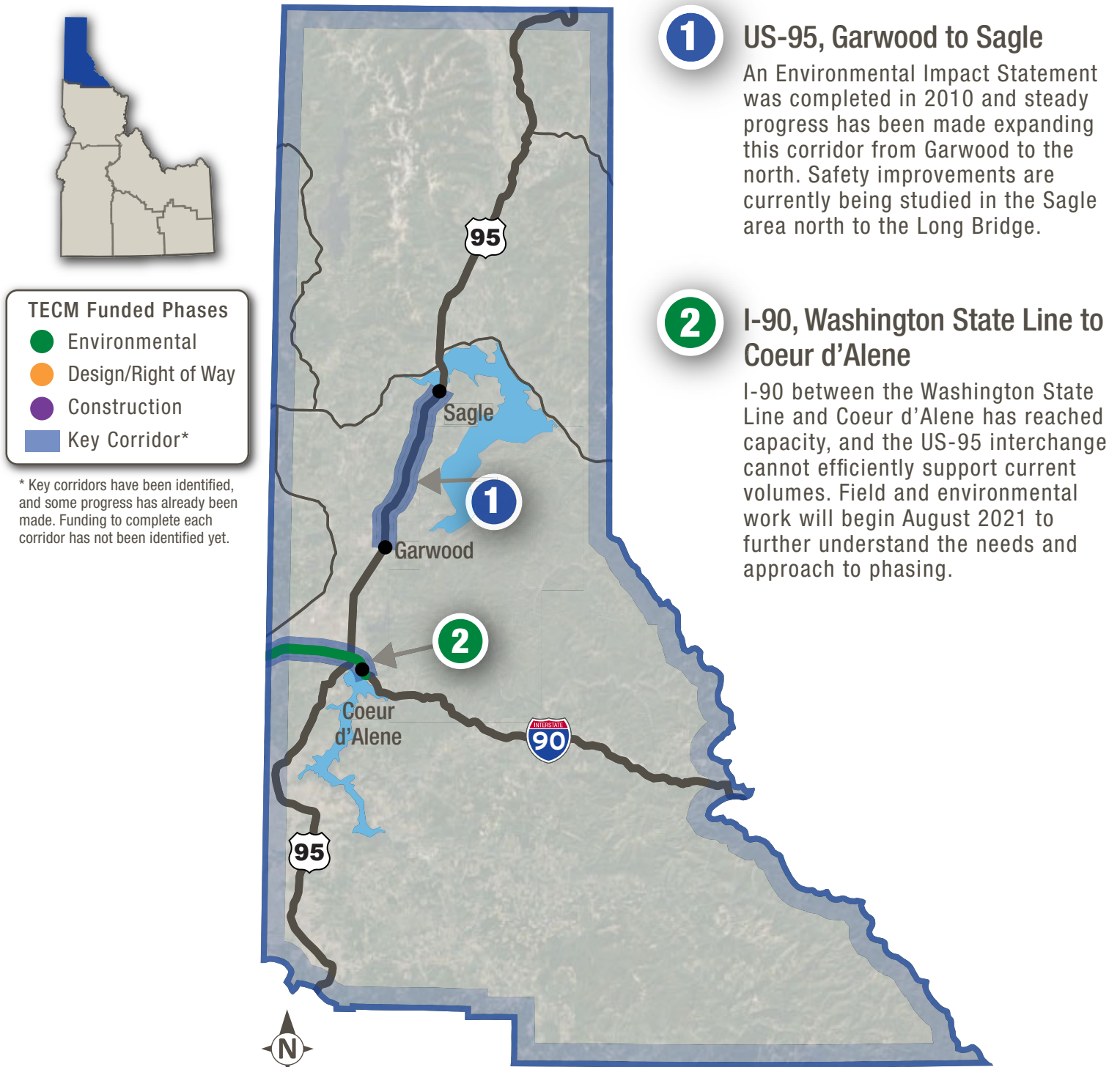
\*Committed to TECM Bonding Program

\*\*GARVEE-funded Phase 3 design

\*\*\*Not funded with TECM

## DISTRICT 1

To address Idaho's rapid growth and aging infrastructure, ITD is supporting Governor Brad Little's, "Building Idaho's Future" initiative by accelerating critical transportation projects throughout the entire state. These improvements will enhance safety and mobility, and will sustain Idaho's strong economy well into the future.





## DISTRICT 2

To address Idaho's rapid growth and aging infrastructure, ITD is supporting Governor Brad Little's, "Building Idaho's Future" initiative by accelerating critical transportation projects throughout the entire state. These improvements will enhance safety and mobility, and will sustain Idaho's strong economy well into the future.



3

### US-95 & US-12 Clearwater River Crossings

Starting September 2021, an environmental analysis will be conducted to understand needs for replacing the Spalding Bridge (US-95) and Arrow Bridge (US-12) over the Clearwater River. The bridges are approximately 60 years old, and both are critical to supporting the movement of freight throughout Idaho and across the country.

#### TECM Funded Phases

- Environmental
- Design/Right of Way
- Construction
- Key Corridor\*

\* Key corridors have been identified, and some progress has already been made. Funding to complete each corridor has not been identified yet.



## DISTRICT 3

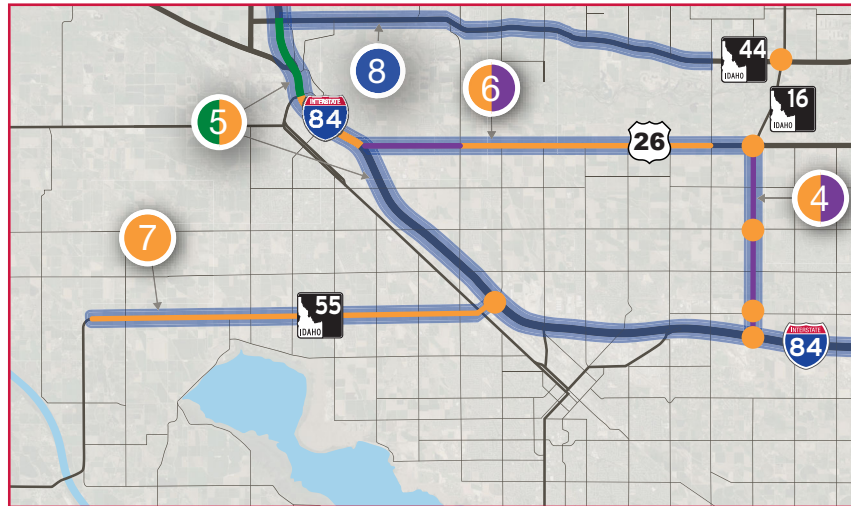
To address Idaho's rapid growth and aging infrastructure, ITD is supporting Governor Brad Little's, "Building Idaho's Future" initiative by accelerating critical transportation projects throughout the entire state. These improvements will enhance safety and mobility, and will sustain Idaho's strong economy well into the future.



### TECM Funded Phases

- Environmental
- Design/Right of Way
- Construction
- Key Corridor\*

\* Key corridors have been identified, and some progress has already been made. Funding to complete each corridor has not been identified yet.



### 4 ID-16, I-84 to ID-44

ID-16 is a new corridor that will be two lanes in each direction with 12-foot outside shoulders to US-20/26. The extension will allow drivers to get on or off the highway at I-84, Franklin Road, Ustick Road, US-20/26 and ID-44, which has been approved for construction. The final phase for the interchanges is currently being designed using GARVEE Bonds.

### 5 I-84, Ada & Canyon Counties

The widening of I-84 from Boise to Caldwell has taken place over the last 15 years. The next steps include three elements: completing planning and environmental work to determine the feasibility and implications of widening I-84 west from Caldwell to ID-44; designing the interstate expansion from exit 27 to 29 in Caldwell; and adding a southbound lane over I-84 at the Karcher interchange.

### 6 US-20/26, I-84 to ID-16

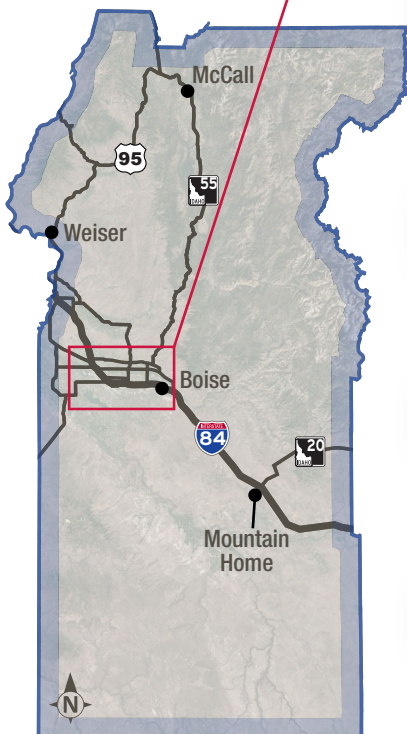
Chinden Boulevard (US-20/26) will be widened to four lanes between I-84 and ID-16 in the coming years. Work is currently underway to design Middleton to Star Road and construction from I-84 to Middleton is planned to begin spring 2022.

### 7 ID-55, Sunnyslope to Nampa

ID-55 is both a key regional and local transportation and freight route. With the rapid growth in Canyon County, ID-55 traffic volumes have increased beyond capacity. Environmental approval is anticipated fall 2021, and design and ROW acquisition from Middleton to Pear Lane is underway.

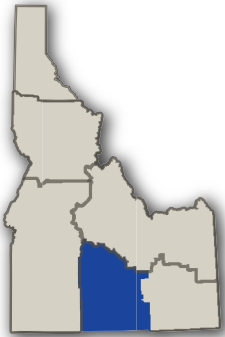
### 8 ID-44, I-84 to Star

This is a vital east-west corridor north of the Boise River that connects many communities from I-84 in western Canyon County to areas east in the Treasure Valley. An environmental study between I-84 and the city of Star is underway.



## DISTRICT 4

To address Idaho's rapid growth and aging infrastructure, ITD is supporting Governor Brad Little's, "Building Idaho's Future" initiative by accelerating critical transportation projects throughout the entire state. These improvements will enhance safety and mobility, and will sustain Idaho's strong economy well into the future.



### TECM Funded Phases

- Environmental
- Design/Right of Way
- Construction
- Key Corridor\*

\* Key corridors have been identified, and some progress has already been made. Funding to complete each corridor has not been identified yet.

9

### ID-75, Timmerman Junction to Ketchum

Timmerman Junction to Ketchum, a nearly 20-mile corridor on ID-75, will be widened to two lanes in each direction to address traffic volumes and safety needs. In the process, roadway shoulders, intersection turn lanes, pedestrian and bicyclist amenities, as well as bus transit and rideshare programs, will also be considered. An environmental assessment will be completed next to re-evaluate and continue improvements identified in the 2008 Environmental Impact Statement.

10

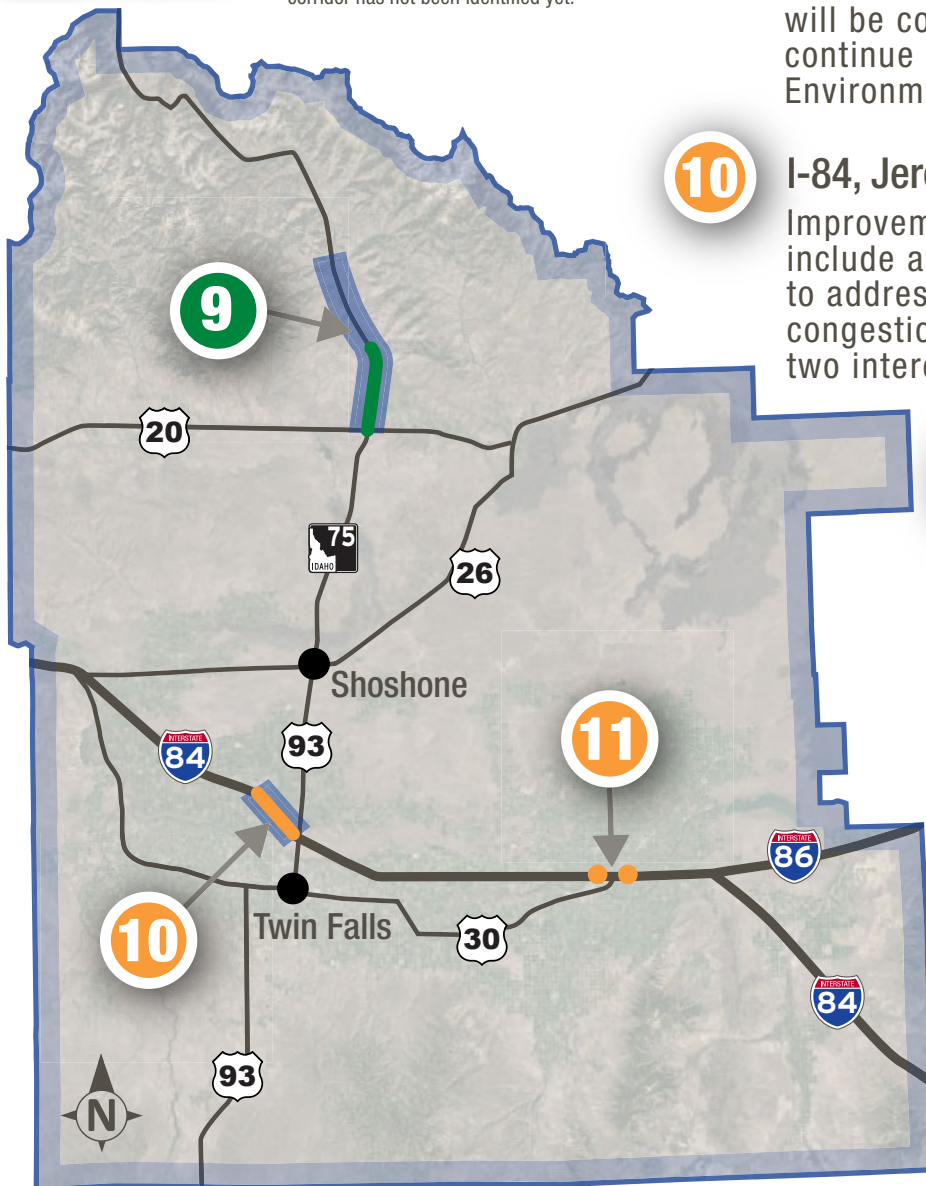
### I-84, Jerome to Twin Falls

Improvements in this five-mile corridor will include adding a third lane in each direction to address safety and capacity needs as congestion increases between these two interchanges.

11

### I-84, Burley & Heyburn Interchanges

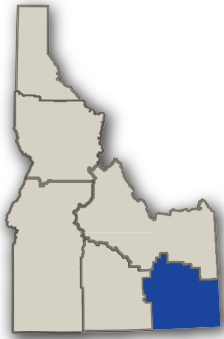
The Burley and Heyburn interchanges are outdated and will be redesigned to meet current interstate standards and to lengthen the ramps to accommodate future traffic volumes.





## DISTRICT 5

To address Idaho's rapid growth and aging infrastructure, ITD is supporting Governor Brad Little's, "Building Idaho's Future" initiative by accelerating critical transportation projects throughout the entire state. These improvements will enhance safety and mobility, and will sustain Idaho's strong economy well into the future.



### TECM Funded Phases

- Environmental
- Design/Right of Way
- Construction
- Key Corridor\*

\* Key corridors have been identified, and some progress has already been made. Funding to complete each corridor has not been identified yet.

12

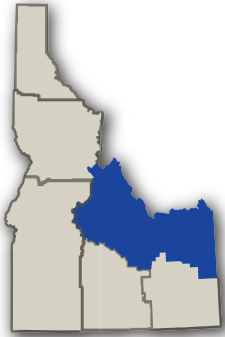
### I-15, Pocatello to Idaho Falls

As eastern Idaho's key north-south roadway, I-15 needs to sustain the region's rapidly growing traffic volumes. The 45-mile corridor between Pocatello and Idaho Falls, including the intersection at US-20 in Idaho Falls, is in need of modernization to address capacity and aging infrastructure. Environmental work will be completed to further understand the needs and approach to phasing.



## DISTRICT 6

To address Idaho's rapid growth and aging infrastructure, ITD is supporting Governor Brad Little's, "Building Idaho's Future" initiative by accelerating critical transportation projects throughout the entire state. These improvements will enhance safety and mobility, and will sustain Idaho's strong economy well into the future.



### TECM Funded Phases

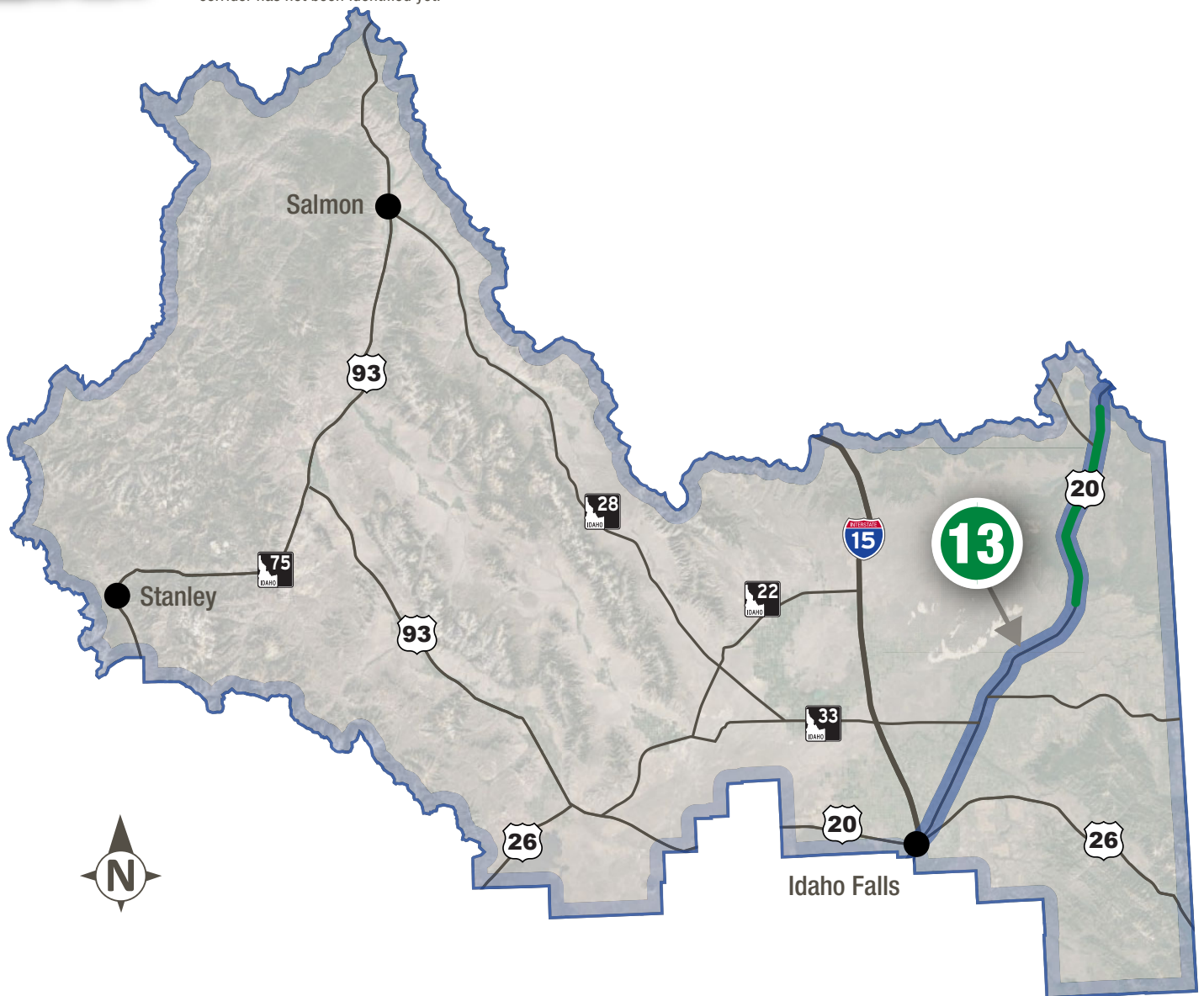
- Environmental
- Design/Right of Way
- Construction
- Key Corridor\*

\* Key corridors have been identified, and some progress has already been made. Funding to complete each corridor has not been identified yet.

# 13

### US-20, Idaho Falls to Montana State Line

Progress continues to be made on US-20, the primary route to Yellowstone National Park. With traffic volumes exceeding the roadway capacity in various sections, ITD will complete environmental studies to determine viable solutions.



WHEREAS, the Idaho Transportation Board is charged with determining the timeframe and scope of improvements for the State Transportation System; and

WHEREAS, Idaho Code § 40-310 directs the Idaho Transportation 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 Congestion Mitigation (TECM) fund and House Bill 362 (FY21) increased the sales tax distribution from 1% to 4.5%, and not less than \$80 million annually, dedicated to ITD for large infrastructure projects on the state highway system; and

WHEREAS, a list of eligible Corridors has been developed by staff and presented to the Board to define the focus of the TECM expansion program and the advantages of this approach has been explained to the Board, and

WHEREAS, projects currently funded with TECM are within these proposed Corridors, and

WHEREAS, requests to expend TECM funds on projects or to include projects in a TECM bond sale will be presented to the Board for approval.

*NOW THEREFORE BE IT RESOLVED, that the Board approves the following list of Transportation Expansion & Congestion Mitigation (TECM) Corridors.*

- 1) US-95, Garwood to Sagle
- 2) I-90, Washington State Line to Coeur d'Alene
- 3) US-95 & US-12 Clearwater River Crossings
- 4) SH-16, I-84 to SH-44
- 5) I-84, Ada & Canyon Counties
- 6) US-20/26, I-84 to SH-16
- 7) SH-55, Sunnyslope to Nampa
- 8) SH-44, I-84 to Star
- 9) SH-75, Timmerman to Ketchum
- 10) I-84, Jerome to Twin Falls
- 11) I-84, Burley & Heyburn Interchanges
- 12) I-15, Pocatello to Idaho Falls
- 13) US-20, Idaho Falls to Montana State Line



# Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date August 18, 2021

Consent Item ☐

Information Item ☐

Amount of Presentation Time Needed 25 minutes

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

## Subject

August 2021 Revenue Forecast & Proposed FY2023 Appropriation Request		
Key Number	District	Route Number

## Background Information

The department's revenue forecast was updated August 5, 2021. Bob Thompson will review the current forecast.

FY2023 budget requests are due by September 1, 2021 this year. Chris Bray will review the department's proposed FY2023 Appropriation request.

### Attached information:

- \* copy of Board Policy 4003
- \* August 2021 Revenue Forecast
- \* Select Highlights
- \* Comparison: June Workshop Draft vs. Proposed FY23 Appropriation Request
- \* FY23 Proposed Budget Request Summary
- \* FY23 Draft Summary and Certification (Form B-2)

In accordance with Board Policy 4003, and pursuant to Board review of the attached information and approval of the Proposed FY2023 Budget Request Summary and Resolution, the fully detailed FY2023 Budget Request will be finalized and submitted to the Division of Financial Management and Legislative Services Office. Copies of the submitted request will be available upon request after September 1, 2021.

## Recommendations

Approve the accompanying Board Resolution on page 88.

## Board Action

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



**BOARD POLICY 4003**

Page 1 of 1

**BUDGET PREPARATION**

Purpose

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

Legal Authority

Idaho Code 67-35 - State Budget Provisions

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

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

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

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

Approved by the Board on:

Signed \_\_\_\_\_

Jerry Whitehead  
Board Chairman

Date December 12, 2012

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IDAHO TRANSPORTATION DEPARTMENT  
REVENUE FORECAST  
AUGUST 2021 FORECAST

<u>Summary of ITD Revenues</u> <u>History &amp; Forecast</u>		History			August 1, 2021 Forecast	
		FY 2019	FY 2020	FY 2021	FY 2022	FY 2023
State Highway Account	<b>Federal</b>					
	FHWA	\$ 337.30	\$ 379.68	\$ 381.12	\$ 471.85	\$ 311.00
	FTA - Transit	\$ 10.97	\$ 11.53	\$ 12.13	\$ 15.51	\$ 13.52
	NHTSA - Hwy Safety	\$ 5.16	\$ 4.20	\$ 3.89	\$ 4.64	\$ 5.34
	CARES Act	\$ -	\$ 0.07	\$ 5.88	\$ 9.00	\$ 9.00
	Other Federal Aid	\$ 1.21	\$ 1.11	\$ 1.31	\$ 11.70	\$ 4.21
	<b>Total Federal</b>	\$ 354.64	\$ 396.58	\$ 404.33	\$ 512.70	\$ 343.07
	<b>State</b>					
	Dedicated (HDA)	\$ 218.14	\$ 216.34	\$ 233.96	\$ 243.11	\$ 247.36
	Miscellaneous (SHA direct)	\$ 40.12	\$ 39.04	\$ 45.22	\$ 38.12	\$ 39.10
	Ethanol exemption	\$ 18.50	\$ 18.32	\$ 19.55	\$ 20.20	\$ 20.40
	Cigarette Tax*	\$ -	\$ 1.18	\$ -	\$ -	\$ -
	Fuel/Registration Direct to SHA	\$ 63.36	\$ 65.40	\$ 67.25	\$ 74.06	\$ 75.04
	<b>Total State</b>	\$ 340.12	\$ 340.27	\$ 365.97	\$ 375.49	\$ 381.90
	<b>Local</b>	\$ 10.37	\$ 22.28	\$ 8.53	\$ 5.73	\$ 5.73
	<b>Interagency</b>	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Total State Highway Account</b>		\$ 705.13	\$ 759.13	\$ 778.84	\$ 893.92	\$ 730.70
SIPF		FY 2019	FY 2020	FY 2021	FY 2022	FY 2023
	<b>ITD</b>					
	General Fund - Surplus Eliminator	\$ 36.18	\$ -	\$ 72.80	\$ -	\$ -
	Interest	\$ 1.13	\$ 0.65	\$ 0.26	\$ 0.26	\$ -
	<b>LHTAC</b>					
	General Fund - Surplus Eliminator	\$ 24.12	\$ -	\$ 2.00	\$ -	\$ -
TECM	Interest	\$ 0.35	\$ 0.00	\$ 0.00	\$ -	\$ -
	<b>Total Strategic Initiative Fund</b>	\$ 61.77	\$ 0.66	\$ 75.06	\$ 0.26	\$ -
		FY 2019	FY 2020	FY 2021	FY 2022	FY 2023
	Sales Tax Revenue	\$ 16.73	\$ 17.69	\$ 20.90	\$ 80.00	\$ 80.00
Aeronautics	Cigarette Tax*	\$ 2.47	\$ 3.89	\$ 3.31	\$ -	\$ -
	Interest	\$ 0.66	\$ 0.84	\$ 0.15	\$ 0.67	\$ 0.67
	<b>Total Expansion and Mitigation</b>	\$ 19.85	\$ 22.41	\$ 24.37	\$ 80.67	\$ 80.67
Aeronautics		FY 2019	FY 2020	FY 2021	FY 2022	FY 2023
	<b>Federal</b>	\$ 0.35	\$ 0.54	\$ 0.62	\$ 0.67	\$ 0.67
	<b>State</b>					
	Fuel Taxes	\$ 2.61	\$ 2.36	\$ 1.96	\$ 2.00	\$ 2.15
	Miscellaneous	\$ 0.41	\$ 0.37	\$ 4.49	\$ 0.34	\$ 0.34
	<b>Total State</b>	\$ 3.02	\$ 2.73	\$ 6.45	\$ 2.34	\$ 2.49
	<b>Local</b>					
	<b>Interagency</b>	\$ 0.29	\$ 0.24	\$ 0.28	\$ 0.25	\$ 0.26
<b>Total Aeronautics Fund</b>		\$ 3.65	\$ 3.51	\$ 7.35	\$ 3.26	\$ 3.42
<b>TOTAL Federal</b>		\$ 354.99	\$ 397.12	\$ 404.95	\$ 513.37	\$ 343.73
<b>TOTAL State</b>		\$ 364.12	\$ 366.06	\$ 397.06	\$ 458.76	\$ 465.07
<b>TOTAL Local</b>		\$ 10.72	\$ 22.28	\$ 8.53	\$ 5.73	\$ 5.73
<b>TOTAL Interagency</b>		\$ 0.29	\$ 0.24	\$ 0.28	\$ 0.25	\$ 0.26
<b>TOTAL General Fund</b>		\$ 60.30	\$ -	\$ 74.80	\$ -	\$ -
<b>GRAND TOTAL</b>		\$ 790.41	\$ 785.70	\$ 885.62	\$ 978.11	\$ 814.79

IDAHO TRANSPORTATION BOARD  
FY23 BUDGET REQUEST – AUGUST 2021  
SELECT HIGHLIGHTS

Revenue and Funding Outlook

Federal

- The FAST Act was set to expire in September 2020 but has been extended until September of 2021. Congress is currently working on a reauthorization bill.

State

- Growth rates overall for State funds
  - **Highway Distribution Account:** 3.0% forecasted increase in FY22 and an additional 0.9% increase in FY23 over actual FY21 receipts.
  - **HB312 receipts:** 0.2% forecasted increase in FY22 and an additional increase of 1.3% in FY22 over actual FY21 receipts.
- Strategic Initiative Program Fund (SIPF)
  - Although the surplus eliminator reached its sunset on May 31, 2019, the 2021 Legislature transferred \$74.8 million to the Strategic Initiative Program Fund. \$2 million of this transfer was dedicated to locals
- Sales Tax and Cigarette Tax within the Transportation Expansion and Congestion Mitigation fund (TECM)
  - The 2021 Legislature also passed legislation that increases the sales tax distribution to transportation from 1% to 4.5% and dedicates \$80 million to ITD for large infrastructure projects on the state highway system. Any excess of the \$80 million is dedicated to local units of government for roads and bridges.
- Aero fund
  - Forecasted 3% decrease in revenue in FY22 and 5% increase in FY23.
- Petroleum Clean Water Trust Fund distribution
  - 0.8 cent transfer will continue for the foreseeable future

FY23 Appropriation Request

Personnel reflects a \$1.118M (+1%) increase for Change in Employee Compensation (CEC)

Employer Benefit Costs reflect an overall decrease of \$195,700

- (\$195,700) net decrease in variable benefits (PERSI contributions, workers comp, and unemployment)

Replacement Equipment spending authority \$33.5M

- \$10.3M Buyback equipment cost estimate. Final Buyback proceed bids pending.
- \$14.9M Road equipment cost estimate.
- \$8.3M Misc. equipment

Seven Line Items are included in the FY23 request

- \$124.5M total
  - \$123.1M one-time, \$1.4M ongoing
  - \$103.7M State-funded, \$20.8 Federal

\*Line Items are listed separately in the attachment titled "Proposed FY22 Appropriation Request"\*

FY23 Debt Service

- GARVEE \$64.9M (\$60.2M Federal, \$4.7M State)
- TECM \$15.6M



**IDAHO TRANSPORTATION DEPARTMENT**  
**Proposed Submission FY23 - August 2021 Board Meeting**  
as of: 8-9-21  
( \$ in millions, rounded )

		June Board Workshop July 2020	August Board Meeting		Description of Change from June Budget Workshop 6/24/21 to Proposed Submission 8/18/21
			Proposed Submission Aug 18, 2021	\$ Change	
1	CASH, Beginning	13.2	36.3	23.1	\$ +10,000,000 Reverted from Other Divisions \$ +13,100,000 Actuals above forecast
2	Revenue			-	
3	Federal	333.5	343.7	10.2	\$ +9,000,000 Public Transportation CARES Act Line Item \$ +450,000 FTA Public Transportation Federal Spending Authority \$ +50,000 Road Maintenance Wildfire Reduction \$ +700,000 OHS Spending Federal Authority
4	Fed - Obligated Unspent	-	-	-	
5	State	451.6	469.8	18.2	\$ +15,600,000 Highway Distribution Account Forecast update \$ +1,300,000 Ethanol forecast update \$ +1,300,000 Misc State Fees forecast update
6	Interagency	0.3	0.3	-	
7	Local	5.7	5.7	-	
8	TECM	-	-	-	
9	SIPF	-	-	-	
10	Total Revenue	791.1	819.5	28.4	Net increase to Revenue
11	Expenditures			-	
12	Personnel	143.0	140.4	(2.6)	\$ -260,000 Reduction in CEC without group cost \$ -2,109,000 Decrease in Health \$ -211,800 Reduction in variable benefits
13	Operating	96.6	98.1	1.5	\$ +1,000,000 Public Transportation CARES Act Spending Authority \$ +450,000 Public Transportation FTA Spending Authority
14	Capital Facilities	3.7	22.7	19.0	\$ +19,000,000 Capital Facilities Line Item
15	Equipment	36.5	36.5	-	
16	Trustee & Benefits	19.5	27.5	8.0	\$ +8,000,000 Public Transportation CARES Act Spending Authority
17	Contract Construction	414.7	439.7	25.0	\$ +25,000,000 Construction Line Item
18	Total Expenditures	714.0	764.9	50.9	Net Increase in Expenditure
19	Anticipated Holdback	-		-	
20	Debt Service	80.5	80.5	-	\$64,900,000 GARVEE \$15,600,000 TECM Bonding
21	Total Program Funding	794.5	845.4	50.9	Net increase to program funding
22	CASH, Ending	9.8	10.4	0.6	Net increase to cash



# IDAHO TRANSPORTATION DEPARTMENT

August 2021 Board Meeting

## Original Submission FY23 Appropriation

	<u>Funding</u>	<u>FTE's</u>
<b>FY23 BASE</b>	<b>605,694,300</b>	<b>1,648.0</b>
<b>Adjustments</b>		
Change in Employee Compensation (1.0%)	\$1,118,900	
Replacement Equipment	\$33,512,200	
Statewide Cost Allocation Program (SWCAP)	\$150,000	
ETS Additional Billings OITS 15% Admin Fee	\$98,300	
Variable Benefits	(\$195,700)	
	<hr/> \$34,683,700	
<b>FY23 ADJUSTED BASE</b>	<b>640,378,000</b>	<b>1,648.0</b>
<b>Line Items</b> (Grouped by Division)		
Administration: LUMA Development	\$560,000	
Administration: OTIS Replacement	\$1,000,000	
Aeronautics: Aero Operation Base Increase and Equipment	\$381,000	
Capital Facilities: Aeronautics Capital Base Increase	\$50,000	
Capital Facilities	\$19,000,000	
Highway Operations: Additional Equipment	\$2,418,800	
Highway Operations: Federal Spending Authority (OHS & D4)	\$10,200,000	
Contract Construction & Right of Way: Construction	\$90,902,100	
	<hr/> \$124,511,900	
<b>FY23 TOTAL APPROPRIATION</b> (Spending Authority)	<b>764,889,900</b>	<b>1,648.0</b>
<b>GARVEE Bond Debt Service</b>	<b>\$64,867,000</b>	
<b>TECM Bond Debt Service</b>	<b>\$15,670,000</b>	
<b>FY23 TOTAL PROGRAM FUNDING</b> (Rounded)	<b>845,427,000</b>	<b>1,648.0</b>

DEPARTMENT SUMMARY AND CERTIFICATION

AGENCY: IDAHO TRANSPORTATION DEPARTMENT  
 FUNCTION:  
 ACTIVITY: N/A

Agency Number: 290  
 Function Number:  
 Activity Number: 00

2023  
 FY 2023 Request  
 Page \_\_\_ of \_\_\_ Pages  
 Original Submission Date \_\_\_ or Revision Request Date \_\_\_

In accordance with 67-3503, Idaho Code, I certify the attached forms properly state the receipts and expenditures of the department (agency, office, or institution) for the fiscal years indicated. The summary of expenditures by major program, fund source, and standard class is indicated below.

			* PROPOSED REQUEST *		
			SUBJECT TO BOARD REVIEW AND APPROVAL		
By Major Programs	2021 Total Appropriation	2021 Actual Expenditures	2022 Original Appropriation	2022 Estimated Expenditures*	2023 Total Request
290 01 Administration	29,538,200	26,810,500	30,627,900	30,627,900	31,656,100
290 02 Planning	-	-	-	-	-
290 03 Motor Vehicles	38,279,900	30,173,800	39,084,100	39,084,100	40,561,800
290 04 Highway Operations	213,906,400	215,416,100	220,023,000	220,023,000	226,340,600
290 05 Capital Facilities	6,541,100	2,387,600	3,615,000	7,768,500	22,665,000
290 06 Contract Construction & Right-of-Way Acquisition	762,714,400	454,318,800	554,176,500	804,176,500	439,734,000
290 07 Aeronautics	8,473,200	2,900,500	5,647,600	9,137,100	3,932,400
290 08 Transportation Performance	-	-	-	-	-
	-	-	-	-	-
<b>TOTAL</b>	<b>1,059,453,200</b>	<b>732,007,300</b>	<b>853,174,100</b>	<b>1,110,817,100</b>	<b>764,889,900</b>
By Fund Source	Total Appropriation	Actual Expenditures	Original Appropriation	Estimated Expenditures	Total Request
0260-02 d State Highway	508,134,700	343,151,700	356,308,900	515,615,900	422,806,500
0260-03 f State Highway	414,432,300	319,700,800	287,462,700	329,743,500	259,305,900
0260-04 i State Highway	-	-	-	-	-
0260-05 o State Highway	19,284,600	9,182,000	6,323,300	6,323,300	4,755,100
0260-45 f State Highway	3,500,000	3,500	67,451,700	67,451,700	-
0345-00 f CARES Act	223,500	4,229,600	9,000,000	9,000,000	9,000,000
0269-02 d Transportation Expans & Congest Mitigation Fund	67,900,300	36,029,100	62,273,800	94,145,000	65,000,000
0270-02 d Strategic Initiatives Program Fund	35,376,600	16,691,600	58,670,000	77,355,000	-
0270-05 o Strategic Initiatives Program Fund	2,049,800	49,000	-	2,000,800	-
0221-02 d Aeronautics	7,630,400	2,348,900	4,758,300	8,256,500	3,095,600
0221-03 f Aeronautics	668,500	368,600	670,500	670,500	671,200
0221-04 i Aeronautics	252,500	252,500	254,900	254,900	255,600
0001-00 g General Fund	-	-	-	-	-
<b>TOTAL</b>	<b>1,059,453,200</b>	<b>732,007,300</b>	<b>853,174,100</b>	<b>1,110,817,100</b>	<b>764,889,900</b>
By Object	Total Appropriation	Actual Expenditures	Original Appropriation	Estimated Expenditures	Total Request
Personnel Costs	132,919,700	125,836,600	139,459,800	139,459,800	140,383,000
Operating Expenditures	111,211,400	98,214,700	106,324,100	107,928,000	111,612,000
Capital Outlay	783,675,800	481,472,600	571,315,500	823,314,300	483,305,000
Trustee and Benefit Payments	31,646,300	26,483,400	36,074,700	40,115,000	29,589,900
Lump Sum	-	-	-	-	-
<b>TOTAL</b>	<b>1,059,453,200</b>	<b>732,007,300</b>	<b>853,174,100</b>	<b>1,110,817,100</b>	<b>764,889,900</b>
<b>TOTAL FTP</b>	<b>1,648.0</b>	<b>1,648.0</b>	<b>1,648.0</b>	<b>1,648.0</b>	<b>1,648.0</b>
<b>FUNDED FTP</b>	<b>1,648.0</b>	<b>1,648.0</b>	<b>1,648.0</b>	<b>1,648.0</b>	<b>1,648.0</b>

\* FY22 Estimated Expenditures includes: original appropriation, reappropriated spending authority from FY20, and FY21 supplemental appropriation request

RES. NO.

\_\_\_\_\_

WHEREAS, the FY2023 Department Budget Request will be prepared in accordance with instructions in the Division of Financial Management's Budget Development Manual; and

WHEREAS, the Board has reviewed the Proposed FY2023 Budget Request Summary,

NOW THEREFORE BE IT RESOLVED, that the Transportation Board has reviewed the budget request estimates reflected in the Department Summary and Certification, submitted for approval August 18, 2021, as shown in Exhibit \_\_\_\_\_, which is made a part hereof with like effect, and authorizes the estimates and guidance provided to serve as the basis for the FY2023 budget request submitted to the Division of Financial Management and Legislative Services Office.



# Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date August 17-18, 2021

Consent Item ☐

Information Item ☐

Amount of Presentation Time Needed 15 Min

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

## Subject

State Fiscal Year 2021 Financial Statements		
Key Number	District	Route Number

## Background Information

### July 01, 2020 through June 30, 2021, Fiscal Year 2021 Financial Statements

The financial operations of the Department for FY 2021 showed this fiscal year with revenue coming in ahead of forecast for the State Highway Account despite the pandemic and with expenditures following projected budgets.

- Revenues to the State Highway Account from all state sources closed out the year ahead of forecast by 8.5%. Of that total, receipts from the Highway Distribution Account were ahead of forecast by \$18.4M or 8.5%. ITD forecasted lower revenue due to COVID and intentionally lowered expectations for the months of July and August that had receipts from fuel sales in May and June 2020. State revenues to the State Aeronautics Fund were below forecast by -4.1% or -\$111,400. During March, the transfer of \$4M resulting from the passage of HB308 which is the Governor's initiative of "Building Idaho's Future" is shown in the financial statements for the State Aeronautics fund. These moneys will be expended as grants to local airports. Staff expected revenue, because of the pandemic, to be much lower than actually occurred.
- Expenditures are within planned budgets for FY21. The differences between planned and actual expenditures plus encumbrances were unused and with the exception of Facilities and Contract Construction, those appropriation balances were reverted. Personnel Costs had savings of \$7.1M of which \$4.5M was transferred to Contract Construction for highways projects and \$817k for operating and equipment expenses.
- Contract construction cash expenditures in the State Highway Account for the year was \$401.5M which was \$-50.3M or -11% lower than last year.

The balance of the long-term investments as of the end of the year was \$112.2 Million. These funds are obligated against both construction projects and encumbrances. The long-term investments plus the cash balance (\$154.7M) totals \$266.9M.

Expenditures in the Strategic Initiatives Program Fund (GF Surplus), for the year, were \$16.7M. Additional receipts of interest earned of \$263k based on the cash balance. In addition, there was a transfer in of \$72.8M in March as part of the Governor's initiative for "Building Idaho's Future" and is to be spent on eligible projects and rail crossing safety improvements.

Sales Tax deposits into the Transportation Expansion and Congestion Mitigation Fund of \$20.9M ended the year ahead of the forecast by 12.3%. The receipts into this fund for FY21 are committed to construction projects identified in the ITIP. Expenditures for selected projects for FY21 were \$36M.

As part of the CARES Act, ITD received a federal grant from the Federal Transit Administration of \$27.3M. The activity for this grant are shown in a fund created specifically for CARES funding and had expenses of \$4.2M.

## Recommendations



## Board Agenda Item

ITD 2210 (Rev. 10-13)

For information only.

### Board Action

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

**AUGUST**  
**ITD BOARD PACKET**

**JUNE**  
**FINANCIAL STATEMENTS**

User ID: mmcbri  
 Report ID: AD-FN-GL-010  
 Run Date: 16 Jul 2021  
 % of Time  
 Remaining: 0

# Idaho Transportation Department

SUMMARY OF RECEIPTS AND DISBURSEMENTS  
 STATE HIGHWAY ACCOUNT AND STATE AERONAUTICS FUND  
 BUDGET TO ACTUAL  
 FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDING 6/30/2021  
 (all amounts in '000)

Fiscal Year: 2021

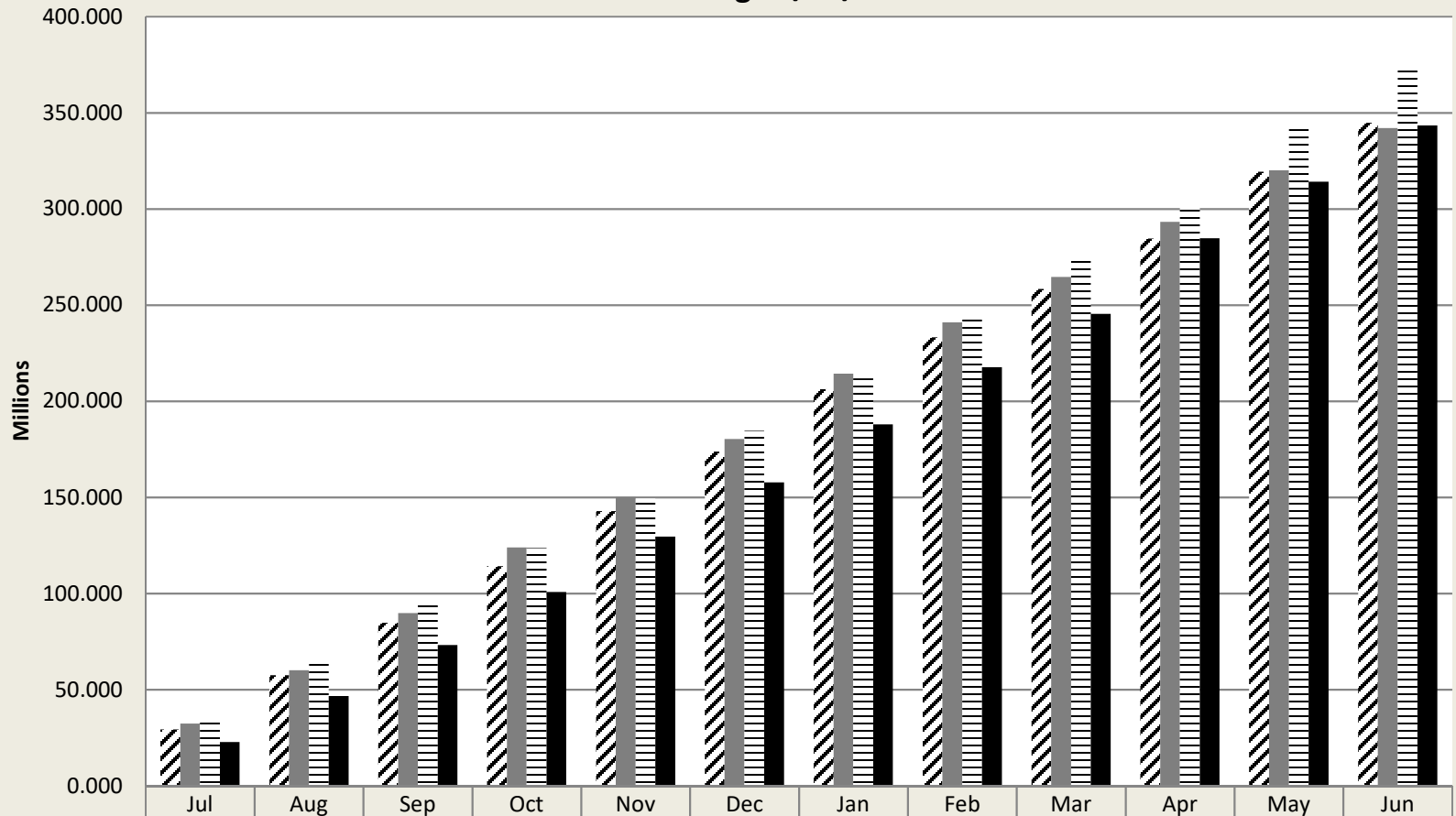
Funds Received					
	FY20 Actual YTD	FY21 Actual YTD	FY21 Forecast YTD	FY21 to FY20 Actual	FY 21 to Forecast
<b>State Highway Account</b>					
Federal Reimbursements	396,514	398,455	436,405	0.5%	-8.7%
State (Inc. H.D.A.)	342,120	372,590	343,466	8.9%	8.5%
Local	22,276	8,531	19,285	-61.7%	-55.8%
<b>Total State Highway Account:</b>	<b>760,910</b>	<b>779,576</b>	<b>799,156</b>	<b>2.5%</b>	<b>-2.5%</b>
<b>State Aeronautics Fund</b>					
Federal Reimbursements	541	617	669	14.1%	-7.7%
State	3,087	6,588	4,700	113.4%	40.2%
<b>Total State Aeronautics Fund:</b>	<b>3,628</b>	<b>7,205</b>	<b>5,368</b>	<b>98.6%</b>	<b>34.2%</b>
<b>Total Fund Received:</b>	<b>764,538</b>	<b>786,781</b>	<b>804,524</b>	<b>2.9%</b>	<b>-2.2%</b>
Disbursements (includes Encumbrances)					
	FY20 Actual YTD	FY21 Actual YTD	FY21 Budget YTD	FY21 to FY20 Actual	FY 21 to Budget
Construction Payouts	451,781	401,549	669,879	-11.1%	-40.1%
<b>Operations Expenses</b>					
Highways	188,970	211,186	213,189	11.8%	-0.9%
DMV	29,880	30,174	36,580	1.0%	-17.5%
Administration	28,382	26,810	28,538	-5.5%	-6.1%
Facilities	3,260	2,504	6,649	-23.2%	-62.3%
Aeronautics	3,282	2,984	8,566	-9.1%	-65.2%
<b>Total Operations Expenses:</b>	<b>253,773</b>	<b>273,659</b>	<b>293,522</b>	<b>7.8%</b>	<b>-6.8%</b>
<b>Transfers</b>					
Debt Service	57,568	58,366	57,646	1.4%	1.2%
<b>Total Transfers:</b>	<b>57,568</b>	<b>58,366</b>	<b>57,646</b>	<b>1.4%</b>	<b>1.2%</b>
<b>Total Disbursements:</b>	<b>763,122</b>	<b>733,574</b>	<b>1,021,047</b>	<b>-3.9%</b>	<b>-28.2%</b>
	FY20 Actual YTD	FY21 Actual YTD	FY21 Budget YTD	FY21 to FY20 Actual	FY 21 to Budget
<b>Expenditures by Type</b>					
Personnel	121,658	125,837	127,602	3.4%	-1.4%
Operating	88,433	93,436	101,330	5.7%	-7.8%
Capital Outlay	28,193	32,952	37,484	16.9%	-12.1%
Sub-Grantee	15,488	21,435	27,106	38.4%	-20.9%
<b>Totals Operations Expenses:</b>	<b>253,773</b>	<b>273,659</b>	<b>293,522</b>	<b>7.8%</b>	<b>-6.8%</b>
Contract Construction	451,781	401,549	669,879	-11.1%	-40.1%
<b>Totals (excluding Transfers):</b>	<b>705,554</b>	<b>675,208</b>	<b>963,401</b>	<b>-4.3%</b>	<b>-29.9%</b>

# State Highway Fund 0260

## Fiscal Year 2021

### State Revenue Source Forecast vs Actual

#### June - For Period Ending 06/30/2021



FY19 Actual Revenue	29.298	57.454	84.752	114.108	142.878	173.775	206.239	233.249	258.362	284.523	319.267	344.728
FY20 Actual Revenue	32.334	60.074	89.748	123.908	150.217	180.320	214.342	240.972	264.584	293.293	320.052	342.120
FY21 Current	35.679	64.171	94.151	123.596	149.350	184.635	211.939	244.099	272.992	302.353	341.648	372.590
FY21 Forecast	22.639	46.708	73.139	100.685	129.569	157.723	187.974	217.623	245.443	284.716	314.113	343.466

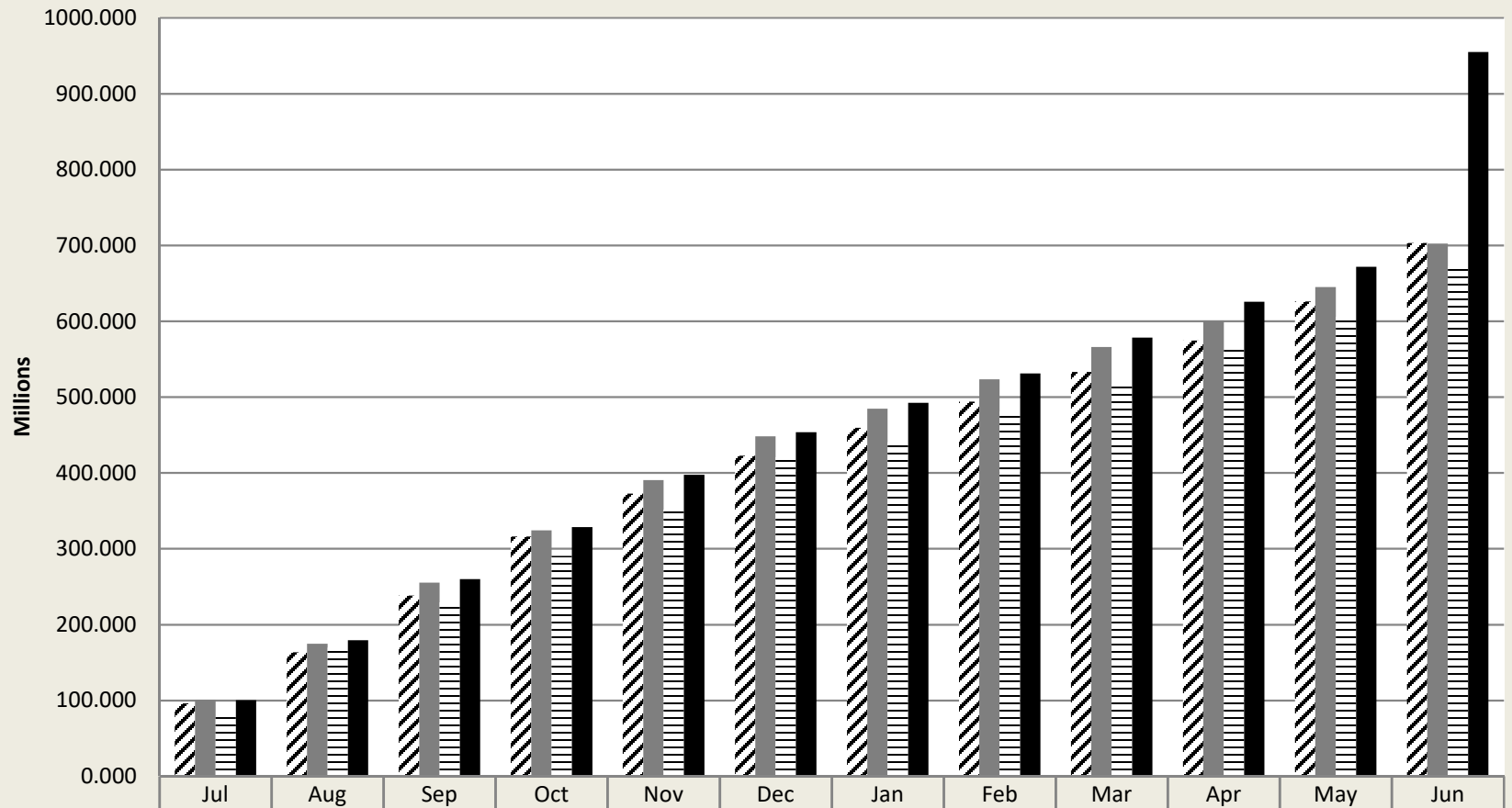


## State Highway Fund 0260

Fiscal Year 2021

Expenditures

June - For Period Ending 06/30/2021



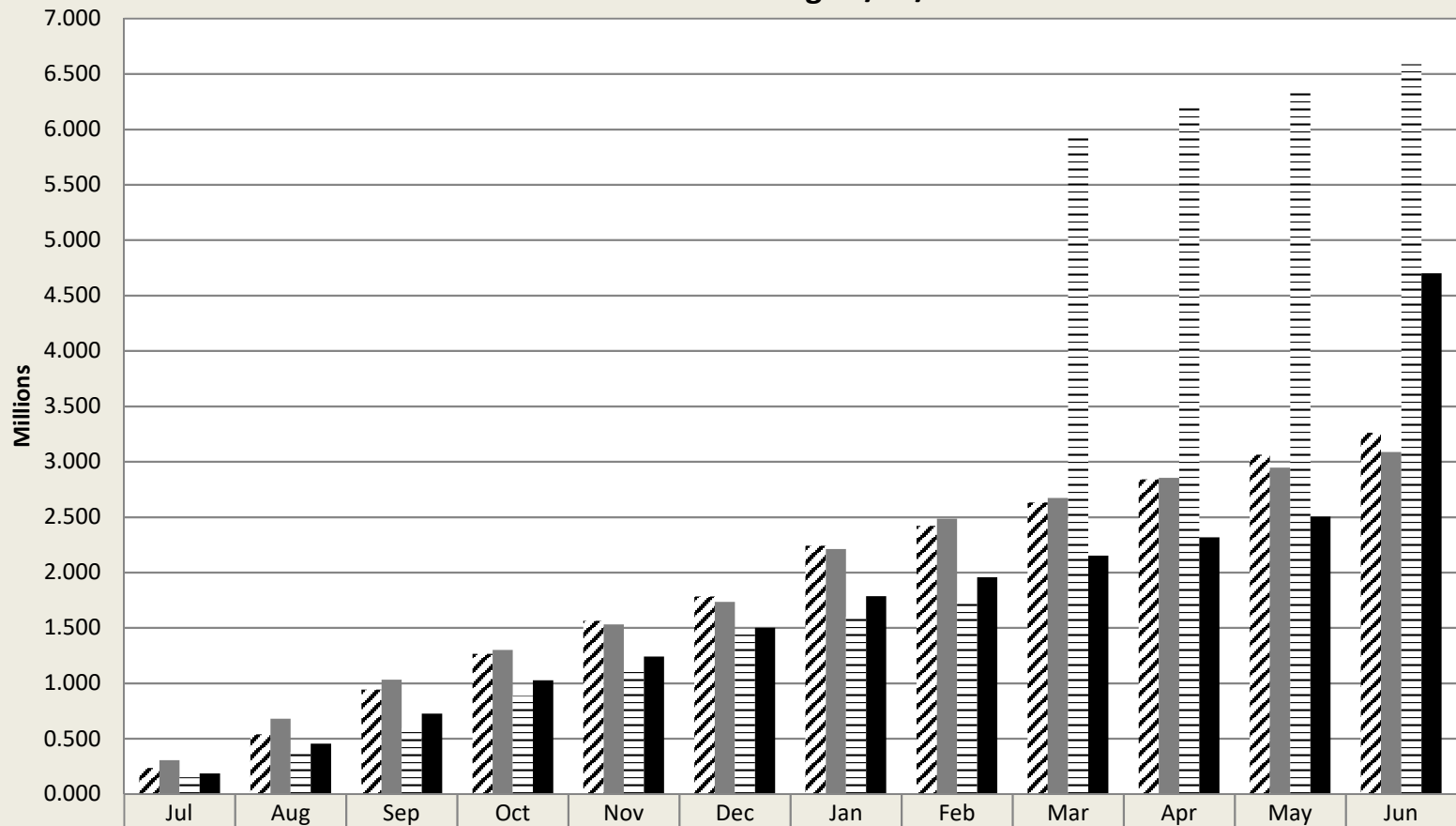
FY19 Actual Expenditures	95.849	163.446	238.100	316.163	372.747	422.734	459.444	493.898	533.081	574.555	626.054	703.065
FY20 Actual Expenditures	100.532	174.652	255.180	324.290	390.416	448.247	484.733	523.466	565.891	600.575	645.173	702.364
FY21 Current	78.041	169.582	229.279	290.676	351.690	420.679	440.459	480.646	517.509	562.101	605.748	672.238
FY21 Forecast	100.229	179.288	259.712	328.339	397.237	453.478	492.166	531.031	578.398	625.742	671.905	954.849

# Aeronautics Fund 0221

Fiscal Year 2021

## State and Interagency Revenue Sources Forecast vs Actual

June - For Period Ending 06/30/2021



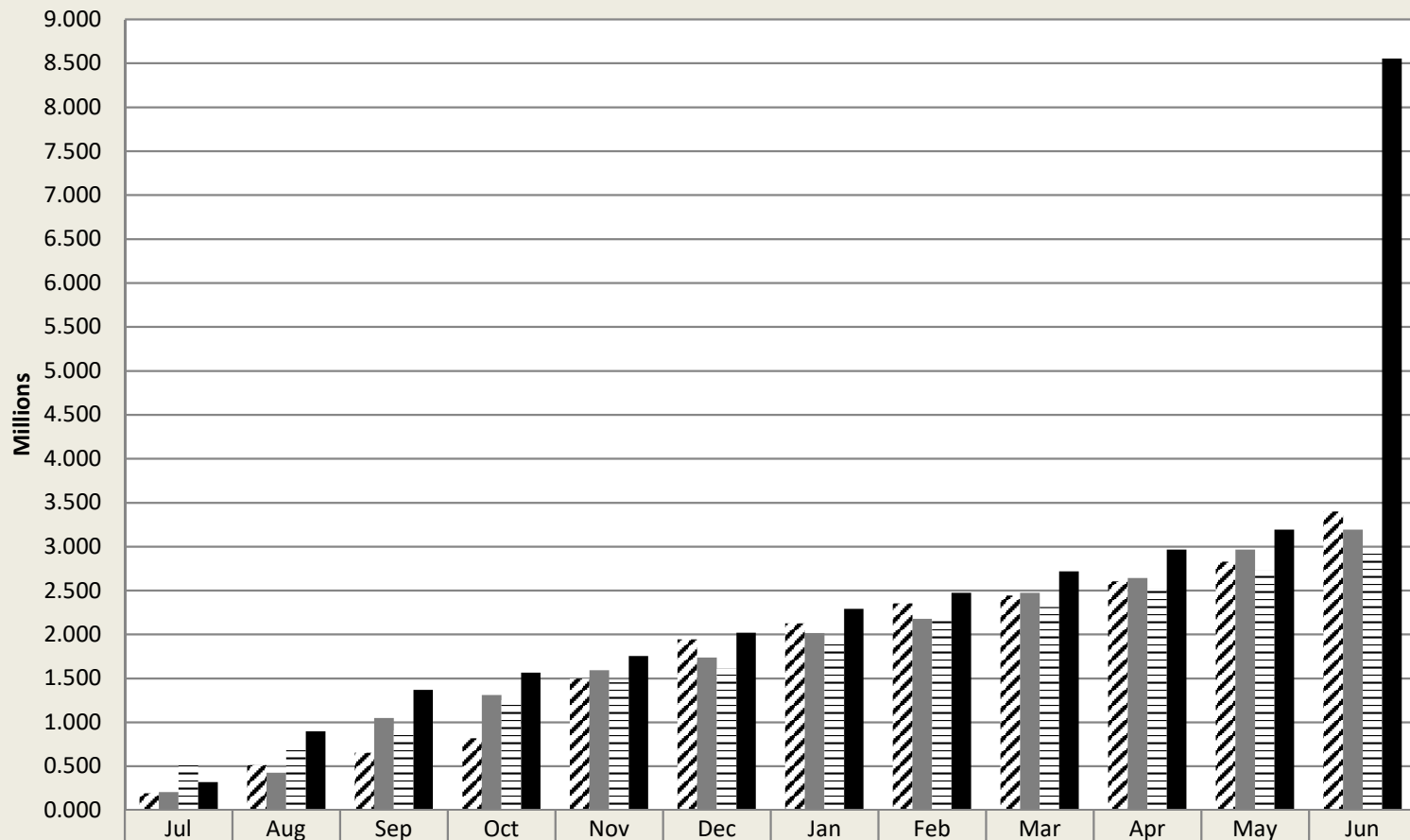
▨ FY19 Actual Revenue	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
■ FY20 Actual Revenue	0.234	0.538	0.943	1.265	1.563	1.782	2.242	2.421	2.631	2.840	3.064	3.261
▤ FY21 Current	0.306	0.679	1.033	1.301	1.531	1.733	2.211	2.486	2.673	2.853	2.947	3.087
■ FY21 Forecast	0.149	0.382	0.596	0.888	1.121	1.438	1.602	1.732	5.952	6.193	6.361	6.588
	0.186	0.456	0.726	1.026	1.241	1.501	1.786	1.956	2.152	2.316	2.503	4.700

# Aeronautics Fund 0221

## Fiscal Year 2021

### Expenditures

#### June - For Period Ending 06/30/2021



▨ FY19 Actual Expenditures	0.193	0.512	0.652	0.816	1.498	1.943	2.124	2.351	2.441	2.604	2.826	3.398
■ FY20 Actual Expenditures	0.206	0.426	1.047	1.310	1.591	1.736	2.014	2.177	2.474	2.641	2.965	3.191
= FY21 Current	0.546	0.729	0.906	1.253	1.455	1.609	1.888	2.187	2.312	2.515	2.728	2.970
■ FY21 Forecast	0.318	0.898	1.368	1.564	1.755	2.019	2.292	2.472	2.718	2.966	3.193	8.551

UserID: mmcbride  
 Report ID: AD-FN-GL-002  
 Run Date: 16 Jul 2021

# Idaho Transportation Department

## OPERATING FUND BALANCE SHEET FOR THE PERIOD ENDED 6/30/2021

	State Aeronautics Fund 0221		State Highway Fund 0260		Transportation Expansion and Congestion Mitigation Fund 0269	
	May-21	Jun-21	May-21	Jun-21	May-21	Jun-21
<b>ASSETS</b>						
Cash on Hand (Change Fund)	0	0	5,845	5,845	0	0
Cash in Bank (Daily Operations)	6,486,176	6,574,713	147,737,242	154,708,001	28,393,531	30,463,446
Investments (Long Term: STO - Diversified Bond Fund)	873,734	874,791	112,049,669	112,186,812	0	0
Total Cash & Investments	7,359,910	7,449,504	259,792,755	266,900,659	28,393,531	30,463,446
Receivables - Other	0	0	1,156,966	1,149,055	0	0
- Due From Locals (Project Overruns)	30,930	0	1,355,044	1,458,591	0	0
- Inter Agency	63,370	0	0	0	0	0
Total Receivables	94,300	0	2,512,010	2,607,646	0	0
Inventory on Hand	0	0	23,263,736	17,603,995	0	0
<b>Total Assets:</b>	<b>7,454,210</b>	<b>7,449,504</b>	<b>285,568,501</b>	<b>287,112,299</b>	<b>28,393,531</b>	<b>30,463,446</b>
<b>LIABILITIES</b>						
Vouchers Payable	0	0	19,863	0	0	0
Sales Tax Payable	0	0	23,139	35,455	0	0
Deferred Revenue (Local Projects Match)	0	0	24,648,813	24,492,738	0	0
Accounts Receivable Overpayment	0	0	16,019	16,019	0	0
Contractor Retained % (In Lieu Of Performance Bond)	0	0	234,192	237,990	0	0
<b>Total Liabilities:</b>	<b>0</b>	<b>0</b>	<b>24,942,025</b>	<b>24,782,201</b>	<b>0</b>	<b>0</b>
<b>FUND BALANCE</b>						
Reserve for Encumbrance	133,165	133,195	33,835,148	43,908,749	0	0
Fund Balance	7,321,045	7,316,309	226,791,328	218,421,350	28,393,531	30,463,446
<b>Total Fund Balance:</b>	<b>7,454,210</b>	<b>7,449,504</b>	<b>260,626,476</b>	<b>262,330,098</b>	<b>28,393,531</b>	<b>30,463,446</b>
<b>Total Liabilities and Fund Balance</b>	<b>7,454,210</b>	<b>7,449,504</b>	<b>285,568,501</b>	<b>287,112,299</b>	<b>28,393,531</b>	<b>30,463,446</b>

UserID: mmcbride  
 Report ID: AD-FN-GL-002  
 Run Date: 16 Jul 2021

# Idaho Transportation Department

## OPERATING FUND BALANCE SHEET FOR THE PERIOD ENDED 6/30/2021

	Strategic Initiatives Fund (State Share) 0270.02		Strategic Initiatives Fund (Local Share) 0270.05		Total Strategic Initiatives Fund 0270		CARES Act Covid-19 0345	
	May-21	Jun-21	May-21	Jun-21	May-21	Jun-21	May-21	Jun-21
<b>ASSETS</b>								
Cash on Hand (Change Fund)	0	0	0	0	0	0	0	0
Cash in Bank (Daily Operations)	76,388,592	76,281,934	2,000,703	2,001,184	78,389,295	78,283,117	(10,850)	(14)
Investments (Long Term: STO - Diversified Bond Fund)	0	0	0	0	0	0	0	0
Total Cash & Investments	76,388,592	76,281,934	2,000,703	2,001,184	78,389,295	78,283,117	(10,850)	(14)
Receivables - Other	0	0	0	0	0	0	0	0
- Due From Locals (Project Overruns)	0	0	0	0	0	0	0	8
- Inter Agency	0	0	0	0	0	0	0	0
Total Receivables	0	0	0	0	0	0	0	8
Inventory on Hand	0	0	0	0	0	0	0	0
<b>Total Assets:</b>	<b>76,388,592</b>	<b>76,281,934</b>	<b>2,000,703</b>	<b>2,001,184</b>	<b>78,389,295</b>	<b>78,283,117</b>	<b>(10,850)</b>	<b>(6)</b>
<b>LIABILITIES</b>								
Vouchers Payable	0	0	0	0	0	0	0	0
Sales Tax Payable	0	0	0	0	0	0	0	0
Deferred Revenue (Local Projects Match)	0	0	0	0	0	0	0	0
Accounts Receivable Overpayment	0	0	0	0	0	0	0	0
Contractor Retained % (In Lieu Of Performance Bond)	0	0	0	0	0	0	0	0
<b>Total Liabilities:</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>FUND BALANCE</b>								
Reserve for Encumbrance	0	0	0	0	0	0	0	0
Fund Balance	76,388,592	76,281,934	2,000,703	2,001,184	78,389,295	78,283,117	0	0
<b>Total Fund Balance:</b>	<b>76,388,592</b>	<b>76,281,934</b>	<b>2,000,703</b>	<b>2,001,184</b>	<b>78,378,445</b>	<b>78,283,117</b>	<b>(10,850)</b>	<b>(6)</b>
<b>Total Liabilities and Fund Balance</b>	<b>76,388,592</b>	<b>76,281,934</b>	<b>2,000,703</b>	<b>2,001,184</b>	<b>78,378,445</b>	<b>78,283,117</b>	<b>(10,850)</b>	<b>98 (6)</b>

User ID: mmebride  
 Report ID: AD-FN-GL-003  
 Run Date: 16 Jul 2021  
 % of Time  
 Remaining: 0.0

# Idaho Transportation Department

## STATEMENT OF REVENUES AND EXPENDITURES

### BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 6/30/2021

Fund: 0260 State Highway Fund

Fiscal Year: 2021  
 Budget Fiscal Year: 2021  
 REVENUES

	Year to Date Allotment (A)	Year to Date Actual (B)	Current Month Activity (C)	Year to Date Encumbrance (D)	Variance Favorable / Unfavorable (E = A - B - D)	Percent Variance (F = E / A)	Annual Appropriation (G)	Appropriation Balance (H = G - B - D)	Percent Remaining (I = H / G)
<b>Federal Sources</b>									
FHWA - Highway	378,881,680	355,710,195	74,323,134	0	(23,171,485)	-6.12%	378,881,680	23,171,485	6.12 %
FHWA - Indirect Cost	25,000,000	25,410,150	2,739,170	0	410,150	1.64 %	25,000,000	(410,150)	-1.64%
Federal Transit Authority	14,759,600	12,134,608	646,520	0	(2,624,992)	-17.78%	14,759,600	2,624,992	17.78 %
NHTSA - Highway Safety	6,142,800	3,889,933	138,360	0	(2,252,867)	-36.67%	6,142,800	2,252,867	36.67 %
Other Federal Aid	11,621,300	1,310,395	0	0	(10,310,905)	-88.72%	11,621,300	10,310,905	88.72 %
<b>Total Federal Sources:</b>	<b>436,405,380</b>	<b>398,455,281</b>	<b>77,847,185</b>	<b>0</b>	<b>(37,950,099)</b>	<b>-8.70%</b>	<b>436,405,380</b>	<b>37,950,099</b>	<b>8.70 %</b>
<b>State Sources</b>									
Equipment Buy Back	11,414,100	11,175,386	3,800	0	(238,714)	-2.09%	11,414,100	238,714	2.09 %
Miscellaneous Revenues	31,096,147	34,042,549	3,211,675	0	2,946,401	9.48 %	31,096,147	(2,946,401)	-9.48%
<b>Total State Sources:</b>	<b>42,510,247</b>	<b>45,217,935</b>	<b>3,215,475</b>	<b>0</b>	<b>2,707,687</b>	<b>6.37 %</b>	<b>42,510,247</b>	<b>(2,707,687)</b>	<b>-6.37%</b>
<b>Local Sources</b>									
Match For Local Projects	19,284,600	8,511,186	780,819	0	(10,773,414)	-55.87%	19,284,600	10,773,414	55.87 %
Other Local Sources	0	20,085	0	0	20,085	0.00 %	0	(20,085)	0.00 %
<b>Total Local Sources:</b>	<b>19,284,600</b>	<b>8,531,271</b>	<b>780,819</b>	<b>0</b>	<b>(10,753,329)</b>	<b>-55.76%</b>	<b>19,284,600</b>	<b>10,753,329</b>	<b>55.76 %</b>
<b>TOTAL REVENUES:</b>	<b>498,200,227</b>	<b>452,204,486</b>	<b>81,843,479</b>	<b>0</b>	<b>(45,995,741)</b>	<b>-9.23%</b>	<b>498,200,227</b>	<b>45,995,741</b>	<b>9.23 %</b>
<b>TRANSFERS-IN</b>									
Highway Distribution Account	215,599,000	233,959,435	19,498,913	0	18,360,435	8.52 %	215,599,000	(18,360,435)	-8.52%
Fuel/Registration Direct	67,657,200	73,861,253	6,449,443	0	6,204,053	9.17 %	67,657,200	(6,204,053)	-9.17%
Ethanol Fuels Tax	17,700,000	19,551,036	1,777,666	0	1,851,036	10.46 %	17,700,000	(1,851,036)	-10.46%
<b>TOTAL TRANSFERS-IN:</b>	<b>300,956,200</b>	<b>327,371,724</b>	<b>27,726,022</b>	<b>0</b>	<b>26,415,524</b>	<b>8.78 %</b>	<b>300,956,200</b>	<b>(26,415,524)</b>	<b>-8.78%</b>
<b>TOTAL REV AND TRANSFERS-IN:</b>	<b>799,156,427</b>	<b>779,576,210</b>	<b>109,569,501</b>	<b>0</b>	<b>(19,580,217)</b>	<b>-2.45%</b>	<b>799,156,427</b>	<b>19,580,217</b>	<b>2.45 %</b>

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 Remaining: 0.0

# Idaho Transportation Department

## STATEMENT OF REVENUES AND EXPENDITURES

### BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 6/30/2021

Fund: 0260 State Highway Fund

Fiscal Year: 2021  
 Budget Fiscal Year: 2021  
 EXPENDITURES

	Year to Date Allotment	Year to Date Actual	Current Month Activity	Year to Date Encumbrance	Variance Favorable / Unfavorable	Percent Variance	Annual Appropriation	Appropriation Balance	Percent Remaining
	(A)	(B)	(C)	(D)	(E = A - B - D)	(F = E / A)	(G)	(H = G - B - D)	(I = H / G)
<b>Operations Expense</b>									
Permanent Staff Salaries	84,037,866	85,118,840	6,817,542	0	(1,080,974)	-1.29%	84,037,866	(1,080,974)	-1.29%
Board, Hourly, OT, Shift Diff	1,253,547	1,287,685	47,728	0	(34,138)	-2.72%	1,253,547	(34,138)	-2.72%
Fringe Benefits	38,648,811	38,251,749	3,125,457	0	397,062	1.03 %	38,648,811	397,062	1.03 %
Internal Holdback-Personnel	2,367,276	0	0	0	2,367,276	100.00 %	2,367,276	2,367,276	100.00 %
In State Travel Expense	1,709,146	717,624	119,552	0	991,522	58.01 %	1,709,146	991,522	58.01 %
Out of State Travel Expense	454,748	8,923	4,213	0	445,825	98.04 %	454,748	445,825	98.04 %
Technology Operating Expense	27,085,981	20,505,066	2,448,599	5,035,768	1,545,148	5.70 %	27,085,981	1,545,148	5.70 %
Operating Expense	70,770,002	50,952,685	4,752,050	15,243,724	4,573,593	6.46 %	70,770,002	4,573,593	6.46 %
Technology Equipment Expense	2,886,183	1,279,158	70,143	1,588,770	18,255	0.63 %	2,886,183	18,255	0.63 %
Capital Equipment Expense	27,772,900	13,425,970	1,931,539	14,287,483	59,447	0.21 %	27,772,900	59,447	0.21 %
Capital Facilities Expense	6,661,707	2,215,907	47,154	0	4,445,801	66.74 %	6,661,707	4,445,801	66.74 %
Trustee & Benefit Payments	21,321,900	15,538,125	1,801,286	5,231,343	552,432	2.59 %	21,321,900	552,432	2.59 %
<b>Total Operations Expense:</b>	<b>284,970,067</b>	<b>229,301,732</b>	<b>21,165,262</b>	<b>41,387,088</b>	<b>14,281,249</b>	<b>5.01 %</b>	<b>284,970,067</b>	<b>14,281,249</b>	<b>5.01 %</b>
<b>Contract Construction</b>									
Technology Operating Expense	0	2,144,441	55,046	0	(2,144,441)	0.00 %	0	(2,144,441)	0.00 %
Operating Expense	10,600,000	2,355,999	272,265	0	8,244,001	77.77 %	10,600,000	8,244,001	77.77 %
Capital Projects	649,641,164	395,999,869	34,199,561	0	253,641,294	39.04 %	649,641,164	253,641,294	39.04 %
Trustee & Benefit Payments	9,637,800	1,048,787	37,593	0	8,589,013	89.12 %	9,637,800	8,589,013	89.12 %
<b>Total Contract Construction:</b>	<b>669,878,964</b>	<b>401,549,097</b>	<b>34,564,465</b>	<b>0</b>	<b>268,329,867</b>	<b>40.06 %</b>	<b>669,878,964</b>	<b>268,329,867</b>	<b>40.06 %</b>
<b>TOTAL EXPENDITURES:</b>	<b>954,849,031</b>	<b>630,850,828</b>	<b>55,729,727</b>	<b>41,387,088</b>	<b>282,611,116</b>	<b>29.60 %</b>	<b>954,849,031</b>	<b>282,611,116</b>	<b>29.60 %</b>
<b>TRANSFERS OUT</b>									
Statutory	0	108,900	0	0	(108,900)	0.00 %	0	(108,900)	0.00 %
Operating	57,646,439	58,257,494	46,193,712	0	(611,055)	-1.06%	57,646,439	(611,055)	-1.06%
<b>TOTAL TRANSFERS OUT:</b>	<b>57,646,439</b>	<b>58,366,394</b>	<b>46,193,712</b>	<b>0</b>	<b>(719,955)</b>	<b>-1.25%</b>	<b>57,646,439</b>	<b>(719,955)</b>	<b>-1.25%</b>
<b>TOTAL EXPD AND TRANSFERS OUT:</b>	<b>1,012,495,470</b>	<b>689,217,223</b>	<b>101,923,439</b>	<b>41,387,088</b>	<b>281,891,161</b>	<b>27.84 %</b>	<b>1,012,495,470</b>	<b>281,891,161</b>	<b>27.84 %</b>
<b>Net for Fiscal Year 2021:</b>	<b>(213,339,043)</b>	<b>90,358,988</b>	<b>7,646,062</b>		<b>262,310,944</b>		<b>(213,339,043)</b>	<b>(262,310,944)</b>	



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# Idaho Transportation Department

## STATEMENT OF REVENUES AND EXPENDITURES

### BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 6/30/2021

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:	2021									
Budget Fiscal Year:	2021									
<b>Contract Construction</b>										
<b>Operating Expenditures</b>										
Operating Expenditures	Dedicated	2,500,000	338,982	24,507	0	2,161,018	86.44 %	2,500,000	2,161,018	86.44 %
Operating Expenditures	Federal	8,000,000	4,159,710	302,740	0	3,840,290	48.00 %	8,000,000	3,840,290	48.00 %
Operating Expenditures	Local	100,000	1,748	64	0	98,252	98.25 %	100,000	98,252	98.25 %
<b>Total Operating Expenditures</b>		<b>10,600,000</b>	<b>4,500,440</b>	<b>327,311</b>	<b>0</b>	<b>6,099,560</b>	<b>57.54 %</b>	<b>10,600,000</b>	<b>6,099,560</b>	<b>57.54 %</b>
<b>Capital Outlay</b>										
Capital Outlay	COVID	3,500,000	3,499	3,499	0	3,496,501	99.90 %	3,500,000	3,496,501	99.90 %
Capital Outlay	Dedicated	233,094,683	93,462,382	6,060,110	0	139,632,301	59.90 %	233,094,683	139,632,301	59.90 %
Capital Outlay	Federal	361,320,980	275,963,688	26,279,919	0	85,357,293	23.62 %	361,320,980	85,357,293	23.62 %
Capital Outlay	FICR	33,000,000	17,469,568	1,234,255	0	15,530,432	47.06 %	33,000,000	15,530,432	47.06 %
Capital Outlay	Local	18,725,500	9,100,733	621,779	0	9,624,767	51.40 %	18,725,500	9,624,767	51.40 %
<b>Total Capital Outlay</b>		<b>649,641,164</b>	<b>395,999,869</b>	<b>34,199,561</b>	<b>0</b>	<b>253,641,294</b>	<b>39.04 %</b>	<b>649,641,164</b>	<b>253,641,294</b>	<b>39.04 %</b>
<b>Trustee &amp; Benefit Payments</b>										
Trustee & Benefit Payments	Dedicated	500,000	66	0	0	499,934	99.99 %	500,000	499,934	99.99 %
Trustee & Benefit Payments	Federal	8,991,300	1,048,721	37,593	0	7,942,579	88.34 %	8,991,300	7,942,579	88.34 %
Trustee & Benefit Payments	Local	146,500	0	0	0	146,500	100.00 %	146,500	146,500	100.00 %
<b>Total Trustee &amp; Benefit Payments</b>		<b>9,637,800</b>	<b>1,048,787</b>	<b>37,593</b>	<b>0</b>	<b>8,589,013</b>	<b>89.12 %</b>	<b>9,637,800</b>	<b>8,589,013</b>	<b>89.12 %</b>
<b>Total Contract Construction:</b>		<b>669,878,964</b>	<b>401,549,097</b>	<b>34,564,465</b>	<b>0</b>	<b>268,329,867</b>	<b>40.06 %</b>	<b>669,878,964</b>	<b>268,329,867</b>	<b>40.06 %</b>

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# Idaho Transportation Department

## STATEMENT OF REVENUES AND EXPENDITURES

### BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 6/30/2021

Fund: 0269 Transportation Expansion and Congestion Mitigation Fund

Fiscal Year: 2021	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: 2021	(A)	(B)	(C)	(D)	(E = A - B - D)	(F = E / A)	(G)	(H = G - B - D)	(I = H / G)
<b>REVENUES</b>									
Miscellaneous Revenues	670,000	153,717	6,269	0	(516,283)	-77.06%	670,000	516,283	77.06 %
<b>TOTAL REVENUES:</b>	<b>670,000</b>	<b>153,717</b>	<b>6,269</b>	<b>0</b>	<b>(516,283)</b>	<b>-77.06%</b>	<b>670,000</b>	<b>516,283</b>	<b>77.06 %</b>
<b>TRANSFERS-IN</b>									
Cigarette Tax	605,627	3,313,263	1,105,836	0	2,707,636	447.08 %	605,627	(2,707,636)	-447.08%
Sales Tax	18,612,996	20,901,653	2,011,590	0	2,288,657	12.30 %	18,612,996	(2,288,657)	-12.30%
<b>TOTAL TRANSFERS-IN:</b>	<b>19,218,623</b>	<b>24,214,916</b>	<b>3,117,427</b>	<b>0</b>	<b>4,996,293</b>	<b>26.00 %</b>	<b>19,218,623</b>	<b>(4,996,293)</b>	<b>-26.00%</b>
<b>TOTAL REV AND TRANSFERS-IN:</b>	<b>19,888,623</b>	<b>24,368,633</b>	<b>3,123,695</b>	<b>0</b>	<b>4,480,010</b>	<b>22.53 %</b>	<b>19,888,623</b>	<b>(4,480,010)</b>	<b>-22.53%</b>
<b>EXPENDITURES</b>									
Contract Construction - Capital Projects	67,900,346	36,029,101	1,053,781	0	31,871,245	46.94 %	67,900,346	31,871,245	46.94 %
<b>TOTAL EXPENDITURES:</b>	<b>67,900,346</b>	<b>36,029,101</b>	<b>1,053,781</b>	<b>0</b>	<b>31,871,245</b>	<b>46.94 %</b>	<b>67,900,346</b>	<b>31,871,245</b>	<b>46.94 %</b>
<b>TOTAL EXPD AND TRANSFERS OUT:</b>	<b>67,900,346</b>	<b>36,029,101</b>	<b>1,053,781</b>	<b>0</b>	<b>31,871,245</b>	<b>46.94 %</b>	<b>67,900,346</b>	<b>31,871,245</b>	<b>46.94 %</b>
<b>Net for Fiscal Year 2021:</b>	<b>(48,011,723)</b>	<b>(11,660,468)</b>	<b>2,069,915</b>		<b>36,351,255</b>		<b>(48,011,723)</b>	<b>(36,351,255)</b>	

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# Idaho Transportation Department

## STATEMENT OF REVENUES AND EXPENDITURES

### BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 6/30/2021

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

	Year to Date Allotment	Year to Date Actual	Current Month Activity	Year to Date Encumbrance	Variance Favorable / Unfavorable	Percent Variance	Annual Appropriation	Appropriation Balance	Percent Remaining
Fiscal Year: 2021	(A)	(B)	(C)	(D)	(E = A - B - D)	(F = E / A)	(G)	(H = G - B - D)	(I = H / G)
Budget Fiscal Year: 2021									
<b>REVENUES</b>									
State Sources - Miscellaneous Revenues	259,000	263,366	18,350	0	4,366	1.69 %	259,000	(4,366)	-1.69%
<b>TOTAL REVENUES:</b>	<b>259,000</b>	<b>263,366</b>	<b>18,350</b>	<b>0</b>	<b>4,366</b>	<b>1.69 %</b>	<b>259,000</b>	<b>(4,366)</b>	<b>-1.69%</b>
<b>TRANSFERS-IN</b>									
Statutory	15,000,000	72,800,000	0	0	57,800,000	385.33 %	15,000,000	(57,800,000)	-385.33%
<b>TOTAL TRANSFERS-IN:</b>	<b>15,000,000</b>	<b>72,800,000</b>	<b>0</b>	<b>0</b>	<b>57,800,000</b>	<b>385.33 %</b>	<b>15,000,000</b>	<b>(57,800,000)</b>	<b>-385.33%</b>
<b>TOTAL REV AND TRANSFERS-IN:</b>	<b>15,259,000</b>	<b>73,063,366</b>	<b>18,350</b>	<b>0</b>	<b>57,804,366</b>	<b>378.82 %</b>	<b>15,259,000</b>	<b>(57,804,366)</b>	<b>-378.82%</b>
<b>EXPENDITURES</b>									
Contract Construction - Capital Projects	35,376,559	16,691,603	125,009	0	18,684,956	52.82 %	35,376,559	18,684,956	52.82 %
<b>TOTAL EXPENDITURES:</b>	<b>35,376,559</b>	<b>16,691,603</b>	<b>125,009</b>	<b>0</b>	<b>18,684,956</b>	<b>52.82 %</b>	<b>35,376,559</b>	<b>18,684,956</b>	<b>52.82 %</b>
<b>TOTAL EXPD AND TRANSFERS OUT:</b>	<b>35,376,559</b>	<b>16,691,603</b>	<b>125,009</b>	<b>0</b>	<b>18,684,956</b>	<b>52.82 %</b>	<b>35,376,559</b>	<b>18,684,956</b>	<b>52.82 %</b>
<b>Net for Fiscal Year 2021:</b>	<b>(20,117,559)</b>	<b>56,371,763</b>	<b>(106,658)</b>		<b>76,489,322</b>		<b>(20,117,559)</b>	<b>(76,489,322)</b>	

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 % of Time  
 Remaining: 0.0

# Idaho Transportation Department

## STATEMENT OF REVENUES AND EXPENDITURES

### BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 6/30/2021

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

	Year to Date Allotment	Year to Date Actual	Current Month Activity	Year to Date Encumbrance	Variance Favorable / Unfavorable	Percent Variance	Annual Appropriation	Appropriation Balance	Percent Remaining
	(A)	(B)	(C)	(D)	(E = A - B - D)	(F = E / A)	(G)	(H = G - B - D)	(I = H / G)
<b>Fiscal Year: 2021</b>									
<b>Budget Fiscal Year: 2021</b>									
<b>REVENUES</b>									
State Sources - Miscellaneous Revenues	0	1,184	480	0	1,184	0.00 %	0	(1,184)	0.00 %
<b>TOTAL REVENUES:</b>	<b>0</b>	<b>1,184</b>	<b>480</b>	<b>0</b>	<b>1,184</b>	<b>0.00 %</b>	<b>0</b>	<b>(1,184)</b>	<b>0.00 %</b>
<b>TRANSFERS-IN</b>									
Statutory	2,000,000	2,000,000	0	0	0	0.00 %	2,000,000	0	0.00 %
<b>TOTAL TRANSFERS-IN:</b>	<b>2,000,000</b>	<b>2,000,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0.00 %</b>	<b>2,000,000</b>	<b>0</b>	<b>0.00 %</b>
<b>TOTAL REV AND TRANSFERS-IN:</b>	<b>2,000,000</b>	<b>2,001,184</b>	<b>480</b>	<b>0</b>	<b>1,184</b>	<b>0.06 %</b>	<b>2,000,000</b>	<b>(1,184)</b>	<b>-0.06%</b>
<b>EXPENDITURES</b>									
Contract Construction - Trustee & Benefit Payments	2,049,831	49,051	0	0	2,000,781	97.61 %	2,049,831	2,000,781	97.61 %
<b>TOTAL EXPENDITURES:</b>	<b>2,049,831</b>	<b>49,051</b>	<b>0</b>	<b>0</b>	<b>2,000,781</b>	<b>97.61 %</b>	<b>2,049,831</b>	<b>2,000,781</b>	<b>97.61 %</b>
<b>TOTAL EXPD AND TRANSFERS OUT:</b>	<b>2,049,831</b>	<b>49,051</b>	<b>0</b>	<b>0</b>	<b>2,000,781</b>	<b>97.61 %</b>	<b>2,049,831</b>	<b>2,000,781</b>	<b>97.61 %</b>
<b>Net for Fiscal Year 2021:</b>	<b>(49,831)</b>	<b>1,952,133</b>	<b>480</b>		<b>2,001,965</b>		<b>(49,831)</b>	<b>(2,001,965)</b>	

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# Idaho Transportation Department

## STATEMENT OF REVENUES AND EXPENDITURES

### BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 6/30/2021

Fund: 0345 CARES Act Covid-19

	Year to Date Allotment	Year to Date Actual	Current Month Activity	Year to Date Encumbrance	Variance Favorable / Unfavorable	Percent Variance	Annual Appropriation	Appropriation Balance	Percent Remaining
	(A)	(B)	(C)	(D)	(E = A - B - D)	(F = E / A)	(G)	(H = G - B - D)	(I = H / G)
<b>Fiscal Year: 2021</b>									
<b>Budget Fiscal Year: 2021</b>									
<b>REVENUES</b>									
Federal Sources - Federal Transit Authority	12,200,000	5,877,687	31,068	0	(6,322,313)	-51.82%	12,200,000	6,322,313	51.82 %
<b>TOTAL REVENUES:</b>	<b>12,200,000</b>	<b>5,877,687</b>	<b>31,068</b>	<b>0</b>	<b>(6,322,313)</b>	<b>-51.82%</b>	<b>12,200,000</b>	<b>6,322,313</b>	<b>51.82 %</b>
<b>TOTAL REV AND TRANSFERS-IN:</b>	<b>12,200,000</b>	<b>5,877,687</b>	<b>31,068</b>	<b>0</b>	<b>(6,322,313)</b>	<b>-51.82%</b>	<b>12,200,000</b>	<b>6,322,313</b>	<b>51.82 %</b>
<b>EXPENDITURES</b>									
Operating Expenditures	4,951,395	278,643	9	0	4,672,752	94.37 %	4,951,395	4,672,752	94.37 %
Trustee & Benefit Payments	20,861,904	3,951,007	20,215	0	16,910,897	81.06 %	20,861,904	16,910,897	81.06 %
<b>TOTAL EXPENDITURES:</b>	<b>25,813,299</b>	<b>4,229,650</b>	<b>20,223</b>	<b>0</b>	<b>21,583,649</b>	<b>83.61 %</b>	<b>25,813,299</b>	<b>21,583,649</b>	<b>83.61 %</b>
<b>TOTAL EXPD AND TRANSFERS OUT:</b>	<b>25,813,299</b>	<b>4,229,650</b>	<b>20,223</b>	<b>0</b>	<b>21,583,649</b>	<b>83.61 %</b>	<b>25,813,299</b>	<b>21,583,649</b>	<b>83.61 %</b>
<b>Net for Fiscal Year 2021:</b>	<b>(13,613,299)</b>	<b>1,648,037</b>	<b>10,845</b>		<b>15,261,336</b>		<b>(13,613,299)</b>	<b>(15,261,336)</b>	

# ITD Board Financial Report

July 2020 – June 2021

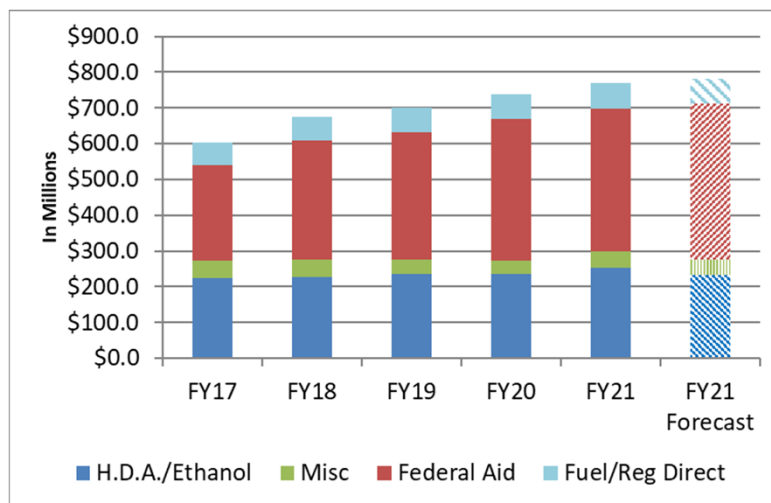
Fiscal Year 2021



Your Safety. Your Mobility. Your Economic Opportunity.

1

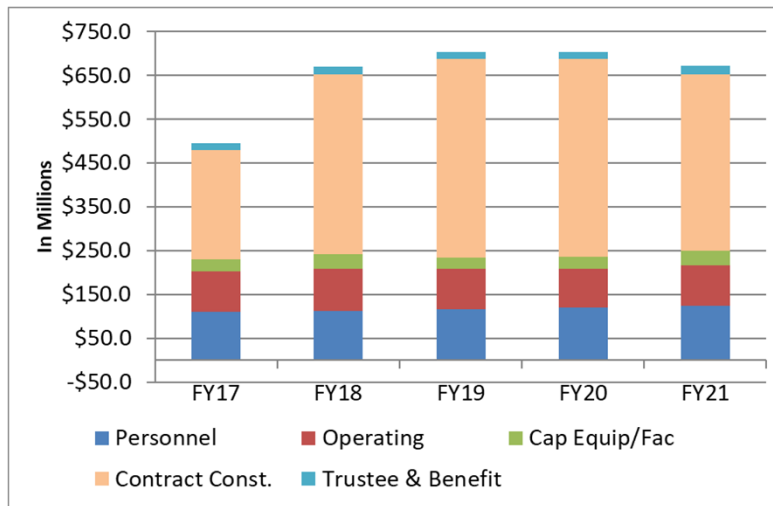
## Revenue Trends Actual vs. Forecast State Highway Fund – FY21



Your Safety. Your Mobility. Your Economic Opportunity.

2

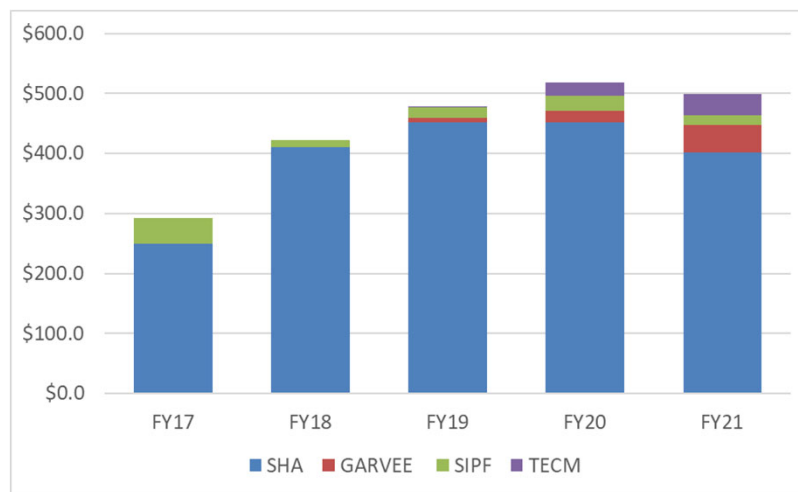
## FY 21 YTD Expenditure Trend State Highway Fund



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3

## FY 21 YTD Expenditure Trend Contract Construction – All Funds

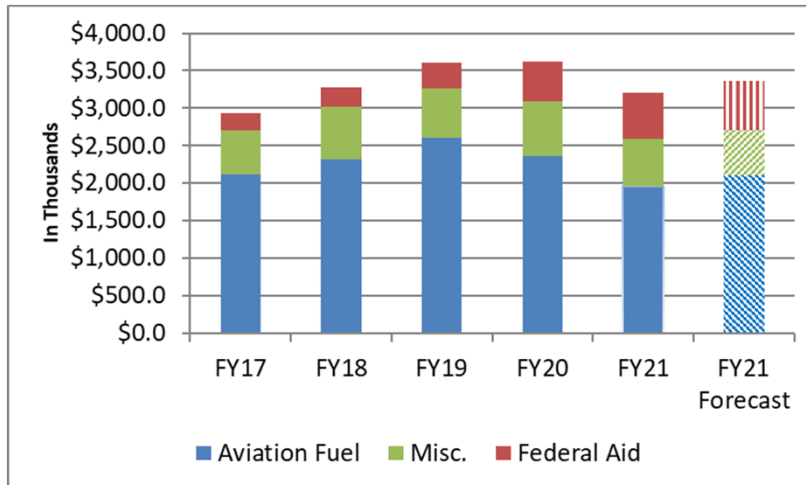


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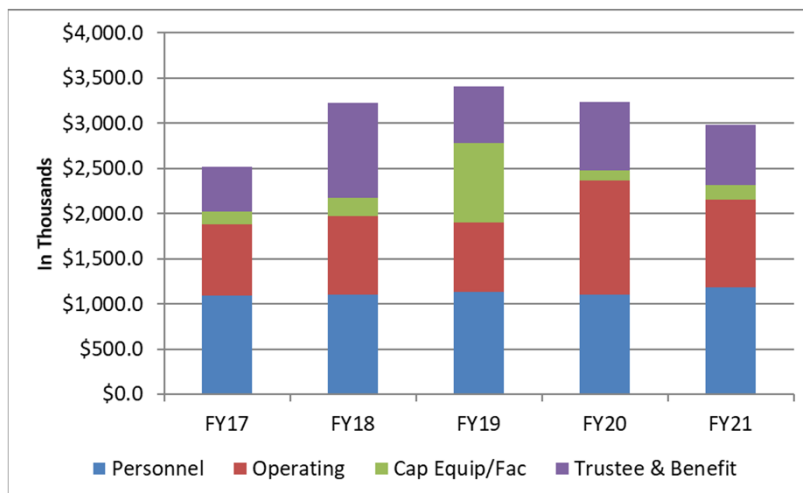
## Revenue Trends Actual vs. Forecast State Aeronautics Fund – FY21



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5

## FY 21 Expenditure Trend State Aeronautics Fund



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6

## Transportation Expansion & Congestion Mitigation Fund (TECM)

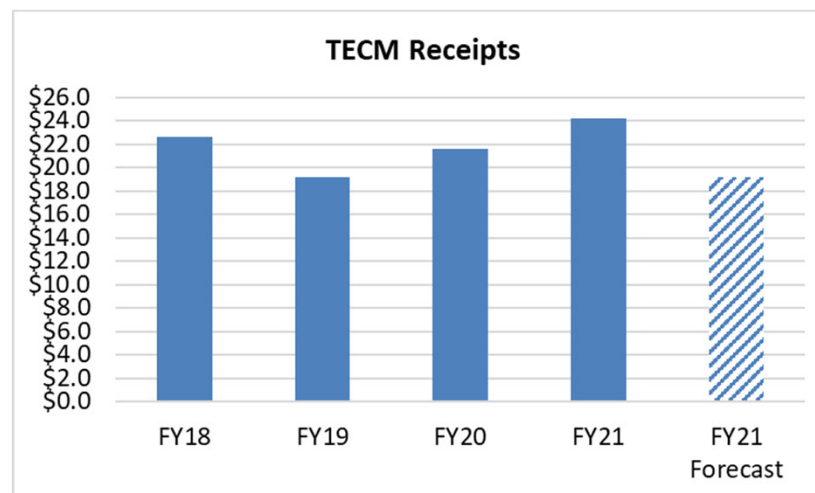
- Beginning Balance = \$ 42.1
- Transfer In = \$ 24.2
- Interest Revenue = \$ 0.1
- Expenditures in FY21 = \$-36.0
  
- June 30, 2021 Balance = \$ 30.4



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## Revenue Trends Actual vs. Forecast State TECM Fund – FY21



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## Strategic Initiatives Program Fund

- Beginning Balance = \$ 19.9
- Transfer In = \$ 72.8
- Interest Revenue = \$ .3
- Expenditures in FY17 = \$-16.7
  
- June 30, 2021 Balance = \$ 76.3

— Note: Transfer in includes \$2M for “Child/Ped Projects”  
administered by LHTAC



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9

## Questions?



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10



# Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date 8/18/2021

Consent Item ☐

Information Item ☒

Amount of Presentation Time Needed 10 Minutes

Presenter's Name	Presenter's Title	Initials	Reviewed By
Aubrie Spence	Senior Public Information Officer	AS	
Preparer's Name	Preparer's Title	Initials	
Aubrie Spence	Senior Public Information Officer	AS	

## Subject

Placement of new digital speed-limit signs in I-84		
Key Number	District	Route Number
	HQ	

## Background Information

As part of ITD's focus on work zone safety awareness and traffic mobility, our Chief Operations Officer Dan McElhinney, D3 District Engineer Caleb Lakey, AGC, ISP and I-84 corridor construction contractors as a team coordinated implementation of a variable speed limits system this month within the construction zone for two projects in Canyon County that will operate until the project is complete.

Currently, speeds in the work zone are often reduced to 55 MPH or 45 MPH depending on construction activities. The variable speed limit signs posted to inform drivers about every mile in each direction will allow for responsive adjustment to speed limits displayed, in coordination with ITD and ISP, as activities within the work zone allow. When construction crews are not in the work zone or when safety barricades are in place, the speed limits may be raised to 65 mph. This further promotes mobility without sacrificing safety on the Interstate.

To establish the changeable speed limits, ITD will install numerous variable speed limit signs. Upon approval, crews can change the speed limit on these digital signs to actively manage conditions in the work zone. A flashing beacon will notify drivers in advance when speed limits are reduced from 65 mph.

The work on I-84 between Franklin Road (Exit 29) and Karcher Road (Exit 33) will construct an additional third travel lane in each direction. Traffic is currently diverted to the outside lanes while crews construct the inside portion of the future roadway. When that phase of work is complete, traffic will be diverted onto the newly-constructed inside lanes and work will begin on constructing the outside lanes. Crews will also replace numerous bridge structures along the five-mile corridor.

Variable speeds have been successfully implemented in many other states, including Washington and Utah. Research shows the system tends to improve driver compliance with posted speed limits. This reduces crashes and improves safety for road crews and the motoring public.

The signs will be removed when construction is complete in summer 2023.

## Recommendations



## Board Agenda Item

ITD 2210 (Rev. 10-13)

This report is just for Board Information

### Board Action

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



## Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date August 18, 2021Consent Item ☐Information Item ☐Amount of Presentation Time Needed 10 mins

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

### Subject

Board Policy 4056 Employee Safety & Risk Management		
Key Number	District	Route Number

### Background Information

This policy requires the Director to establish an employee safety and risk management program within ITD. It was up for review because it is greater than 5 years old.

During the legal review it came to our attention the OSHA Act specifically excludes "government employees" from OSHA requirements; therefore, the Legal Authority reference for "United States Code Title 29 Chapter 15 - Federal Occupational Safety and Health Administration (OSHA) Act of 1970" is being deleted. This also prompted us to add language requiring ITD to follow the ITD Employee Safety Manual.

### Recommendations

The board approve the resolution on page 114.

### Board Action

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



## EMPLOYEE SAFETY AND RISK MANAGEMENT PROGRAM

### Purpose

The Board directs the Director to establish employee safety and risk management objectives to provide safe working conditions.

### Legal Authority

- Idaho Code 40-314(1) - The Board may establish the departmental internal structure deemed necessary for the full and efficient administration of Title 40.
- Idaho Code 40-314(2) - The Board has authority over all employment matters.
- Idaho Code 40-314(3) - The Board exercises the powers and duties necessary to carry out the provisions of title 40 and the financial affairs of the Board and the Department.
- ~~United States Code Title 29 Chapter 15 - Federal Occupational Safety and Health Administration (OSHA) Act of 1970 - Provide safe and healthful working conditions.~~

The Director shall establish an employee safety and risk management ~~objectives and monitor policies and procedures to ensure program~~ that promotes the ~~department provides safe working conditions, free from hazards that are likely to cause harm to safest possible work environment and engages employees to seek out ways to prevent harm to people, damage to equipment or damage to equipment. The facilities. In this effort, the~~ Department shall comply with the ITD Employee Safety Manual and applicable Federal and State safety regulations ~~relating to safety~~.

Each employee, as a condition of employment, shall agree to comply with all applicable safety standards and follow safe work procedures. Supervisory employees are accountable for their section's or crew's safety. Each supervisor shall ensure that proper safety measures are an integral part of all work plans, that adequate safety equipment is available, and that employees are properly trained to comply with applicable safety standards and procedures.

The Idaho Transportation Board shall review the Employee Safety and Risk Management Program and the Department's safety record each year.

Approved by the Board on:

Signed  
Jerry Whitehead  
Bill Moad  
Board Chairman

Date January 16, 2014





**BOARD POLICY 4056**

Page 1 of 1

**EMPLOYEE SAFETY AND RISK MANAGEMENT PROGRAM**

**Purpose**

The Board directs the Director to establish employee safety and risk management objectives to provide safe working conditions.

**Legal Authority**

- Idaho Code 40-314(1) - The Board may establish the departmental internal structure deemed necessary for the full and efficient administration of Title 40.
- Idaho Code 40-314(2) - The Board has authority over all employment matters.
- Idaho Code 40-314(3) - The Board exercises the powers and duties necessary to carry out the provisions of title 40 and the financial affairs of the Board and the Department.

The Director shall establish an employee safety and risk management program that promotes the safest possible work environment and engages employees to seek out ways to prevent harm to people, damage to equipment or damage to facilities. In this effort, the Department shall comply with the ITD Employee Safety Manual and applicable Federal and State safety regulations.

Each employee, as a condition of employment, shall agree to comply with all applicable safety standards and follow safe work procedures. Supervisory employees are accountable for their section's or crew's safety. Each supervisor shall ensure that proper safety measures are an integral part of all work plans, that adequate safety equipment is available, and that employees are properly trained to comply with applicable safety standards and procedures.

The Idaho Transportation Board shall review the Employee Safety and Risk Management Program and the Department's safety record each year.

Approved by the Board on:

Date \_\_\_\_\_

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

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

WHEREAS, Board Policy 4056 Employee Safety & Risk Management required 5 –year review; and

WHEREAS, Board Policy 4056 Employee Safety & Risk Management was updated to remove reference to “United States Code Title 29 Chapter 15 - Federal Occupational Safety and Health Administration (OSHA) Act of 1970”, and add language requiring ITD to follow the ITD Employee Safety Manual;

*NOW THEREFORE BE IT RESOLVED*, that the Board approves revisions to Board Policy 4056 Employee Safety & Risk Management.



## Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date August 18, 2021Consent Item ☐Information Item ☐Amount of Presentation Time Needed 5 min

Presenter's Name	Presenter's Title	Initials	Reviewed By
Wendy Terlizzi	Environmental Manager	WT	LSS
Preparer's Name	Preparer's Title	Initials	
Wendy Terlizzi	Environmental Manager	WT	

### Subject

Deletion of Administrative Policy A-04-07, Environmental Monitoring		
Key Number	District	Route Number

### Background Information

Administrative Policy A-04-07 is being proposed for deletion in its entirety. Since the policy was signed in 1986, other processes have been implemented to capture the requirements that are contained within the policy. In 2018, ITD Standard Specification 107.17 (Environmental and Cultural Resource Protection) was strengthened to include additional environmental requirements. In addition, during the update of the ITD 0654 form (ITD Categorical Exclusion document), a new section was included that covered any project specific mitigation and environmental commitments. This section can now be included in the project bid documents.

### Recommendations

Approve the resolution on page 118.

### Board Action

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



## ENVIRONMENTAL MONITORING

The Department is responsible for environmental monitoring in all construction and maintenance activities it performs. Each District Engineer shall ensure this responsibility is carried out by implementing this policy as follows:

### Construction Monitoring

The District Environmental Manager (District Planner position) will prepare and conduct a monitoring program to accomplish the following:

- Preconstruction Phase A list of Social, Economic and Environmental (SEE) related requirements of the contract will be prepared for presentation at the preconstruction conference. The Manager will arrange for or conduct required training to orient construction personnel and project inspectors in SEE requirements prior to and during construction so they may assist in the monitoring program.
- Construction Phase Monitoring for compliance will include environmental document commitments, department specifications, permit requirements and agency agreements. This will be accomplished through project inspection, completion of the "Construction Inspection Report" (Form DA-1406) and review of inspection reports prepared by others. Comments on the attainment of requirements and corresponding recommendations will be distributed to project development personnel in the District and Headquarters.
- Post Construction A post construction review of selected projects will be conducted to evaluate, among other things, effectiveness of SEE requirements. Details on this activity are outlined under Division Directive DH-04-05. Inspection team participants shall include at least one (1) person particularly qualified by environmental training and experience. Identifiable problem areas related to SEE requirements will be corrected through action of the District Engineer.

In preparing and conducting a monitoring program, the District Environmental Manager will use all resources available. This includes input from various agencies and groups interested in the project and the specialists within the Department involved with SEE requirements. The most current environmental techniques, procedures and regulatory requirements will be used.

The Environmental staff in Headquarters will be available to the Districts in assisting in the monitoring effort and will participate with the District Environmental Manager in an annual review of the monitoring program and review of specific projects.

## **Maintenance Monitoring**

The monitoring program for continuing long-term SEE requirements will consist of informing maintenance personnel of SEE considerations related to the highway, observing and reporting success or failure of the requirements and developing corrective measures for any unsatisfactory conditions.

To accomplish this program, the District Environmental Manager will prepare a list of SEE related items to be monitored. A copy of this list, along with instructions for monitoring, will be provided to the District Engineer, District Maintenance Engineer/Superintendent and the Maintenance Foreman.

An annual maintenance review of selected highway sections will be conducted by a District environmental team. This team will consist of, but not be limited to, the following personnel: Assistant District Engineer (E) or (O); District Environmental Manager; District Maintenance Engineer/Superintendent and appropriate Maintenance Foremen. In addition to District personnel, Department environmental specialists shall be consulted and included on the team as appropriate.

Recommendations resulting from this review will be summarized in report form and circulated to those responsible. Where applicable, recommendations will be incorporated in future plans.

\_\_\_\_\_  
Signed \_\_\_\_\_ Date: 3/5/86  
E. DEAN TISDALE  
Department Director

This Policy based on:

- National Environmental Policy Act, 42 United States Code
- Clean Water Act, 33 United States Code
- Protection of Wetlands, DOT Order 5660.1A, 23 CFR 771, 777

Departmentwide supervision and coordination assigned to:

- State Highway Administrator

Direction for activity and results delegated to:

- District Engineers

Department procedures contained in:

- Survey and Plans Manual, Section 2-424.4

Former dates of A-04-07:

0

Cross-reference to other Department Memorandums of Understandings:

- ITD and Idaho State Soil Conservation Commission, 10/1/69
- ITD and Department of Water Administration #46, 1/11/77
- ITD and Department of Fish and Game, 10/12/62
- ITD and U. S. Forest Service 3/23/83
- ITD and Department of Health and Welfare Cooperative Agreement 8/83

RES. NO. \_\_\_\_\_ WHEREAS, the Idaho Transportation Board is charged with setting policies for the Idaho Transportation Department; and

WHEREAS, Administrative Policy A-04-07 Environmental Monitoring was developed to provide guidance and procedures for all construction and maintenance activities the Department performs; and

WHEREAS, Administrative Policy A-04-07 Environmental Monitoring contains information and guidance that has been incorporated into environmental documents and Department Specifications;

*NOW THEREFORE BE IT RESOLVED*, that the Board concurs with deleting Administration Policy A-04-07 Environmental Monitoring because this information is now included in other guidance.



## Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date August 18, 2021Consent Item ☐Information Item ☒Amount of Presentation Time Needed 5 minutes

Presenter's Name	Presenter's Title	Initials	Reviewed By
John Tomlinson	Highway Safety Manager	JT	LSS
Preparer's Name	Preparer's Title	Initials	
John Tomlinson	Highway Safety Manager	JT	

### Subject

Zero Fatalities Award		
Key Number	District	Route Number

### Background Information

Benewah County was one of two counties in Idaho to have zero traffic related fatalities in 2020. Those who will be recognized at the Board Meeting for their dedication to saving lives include: Benewah County, Benewah County Sheriff's Office, Idaho State Police District 1, and the ITD St. Maries/Santa/Peterson Shed.

Camas County was the other county with zero fatalities in 2020.

### Recommendations

For information only.

### Board Action

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





## Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date August 18, 2021Consent Item ☐Information Item ☒Amount of Presentation Time Needed 15 minutes

Presenter's Name	Presenter's Title	Initials	Reviewed By
John Tomlinson/Troy Tulleners	Hwy Safety Manager/Corporal, ISP	JT/TT	LSS
Preparer's Name	Preparer's Title	Initials	
John Tomlinson/Troy Tulleners	Hwy Safety Manager/Corporal, ISP	JT/TT	

### Subject

Drug Presentation to High Schools		
Key Number	District	Route Number

### Background Information

In 2019, impaired driving crashes increased by 3%, while fatalities resulting from impaired driving crashes increased by 27%. Just over 44% of all fatalities were the result of an impaired driving crash that same year.

The North Idaho DUI Task Force is extremely active in the Kootenai County area. One of the most active members in the area is Corporal Troy Tulleners, of the Idaho State Police. He is always at or near the top of the list statewide, and nationally, when it comes to the number of annual drug recognition evaluations. Because of his passion for saving lives, he is starting a new program that he is going to take to high schools in Kootenai County. Working with the Substance Abuse Council and the Panhandle Health District, he will go to high schools to talk about the drug scene in this area: current trends, dangers of specific drugs (with an emphasis on Fentanyl), local statistics on crashes/DUIs, overdoses, numbers on ages and amount of times narcan is administered. Corporal Tulleners also wants to include intervention training as part of this presentation.

### Recommendations

For information only.

### Board Action

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



## Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date August 18, 2021Consent Item ☐Information Item ☒Amount of Presentation Time Needed 30 Minutes

Presenter's Name	Presenter's Title	Initials	Reviewed By
Steve Spoor	Maintenance Services Manager	SS	LSS
Preparer's Name	Preparer's Title	Initials	
Steve Spoor	Maintenance Services Manager	SS	

### Subject

Highway Equipment Management		
Key Number	District	Route Number
	Statewide	Statewide

### Background Information

During the June Board Budget Workshop, Chairman Moad requested additional information on the life cycle of equipment ITD uses to manage the fleet. This presentation describes the various aspects of ITD's equipment fleet management practices.

### Recommendations

Information Only

### Board Action

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

	Description	FY-22		FY-23		FY-24		FY-25		FY-26		FY-27	
1	Snow Plow Trucks, Spreaders, Deicers	14 ea. 6 x 4 Snowplow Truck Chassis, Hydraulics, Body, Wing, Spreaders D3 14 ea Dump Bodies, D3  14 ea Hydraulic Systems D3 14 ea Wing Plow D3 14 ea Spreader D3  2 Each 4 x 4 Snowplow Truck with Spreader, D2  4 Each 4 x 2 Snowplow Trucks, V-Box Spreaders, Slide-In Deicers, D3	\$ 1,449,000 \$ 425,000  \$ 850,000 \$ 245,000 \$ 450,000  \$ 470,000  \$ 1,000,000	35 Each 6 x 4 Snowplow Truck Chassis D4  35 Each Dump Bodies D4 35 Each Wing Plows D4 35 each V-Box Spreaders D4  3 Each 4 x 2 Snowplow Trucks, V-Box Spreaders, Slide-In Deicers	\$ 3,730,000  \$ 2,950,000 \$ 510,000 \$ 1,200,000  \$ 750,000	28 Each 6 x 4 Snowplow Truck Chassis D5  28 Each Dump Bodies D5 28 Each Wing Plows D5 3 Each Slide-In Deicers D5 25 each V-Box Spreaders D5  3 Each 4 x 2 Snowplow Trucks, V-Box Spreaders, Slide-In Deicers	\$ 3,100,000  \$ 2,455,000 \$ 425,000 \$ 69,500 \$ 825,000  \$ 750,000	30 Each 6 x 4 Snowplow Truck Chassis D1  30 Each Dump Bodies D1 30 Each Wing Plows D1 8 Each Slide-In Deicer D1 22 each V-Box Spreaders D1	\$ 3,458,000  \$ 2,735,000 \$ 475,000 \$ 195,000 \$ 755,000	31 Each 6 x 4 Snowplow Truck Chassis D6  31 Each Dump Bodies D6 31 Each Wing Plows D6 3 Each Slide-In Deicers D6 28 each V-Box Spreaders D6	\$ 3,586,500  \$ 2,851,000 \$ 487,500 \$ 155,000 \$ 1,021,000	26 Each 6 x 4 Snowplow Truck Chassis D2  26 Each Dump Bodies D2 26 Each Wing Plows D2 3 Each Slide-In Deicers D2 23 each V-Box Spreaders D2	\$ 3,100,000  \$ 2,465,000 \$ 425,000 \$ 160,000 \$ 865,000
2	Passenger Vehicles	9% of Fleet	\$ 1,000,000	10% of Fleet	\$ 845,000	10% of Fleet	\$ 880,000	10% of Fleet	\$ 915,000	10% of Fleet	\$ 950,000	10% of Fleet	\$ 1,000,000
3	Light Duty Trucks	9% of Fleet	\$ 1,413,000	10% of Fleet	\$ 2,050,000	10% of Fleet	\$ 2,125,000	10% of Fleet	\$ 2,200,000	10% of Fleet	\$ 2,300,000	10% of Fleet	\$ 2,400,000
4	Construction Equipment	2 Each Motorgrader w/V & Wing D1 ? Backhoe D4 3 CY Loader D4	\$ 750,000 \$ 95,500 \$ 155,000			2 Each Motorgrader w/V & Wing D4 Backhoe D4	\$ 700,500 \$ 98,500	Excavator D3  Motograder w/V& Wing D4 Crawler Dozer D6	\$ 250,000  \$ 360,700 \$ 450,000		\$ 475,000		
5	Large Specialty Equipment	Incident Response Trk D3  Detach Low-Boy Trailer D6 Detach Low-Boy Trailer D5 Transport Truck D1   Street Sweeper D3	\$ 85,000  \$ 93,000 \$ 93,000 \$ 120,000   \$ 290,000	Striping Truck D3  Vegetation Spray Truck D4 (Tent) Skidsteer D4 (replace T04788) Tilt Low-Boy Trailer D1 Hooklift Water Tank D6  Street Sweeper D3	\$ 725,000  \$ 265,000 \$ 100,000 \$ 100,000 \$ 100,000  \$ 280,000	Digger Derrick D3  Detach Low-Boy Trailer D4  Street Sweeper D5 Slide In Flusher/Deicer Tanks GuardRail Post pounder attachment D6 Street Sweeper D3	\$ 405,000  \$ 110,000  \$ 300,000 \$ 260,000 \$ 150,000 \$ 290,000	  Striping Truck D1 Transport Truck D1 Street Sweeper D4 2 ea. Skid Steer and Attachments D1 & 5 Digger Derrick D6	  \$ 770,000 \$ 139,000 \$ 305,000 \$ 216,500 \$ 420,000	  Transport Truck D4  Street Sweeper D4 2 ea. Skid Steer and Attachments D3 & 4 Digger Derrick D2  Crane Truck D4	  \$ 143,750  \$ 315,000 \$ 223,500 \$ 435,000 \$ 215,000	Small Aerial Truck D4     Digger Derrick D1   Crane Truck D4	\$ 145,000     \$ 450,000   \$ 215,000
6	Other Snow Equipment	Flusher/Deicer Truck D1 Two-Way Snowplows (5/Dist) 2 Each Rotary Snow Plow 3 Loader Rotary D2, 4, 5	\$ 315,000 \$ 245,000 \$ 1,300,000 \$ 525,000			Rotary Snow Plow D6 Two-Way Snowplows (5/Dist) One-Way Snowplows (5/Dist) Flusher/Deicer Truck D4	\$ 625,000 \$ 270,000 \$ 215,000 \$ 330,000	Rotary Snow Plow D4 Two-Way Snowplows (5/Dist) One-Way Snowplows (5/Dist)	\$ 650,000 \$ 285,000 \$ 225,000			Rotary Snow Plow D2 Two-Way Snowplows (5/Dist) One-Way Snowplows (5/Dist)	\$ 700,000 \$ 315,000 \$ 245,000
7	Misc. Other Equipment	As Needed based on Age, Usage & Condition	\$ 500,000	As Needed based on Age, Usage & Condition	\$ 515,000	As Needed based on Age, Usage & Condition	\$ 530,000	As Needed based on Age, Usage & Condition	\$ 545,000	As Needed based on Age, Usage & Condition	\$ 560,000	As Needed based on Age, Usage & Condition	\$ 585,000
	Total Replacement	\$	11,868,500	\$	14,840,500	\$	14,913,500	\$	15,349,200	\$	14,250,750	\$	12,855,000

8	Buy-Back Loaders	27 Units 3-CY Loaders 15 Units 4-CY Loaders	\$ 4,254,500 \$ 3,000,000	30 Units 3-CY Loaders 15 Units 4-CY Loaders	\$ 4,800,000 \$ 3,037,500	31 Units 3-CY Loaders 15 Units 4-CY Loaders	\$ 5,109,000 \$ 3,130,000	31 Units 3-CY Loaders 15 Units 4-CY Loaders	\$ 5,265,000 \$ 3,225,000	31 Units 3-CY Loaders 15 Units 4-CY Loaders	\$ 5,425,000 \$ 3,320,000	31 Units 3-CY Loaders 15 Units 4-CY Loaders	\$ 5,585,000 \$ 3,425,000
9	Buy-Back Backhoes/Mini-Excavators	12 Units Backhoes  7 Units Mini-Excavator	\$ 1,110,000  \$ 455,000	13 Units Backhoes  0 Unit Large Excavator 0 Units Mid-Excavator 0 Units Mini-Excavator	\$ 1,241,500    	14 Units Backhoes  1 Unit Large Excavator 2 Units Mid-Excavator 5 Units Mini-Excavator	\$ 1,379,000 \$ 185,000 \$ 211,000 \$ 361,000	15 Units Backhoes  1 Unit Large Excavator 2 Units Mid-Excavator 5 Units Mini-Excavator	\$ 1,522,500 \$ 190,500 \$ 217,500 \$ 372,000	15 Units Backhoes  2 Unit Large Excavator 2 Units Mid-Excavator 5 Units Mini-Excavator	\$ 1,570,000 \$ 196,000 \$ 225,000 \$ 385,000	15 Units Backhoes  2 Unit Large Excavator 2 Units Mid-Excavator 5 Units Mini-Excavator	\$ 1,615,000 \$ 202,000 \$ 230,500 \$ 395,000
10	Buy-Back Transport Truck	2 Unit Transport Truck	\$ 260,000	3 Unit Transport Truck	\$ 391,500	3 Unit Transport Truck	\$ 405,000	3 Unit Transport Truck	\$ 417,000	4 Unit Transport Truck	\$ 575,000	5 Unit Transport Truck	\$ 740,500
11	Buy-Back Motorgrader	2 Units Motorgrader	\$ 680,000	3 Units Motorgrader	\$ 1,020,000	3 Units Motorgrader	\$ 1,050,600	5 Units Motorgrader	\$ 1,803,500	6 Units Motorgrader	\$ 2,230,000	6 Units Motorgrader	\$ 2,300,000
	Total Buy-Back	\$	9,759,500	\$	10,490,500	\$	11,830,600	\$	13,013,000	\$	13,926,000	\$	14,493,000

12	New/Additional Equipment			Loader Mounted Boom Mower D3 Shop Service Truck D3 (2) 1 Ton CrewCab Pickups D1 7 Ea. 6 x 4 Snowplow Trucks D4	\$ 125,000 \$ 275,000 \$ 90,000 \$ 1,678,000	Belly Dump D4 Mobile Barrier 3 Ea. 6 x 4 Snowplow Trucks D5 2 Ea. Flusher Deicer D1  22 Ea. Cone Truck	\$ 350,000 \$ 740,000 \$ 650,000	Forestry Machine D1 Tracked Skid Steer & Attachments D6	\$ 200,000 \$ 108,250	Slide in Flusher/Deicer tank D6	\$ 150,000	2 Ea. Slide In Flusher/Deicer Tank D6 4 Ea. 6 x 4 Snowplow Trucks (D2)	\$ 320,000
	Total New/Add	\$	-	\$	2,168,000	\$	1,740,000	\$	308,250	\$	150,000	\$	320,000

	Total Program Amount	\$	22,506,000	\$	27,499,000	\$	28,484,100	\$	28,670,450	\$	27,572,000	\$	26,931,000
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# Equipment Management

Transportation Board Meeting

August 18, 2021

Steve Spoor

Maintenance Services/Fleet Manager



**YOUR *Safety* • • • ► YOUR *Mobility* • • • ► YOUR *Economic Opportunity***

# ITD Equipment Fleet

- Inventory – 4,077 Units
- Replacement Value - \$254M
- Rated as Deficient - \$80.5M
- FY-23 Replacement Request - \$14.8M
- FY-23 Additional Request - \$2.1M
- FY-23 Buy-Back Program - \$10.3M



# Equipment Management

- Inventory Management
- Budget Process
- Equipment Life Cycle
- Renting Activities
- Buy-Back Program



# Inventory Management

- Bi-Annual Complement Review Meetings
  - Based on Need and Prior Utilization
  - Establishes Inventory Level by Type of Equipment
- On-Hand Inventory Management
  - District Determines Surplus Units
  - District Disposes of Surplus Units
  - Target Inventory to Match Complement by End of Calendar Year



# Replacement Budget

- 5-Year Plan Matrix
- FY Road Equipment Budget Request
- District Budget Allocation
  - Preventive Maintenance
  - District Fleet Age
  - District Utilization





# Replacement Life Cycle

- Current
  - Developed by ITD Committee
  - Based on History & Experience
  - Extend as Much as Possible
- Future
  - EMTSP Research
  - NCHRP 13-04 Optimal Fleet Replacement Cycles



# Operations Manual Figure 9-3

Category	Type	Description	Utilization	Replacement Life	
			Type	Years	Mileage/ Hours
100	Primary	Automobiles	Miles	10	120,000
102	Primary	Automobiles, Electric	Miles	10	120,000
200	Primary	Pickup <6200 GVW, Small	Miles	10	120,000
202	Primary	Pickup <6200 GVW, Large	Miles	10	144,000
204	Primary	Pickup, 6300-9000 GVW	Miles	10	144,000
206	Primary	Truck, POE Rover	Miles	10	150,000
207	Primary	Pickup 4 x 4, Small	Miles	10	120,000
208	Primary	Pickup 4 x 4, Large	Miles	10	144,000
209	Primary	Truck, 4 x 4, Utility	Miles	10	120,000
210	Primary	Vans, 4 x 2, Small	Miles	10	120,000
211	Primary	Vans, 4 x 2, Full Size	Miles	10	120,000
212	Primary	Vans, 4 x 2, Testing	Miles	10	180,000
214	Primary	Vans, 4 x 2, Photolog	Miles	10	200,000
217	Primary	SUV, Small	Miles	10	120,000
218	Primary	Suburbans 4 x 4	Miles	10	120,000
220	Primary	Pickup, >9000 GVW, Reg. Cab	Miles	10	150,000
221	Primary	Pickup, >9000, Crew Cab	Miles	10	150,000
222	Primary	Truck, >9000, Flatbed	Miles	10	150,000
223	Primary	Truck, 9000 - 15,000 GVW Utility	Miles	10	150,000
224	Primary	Truck, Incident Response Unit	Hours	6	300,000
225	Primary	Truck >15,000 GVW Utility	Miles	10	150,000
226	Primary	Truck, <15,000 GVW, Reg. Cab, Dump	Miles	10	150,000
227	Primary	Truck, <15,000 GVW, Crewcab, Dump	Miles	10	150,000
228	Primary	Truck, >15,000 GVW Dump	Miles	10	150,000
230	Primary	Stencil Truck	Hours	10	150,000



# Equipment Rental/Leasing

- Equipment
  - Low/Seasonal Usage
  - High Acquisition Cost
  - High Operating Cost
  - Rental Availability
  - <\$100,000 Projects
- Light Duty Vehicles
  - Full Cost Lease
  - Fleet Management
  - Monthly Rental
    - 1/2 Ton Pickup
    - \$1,165/Mo.
    - Annual Ownership Cost \$6,000
    - Breakeven Point 5 Months



# Equipment Buy-Back Program

- What Is It?
- Benefits of the Program
- Current Fiscal Year Values



# What is a Buy-Back Program

- Equipment is Purchased by Bid with a Guaranteed Buy-Back from the Vendor after a Specific Period of Time
  - Optional to Vendors
  - Initial Bid Purchase Price
  - Guaranteed Buy-Back Value
  - Fixed Duration of Ownership
  - Bids are Evaluated on Monthly Ownership Cost
  - Known Maintenance Cost



# Buy-Back Ownership Durations

- Term is 1 to 5 Years Depending Upon the Type of Equipment
  - Backhoes – 12 Units – 18 Months
  - Excavators – 8 Units – 30 Months
  - Tractor trucks – 2 Units – 13 Months
  - Motor Graders – 3 Units – 18 Months
  - 4 CY Loaders – 17 Units – 18 Months
  - 3 CY Loaders – 59 Units – 18, 30, and 42 Months
- ITD has Option to Sell to Vendor or Retain Ownership



# Buy-Back Benefits

- Reduced Operating Cost
- Reduced Ownership Cost
- Reduced Downtime
- Increased Crew Efficiency
- Higher Operator Morale



# Motor Graders - 3 Units

## John Deere 772 GP

Purchase Price	\$331,205
Monthly Depreciation Cost	\$1,840.03
Buy-Back Amount	\$396,500
Buy-Back Term	25 Months
Monthly Cost of Buy-Back	(\$2,611.81)
Ownership Savings Over Term of Buy-Back	\$111,296.00





# 3 CY Loaders - 59 Units

## Caterpillar 938M

Purchase Price	\$154,467
Monthly Depreciation Cost	\$858.15
19 Mo. Term Buy-Back Amount	\$167,000
31 Mo. Term Buy-Back Amount	\$162,000
43 Mo. Term Buy-Back Amount	\$158,000
19 Monthly Cost of Buy-Back	(\$648.01)
31 Monthly Cost of Buy-Back	(\$231.39)
43 Monthly Cost of Buy-Back	(\$70.56)
19 Month Ownership Savings Over Term of Buy-Back	\$28,617
31 Month Ownership Savings Over Term of Buy-Back	\$33,775
43 Month Ownership Savings Over Term of Buy-Back	\$39,934



# Win-Win-Win

## How it Works – 3 CY Loader Example

### Sale to Private Contractor

List Price	\$230,000
Contractor Price	\$225,000
Dealer Cost	\$215,000
Dealer Profit	\$10,000

### Sale to State of Idaho

List Price	\$230,000
State Price	\$167,000
Dealer Cost	\$165,000
Dealer Profit	\$2,000

### Sale of Buy-Back Loader to Private Contractor

Market Value	\$200,000
Contractor Price	\$185,000
Dealer Cost	\$167,000
Dealer Profit	\$18,000

### Total Dealer Profit on Transaction

\$20,000



# Reasons for Our Success

- Resale Specification
- Variability of Term
- Multiple Awards



# Questions?



**YOUR Safety** • • • ► **YOUR Mobility** • • • ► **YOUR Economic Opportunity**

## **Equipment Management Processes**

ITD's equipment management processes are documented in Chapter 9 of the Operations Manual. The Operations Manual is reviewed on an annual basis to insure documented processes are current and accurate. Revisions to the Operations Manual are developed throughout the year with final revisions submitted to and reviewed by the District Operations Engineers in September of each year with the revised manual being published in October of each calendar year.

Listed below are various equipment management processes from the Operations Manual that provide insight into how the Department and Fleet management personnel manage the inventory, budget, and life cycle for road equipment replacements units.

### **Inventory Management**

#### **Equipment Complement**

Road equipment is allocated to each district on the basis of need and availability. A complement system is used to establish the quantity of units assigned to each individual district.

The district complement is reviewed biannually by the Fleet Manager or designee and district personnel to determine if changes are required. The previous year's utilization figures and mileage reports as well as employee complement changes are used as consideration for adjustments made in the complement levels for each type of equipment. One for one category changes in complement for powered units will be allowed as needed. Requests for changes in complement resulting in an increase in the total number of power units must be made through the budget request process for each fiscal year. All complement level increases will be reviewed by the Chief Operations Officer (COO) during the budget review process. Approval by the COO is required prior to the purchase of additional units.

The Headquarters complement is reviewed annually by the Fleet Management personnel to determine if changes are required. Adjustments in complement levels require the same procedure as district complement adjustments.

#### **On-Hand Inventory Levels**

The District Equipment Manager is responsible for ensuring the on-hand inventory level of equipment is equal to the established complement level for each category of equipment. As new equipment is received, the District is responsible for ensuring that surplus equipment is disposed of in a timely manner. Surplus equipment can be retained for use during summer months of operation with planned disposal taking place during the fall of each year. All surplus equipment shall be disposed of by December 31 of each year resulting in the on-hand inventory level being equal to established complement levels.

## **Budget Process**

### **Equipment Replacement Budget Process**

**5-Year Purchasing Plan.** The Fleet Management team is responsible for developing a 5-year replacement plan for Road Equipment. The plan is used as a predictive tool to identify and prioritize equipment replacement with a unit cost of \$100,000 or greater.

The plan includes the three components that make up the budget request, replacement, buy-back, and additional equipment. The replacement equipment component is divided into seven equipment types: Snowplow Trucks, Passenger Vehicles, Light Duty Trucks, Construction Equipment, Large Specialty Equipment, Other Snow Equipment, and Misc. Equipment. Due to their low replacement unit cost, the plan does not list specific equipment for passenger vehicles, light duty trucks, and misc. equipment. However, for the other categories, the plan will list the specific equipment type, District, and the estimated replacement cost.

At each of the quarterly District Equipment Managers meetings, the plan is reviewed and updated throughout the year with a final decision to be made in May of the budget request cycle process. The 5-year plan document is stored on the Mobility Services SharePoint page so that all members have the ability to view and update the plan as necessary.

**Budget Requests.** Mobility Services-Fleet Management submits to Executive Management a list of the vehicles and equipment that will be at or beyond the determined economic life for such equipment. This list is accompanied by the estimated cost of replacement for the units to develop a proposed budget for road equipment replacement. The request includes the equipment identified in the 5-year plan in addition to all new or additional equipment requested by the District. New/additional equipment must be listed separately within the budget request. The buy-back portion of the request lists the quantity of units to be purchased for each type of buy-back equipment, along with the estimated proceeds that will be generated as equipment is returned. The final budget request lists all proposed purchases, proceeds, and net request amount.

**Budget Allocation Headquarters.** The final approved equipment budget is allocated in a two-step process. The first step is to determine the amount of money needed to sustain the headquarters fleet, Buy-Back programs, new/additional equipment, and all units with a unit cost exceeding \$100,000 that were identified in the 5-year plan. The remaining funds are then allocated to funding replacement priorities recommended by the districts for passenger vehicles, light duty trucks, and miscellaneous equipment with a unit cost less than \$100,000.

**Budget Allocation Districts 1 to 6.** The districts are allocated a budget to replace vehicles such as sedans, pickups, light duty trucks, and other miscellaneous equipment with a unit cost less than \$100,000.

The money is allocated to the districts based on the amount of preventive maintenance performed by the district staff, the District equipment utilization, and the average age of the district fleet.

**Preventive Maintenance.** Ten (10) percent of the total district allocation is based on the amount of preventive maintenance performed on the vehicles and equipment in the district fleet. Of the ten percent, half is allocated on the basis of the number of work units completed and the remaining half is allocated on the number of man-hours required to complete the

preventive maintenance. All types of preventive maintenance activities are utilized in the analysis for all types of vehicles and equipment.

**Individual Fleet Age.** Forty-five (45) percent of the district allocation is based on the current age of the district fleet for the equipment with a unit cost of less than \$100,000. The allocation process utilizes a weighted average based on individual equipment replacement cost.

**District Equipment Utilization.** The remaining forty-five (45) percent of the district allocation is based on the current District fiscal year utilization. As with the age allocation, only equipment with a unit cost of less than \$100,000 is utilized for the calculation.

## **Equipment Life Cycle**

The 5-Year equipment replacement plan, budget request, and District requests are based on life cycles listed in Figure 9-3 of the Operations Manual, shown below. These values were determined by a team created and charged with evaluating current published life cycles at the time and developing new life cycles based on District input. The life cycles developed by the team are still in use today, however, the Fleet Management Team has recognized the need to review and revise equipment life cycles based on current market trends.

The AASHTO Equipment Management Technical Service Program (EMTSP) identified the need for a tool to assist State Transportation Departments to calculate equipment life cycles using data generated by the agencies. Through the EMTSP efforts, a research project was commissioned through NCHRP that created a tool in which DOT's could input data to develop life cycle recommendations. In FY-21, ITD engaged the research consultant to configure the tool to use our own data and calculate equipment life cycles for various equipment types in which ITD had the appropriate quantity of units with historical data. We are currently reviewing the results from the tool and will be adding data from FY-21 to evaluate the calculated life cycles from the tool. Based on the results of the analysis, the published life cycles in Figure 9-3 will be updated and utilized in future budget requests.

## EQUIPMENT CATEGORIES, REPLACEMENT LIFE CYCLE

Category	Type	Description	Utilization	Replacement Life	
			Type	Years	Mileage/ Hours
100	Primary	Automobiles	Miles	10	120,000
200	Primary	Pickup <6200 GVW, Small	Miles	10	120,000
202	Primary	Pickup <6200 GVW, Large	Miles	10	144,000
204	Primary	Pickup, 6300-9000 GVW	Miles	10	144,000
206	Primary	Truck, POE Rover	Miles	10	150,000
208	Primary	Pickup 4 x 4, Large	Miles	10	144,000
210	Primary	Vans, 4 x 2, Small	Miles	10	120,000
211	Primary	Vans, 4 x 2, Full Size	Miles	10	120,000
217	Primary	SUV, Small	Miles	10	120,000
218	Primary	Suburbans 4 x 4	Miles	10	120,000
221	Primary	Pickup, >9000, Crew Cab	Miles	10	150,000
224	Primary	Truck, Incident Response Unit	Hours	6	300,000
227	Primary	Truck, <15,000 GVW, Crewcab, Dump	Miles	10	150,000
228	Primary	Truck, >15,000 GVW Dump	Miles	10	150,000
		TRUCKS, 20-35,000 LB GVW			
321	Primary	4 x 2 Snowplow Truck	Miles	12	7,200
326	Primary	Crash Attenuator Truck	Hours	24	5,000
336	Primary	Utility 4x2, 4x4 Truck	Hours	24	5,000
337	Primary	Sprayer Truck	Hours	12	5,000
339	Primary	Aerial Tower > 30 ft. Truck	Hours	12	6,000
340	Primary	Digger Derrick Truck	Hours	12	7,200
342	Primary	Striping Unit Truck	Hours	12	200,000
364	Primary	Rotary Snow Plow Truck	Hours	25	
		TRUCKS, 3-AXLE 43 - 65,000 LB			
372	Primary	6 x 4 Snowplow Truck	Miles	12	7,200
374	Primary	6 x 4 Snowplow Truck w/Wing Plow	Miles	12	7,200
375	Primary	Core Drill Truck	Hours	12	7,200
376	Primary	Tractor Truck	Hours	12	7,200
379	Primary	Snooper Truck	Miles	18	
393	Primary	Water Truck >2500 Gallons	Miles	12	7,200
		WHEEL TRACTORS			
401	Primary	Backhoe	Hours	15	3,750
402	Primary	Loader 1/2 C.Y.	Hours	15	2,250
404	Primary	Loader Skid-Steer	Hours	15	3,000
407	Primary	Loader 2 - 3 C.Y.	Hours	15	6,000
408	Primary	Loader 4 C.Y.	Hours	15	6,000
		MOTORGRADER			
506	Primary	Milling Machine	Hours	Do Not Replace	
508	Primary	Motor Grader, 6 x 4	Hours	15	6,000
510	Primary	Motor Grader, 6 x 6	Hours	15	6,000



Category	Type	Description	Utilization	Replacement Life	
			Type	Years	Mileage/ Hours
		ASPHALT EQUIPMENT			
812	Attached	Hot Patcher, Truck Mount	None	12	
813	Primary	Distributor, Tow Type	Hours	15	1,800
814	Primary	Crack Filler	Hours	12	1,440
817	Primary	Hot Patcher, Tow Type	Hours	15	1,800
818	Primary	Laydown Machine, Self-Propelled	Hours	Do Not Replace	
823	Primary	Chip Spreader, Self-Propelled	Hours	Do Not Replace	
		FORKLIFTS, YARD CRANES			
847	Primary	Forklift, Truck Mount	Hours	15	2,500
849	Primary	Forklift, 8,000 - 10,000 lb.	Hours	20	5,000
850	Primary	Forklift >10,000 lb.	Hours	20	5,000
		LOADER, CONVEYOR			
860	Primary	Conveyor (Belt) Screener Plant	Hours	Do Not Replace	
861	Primary	Loader, Belt or Bucket	Hours	15	2,250
		MOWERS			
864	Primary	Self-Propelled Lawn Tractor	Hours	15	2,250
866	Attached	Road Side Mower	None	15	
868	Primary	Chipper, Brush	Hours	15	3,000
		ROLLERS			
880	Primary	Roller, Small Dual Drum Vibrating Steel	Hours	15	3,000
881	Primary	Roller, Large Single Drum Vibrating Steel	Hours	15	3,750
		SHOVELS			
902	Primary	Excavators	Hours	15	6,000
905	Primary	Vacuum Excavator	Hours	12	3,000
		SWEEPERS			
907	Primary	Street Sweeper Mechanical	Hours	10	3,500
909	Primary	Self-Propelled Sweeper	Hours	12	3,000
910	Primary	Street Sweeper Vacuum	Hours	10	3,500
		TRAILERS			
915	Attached	Trailer, Semi Low-Boy (Flatbed)	None	12	
917	Attached	Trailer, Semi Tanker	None	12	
920	Primary	Trailer, Tilt Bed/Ramp	Hours	12	
923	Primary	Trailer, Message	Hours	12	
924	Attached	Attenuator	None	12	

## **Rental/Leasing**

Equipment with low or seasonal utilization is rented by each District on an as needed basis. Districts are allowed the autonomy to rent based on their respective work plans, needs, and availability of the equipment on the market. As private rental companies expand to various areas of the state, creating a larger supply of rental equipment, ITD is disposing of current low use equipment and taking advantage of the benefits on renting equipment.

Renting/leasing of light duty vehicles has been investigated on many occasions to supplement our light duty pickup fleet. Management staff have analyzed rental costs from current state contracts as well as analyzed proposals for full service lease in which the leasing company takes full responsibility for aspects of the vehicle and ITD's only responsibility is to pay the monthly lease. This proposal would have significantly increased our costs over our current method of owning and operating vehicles.

Staff also recently completed an analysis of renting construction inspection pickups versus owning. The analysis took into account the monthly rental cost and compared it against current ITD costs for ownership. Based on the analysis, the breakeven point for rentals is around 5 month. If we have a need for a light duty of 5 months or less, then renting is least expensive method for acquiring the vehicle. If our need exceeds 5 months, then ownership provides ITD the least cost.

Listed below is some additional information on renting equipment that is contained in the Operations Manual.

### **Renting Supplemental Equipment**

If additional equipment is needed for emergencies or other work, the District Equipment Manager may rent such equipment within the limitations of his budget. Rental charges shall not exceed the maximum shown in the "Equipment Guide Book Company, Rental Rate Blue Book" without approval of the Highways Construction and Operations Administrator. Refer to the Standard Specifications for Highway Construction handbook for application of the "Rental Rate Blue Book" rental rates.

**Estimated Equipment Rental Cost Less Than \$100,000/Project.** Oral bids shall only be used for equipment rental that is estimated to be less than \$100,000 per project. Oral bids shall be documented through the use of Form ITD 0552, Request for Quotation. The original of this form shall go to Financial Services, the first copy shall go to the Highways Construction and Operations Administrator, and the second copy shall be kept on file by the district or section soliciting the bid.

An Idaho Transportation Department Rental Agreement (ITD 1232) form is required when renting supplemental equipment. An ITD-assigned rental equipment number must be obtained from Mobility Services when renting any equipment that falls under the equipment categories listed in Figure 8-5. Equipment operation costs (fuel, oil, repairs, etc., from ITD sources) will be charged to the assigned rental equipment number on the standard ITD forms. Rental equipment usage should be documented in TAMS under the appropriate Work Order for the project the equipment was utilized on.

**Estimated Equipment Rental Cost More Than \$100,000/Project.** Any required equipment rental that is estimated to be in excess of \$100,000 per project shall be advertised through Contracting Services or Business Support & Management in accordance with standard contract bid procedures. Formal competitive bidding procedures may be waived in favor of oral bidding procedures in the event of emergency conditions upon approval of the Chief Engineer.

### **Buy-Back Methodology**

Purchasing equipment with a buy-back contract is utilized on equipment with a high volume of sales in the contractor/construction market. Purchasing equipment with a buy-back has been successfully used to purchase motor graders, loaders, backhoes, mini-excavators, and tractor trucks.

The buy-back method of determining the low responsive bid offers the bidder an opportunity to repurchase road equipment that was sold to the Idaho Transportation Department at a guaranteed value on a specific date. At the time of the bid, the bidder submits a bid proposal stating the selling price of the equipment and a guaranteed price the bidder is willing to pay to repurchase the equipment at a specified date.

Using this method of purchasing equipment offers ITD many advantages. Reduced ownership and maintenance costs are realized as well as several intangible benefits. Some of these benefits are less downtime for repairs and locating parts, fewer mechanics are required due to reduced workload, operator fatigue is reduced, employee morale is higher, and newer equipment is more efficient.

This form of equipment purchasing is effective due to the fact that ITD and the bidders are able to take advantage of municipality concessions on pricing and the absence of federal taxes that are not charged on equipment being purchased by municipalities. The bidder is able to repurchase the equipment after a short duration of time from ITD at a cost that is below the current market value of new units. The bidders are able to quickly sell equipment with low hours, extended warranties to the contractor/construction market at a fair price with a fair profit.

**Buy-Back Bid Evaluation Process.** The goal of the buy-back bid process is to reduce the ownership costs associated with the equipment fleet. The bid evaluation process evaluates the monthly ownership cost of both direct purchase and purchase with buy-back proposals to determine the low responsive bid.

When purchasing equipment via the buy-back method, full disclosure of the bid evaluation process is detailed within the specifications. The method for calculating the ownership cost is detailed along with the calculations for loss of interest on the purchase price. As part of the specifications, all buy-back bid responses are required to obtain a surety bond in the amount of 10% of the buyback amount. This protects ITD in the event the vendor is not able to repurchase the units at the specified date.

For direct purchase bid responses, the annual cost is calculated utilizing straight-line depreciation over the useful life of the equipment, and a 20% salvage value. A salvage value of 20% is utilized in the equipment analysis to provide a more accurate account of market value at the end of its useful life.

Buy-back bid responses are evaluated by taking the purchase price of the unit and subtracting the buy-back offer. The amount is then divided by the respective number of months that ITD will

own the unit to arrive at the monthly cost of ownership. This resultant value is then compared to the monthly depreciation cost calculated for all direct purchase proposals. The bid proposal that offers ITD the lowest monthly cost is awarded the bid.

Below is an example from a recent purchase of mini-excavators.

	Western States Equipment Company	Honnen Equipment	Arnold Machinery	Intermountain New Holland	Barry Rental
Direct Purchase Price	\$ 59,092.22	\$ 63,671.63	\$ 62,350.00	\$ 67,394.85	\$ 59,600.00
Annual Depreciation	\$ 3,939.48	\$ 4,244.78	\$ 4,156.67	\$ 4,492.99	\$ 3,973.33
Monthly Depreciation	\$ 328.29	\$ 353.73	\$ 346.39	\$ 374.42	\$ 331.11
Delivery Date	April 30, 2015	April 14, 2015	April 29, 2015	April 30, 2015	April 30, 2015
Buy-Back Date	October 31, 2016	October 31, 2016	April 29, 2018	October 31, 2016	October 31, 2016
Months of Ownership	18	18	36	18	18
Buy-Back Purchase Price	\$ 59,092.22	\$ 62,529.63	\$ 61,055.00	\$ 63,858.85	\$ 59,600.00
Buy-Back Amount	\$ 71,300.00	\$ 45,000.00	\$ 32,466.00	\$ 70,000.00	\$ 70,000.00
Monthly Cost	\$ (678.21)	\$ 973.87	\$ 794.14	\$ (341.18)	\$ (577.78)
Loss of Interest (Purchase Price)	\$ -	\$ 14.32	\$ 8.18	\$ 19.86	\$ 2.12
Monthly Cost for Ownership with Buy-Back	\$ (678.21)	\$ 988.19	\$ 802.32	\$ (321.31)	\$ (575.66)
Lowest Total Monthly Cost for Direct Purchase or Buy-Back	\$ (678.21)	\$ 353.73	\$ 346.39	\$ (321.31)	\$ (575.66)



# Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date August 18, 2021

Consent Item ☐

Information Item ☐

Amount of Presentation Time Needed 10 mins.

Presenter's Name	Presenter's Title	Initials	Reviewed By
Robert Beachler & Ramón Hobdey-Sánchez	Planning PM & GAPM	RB/RHS	LSS
Preparer's Name	Preparer's Title	Initials	
Robert Beachler & Ramón Hobdey-Sánchez	Planning PM & GAPM	RB/RHS	

## Subject

Utility Accommodation Rulemaking Update		
Key Number	District	Route Number

## Background Information

### Negotiated Rulemaking and Stakeholder Outreach

As the Department continues its efforts to address utility accommodation of broadband facilities seeking access to the state's ROW, the Department has engaged in negotiated rulemaking to further analyze and update the necessary policies and procedures, while also meeting federal requirements and supporting Governor Little's initiative to improve broadband access in Idaho.

The Idaho Transportation Department *incorporates by reference* the July 2003 Edition of "Utility Accommodation Policy" in IDAPA Title 39: [39.03.43 – Rules Governing Utilities on State Highway Right-of-Way](#).

ITD staff has held three public meetings with the general public, stakeholders, customers, legislators, vendors and the Governor's Office via the negotiated rulemaking process. Through this process, the Department met with interested parties in an effort to make necessary policy updates to accommodate utility facilities within the State Highway System Right-of-Way, for the issuance of permits for broadband and small wireless facilities.

During the stakeholder outreach in June and July, staff worked on integrating input and feedback regarding Department utility accommodation policies and updating ITD's Guide for Utility Management. The public comment period ended on July 28<sup>th</sup> and staff is evaluating comments and determining changes to the DRAFT Utility Accommodation Policy and Guide for Utility Management.

Staff returns to the Board with information and updates from stakeholder engagement and proposed rulemaking.

## Recommendations

Informational Item - no action required.

## Board Action

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

# Utility Accommodation

## Rulemaking Update

August 18<sup>th</sup>, 2021



**YOUR *Safety* • • • ► YOUR *Mobility* • • • ► YOUR *Economic Opportunity***

# Agenda

- Utility Accommodation Rulemaking Update
- Goals & Objectives of Rulemaking
- Public Meeting Comment Topics

<https://itd.idaho.gov/rulemaking>





# Utility Accommodation Rulemaking

- IDAPA 39.03.43 – Rules Governing Utilities on State Highway Right-of-Way
  - Regulate the location, design and methods for installing, relocating, adjusting and maintaining utilities in the State Highway Right-of-Way
  - Incorporates by reference the 2003 Edition of the Utility Accommodation Policy (UAP)
  - UAP is included in ITD's Guide for Utility Management (GUM)





# Scope of Utility Accommodation Rulemaking

- Rulemaking will be focused on alternative use of highway Right-of-Way by non-public utilities
- Technologies such as broadband and small wireless facilities require updates to guidance, policy and rules
- Establish requirements for permitting broadband and small wireless facilities
- Ensure compliance with State and Federal requirements



# Rulemaking Process

- Staff has held three negotiated rulemaking public meetings to solicit comments from stakeholders
- This process allows the agency to draw upon shared information, knowledge, expertise and technical abilities from outside stakeholders
- Following negotiations, a Notice of Proposed Rule and the text of the rule will be published in the Administrative Bulletin this fall





# Goals and Objectives of Rulemaking

- Orderly use of highway right-of-way by all utilities
- “Dig Once” within the highway right-of-way
- Manage current and future demands on the ROW space by providers
- Serving the greatest public interest through colocation and other space saving practices



# Goals and Objectives of Rulemaking

- Leverage ROW usage to connect current and future ITD facilities and roadside devices
- Create a competitively neutral environment that is unbiased in its treatment of utility providers
- Focus on the exchange of facilities and services rather than on the collection of fees or other financial transactions
- When feasible, to support the strategic deployment of broadband infrastructure across the State of Idaho



# Public Meetings

- Public Meetings were held on June 15<sup>th</sup> & 24<sup>th</sup> and July 20<sup>th</sup>, 2021
- ITD staff presented information on broadband rulemaking, policy, regulations, concepts, accommodating facilities, and coordination
- Comments were given in person and virtually





# Public Comment Topics

- Concerns of Rural Providers
- Competition
- Cost Savings Opportunities
- Effects on Other Utility Services
- Federal Rules and Regulations





# Public Comment Topics (*cont.*)

- Incumbent Local Exchange Carriers (ILEC) vs. Non-ILEC providers
- Shared Resource Agreements
- Access for Macro Towers
- Accommodating New Providers





# Public Comment Topics *(cont.)*

- Utility vs. Providers Definition
- Broadband as a Utility
- ROI for First Provider into Areas
- Inner-ducts & Vaults
- Alternative broadband conduit installation methods





# Conclusion

- Utility Accommodation Negotiated Rulemaking process provided ITD the opportunity to present ideas and concepts regarding the efficient management of the right-of-way by utilities
- Staff is reviewing and evaluating comments from public meetings and evaluating potential changes to the Department's UAP & GUM





## Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date August 18, 2021Consent 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 22165	District 3	Route Number US 20/26; I-84 to Middleton Rd.

### 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. ITD's stance is to take note of the property owner's position and to be open to revising an offer if it is reasonable to do so and would result in settlement and otherwise serve the best interest of the public.

### Recommendations

Approve resolution on page 167:

KN 22165 – US 20/26 I-84 to Middleton Rd., Canyon County - for administrative settlement in the amount of \$496,622.00

### Board Action

☐ Approved    ☐ Deferred \_\_\_\_\_

☐ Other \_\_\_\_\_

RES. NO. WHEREAS, the Idaho Transportation Department is acquiring right-  
ITB \_\_\_\_\_ of-way along US-20/26 for Project No. A022(165); 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 for the amount of \$496,622.00.



## Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date August 18, 2021Consent 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 22165	District 3	Route Number US 20/26; I-84 to Middleton Rd.

### 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. ITD's stance is to take note of the property owner's position and to be open to revising an offer if it is reasonable to do so and would result in settlement and otherwise serve the best interest of the public.

### Recommendations

Approve the resolution on page 169:

KN 22165 – US 20/26 I-84 to Middleton Rd., Canyon County. For administrative settlement in the amount of \$629,351.00

### Board Action

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

RES. NO. WHEREAS, the Idaho Transportation Department is acquiring right-  
ITB \_\_\_\_\_ of-way along US-20/26 for Project No. A022(165); 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 for the amount of \$629,351.00.



## Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date August 18, 2021Consent Item ☐Information Item ☐Amount of Presentation Time Needed 10 min.

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

### Subject

Administrative Settlement over \$200,000.00		
Key Number	District	Route Number
22165	3	US 20/26; I-84 to Middleton Rd.

### 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. ITD's stance is to take note of the property owner's position and to be open to revising an offer if it is reasonable to do so and would result in settlement and otherwise serve the best interest of the public.

### Recommendations

Approve the resolution on page 171:  
KN 22165 – US 20/26 I-84 to Middleton Rd., Canyon County - for administrative settlement in the amount of \$441,486.00

### Board Action

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

RES. NO. WHEREAS, the Idaho Transportation Department is acquiring right-  
ITB \_\_\_\_\_ of-way along US-20/26 for Project No. A022(165); 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 for the amount of \$441,486.00.