



A G E N D A

Regular Meeting of the
Idaho Transportation Board

LOCATION REVISED

January 13, 2022

Chinden Campus Conference Center
11351 W. Chinden Blvd, Building 6
Boise, Idaho

To listen:

Dial 1-415-655-0003 US Toll

a. access code: 2464 587 7820

b. meeting password: 1234

KEY:

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

	Page #	Time*
Action Item 1. CALL MEETING TO ORDER		8:30
Information Item		
2. SAFETY SHARE: District 2 Engineer Manager Bob Schumacher		
Action Item 3. BOARD MINUTES – December 9, 2021	4	8:35
Action Item 4. BOARD MEETING DATES	18	
February 17, 2022 – Boise March 23-24, 2022 - Shoshone		
April 20 & 21, 2022 - Pocatello		
Action Items 5. CONSENT CALENDAR	19	
CD _____ Trucking Advisory Council Membership Appointment	21	
OP _____ Remove FY23 Roadway & ADA Improvements and Holly ST & NW		
Nazarene from the Idaho Transportation Investment Program (ITIP)	22	
OP _____ Adjustments to the Local Safety Program, FY22-28 ITIP	23	
OP _____ Contracts for award	24	
OP _____ Consultant agreement	42	
Information Items		
6. INFORMATIONAL CALENDAR		
OP _____ Contract award information and current advertisements	44	

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



January 13, 2022
Page 2 of 3

		<u>January 13, 2022</u>	Page	Time
		Boise, Idaho	#	
Information Items (Continued)				
OP	_____	Professional services agreements and term agreement work tasks report.....	50	
OP	_____	Semi-annual administrative settlements report	56	
ADM	_____	Non-construction professional service contracts.....	59	
ADM	_____	State FY22 financial statements	60	
ADM	_____	Monthly report of federal formula program funding through December.....	80	
7. BOARD SUBCOMMITTEE’S UPDATE				8:40
Adjustments to the State Highway System, Chairman Kempton Policies, Chairman Hoff				
8. MONTHLY REPORT ON ACTIVITIES				8:45
Chief Deputy Stokes				
9. LEGISLATIVE UPDATE: Chief External Affairs Officer McCarty				9:05
10. AGENDA ITEMS				
Action Items				
OP	_____	Board Unallocated Funds for SH-33 Rexburg Signal Interconnect Project	82	9:10
Minzghor		(Resolution on page 85)		
OP	_____	Proposed US-20, Exit 344 Interchange	86	9:20
Minzghor		(Resolution on page 88)		
OP	_____	Board Unallocated Funds to Design Closure of Five At-grade Crossings on		
Minzghor		US-20 (Resolution on page 92)	89	9:25
OP	_____	Board Unallocated Funds for I-15 Devils Creek Landslide Project	93	9:30
Hubbard		(Resolution on page 95)		
OP	_____	Delay G Canal Replacement Project	96	9:35
Barrus		(Resolution on page 97)		
Information Item				
ADM	_____	FY23 Appropriation Request – Governor’s Recommendation	98	9:40
Bray				

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



January 13, 2022
Page 3 of 3

<u>January 13, 2022</u> Boise, Idaho		Page #	Time
11. BREAK			9:50
Action Item			
ADM _____ Tolman/Schroeder	Transportation Expansion & Congestion Mitigation Bond Update99 (Resolution on page 100)		10:05
Information Items			
OP _____ McElhinney/Rindlisbacher	Status of State Highway System ITIP Project Readiness101		10:45
OP/HR _____ McElhinney/Williams/Phillips	Highway Construction Workforce Partnership funding allocation for on-the-job training programs in Idaho101F (Resolution on page 101G)		11:00
12. EXECUTIVE SESSION (DMV conference room) PERSONNEL ISSUES [SECTION 74-206(a), (b)] LEGAL ISSUES [SECTION 74-206(c), (d), (f)]			11:05
13. HQ BUILDING UPDATE: Chief Administrative Officer McArthur102			11:55
14. ADJOURNMENT (estimated time)			12:10

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

REGULAR MEETING
OF THE IDAHO TRANSPORTATION BOARD

December 9, 2021

The Idaho Transportation Board met at 10:30 AM on Thursday, November 18, 2021, in Boise, Idaho. The following principals were present:

Bill Moad, Chairman
James R. Thompson, Member – District 1
Gary Osborn, Member – District 2
Julie DeLorenzo, Vice Chair – District 3
Jim Kempton, Member – District 4
Bob Hoff, Member – District 6
Brian W. Ness, Director
Scott Stokes, Chief Deputy
Tim Thomas, Lead Deputy Attorney General
Dan McElhinney, Chief Operations Officer
Lorraine Dennis, Executive Assistant to the Board

Member Dwight Horsch, District 5, was absent.

Safety Share. District 4 Engineer Jesse Barrus, chair of the department's Strategic Safety Team, presented the team's focus goals for 2022 and how they tie into the department's Strategic Plan. The emphasis is on building a positive culture framework that promotes good behavioral habits.

Chairman Moad thanked DE4 Barrus for the important message.

Board Minutes. Vice Chair DeLorenzo made a motion to approve the minutes of the regular Board meeting held on November 18, 2021, as submitted. Member Kempton seconded the motion and it passed unanimously.

Board Meeting Dates. The following meeting dates and locations were scheduled:

January 13, 2022 – Boise, HQ	February 17, 2022 – Boise, HQ
March 23 & 24, 2022 – Shoshone	April 20 & 21, 2022 – Pocatello
May 18 & 19, 2022 – Idaho Falls	June 15 & 16, 2022 – Boise, District 3
July 20 & 21, 2022 – Lewiston	August 17 & 18, 2022 – Coeur d'Alene

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

The motion to approve the following resolution passed unopposed:
RES. NO. WHEREAS, consent calendar items are to be routine, non-controversial, self-
ITB21-75 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 delay of the Kidd Creek Stream environmental monitoring project from FY21 to FY22 in the approved FY21-27 ITIP and contracts for award.

1) Delay the Kidd Creek Stream Environmental Monitoring Project. Staff requests approval to delay the Kidd Creek Stream mitigation environmental monitoring project from FY21 to FY22 in the approved FY21 - 27 Idaho Transportation Investment Program (ITIP). The total project cost is \$50,000. There was a delay with the State and Local Agreement preventing the project to be obligated in FY21. Therefore, the Local Highway Technical Assistance Council (LHTAC) and the project sponsors request the project be delayed to FY22 in the program.

2) Contracts for Award. The low bids on the following projects were more than ten percent over the engineer's estimate, requiring justification. On key #20623, SH-46, Big Wood River Bridge, District 4, the differences between the low bid and engineer's estimate were mainly in mobilization, survey and superpave. On key #20491, I-90, FY22, bridge repair, District 1, the differences between the low bid and engineer's estimate were mainly in painting structural steel, bridge wrap bent piles, and epoxy overlay. On key #19960, US-93, Blue Lakes Blvd, Poleline Road to Perrine Bridge, District 4, the differences between the low bid and engineer's estimate were mainly in traffic signal installation, superpave, and mobilization. On Key#s 20109, 20483 and 21997, 6th Street pedestrian improvements, LHTAC (2), the differences between the low bid and engineer's estimate were mainly in illumination and mobilization. The engineer's estimate were developed using the average bid costs of previous projects in the area and assumed price increases. The District and LHTAC do not believe re-advertising the projects would result in lower bids, and recommends awarding the contracts. Low bidder, for key #20623: Cannon Builders Inc. - \$2,530,799.50; key #20491: CL Hellman Company Inc. - \$2,187,656.20; key #19960: Staker & Parson Companies - \$2,866,374; and key #s20109, 20483, and 21997: Motley-Motley Inc. - \$1,439,145.90.

Informational Items.

1) Contract Awards and Advertisements. Key #20676, SH-200, Pack River to Trestle Creek, District 1. Low bidder: Poe Asphalt Paving Inc. - \$1,084,937.00.

Key #20446, US-95, Cocolalla Loop Road to Westmond Road, District 1. Low bidder: Poe Asphalt Paving Inc. - \$1,359,481.97.

Key #21991, Prairie Avenue & Idaho Road, Post Falls, LHTAC (1). Low bidder: LaRiviere Inc. - \$915,463.33.

Key #9294, US-95, Thorn Creek Road to Moscow, PH 1, District 2. Low bidder: M.A. DeAtley Construction Inc. - \$57,633,453.85.

Key #23350, I-90, Mullan to Montana State Line, District 1, fixed price variable quantity project. High bid: Railco LLC. - 6462.50 FT.

The list of projects currently being advertised was provided.

2) Professional Services Agreements and Term Agreement Work Tasks Report. From October 26 through November 12, 2021, 14 new professional services agreements and work tasks were processed, totaling \$9,887,290. One supplemental agreement to existing professional services agreement was processed during this period in the amount of \$45,160.

3) Outdoor Advertising Annual Report. The ITD Outdoor Advertising Program is charged with monitoring, controlling, or causing to be controlled, advertising signs in areas adjacent to the Interstate System, Primary Highways, and the NHS (National Highway System) roads within the State of Idaho. The controlling of these signs consists of the following primary functions: 1) Maintaining an inventory of all outdoor advertising signs along the highway systems, including the State's NHS routes; 2) Issuing permits and identification tags for signs erected prior to the effective date of the state's outdoor advertising control agreement and for signs legally erected; and 3) Removing, or causing to be removed, any signs not legally erected or maintained. There were 12 new outdoor advertising sign applications processed in 2021, of which, 11 were approved and one denied for a total of 1,197 signs statewide.

4) Non-construction professional services report. In accordance with Board Policy 4001, staff reports there were no professional service agreements executed in the previous month.

5) State FY22 Financial Statements. Revenues to the State Highway Account from all state sources were ahead of projections by 13.4% as of October 31. Receipts from the Highway Distribution Account were \$12.1 million more than forecast. State revenues to the State Aeronautics Fund were ahead of projections by 43%, or \$426,000. The Department's expenditures were within planned budgets. Personnel costs had savings of \$1.7 million or 3.9% due to vacancies and timing between a position becoming vacant and being filled. Contract construction cash expenditures were \$174.4 million for July through October.

The balance of the long-term investments was \$112.7 million at the end of October. These funds are obligated against construction projects and encumbrances. The cash balance was \$154.7 million. Expenditures in the Strategic Initiatives Program Fund through the end of October were \$0.9 million. Additional receipts include interest earned of \$69,000 based on the cash balance. Deposits into the Transportation Expansion and Congestion Mitigation Fund of \$9.1 million is the fourth month of the new 4.5% of Sales Tax authorized during the last Legislative session. Expenditures in this fund were \$7.3 million year to date. The federal CARES Act provided \$27 million for public transportation. Expenditures totaled \$865,000 year to date.

6) Monthly Reporting of Federal Formula Program Funding through November. Idaho received obligation authority of \$64.9 million through October 31, 2021 via an Appropriations Act signed on October 2, 2021. It includes \$2.1 million of Highway Infrastructure General Funds carried over from last year in the local urban and off-system bridge programs, and \$39 million COVID Relief funds carried over from last year in the Transportation Management Area, Local Urban and SHS Programs. An extension to the federal Fixing America's Surface Transportation

Act was signed on October 2, 2021. Idaho received apportionments of \$67.8 million. Obligation authority is currently 95.7% of apportionments. Another extension to the FAST Act through December 3, 2021 was passed on October 28, 2021, and a new 5-year transportation act called the Infrastructure Investment and Jobs Act was signed into law on November 15, 2021. No new apportionments or obligation authority have been received. As of October 31, 2021, \$70.0 million was allocated with \$22.8 million remaining program funding as of November 24, 2021.

Director's Annual Report. Director Ness began his annual report by sharing a video summarizing the department's budget, strategic plan, culture changes, performance measures, workforce efficiencies. He also presented his 2021 highlights, which included the updated strategic plan, 2021 legislative session, summer construction, DMV modernization, his retirement announcement, and national awards received by ITD.

To highlight, Director Ness reported the department's strategic plan has a new focus on employees to enhance their employee experience. During the legislative session, the legislature passed a \$126 million one-time investment in transportation - \$4 million for community airports; \$2 million for rail safety; \$2 million to child pedestrian safety, \$118 million balance split (60/40) between ITD and local agencies; and ITD received \$71 million. The passage of HB362 increased the percentage of sales tax from 1% to 4.5% and guarantees \$80 million annually to ITD with an option to bond up to \$1.6 billion. Three summer construction projects on US-95 - Granite Hill, Long Bridge, and Culdesac Canyon were highlighted. Along with the SH-44/Eagle Road, I-84 - Twin Falls to Jerome, US-91 - Shelley to York, and I-15 and US-20 ramp modification projects.

Director Ness reported ITD saved \$15.5 million in the latest GARVEE refinancing. As a result of the DMV modernization that began in 2015, ITD has fully automated online transactions and better customer service. He was pleased to share the national awards received by department staff from the American Association of Motor Vehicle Administrators (AAMVA) for DMV's Skip the Trip online portal; 2021 Western Snow & Ice National Title; and three American Association of State Highway and Transportation Officials (AASHTO) President's Awards. ITD has received 20 President's Awards, more than any other state, and it is the second time ITD has received these specific awards in one year. The awards received were in the following locations and categories: District 4 for Environment – Building Wildlife Sanctuaries, US-20; District 3 for Highway Traffic Safety – I-84; and District 1 for Highways – Pennsylvania Avenue, I-90.

Director Ness thanked employees for the great work achieved during his tenure. He believes CD Stokes will continue the legacies built and keep goals moving forward. CD Stokes added, during the Associated General Contractor's event the previous evening, Director Ness received AGC's most prestigious honor – the Skill, Integrity and Responsibility (SIR) award.

Chairman Moad thanked Director Ness for his service and report.

FY23 Revision #1A Appropriation Request. Financial Manager Chris Bray presented an overview of the department's FY23 budget request that includes spending authority for the estimated federal funding increase in the Infrastructure Investment and Jobs Act (IIJA). It includes \$128.5 million in Line items: \$124.9 million for contract construction and right-of-way;

\$3.3 million for public transportation; and \$300,000 for administration. The revised FY23 total program funding is \$907,170.200. He also reported pending actions that need to occur by congress; such as, raising the debt ceiling, appropriations, and continuing resolutions.

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

RES. NO. WHEREAS, the FY23 Department Budget Request is prepared in
ITB21-76 accordance with instructions in the Division of Financial Management's Budget Development Manual; and

WHEREAS, the original budget submission was reviewed and approved by the Board on August 18, 2021; and

WHEREAS, additional updates have been made to the budget request and are reflected in the Revision #1 submission on October 22, 2021; and

WHEREAS, the federal Infrastructure Investment and Jobs Act was signed by President Biden on November 15, 2021, after the October 22, 2021, Revision #1 budget request was submitted; and

WHEREAS, an update to the Revision #1 submission, now entitled Revision 1A, is required to allow for the use of federal funds in the coming year as they may become available; and

WHEREAS, the Board has reviewed the Proposed FY23 Budget Request Revision 1A Summary.

NOW, THEREFORE BE IT RESOLVED, that the Idaho Transportation Board ratifies the budget request changes reflected in the Department Infrastructure Investment & Jobs Act federal spending authority request and authorizes the estimates and guidance provided, to serve as the basis for the FY23 budget request submitted to the Division of Financial Management and Legislative Services Office on November 19, 2021.

Utility Accommodation Rulemaking. Program Manager Ramon Hobdey-Sanchez reviewed the department's efforts to address utility accommodation within the State's right-of-way. ITD is advancing administrative rule changes and policy updates as it related to Small Wireless Facilities (SWF) for presentation during the 2022 legislative session. The pending rule will be published in January 2022. It includes new chapter language and Utility Accommodation Policy (UAP) Draft #3. He clarified it only covers SWF, not Broadband, and the IDAPA 39.03.43 is changing from a non-fee rule to a fee rule.

Program Manager Robert Beachler reviewed the minor changes between Draft #2 and Draft #3 of the final draft rule and UAP and provided an overview of the fee structure and permitting process. PM Beachler reported changes were incorporated into the utility encroachment permits that include language indemnifying ITD.

Member Kempton questioned in the UAP, Section 2.9, Performance Bond, where new language is added to cover costs to “remove, repair, replace” potential damage, as to who does ‘removing.” PM Beachler responded the responsibility to remove belongs to the permittee, and in response to Member Kempton’s follow-up question, he agreed there should be reference to a coordinated process.

In response to Vice Chair DeLorenzo’s question of issuing an approval or denial letter regarding the appeal process, PM Beachler stated, the district engineer has 30 working days to review the appeal. The process also aligns with other encroachment permit appeals.

Vice Chair DeLorenzo also offered other non-substantive edits.

Chairman Moad moved this item to the end of the agenda before considering the resolution so staff can further research Board member’s questions and concerns. See later minute entry.

2021 ITD/AGC Excellence in Construction Partnering Awards. For the Board member’s review, Chief Operations Officer Dan McElhinney shared one of the plaques received for the 2021 Snow & Ice National Title Award. He also shared AGC’s video presenting the SIR Award to Director Ness. COO McElhinney reported this is the second annual award ceremony. Projects were evaluated by a judging panel and based on six criterion. He reported on average there were 325 construction projects averaging a \$380 million payout per year. He also provided an update on the draft Section 150, Formal Partnering, Partnering for Construction Project Success Formal Partnering guide.

Senior Public Information Officer Aubrie Spence announced the award winners. For highway projects, Silver Awards went to Knife River and District 1 for Kidd Island Road, and C&S Excavation and District 3 for Grimes City Pathway. Gold Awards went to Concrete Placing Company and District 3 for Gowen Road Bridge, and S. Cemetery Road; SH-44 to Willow Creek. For projects less than \$1 million, the Silver Award went to Interstate Concrete & Asphalt and District 1 for US-95 Byway Bridge Approaches. For Projects \$1-5 million, honorable mention went to Braun-Jensen and District 3 for Little Salmon River Bridge, and Bronze Award to Coldwater Group and District 5 for I-15 Bridge Rehabilitation. Silver Awards went to Coldwater Group and District 4 for N Canal Bridge, and Knife River Corp and District 2 for SH-11 Grangemont Road to Headquarters. The Gold Award went to Knife River Corp and District 2 for SH-62 Zenner Road to Nezperce. For projects \$5-10 million, the Silver Award went to H-K Contractors and District 5 for US-91 Shelley to York Road, and Gold to McMillen Jacobs Associates and District 1 for US-95 Sandpoint Long Bridge over Pend Oreille. Top Gold Award went to Apollo and District 1 for US-95 N. Corridor Access Improvements. For project over \$10 million, the Bronze Award went to Braun-Jensen and District 3 for SH-55 Payette River Bridge. Silver Award to Apollo and District 1 for Garwood Road Grade Separator & Frontage Roads. Gold Awards went to Western Construction, Concrete Placing Company and District 3 for I-84 Franklin Road Interchange to Karcher Interchange, and Scarsella Brothers and District 1 for SH-41 Prairie Avenue to Boekel Road.

Chairman Moad commended staff for a job well done.

I-84 Meridian Road Interchange to Eagle Road Interchange, Design. District 3 Engineer Caleb Lakey presented the request to use Board Unallocated funds to evaluate adding an auxiliary lane on I-84 between Exit No. 44 and Exit No. 46. It includes an additional lane and shoulder on the eastbound on-ramp at Exit No. 44 and the eastbound off-ramp at Exit No. 46. The proposed work includes all studies and design work as necessary, to provide for the improvements as well as looking at traffic patterns from Exit 44 to the WYE Interchange. The study is an estimated cost of \$1,325,000 for public involvement, environmental clearances, traffic study, interchange modification report, and design. Construction is unfunded and not included. The focus of the study is to mitigate traffic flow due to increased congestion.

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

RES. NO. WHEREAS, it is in the public's interest for the Department to publish and
ITB21-77 accomplish a current, realistic, and fiscally constrained seven-year Idaho
Transportation Investment Program (ITIP); and

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

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

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

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

NOW THEREFORE BE IT RESOLVED, that project I 84, Exit 44 (Meridian Rd) to Exit 46 (Eagle Rd) Ramp Improvements and Auxiliary Lane be added to the ITIP at a cost of approximately \$1,325,000 using FY22 Idaho Transportation Board Unallocated Funds.

BE IT FURTHER RESOLVED, that the Idaho Transportation Board approves the staff request to adjust the program and amend the approved FY21-27 ITIP accordingly.

Chairman Moad thanked DE3 Lakey for the presentation.

I-84 Robinson Road and Orchard Street Underpasses. District 3 Engineer Lakey presented the request to fund repair projects for the Robinson Road underpass at mile marker 39 on I-84 just east of the City of Nampa and the Orchard Street underpass at mile marker 3 on I-184 in the city of Boise. Both were struck by a commercial vehicle hauling a piece of equipment

and need girder repairs. The estimate to repair the Robinson Road underpass is \$200,000 and \$100,000 for the Orchard Street underpass. Staff requests funding come from Statewide Balancing funds for both repair projects. DE3 Lakey also stated police reports were filed and the department is pursuing insurance claims reimbursement.

In response to Member Kempton's question regarding recovering costs, Highway Construction & Operations Administrator Kuisti responded it varies. The department uses a third party company, CMR, to help with the administrative process to recoup costs for damages.

In response to Member Hoff's question regarding the use of technology to help detect oversized vehicles, CD Stokes replied there is existing technology available; however, the challenge is determining which bridges and how many of them. He stated the department would consider reviewing critical corridors instead of specific bridges.

CD Stokes stated the resolution, as written, reflected an erroneous highway designation for the Orchard Street underpass.

Vice Chair DeLorenzo made a motion to amend the resolution to include an edit for the Orchard Street highway designation from I-84 to I-184. The motion was seconded by Member Thompson, and passed unopposed, to approve the following resolution:

RES. NO. WHEREAS, it is in the public's interest for the Department to publish and
ITB21-78 accomplish a current, realistic, and fiscally constrained seven-year Idaho
Transportation Investment Program (ITIP); and

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

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

WHEREAS, ITD staff has inspected the bridges at Robinson Road and Orchard Street and they are in need of significant girder repair; and

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

NOW THEREFORE BE IT RESOLVED, that project I-84, Robinson Road underpass repair be added to the ITIP at a cost of approximately \$200,000 using Statewide Balancing funds; and

BE IT FURTHER RESOLVED, that project I-184, Orchard Street underpass repair be added to the ITIP at a cost of approximately \$100,000 using Statewide Balancing funds; and

BE IT FURTHER RESOLVED, that the Idaho Transportation Board approves staff's request to adjust the program and amend the approved FY21-24 Statewide Transportation Improvement Program (STIP) accordingly.

Chairman Moad thanked DE3 Lakey for the presentation.

Linder Village (Orchard Park) Sales Tax Anticipated Revenue Agreement. District 3 Engineer Lakey introduced High Desert Development President and Owner Joe Huarte who reported on the history of the project. HDD Developer Partner Michael Slavin also addressed the Board and reported Phase 1 of the Linder Village STAR agreement was successfully completed on August 27, 2021, with Phase 2 ready to be bid for construction in 2022. DE3 Lakey presented the potential risks as they enter into Phase 2: property acquisition costs, timing of funding and reimbursement (which the STAR agreement does not have a descriptive process), and overall cost. DE3 Lakey requested due to supply chain and property values increasing, the developer and District 3 would like to proceed with proposing an amendment to the current STAR agreement, which would then be submitted for the Board's review and approval.

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

RES. NO. WHEREAS, it is in the public's interest for the Department to publish and
ITB21-79 accomplish a current, realistic, and fiscally constrained seven-year Idaho
Transportation Investment Program (ITIP); and

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

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

WHEREAS, the Idaho Transportation Board entered into a Sales Tax Anticipated Revenue (STAR) agreement with High Desert Development (HDD) in January 2019; and

WHEREAS, the Board desires to keep the agreement within the statutory limits of the STAR legislation; and

WHEREAS, property and supply chain pricing have increased dramatically since 2019.

NOW THEREFORE BE IT RESOLVED, that the Idaho Transportation Board gives authority to the District 3 Engineer to draft an amendment to the current agreement, working with High Desert Development.

SH-55 Avimor Proposed Proportionate Share Agreement. District 3 Engineer Lakey and Avimor Developer Dan Richter presented a draft proportionate share agreement as an alternative to funding future SH-55 improvements for the Avimor community development project. DE3 Lakey reported SH-55 is one of two north-south highways in District 3 and there is heavy recreational traffic on the constrained corridor. Avimor Developer Richter provided an overview of the Avimor project. He stated Avimor is a mixed-use planned community, it includes approximately 20,000 acres of Avimor lands, they expect to build 9,700 single-family homes, and SH-55 bisects the planned community. The Proportionate share agreement sets a fixed mitigation fee of \$5,000 per residential unit, specifies the road improvements Avimor and ITD will construct and timing, provides a clear long-term path for the corridor, provides funding for ITD, and reduces agency time reviewing future studies and plans. The agreement outlines approximately 35-years of planning for an estimated \$45 million in mitigation fees. Avimor's projects include building grade separated interchanges at SH-55 and McLeod Grand and SH-55 and Avimor Grade. ITD's projects are to widen SH-55 from north of Brookside Lane to Avimor Drive, and intersection improvements at SH-44 and SH-55. ITD must use mitigation fees on future projects within the defined project area.

In response to Member Kempton's question regarding real time value of money and the constant value of the estimated \$45 million in mitigation fees, AD Richter responded they are willing to consider different options.

In response to Vice Chair DeLorenzo's question regarding the difference between the ability to use impact fees versus mitigation fees, AD Richter stated ACHD would collect those separately through tax, which they have been paying. He offered their support and welcome the fair and reasonable collection of fees. AD Richter also responded, in response to Vice Chair DeLorenzo's follow-up question, that the project encompasses three counties: Ada, Boise, and Gem. Currently Gem and Boise do not collect impact fees.

Inflation and Rising Construction Cost Trends. Chief Operations Officer McElhinney presented information on inflation stating the department has received input from economists representing the Associated General Contractors, American Road Transportation Builders Association, and the American Associated State Highway Transportation Officials. Since June 2021, there were 31 state infrastructure projects bid totaling \$223 million award. Overall, the project bids were 7% under budget. In the next two quarters, staff is monitoring 31 project bids and unit prices of what is planned to be advertised totaling \$199 million. In cost comparison between the engineer's estimates and final bid amounts, 2019 – 2021 show each year under budget. The fuel index for No. 2 Diesel Fuel from January 2021 to November 2021 increased by \$1.49/gallon, asphalt pavement in 2021 is \$85.64/ton – up \$43.28 since 2005, the cost of metal increased by \$0.72 since 2005 – now at \$1.68/pound, and concrete up 45% now at \$788.89/cubic yard. COO McElhinney also reported on action staff is taking, some highlights are ITD/AGC contractor outreach and partnering, just-in-time estimate reviews by statewide estimators, analyzing national bid item trends, and annual program adjustments over the next two quarters.

Highway Construction & Operations Administrator Dave Kuisti presented next steps in teaming with industry. Highlights included contractor's responsibility in the low bid process and their ability to make their own material supply arrangements; allowances for fuel and asphalt

price adjustments; and contractual tools to help address material price fluctuations in department specifications, and allowance for additional time due to unavoidable material delivery days.

Chairman Moad thanked staff for the informative presentation.

Annual Freight Program Update. Freight Program Manager Scott Luekenga presented the annual program report. Currently, the Freight Advisory Committee (FAC) has pending applications for members in District's 1, 4 and 6, and vacancies in Districts 3 and 5. Board and Administrative policies were recently revised to reduce the FAC from 13 to 6 members – plus a chair. Governor Little was the keynote speaker at the August 10, 2021, Freight Summit. There were 72 participants. Some highlights were statewide freight stakeholder updates given by Port of Lewiston, Rail in Idaho and various industry groups. Roundtable discussions were held on multimodal investment, truck parking and private and public partnership. PM Luekenga also provided an update on the 129,000 Pound Truck Routes. Application processing time was reduced from 313 days to 66 days; 310 lane miles were added; and the subcommittee manual was updated. He also reported an update on the Magic Valley Rail Safety and Capacity Expansion. The grant agreement was signed on September 21, 2021, and the project is scheduled to begin May 2022 with completion in August 2022. The North/West Passage Corridor Coalition is soliciting information to identify interested parties to conduct a multi-state demonstration of truck platooning. Lastly, in July 2021, in District 5, SH-36 and SH-34 now accommodate 6' .5" off-tracking and limited up-to 115 feet lengths.

Chairman Moad thanked FPM Luekenga for the report.

Annual Public Transportation Advisory Council & Office Update. On behalf of the Public Transportation Public Advisory Council (PTAC), Public Transportation (PT) Manager Ron Duran presented the PTAC annual report. Some highlights include PTAC's goals focusing on funding, stabilization, and innovation within PT; increasing engagement with stakeholders and providing information; improving PTAC representation; offering solutions and ideas to reduce stakeholder barriers; and identifying alternative resources outside of ITD-PT funding. PTAC members plan to be more engaged with exchanging information with the Board. PT Manager Duran reported, with the anticipated federal funding increases for the rural and small urban programs, they have no concerns about handling the increased workload and maintaining service levels. Lastly, 43% of the funding provided by the CARES Act, which does not require local match, has been awarded to providers.

Chairman Moad thanked PT Manager Duran for the annual report.

Leading Idaho – Transportation Expansion & Congestion Mitigation (TECM) Program. Transportation Program Manager Amy Schroeder presented an update on the TECM program reviewing significant corridors, accomplishments since May, upcoming activities, and project readiness. Highlights include: the current Board approved, TECM allocation \$356 million, of which \$207 million or 58% is in construction; staff will return in January/February 2022 to begin preparation for the first TECM bond sale; numerous partnering meetings and stakeholder outreach has taken place; and all but two development contracts have been finalized. Eight primary engineering firms have been selected, which also represents over 30 firms on those

teams. Next steps include the program cash flow and bond forecasts, developing detailed schedules and a quarterly program report, finalize bid-ready construction documents, conduct value engineering/value analysis studies, and assess program-wide risk. The focus remains on project readiness and assigning funding resources based on timing and availability.

Chairman Moad thanked PM Schroeder for the update.

Executive Session on Legal and Personnel Issues. Member DeLorenzo made a motion to meet in executive session at 12:26 PM to discuss issues as authorized in Idaho Code Section 74-206 (b) and in Idaho Code Section 74-206 (f). Member Thompson seconded the motion and it passed unanimously by roll call vote.

The discussion on legal matters related to highway operations.

The Board came out of executive session at 12:58 PM.

Administrative settlement over \$200,000. Right of Way Manager Justin Pond presented an administrative settlement for KN 20788 – SH-16, I-84 to US-20/26.

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

RES. NO. WHEREAS, the Idaho Transportation Department is acquiring right-
ITB21-80 of-way along SH-16, I-84 to US-20/26 for Project No. A020(788); and

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

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

NOW THEREFORE BE IT RESOLVED, that the Idaho Transportation Board approves an Administrative Settlement in the amount of \$566,009.10.

Administrative settlement over \$200,000. Right of Way Manager Justin Pond presented an administrative settlement for KN 10005 – SH-53, Pleasant View IC, Kootenai County.

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

RES. NO. WHEREAS, the Idaho Transportation Department is acquiring right-
ITB21-81 of-way along SH-53, Pleasant View IC, Kootenai County for Project No. A010(005); and

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

Whereas, both parties agree that additional payment is justified in order for the

Idaho Transportation Department to fairly compensate the property owner;

NOW THEREFORE BE IT RESOLVED, that the Idaho Transportation Board approves an Administrative Settlement in the amount of \$242,940.00.

Utility Accommodation Rulemaking (Continued).

PM Beachler addressed concerns expressed earlier from Vice Chair DeLorenzo and Member Kempton. A handout was provided addressing the specific concerns to the Utility Accommodation Policy - Section 2.4, Administrative Appeal and Section 2.9, Performance Bond, shown as in Exhibit 544, which is made a part hereof with like effect. A substitute resolution was also presented for the Board's consideration.

Vice Chair DeLorenzo made a motion to approve the substitute resolution, seconded by Member Kempton. It passed unopposed, to approve the following substitute resolution:

RES. NO. WHEREAS, the Idaho Transportation Board and Idaho Transportation
ITB21-82 Department recognize their role in managing utilities in the State's right-of-way;
and

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

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

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

WHEREAS, the changes being proposed address Small Wireless Facilities and a new fee structure; and

WHEREAS, wireless internet and network connectivity is crucial to Governor Little's Leading Idaho Initiatives; and

WHEREAS, staff has addressed the Board's input, and questions and suggestions relating to the Utility Accommodation Policy; and

NOW, THEREFORE, BE IT RESOLVED, that the Idaho Transportation Board authorizes and directs Department staff to present IDAPA 39.03.43 as a pending administrative rule to the 2nd Regular Session of the 66th Idaho Legislature with publication in the January Edition of the 2022 Idaho Administrative Bulletin.

Chairman Moad thanked PM Beachler and PM Hobdey-Sanchez for the follow-up.

The board recessed at 1:15 PM and reconvened at 1:45 PM at the Riverside Hotel.

Joint Local Highway Technical Assistance Council (LHTAC) Meeting.

Chairman Moad welcomed the LHTAC members, announced the appointment of Vice Chair DeLorenzo and CD Stokes' as new director upon retirement of Director Ness in May 2022. He also introduced the new District 2 Board Member, Gary Osborn.

The Board and LHTAC members heard presentations and received updates on the Infrastructure Investment & Jobs Act and the Board's Subcommittee on Policies' Listening Workshop. In respect to the Listening Workshop, Chairman Moad said the Board is still listening to stakeholders and encouraged the Council members to send comments to the Board's Subcommittee on Policies members. Vice Chair DeLorenzo also commented, with the passage of IIJA and anticipated increased federal funding, they would like to see its impacts and consider adjusting the Board's Policy on federal formula highway apportionments to the locals accordingly. The Board and Council members also received an update on the local bridge program and ITD/LHTAC teamwork efforts, the Transportation Expansion & Congestion Mitigation program, and a joint update on the 129,000 Pound Truck Routes. The Council expressed some concerns about the bridge permitting process and would like to explore how it could be expedited.

WHEREUPON, the Idaho Transportation Board's regular monthly meeting adjourned at 2:45 PM.

BILL MOAD, Chairman
Idaho Transportation Board

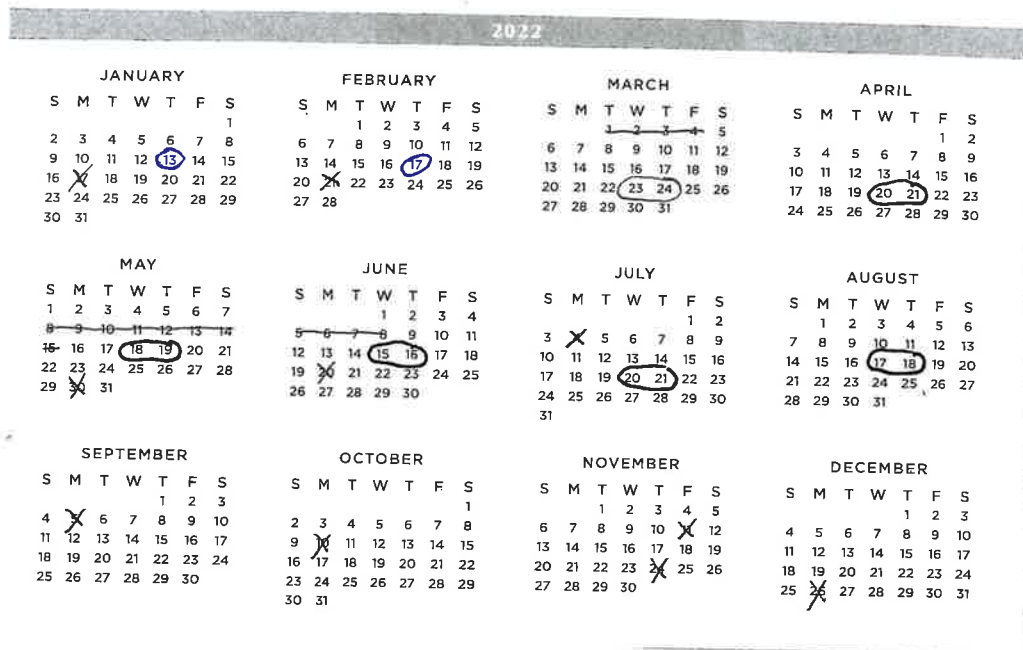
Read and Approved
_____, 2022
_____, Idaho

BOARD MEETING DATES

2022

February 17 – Boise
March 23 & 24 – Shoshone
April 20 & 21 – Pocatello
May 18 & 19 – Idaho Falls

June 15 & 16 – Boise
July 20 & 21 – Lewiston
August 17 & 18 – Coeur d'Alene



“X” = holiday

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

Action: Approve the Board meeting schedule.

IDAHO TRANSPORTATION BOARD

RESOLUTION FOR CONSENT

ITEMS Pages - 21 - 43

RES. NO. WHEREAS, consent calendar items are to be routine, non-controversial, self-
ITB22-83 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, to remove FY23 Roadway & ADA
improvements and Holly ST & NW Nazarene from the Idaho Transportation
Investment Program (ITIP), adjustments to the Local Safety Program, contracts
for award, and consultant agreements.

Meeting Date January 13, 2022

Consent Item ☒

Information Item ☐

Amount of Presentation Time Needed Consent Item

Presenter's Name Alberto Gonzalez	Presenter's Title Motor Vehicle Administrator	Initials	Reviewed By
Preparer's Name Reymundo Rodriguez	Preparer's Title Compliance Program Manager	Initials	

Subject

Trucking Advisory Council (TAC) - Membership Appointment		
Key Number	District	Route Number

Background Information

In July 2011 the Transportation Board approved Board policy 4042 establishing a Trucking Advisory Council (TAC), reporting to the Board. This policy requires the Motor Vehicle Administrator to recommend TAC members to the Board. Currently there are two vacancies in the TAC. These vacancies are located in District 3 and District 6.

ITD Motor Vehicle Administrator, in consultation with the trucking industry and TAC Chairman Pocock, recommends the following persons to a 3-year term (January 2022 through December 31, 2024) as members of the Trucking Advisory Council.

Motor Vehicle Administrator Alberto Gonzalez recommends the reappointments of Mr. Tony Black and Mr. Troy Thurgood as they have demonstrated to be valued members of the TAC.

The TAC is an important council, which is entrusted to advise the Board on issues as it relates to the efficient and safe movement of commerce on Idaho highways.

Current Membership of current TAC appointments is detailed below:

Chairman John Pocock, January 2021 through December 31, 2023

District One Member, Frank Buell, January 2021 through December 31, 2023

District Two Member, Tim Christopherson, January 2020 through December 31, 2022

District Three Member, Vacant

District Four Member, Kevin Iversen, January 2021 through December 31, 2023

District Five Member, Dave McNabb, January 2020 through December 31, 2022

District Six Member, Vacant

Staff will continue to provide the necessary administrative support to the Trucking Advisory Council for the efficient and timely disposition of their duties to the Board.

Recommendations

It is requested that the Board approve the appointment of District 3 candidate Tony Black and District 6 candidate Troy Thurgood to the terms of January 2022 to December 31, 2024, which aligns current TAC membership with policy requirements.

Meeting Date January 13, 2022

Consent Item ☒

Information Item ☐

Amount of Presentation Time Needed _____

Presenter's Name Blake Rindlisbacher	Presenter's Title Chief Engineer	Initials	Reviewed By LSS
Preparer's Name Jeanette Finch	Preparer's Title Senior Research Analyst	Initials	

Subject

Remove **FY23 ROADWAY & ADA IMPROVEMENTS, PART 3, BOISE** and **INT HOLLY ST & NW NAZARENE U RDWAY, NAMPA** from the FY 2022 – 2028 ITIP.

Key Number 20080/22132	District 3	Route Number Local
---------------------------	---------------	-----------------------

Background Information

The purpose of this consent item is to request approval to remove two local projects: **FY23 ROADWAY & ADA IMPROVEMENTS, PART 3, BOISE** and **INT HOLLY ST & NW NAZARENE U RDWAY, NAMPA** per Administrative Policy 5011 Idaho Transportation Investment Program (ITIP), at the request of the Community Planning Association of Southwest Idaho (COMPASS) and the project sponsors.

The Ada County Highway District (ACHD) requested to remove a roadway improvement project. The project started with federal-aid funding for design work; however, construction was to be funded with local funds with the expectation that it could convert to federal-aid at some point prior to construction. ACHD determined the project is more efficient to convert to 100% local funding. The segments will be worked into a future project in ACHD's local program.

The City of Nampa requested to remove a project to reconfigure Holly Street near Northwest Nazarene University, at the direction of the Nampa City Council. The city will continue to review the area for future improvements.

The COMPASS Regional Transportation Advisory Committee recommended the project removals on November 17, 2021 and the COMPASS Board approved on December 20, 2021.

Staff requests the removal of these two projects from the approved FY 2022 – 2028 ITIP.

Recommendations

Approve the removal of **FY23 ROADWAY & ADA IMPROVEMENTS, PART 3, BOISE** at a cost of \$80,000 in the STP-TMA program and **INT HOLLY ST & NW NAZARENE U RDWAY, NAMPA** at a cost of \$121,000 in the STP-Urban program from the approved FY 2022 – 2028 ITIP.

Board Action

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



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date January 13, 2022

Consent Item ☒ Information Item ☐ Amount of Presentation Time Needed _____

Presenter's Name Monica Crider	Presenter's Title Contracting Services Engineer	Initials	Reviewed By
Preparer's Name Laila Kral	Preparer's Title LHTAC, Administrator	Initials LK	

Subject

Adjustments to the **Local Safety Program** in the FY 2022 – 2028 approved ITIP

Key Numbers Various	District 1 & 2	Route Numbers LOCAL
------------------------	-------------------	------------------------

Background Information

Since 2020, LHTAC has received and administered 50% of the federal funding for safety which equates to \$8.5 M annually. This consent item adjusts projects in the Local Highway Safety Improvement Program (LHSIP) at the request of the Local Highway Technical Assistance Council (LHTAC) and the City of Ponderay, per policy 5011 Idaho Transportation Investment Program (ITIP).

The project construction delay of KN22398 to FY2023 is necessary due to right-of-way constraints. These changes will be balanced during the LHTAC program update in April.

Action	KN	District	Current Program Year	Route, Project Name	Phase	\$ in Thousands	
						FY22	FY23
Delay Construction to FY23	22398	1	2022	McGhee Rd Ped Improvments	CE/CC/CN/CL	\$ (378)	\$ 378
Add to Construction FY22	20109	2	2022	6th St Ped Improvements	CC/CN	\$ 140	
Add to Construction FY22	20483	2	2022	3rd St Safety Improvmeents Ph 1	CC/CN	\$ 123	
Add to Construction FY22	21997	2	2022	4th St Safety Improvments Ph 2	CC/CN	\$ 115	
Totals						\$ -	\$ 378

(CE) Construction Engineering by Idaho Transportation Department; (CC) Construction Services by Consultant; (CN) Construction; (CL) Construction Engineering by LHTAC

Staff requests the project adjustments outlined above be made in the Local Safety Program in the FY 2022 – 2028 approved ITIP.

Recommendations

Approve the following project adjustments in the Local Safety Program in the FY 2022 – 2028 approved ITIP:

- KN22398 – delay construction (all phases) of \$378K from FY2022 to FY2023; and
- KN20109, KN20483, and KN21997 – increase construction and consultant services by \$378K in FY2022

Board Action

☐ Approved ☐ Deferred _____

☐ Other _____

Meeting Date January 13, 2022

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 10/1/21 to 12/31/21					
Contracts Bid		Contracts Requiring Board Approval to Award		Contracts Requiring Board Approval to Reject	
ITD	Local	ITD	Local	ITD	Local
18	7	8	6	1	0

ACTION

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

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

Contracts requiring Board Approval to Award -Justification received 11/16/21 to 12/31/21	
ITD	Local
4	2

Recommendations

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

Board Action

☐ Approved ☐ Deferred _____

☐ Other _____

Monthly Status Report to the Board

CONTRACT(S) FOR BOARD APPROVAL

District	Key No.	Route	Opening Date	No. of Bids	Eng. Est.	Low Bid	Net +/-
	19526,	US-95,SH-					
	19653 &	6 & SH-					
2	19195	167	11/16/2021	5	\$10,481,821.00	\$12,041,258.49	\$1,559,437.49
US-95, Jct. SH-6 Turnbay, WM&I RR Bridge, Deep Creek					Federal		115%
Bridge SH-167 Improvements							
Contractor: M A DeAtley Construction Inc							

District	Key No.	Route	Opening Date	No. of Bids	Eng. Est.	Low Bid	Net +/-
		SH-24 &					
4	19848	SH-25	11/16/2021	3	\$4,270,313.20	\$4,894,269.00	\$623,955.80
SH-24 & SH-25, City of Rupert					State		115%
Contractor: Staker & Parson Companies DBA							
Idaho Materials Construction							

District	Key No.	Route	Opening Date	No. of Bids	Eng. Est.	Low Bid	Net +/-
LHTAC(1)	13873	OFF SYS	11/16/2021	4	\$2,472,277.95	\$2,776,832.43	\$304,554.48
STC-1801, Railroad Avenue, St. Maries					Federal		112%
Contractor: Barcott Construction LLC							

District	Key No.	Route	Opening Date	No. of Bids	Eng. Est.	Low Bid	Net +/-
		US-2 & SH-					
1	22260 SIA	200	11/16/2021	2	\$564,432.00	\$638,399.00	\$73,967.00
FY21 D1 Rockfall Mitigation					State		113%
Contractor: Rock Supremacy LLC							

District	Key No.	Route	Opening Date	No. of Bids	Eng. Est.	Low Bid	Net +/-
1	21938	US-95	12/7/2021	1	\$2,600,160.14	\$2,986,458.00	\$386,297.86
US-95, Ironwood to SH-53 Signal Upgrades					Federal		115%
Contractor: Thorco Inc							

District	Key No.	Route	Opening Date	No. of Bids	Eng. Est.	Low Bid	Net +/-
ACHD(3)	20159	OFF SYS	12/14/2021	4	\$534,195.20	\$655,927.00	\$121,731.80
FY21 Capital Maintenance, Phase 3, ACHD, Boise Area					Federal		123%
Contractor: Knife River Corporation-Mountain West							

DATE OF BID OPENING - NOVEMBER 16, 2021

IDAHO FEDERAL AID FINANCED PROJECT
US-95, JCT. SH-6 TURNBAY, WM&I RR BRIDGE, DEEP CREEK BRIDGE SH-167 IMPROVEMENTS
Latah County
Key No. 19526, 19653 & 19195

DESCRIPTION: The work on this project consists of replacing two bridges (WIR Bridge and Deep Creek Bridge), provide traffic safety improvements by adding turn lanes on US-95 at SH-6 and Kennedy Ford Road, and 'flatten' the horizontal curve of US-95 north of the WIR Bridge.

BIDDERS:

M.A. DEATLEY CONSTRUCTION, INC. CLARKSTON, WA	\$12,041,258.49
LARIVIERE, INC RATHDRUM, ID	\$12,859,416.54
APOLLO, INC. dba APOLLO CONSTRUCTION KENNEWICK, WA	\$12,914,176.20
N. A. DEGERSTROM, INC. SPOKANE VALLEY, WA	\$13,025,274.43

4 BIDS ACCEPTED (1 Irregular – DBE)

ENGINEER'S ESTIMATE - \$10,481,821.00

LOW BID - 115% Percent of the Engineer's Estimate

NET +/- OF EE \$1,559,437.49

(AWARD)

(REJECT)

(REQUIRES BOARD APPROVAL)

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

Attached is the justification for Award or Rejection of the Bid. Contracting Services concurs with the recommendation.

Dana
Dietz

Digitally signed
by Dana Dietz
Date: 2021.11.24
16:25:12 -07'00'

DANA DIETZ P.E.
Contracts Engineer



Department Memorandum

Idaho Transportation Department

DATE: November 24, 2021

Program Number(s)A019(526), A019(653) & A19(195)

TO: MONICA CRIDER, PE
Contracting Services Engineer

Key Number(s)19526, 19653 & 19195

FROM: FOR: DORAL J. HOFF, PE
District 2 Engineer

Program ID, County, Etc.US-95, JCT. SH-6
Turnbay, WM&I RR Bridge, Deep Creek Bridge,
Latah Co

RE: Justification for Award of Bid

On November 16, 2021, five (5) bids were opened for the above referenced project, with 1 irregular bid. The low bidder, M.A. DeAtley Construction, Inc. (\$12,041,258.49), was 115% of the Engineer's Estimate (\$10,481,821.00). All bids were within 8% of each other.

The following items make up the major differences between the Engineer's Estimate and the low bidder:

Item	Description	Quantity	Estimated Unit Price	Bid Unit Price	\$ Difference
205-040A	Granular Borrow KN19653	10,454.00 CY	\$17.00	\$23.50	\$67,951.00
205-040A	Granular Borrow KN19526	17,856.00 CY	\$17.00	\$21.50	\$80,352.00
S501-15A	Retaining Wall Welded Wire KN19653	11,420.60 SF	\$55.00	\$90.00	\$399,721.00
405-435A	Superpave HMA Pav Incl Asph&Add CL SP-3 KN19526	3,683.00 TON	\$105.00	\$125.00	\$73,660.00
502-380A	Prestressed WF Girder 42" Depth KN19653	572.00 FT	\$550.00	\$700.00	\$85,800.00
584-005B	Temporary Shoring KN19653	1.00 LS	\$110,000.00	\$200,000.00	\$90,000.00
605-055A	30" Storm Sewer Pipe KN19195	1,070.00 FT	\$120.00	\$205.00	\$90,950.00
Z629-05A	Mobilization	1.00 LS	\$936,426.00	\$1,844,700.00	\$908,274.00
Total Difference from these Items					\$1,796,708.00
% of Difference in Engineer's Estimate (\$1,559,437.49)					103%

The Engineer's Estimate was derived from the Average Unit Price Report and subject matter experts.

Steel, asphalt and concrete prices are very volatile at this time. We did not anticipate the inflation to be as high as the bids would indicate. The Engineer's Estimate for Mobilization was calculated using the standard 10% of

the total project value, while the low bidder used 15%. The best estimate of why the Mobilization came way under compared to the low bidder is because there were a few factors not easily calculated. These factors may include limited construction window requiring possible overtime, potential for multiple shifts, and additional supervision, possible night work and the increase in raw materials such as steel for piling and MSE wall construction. The Retaining Wall Welded Wire for KN19653 was the second item with the biggest cost difference, and this is because the work to install these retaining walls were underestimated during the development stage. The location where these walls will be installed are in a narrow area and under a railroad bridge. It is believed that it will take a lot more effort to get them built than what was anticipated, and therefore the increase in its unit price. These factors will be considered on the next project.

There is no need to re-advertise the project because all five (5) bids were not far off from each other. This project should be awarded based on the above information. The District will obtain additional funds with the help of the PMO office and statewide balancing. The Construction of this project needs to begin in April 2022 in order to finish before next winter. If the work carried into winter weather the paved surfacing may not get done causing safety concerns for the public and ITD snowplows. The District recommends award of this contract.

DATE OF BID OPENING - NOVEMBER 16, 2021

IDAHO FINANCED PROJECT
SH-24 & SH-25, CITY OF RUPERT
Minidoka County
Key No. 19848

DESCRIPTION: The work on this project consists of pavement rehabilitation with cement treated base (CBT) with asphalt overlay on SH-24 and SH-25 within the City of Rupert

BIDDERS:

STAKER & PARSON COMPANIES dba IDAHO MATERIALS & CONSTRUCTION TWIN FALLS, ID	\$4,894,269.00
WESTERN CONSTRUCTION, INC. BOISE, ID	\$5,116,013.63
KLOEPFER, INC. PAUL, ID	\$5,251,736.78

3 BIDS ACCEPTED

ENGINEER'S ESTIMATE - \$4,270,313.20

LOW BID - 115% Percent of the Engineer's Estimate

NET +/- OF EE \$623,955.80

(AWARD)

(REJECT)

(REQUIRES BOARD APPROVAL)

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

Attached is the justification for Award or Rejection of the Bid. Contracting Services concurs with the recommendation.

Dana Dietz

Digitally signed by
Dana Dietz
Date: 2021.11.18
09:50:47 -07'00'

DANA DIETZ P.E.
Contracts Engineer



Department Memorandum

Idaho Transportation Department

DATE: 12/8/2021

Program Number(s) A019(848)

TO: Dana Dietz PE
Contracts Engineer

Key Number(s) 19848

FROM: Jesse Barrus
D4 District Engineer

Digitally signed by Jesse Barrus
Date: 2021.12.21 15:51:41 -07'00'

Program ID, County, Etc. SH-24 & SH-25,
City of Rupert, Minidoka Co.

RE: Justification For Award

On November 17, 2021, 3 bids were opened for the above referenced project. The low bid of \$4,894,269.00 was 14.61% higher than the Engineers estimate of \$4,270,313.20.

The following item accounts for most of the difference between the low bid and the Engineer's Estimate.

Item	Description	Quantity	Estimated Unit Price	Bid Unit Price	\$ Difference
405-455A	SUPERPAVE HMA PAV SP-5	28,820.00 TON	\$80.00	\$105.00	\$720,500.00
Total Difference from these items					\$720,500.00
% of Difference in Engineers Estimate (\$623,955.80)					115%

The Engineers Estimate was based on the average unit price index for similar projects. Due to material shortages, labor, fuel, and material costs, which have drastically increased this past year, this item has fluctuated greatly. HMA costs have increased, however it was not anticipated that the cost would be so high.

Additional funding of \$720,000.00 will be required for this project as current funding programmed is not sufficient for completion. Additional funding will come from statewide balancing. The district does not believe that re-advertisement will result in a lower estimate. The district recommends award of this contract

DATE OF BID OPENING - NOVEMBER 16, 2021

IDAHO FEDERAL AID FINANCED PROJECT
STC-1801, RAILROAD AVE, ST MARIES
Benewah County
Key No. 13873

DESCRIPTION: The work on this project consists of reconstructing Railroad Avenue between the Potlatch Mill and 4th Street in St. Maries with a two-lane section and storm water improvements

BIDDERS:

BARCOTT CONSTRUCTION, LLC CHEHALIS, WA	\$2,776,832.43
LARIVIERE, INC RATHDRUM, ID	\$2,851,017.85
NORTHWEST GRADING, INC. HAUSER, ID	\$3,057,916.67
RAZZ CONSTRUCTION, INC. BELLINGHAM, WA	\$3,536,763.70

4 BIDS ACCEPTED

ENGINEER'S ESTIMATE - \$2,472,277.95

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

NET +/- OF EE \$304554.48

(AWARD)

(REJECT)

(REQUIRES BOARD APPROVAL)

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

Attached is the justification for Award or Rejection of the Bid. Contracting Services concurs with the recommendation.

Dana
Dietz

Digitally signed by
Dana Dietz
Date: 2021.11.18
10:02:50 -07'00'

DANA DIETZ P.E.
Contracts Engineer

Local Highway Technical Assistance Council

3330 Grace Street
Boise, Idaho 83703

Phone 208.344.0565
Fax 208.344.0789

www.lhtac.org



Robert (BJ) Berlin
Chairman

Neal Gier
Vice Chairman

Phil Lampert
Secretary/Treasurer

Laila Kral, P.E.
Administrator

Date: December 9, 2021

Project No: A013(873)

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

Key No: 13873

From: Laila Kral, PE
Administrator

Project Identifications, County
Railroad Avenue, Benewah

RE: Justification of Bid for Award

Four (4) bids were opened for the KN 13873 Railroad Avenue, City of St. Maries on November 16, 2021. The apparent low bid submitted by Barcott Construction, LLC. exceeds the Engineer's Estimate by \$304,554.48 (12%). The apparent low bid is within 3% (variance) from the 2nd bidder.

The majority of the bid overage comes from the three (3) bid items, as shown in the table below:

Item	Description	Quantity	Estimated Unit Price	Bid Unit Price	\$ Difference
405-455A	SUPERPAVE HMA PAV INCL ASPH&ADD CL SP-5	5925 TON	\$120.00	\$141.00	\$124,425.00
S901-05A	SP - STORM SEWER LIFT STATION	2 EACH	\$60,000.00	\$79,000.00	\$38,000.00
S916-05A	SP - TRAFFIC CONTROL SUPERVISION	137 DAY	\$200.00	\$730.00	\$72,610.00
Total Difference from these Items					\$ 235,035.00
% of Difference in Engineer's Estimate (\$304,554)					77.20%

Analysis

The unit prices for the Engineer's Estimate were based on average bid costs for similar projects and taking into account assumed price increases. Historically, LHTAC projects normally have SP-3 for Superpave and the first-time using SP-5 for Superpave and should have accounted for the higher price. With the rural nature of the location and higher oil prices, we probably should have assumed higher price increases. The unique bid item for lift stations on a roadway project does not provide enough data in the average bid prices to get accurate pricing. In the future, we will rely on other historical data and subject matter experts. The Traffic Control Supervision (TCS) has been historically easier to find in more urban setting. The requirement of having the TCS within 30 minutes of the job has increased the cost because of the travel involved or the potential of overnight stays. We will consider this for future estimates.

Council Members

Association of Idaho Cities
Mayor Mac Pooler
City of Kellogg

Mayor Robert (BJ) Berlin
City of Roberts

Mayor Bruce Hossfeld
City of Paul

Idaho Association of Highway Districts
Commissioner Neal Gier
Buhl Highway District

Commissioner Kevin Renfrow
South Latah Highway District

Commissioner Gilbert Hofmeister
Power County Highway District

Idaho Association of Counties
Commissioner Phil Lampert
Benewah County

Commissioner Mark Rekow
Gem County

Commissioner Todd Smith
Madison County

Ex-Officio Members

Kelley Packer, Executive Director
Association of Idaho Cities

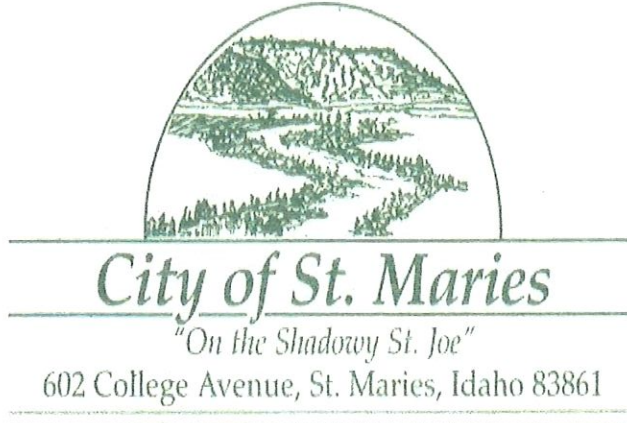
Nick Veldhouse, Executive Director
Idaho Association of Highway Districts

Seth Grigg, Executive Director
Idaho Association of Counties

Recommend for Award

Due to the current bidding climate, it is unlikely that alterations to the plans or specifications would provide any savings to the project. This project was chosen to address pavement failures along a heavy truck traffic corridor within City of St. Maries industrial area near downtown.

LHTAC and the City of St. Maries recommend that the contract be awarded to the low bidder, Barcott Construction, LLC. Funds to cover the additional cost have been designated.



November 30, 2021

Mr. Dan Coonce, PE
LHTAC
3330 Grace Street
Boise, Idaho 83703

RE: KN 13873, Railroad Avenue, City of St Maries

Mr. Coonce,

The City has reviewed your email of November 18, 2021, titled 13873 Railroad Avenue, St Maries - Bid Opening of an LHTAC Project. The City agrees with your recommendations to award the project to **Barcott Construction**. The city also accepts and understands that there are additional costs to the city as the low bid was over the engineers estimate.

If you have any questions, please contact me anytime at 208.245.2577.

Respectfully,


Tom Carver
MAYOR

DATE OF BID OPENING – NOVEMBER 16, 2021

IDAHO STATE FINANCED PROJECT
FY21 D1 Rockfall Mitigation
Bonner County
Key No. 22260

DESCRIPTION: The work on this project consists of Rock Scaling to remove loose rock at five location: US 2 MP 11.18-11.35; US 2 MP 11.60-11.67; SH 200 MP 41.40-41.57; SH 200 MP 41.77-41.90; SH 200 MP 53.70-53.78.

BIDDERS: ROCK SUPREMACY LLC \$638,399.00
BEND, OREGON

1 BIDS ACCEPTED (1 Irregular – State 95%)

BUDGET - \$564,432.00

NET +/- OF EE \$73,967

LOW BID – 113% Percent of the Budget

(AWARD)

(REJECT)

(REQUIRES BOARD APPROVAL)

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

Attached is the justification for Award or Rejection of the Bid. Contracting Services concurs with the recommendation.

Dana
Dietz

Digitally signed by
Dana Dietz
Date: 2021.12.21
11:18:50 -07'00'

Dana Dietz, P.E.
Contracts Engineer



DATE: DECEMBER 13, 2021

Program Number(s) A022(260)

TO: DANA DIETZ, P.E.

Key Number(s) 22260

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

Program ID, County, Etc. FY 21 D1 ROCKFALL
MITIGATION, BONNER CO; WA# E201020

APPROVED

By dallen at 12:21 pm, Dec 15, 2021

RE: JUSTIFICATION FOR AWARD OF BID

The original bid opening date for the referenced project was August 24, 2021, however none of the bidders could attest that they could comply with the Idaho 95% Resident Employee provision in the Idaho Code. The project was re-advertised and on November 16, 2021, two bids were opened, with the two bids being within 7% of each other. One of the bids was irregular as it did not meet the 95% Resident requirement. The remaining bid was \$638,399.00, which is 113.1% of the Engineer's estimate of \$564,432.00.

One item accounts for the bulk of the difference between the low bid and the Engineer's Estimate, as shown below:

Pay Item	Description	Quantity	Estimated Unit Price	Bid Unit Price	% of Engr. Estimate	\$ Difference
Item No 2	SP Rock Scaling	1463 HR	\$240.00	\$273.00	113.8%	\$48,279.00
% of Difference in Engineer's Estimate						65.3%

The Engineer's Estimate was based on similar projects to the extent possible, though the Rock Scaling item is not a standard item and its scope varies from project to project. The uniqueness of the work, the shortage of bidders who perform the work, and the current volatile bidding environment make estimating with great accuracy difficult.

This project addresses the most urgent rockfall safety risks in District 1. Advertising the project a third time would not appear to provide a benefit to the Department, therefore the District recommends awarding the project, with offset funds coming from Statewide Balancing.

DATE OF BID OPENING - DECEMBER 7, 2021

IDAHO FEDERAL AID FINANCED PROJECT
US-95, IRONWOOD TO SH-53 SIGNAL UPGRADES
Kootenai County
Key No. 21938

DESCRIPTION: The work on this project consists of signal upgrades on US-95, Ironwood to SH-53, MP 430.3 to MP 438.900

BIDDERS:

THORCO, INC.
COEUR D'ALENE, ID

\$2,986,458.00

1 BID ACCEPTED

ENGINEER'S ESTIMATE - \$2,600,160.14

LOW BID - 115% Percent of the Engineer's

Estimate NET +/- OF EE \$386,297.86

(AWARD)

(REJECT)

(REQUIRES BOARD APPROVAL)

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

Attached is the justification for Award or Rejection of the Bid. Contracting Services concurs with the recommendation.

Dana
Dietz
Digitally signed
by Dana Dietz
Date: 2021.12.16
16:35:06 -07'00'
DANA DIETZ P.E.
Contracts Engineer



Department Memorandum

Idaho Transportation Department

DATE: December 15, 2021

Program Number(s): A021(938)

TO: Dana Dietz, P.E.
Contracts Engineer

Key Number(s): 21938

FROM: Damon Allen, P.E. 
District 1 Engineer

Program ID, County, Etc.: US-95,
Ironwood to SH-53 Signal Upgrade,
Kootenai Co

RE: Justification for Award of Bid

On December 7th, 2021, 1 bid was opened for the above referenced project. The bid of \$2,986,458.00 was 14.86% higher than the Engineer's Estimate of \$2,600,160.14. It is assumed that there was only one bid for this project because of the specialty work of this project.

The following item accounts for most of the difference between the low bid and the Engineer's Estimate:

Item	Description	Quantity	Estimated Unit Price	Bid Unit Price	\$ Difference
S901-05B	Sp Replace Signal Cabinet – Fuel Cell Backup	4 EA	\$72,000	\$148,500	\$306,000
Total Difference from this Item					\$306,000
% of Difference in Engineer's Estimate (\$386,297.86)					79.21%

The Engineer's Estimate was based on the cost of a signal cabinet plus the cost of the fuel cell technology. This technology has not been used on any previous projects so previous unit prices were unavailable for estimating purposes. Had we considered the cost of installation, including a new foundation, we would have adjusted the unit price for the above item appropriately, which should have brought the Engineer's Estimate to within 110% of the bid.

This project addresses the failing technology currently implemented on the US-95 corridor, which will increase safety and mobility of the public. It is recommended that this project be awarded in the 2022 construction season.

The district has obtained additional funds through statewide balancing. The district recommends award of this contract.

DATE OF BID OPENING - DECEMBER 14, 2021

IDAHO FEDERAL AID FINANCED PROJECT
FY21 CAPITAL MAINTENANCE, PHASE 3, ACHD, BOISE AREA
Ada County
Key No. 20159

DESCRIPTION: The work on this project consists of Pavement rehabilitation and upgrade of adjacent pedestrian ramps on 8th Street, from Pine Avenue to Cherry Lane

BIDDERS:

KNIFE RIVER CORPORATION - MOUNTAIN WEST
Boise, ID \$655,927.00

CENTRAL PAVING CO., INC.
Boise, ID \$718,328.88

2 BIDS ACCEPTED (2 Irregular – DBE)

ENGINEER'S ESTIMATE - \$534,195.20

LOW BID - 123% Percent of the Engineer's Estimate

NET +/- OF EE \$121,731.80

(AWARD)

(REJECT)

(REQUIRES BOARD APPROVAL)

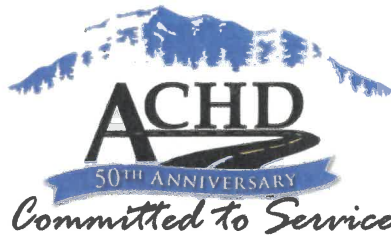
Approval to award or reject this project is based on Bid Review and Evaluation.

Attached is the justification for Award or Rejection of the Bid. Contracting Services concurs with the recommendation.

Dana
Dietz

Digitally signed by
Dana Dietz
Date: 2021.12.16
10:07:57 -07'00'

DANA DIETZ P.E.
Contracts Engineer



Kent Goldthorpe, President
Dave McKinney, Vice-President
Jim D. Hansen, Commissioner
Mary May, Commissioner
Alexis Pickering, Commissioner

DATE: December 16, 2021 **Planning and Project Management**

TO: Dana Dietz, Idaho Transportation Department
Contracts Engineer, Engineering Manager

FROM: Justin Lucas, ACHD
Deputy Director, Planning and Project Management *DB for J.L.*

SUBJECT: Justification for Bid Award – FY21 Capital Maintenance, Phase 3, ACHD
ITD Project # A020(159), ITD Key # 20159, ACHD Project # 719019

On December 14, 2021, four bids were opened for the above referenced project, the highest two of which were deemed irregular. The low bid of \$655,927.00 is 122.79% higher than the Engineer's Estimate (EE) of \$534,195.20. The second lowest bid was within 9.5% of the low bidder.

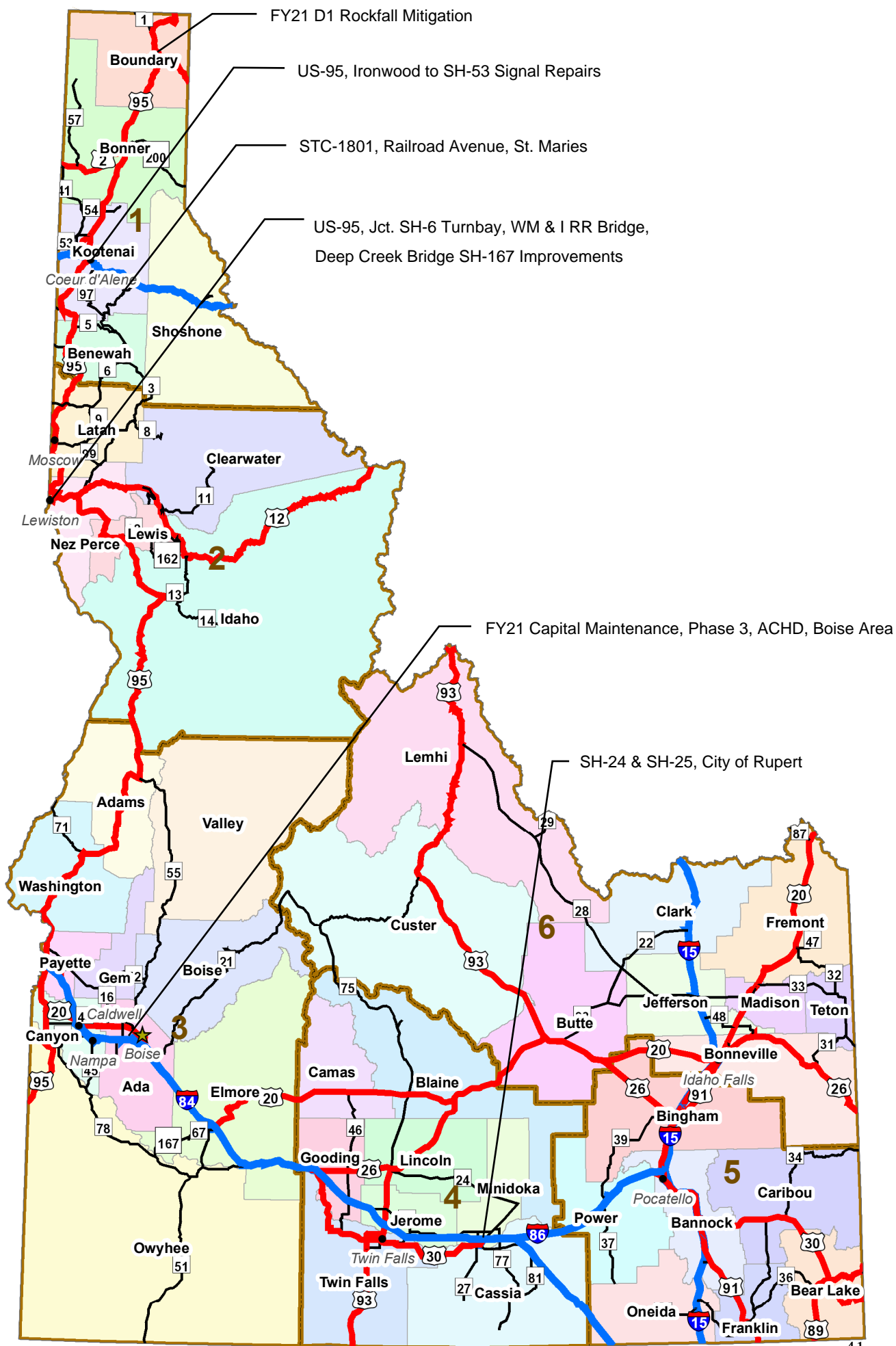
The following items account for most of the difference between the low bid and the Engineer's Estimate:

<u>Bid Item</u>	<u>Description</u>	<u>Quantity</u>	<u>EE Ext Amount</u>	<u>Low Bid Ext Amount</u>	<u>Difference from EE</u>
203-015A	Removal of Bituminous Surface	12,300 SY	\$36,900.00	\$49,200.00	\$12,300.00
405-435A	Superpave HMA SP-3	3490 TON	\$261,750.00	\$282,690.00	\$20,940.00
675-005A	Survey	1 LS	\$5,000.00	\$20,000.00	\$15,000.00
Z629-05A	Mobilization	1 LS	\$26,573.70	\$96,206.38	\$69,632.68
Total Difference from these Items					\$117,872.68
% of Total Difference between EE and the Low Bid (\$121,731.80)					+97%

The EE bid prices were based on bids for similar projects awarded within the past three years. Prices were adjusted for inflation and other considerations. Rising fuel and oil prices are likely associated with the higher than anticipated pricing for the *Superpave HMA SP-3* item. Pricing for *Removal of Bituminous Surface* and *Survey* is likely higher than anticipated due to rising labor costs, labor shortages, increased fuel prices, and possibly haul length and disposal cost. The Mobilization item estimate was based on 5% of the EE; however, typical costs are approximately 10% of the EE. This item accounts for 57% of the difference between the low bid and the EE. We will consider these factors on future estimates.

Federal aid maintenance projects such as KN 20159 are a critical part of the ACHD overall maintenance strategy, and it would be best to award this contract to keep this strategy on schedule. Given that the two low bids were within 9.5% of each other, ACHD staff does not believe that re-advertisement will result in lower bids. ACHD will take responsibility for the additional funding needed to accept the bid, utilizing ACHD funds if needed. ACHD is coordinating with COMPASS to obligate additional federal funds to cover the increased cost of KN 20159.

After careful consideration, ACHD staff recommends that the ITD Board approve and award this contract.



Meeting Date January 13, 2022

Consent Item ☒

Information Item ☐

Amount of Presentation Time Needed _____

Presenter's Name	Presenter's Title	Initials	Reviewed By
Dave Kuisti, Division Administrator	Highways Construction/Operations	DK	DK
Preparer's Name	Preparer's Title	Initials	LSS
Holly McClure	Grant/Contracts Officer	HM	

Subject

REQUEST TO APPROVE CONSULTANT AGREEMENT		
Key Number	District	Route Number

Background Information

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

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

Recommendations

Approve: (see attached sheet for additional detail)

- KN 22638, US-12, Cherrylane Bridge – for construction engineering and inspection services (CEI) of approximately \$2M

Board Action

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



DATE: December 27th, 2021

Program Number(s)A022(638)

TO: John Bilderback, P.E.
Acting Contracting Services Engineer

Key Number(s)22638

FROM: Laila Kral, P.E.
LHTAC Administrator

Program ID, County, Etc.US-12, Cherrylane
Bridge

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

The purpose of this project is to improve the safety of the traveling public by replacing the existing structurally deficient Cherrylane Bridge in Nez Perce County.

In November 2020, through the Request for Proposal (RFP) process, Civil Science, Inc. was selected to provide CE&I Services for this project.

The Cherrylane Bridge project was bid with a schedule that runs from the spring of 2021 through the late fall of 2023. The project is maintaining that schedule, and Construction Engineering and Inspection Services will be needed throughout the duration of the project.

The Civil Science agreement for the 2021 season totaled \$647,164.

It is anticipated that the work required in 2022 and 2023 will require the same, approximately \$650,000 each year.

The original CC obligation was \$2,246,531.00 as this work was known to be required. No additional project funds will be required in order to allow Civil Science to complete the remaining project inspection and engineering needs.

This request is for approval for Civil Science, Inc. to exceed the CE&I professional services agreement amount on this project to an estimated \$1,950,000 allowing Civil Science, Inc. to perform CE&I inspection services throughout the duration of the Cherrylane Bridge Project.

Meeting Date January 13, 2022

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 10/01/21 to 12/31/21					
Contracts Bid		Contracts Requiring Board Approval to Award		Contracts Requiring Board Approval to Reject	
ITD	Local	ITD	Local	ITD	Local
18	7	8	6	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 11/16/21 to 12/31/21	
ITD	Local
5	2

FUTURE ACTIONS

The Current Advertisement Report is attached.

Recommendations

For Information Only.

Board Action

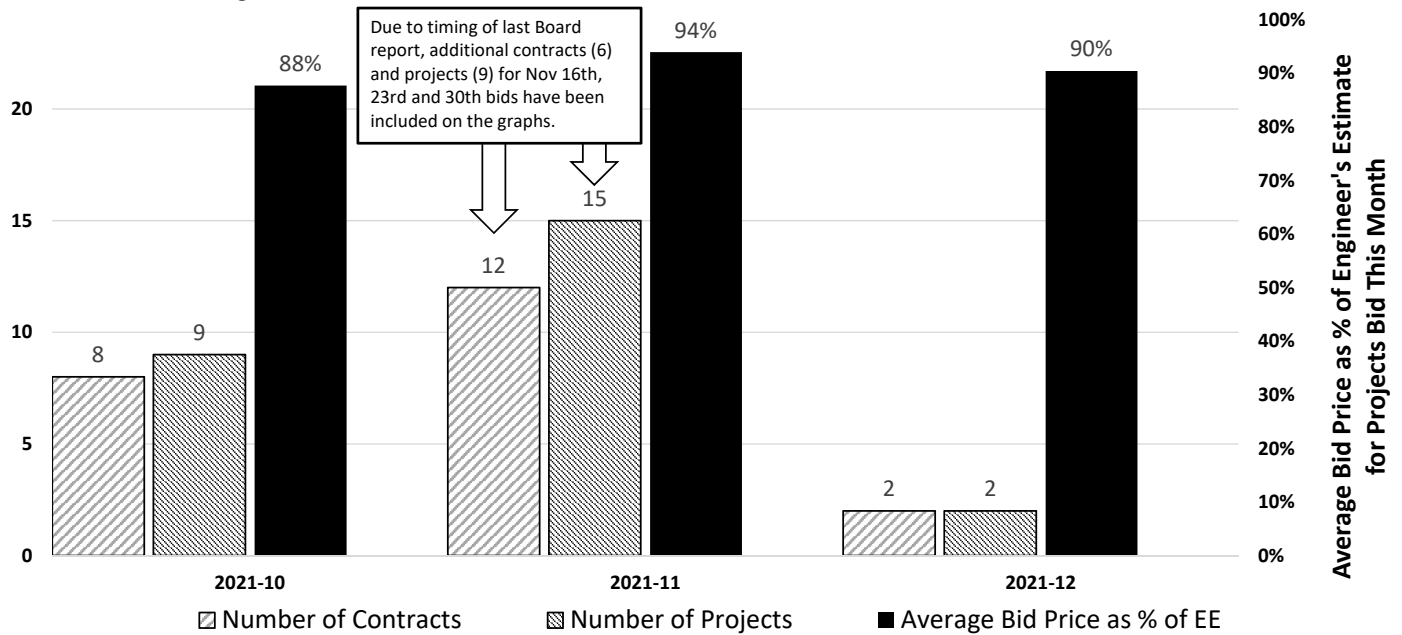
☐ Approved ☐ Deferred _____
☐ Other _____

FFY22 State Infrastructure Project Bid Results: YTD Summary By Cost

26 Projects YTD through December 31, 2021

YTD Total for all 26 projects:

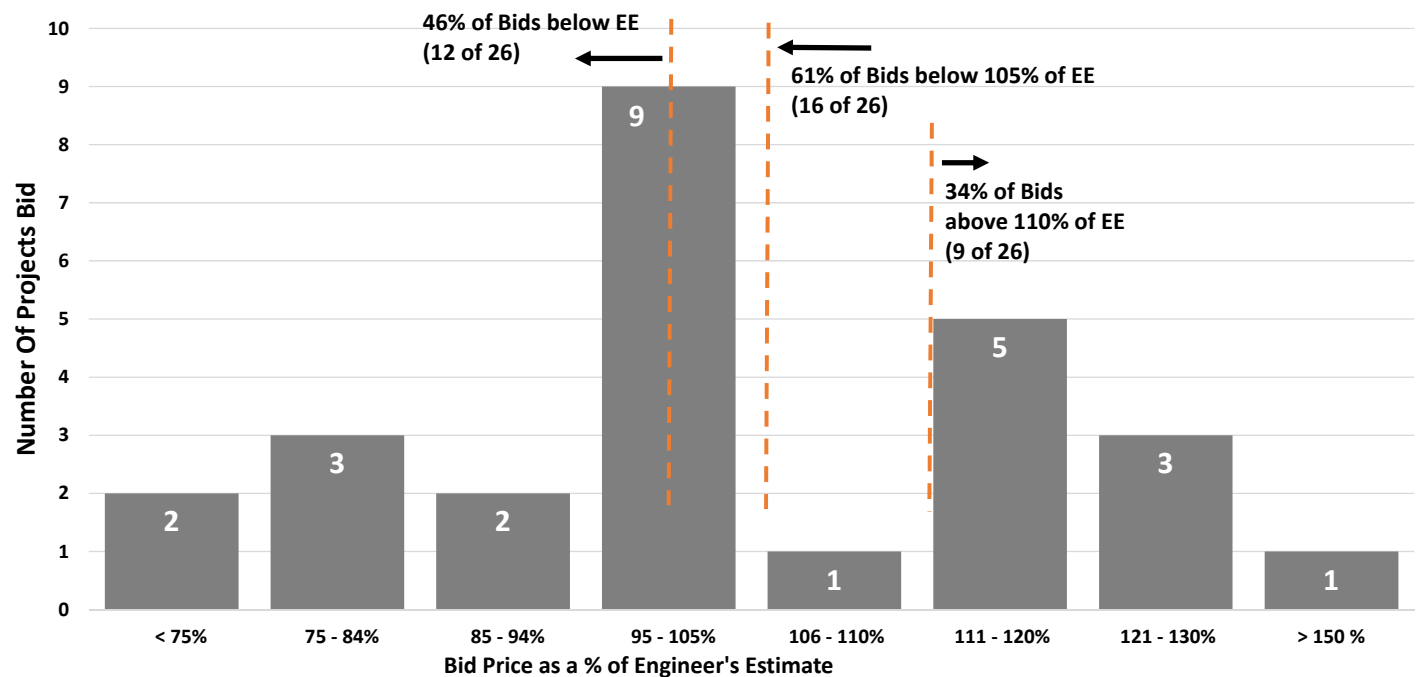
Ratio of Bid Costs / Engineer's Estimates = \$167.5 / \$181.9 M = 92.1%



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

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

26 Projects YTD through December 31, 2021



Note: Local and SIA Projects are not included

Monthly Status Report to the Board

CONTRACT(S) ACCEPTED BY STAFF SINCE LAST BOARD MEETING

District	Key No.	Route	Opening Date	No. of Bids	Eng. Est.	Low Bid	Net +/-
							% of EE
3	20428	SH-21	11/16/2021	5	\$3,107,643.08	\$1,959,201.00	(\$1,148,442.08)
SH-21, Technology Way to Surprise Way							63%
Contractor: Sunroc Corporation					State		

District	Key No.	Route	Opening Date	No. of Bids	Eng. Est.	Low Bid	Net +/-
							% of EE
1	19916	US-95	11/16/2021	2	\$11,418,852.85	\$11,587,385.23	\$168,532.38
US-95, LaBrosse Hill Street to Alderson Lane, Bonners Ferry							101%
Contractor: J7 Contracting Inc					State		

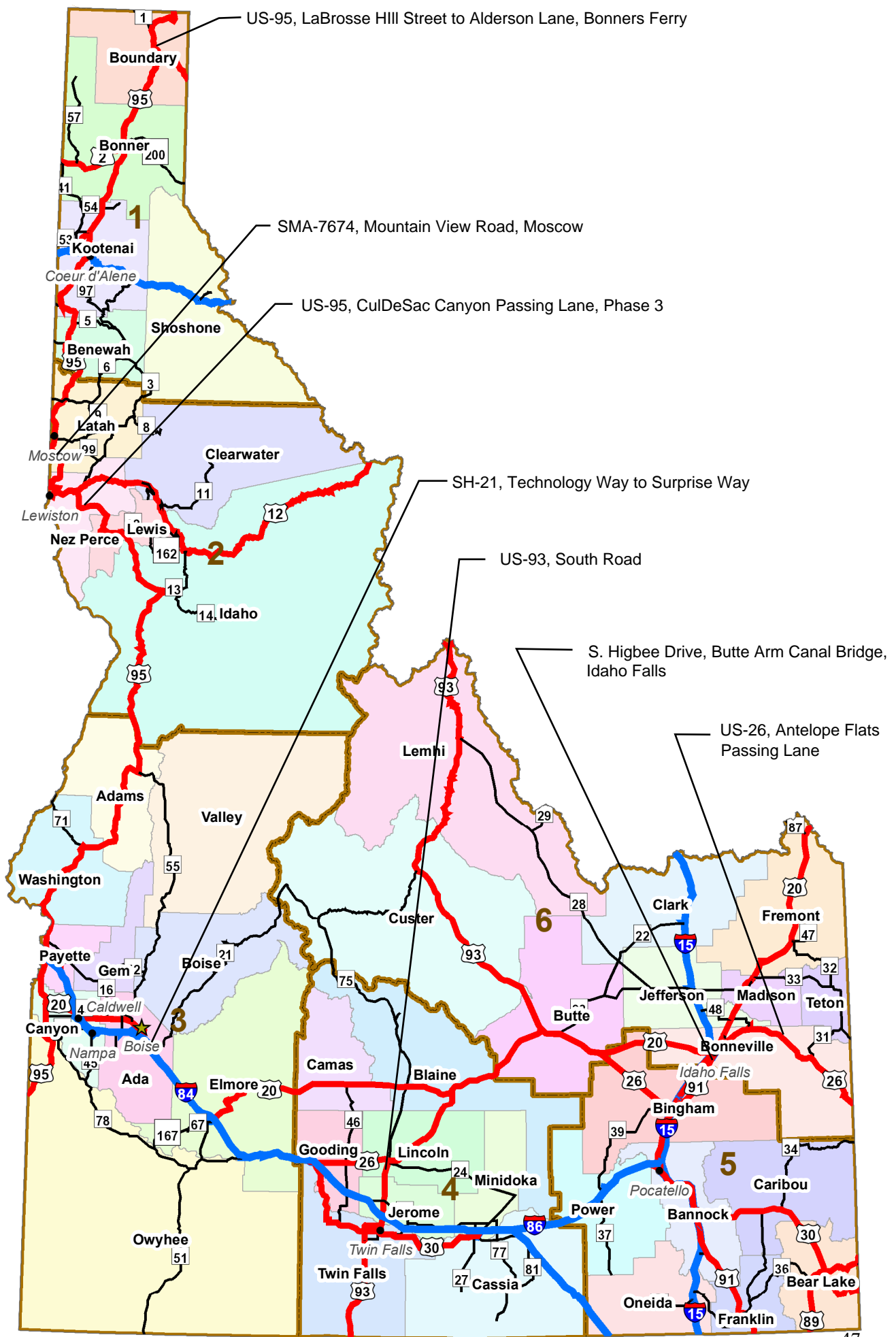
District	Key No.	Route	Opening Date	No. of Bids	Eng. Est.	Low Bid	Net +/-
							% of EE
2	20032	US-95	11/23/2021	4	\$14,652,507.13	\$11,201,122.00	(\$3,451,385.13)
US-95, CulDeSac Canyon Passing Lane, Phase 3							76%
Contractor: Knife River Corporation-Mountain West					Federal		

District	Key No.	Route	Opening Date	No. of Bids	Eng. Est.	Low Bid	Net +/-
							% of EE
22431,22597,							
LHTAC	22598 &						
(5&6)	22599	OFF SYS	11/23/2021	6	\$5,118,646.09	\$4,633,049.30	(\$485,596.79)
S Higbee Drive, Butte Arm Canal Bridge, Idaho Falls							91%
Contractor: Cannon Builders Inc					Federal		

District	Key No.	Route	Opening Date	No. of Bids	Eng. Est.	Low Bid	Net +/-
							% of EE
6	20411/20379	US-26	11/23/2021	3	\$6,090,921.49	\$6,198,424.38	\$107,502.89
US-26, Antelope Flats Passing Lane							102%
Contractor: Sunroc Corporation					Federal		

District	Key No.	Route	Opening Date	No. of Bids	Eng. Est.	Low Bid	Net +/-
							% of EE
4	19134	US-93	12/14/2021	2	\$13,372,212.60	\$11,456,656.00	(\$1,915,556.60)
US-93, 100 South Road							86%
Contractor: Staker & Parson Companies DBA Idaho Materials Construction					Federal		

District	Key No.	Route	Opening Date	No. of Bids	Eng. Est.	Low Bid	Net +/-
							% of EE
LHTAC (2)	13014	OFF SYS	12/14/2021	2	\$2,155,836.00	\$2,188,016.60	\$32,180.60
SMA-7674, Mountain View Road, Moscow							101%
Contractor: Western Construction of Lewiston Inc					Federal		



Monthly Contract Advertisement As of 12-31-2021

District	Key No.	Route	Bid Opening Date
4	19973	I-84	POSTPONED
I-84, Declo POE EB \$10,000,000.00 to \$15,000,000.00			Federal

District	Key No.	Route	Bid Opening Date
3	20403	SH-21	1/11/2022
SH-21, Lowman to South Avalanche Gates \$2,500,000.00 to \$5,000,000.00			Federal

District	Key No.	Route	Bid Opening Date
2	20552	SH-3	1/11/2022
SH-3, Clemenhausen Road to Deary \$1,000,000.00 to \$2,500,000.00			State

District	Key No.	Route	Bid Opening Date
5	20634/21977	I-15/I-86	1/11/2022
I-15/I-86 FY22 D5 Bridge Repair \$2,500,000.00 to \$5,000,000.00			Federal

District	Key No.	Route	Bid Opening Date
5	21831	SH-34	1/11/2022
SH-34, Soda Springs to Conda \$2,500,000.00 to \$5,000,000.00			State

District	Key No.	Route	Bid Opening Date
5	23332	SH-34	1/11/2022
SH-34, West Side Road to Wayan Loop Road \$1,000,000.00 to \$2,500,000.00			State

District	Key No.	Route	Bid Opening Date
3	22258 SIA	US-20	1/11/2022
US-20, D3 Culvert Repair \$100,000.00 to \$250,000.00			State

District	Key No.	Route	Bid Opening Date
5	22697	I-86	1/25/2022
I-86, FY22 D5 Pavement Preservation \$2,500,000.00 to \$5,000,000.00			Federal

District	Key No.	Route	Bid Opening Date
3	20788	SH-16	1/25/2022
SH-16, I-84 to US 20/26 & SH-44 IC Demolition Package \$250,000.00 to \$500,000.00			Federal

District	Key No.	Route	Bid Opening Date
3	21849	SH-45	1/25/2022
SH-45, Jct. SH-78 to Deer Flat Road \$5,000,000.00 to \$10,000,000.00			Federal

District	Key No.	Route	Bid Opening Date
2	21901	US-12/US-95	1/25/2022
US-12/US-95, FY23 D2 Sealcoats \$1,000,000.00 to \$2,500,000.00			State

District	Key No.	Route	Bid Opening Date
5	22487	I-86	1/25/2022
I-86, FY21 FENCE IMPROVEMENT \$100,000.00 to \$250,000.00			State

Meeting Date January 13, 2022

Consent Item ☐ Information Item ☒ Amount of Presentation Time Needed _____

Presenter's Name	Presenter's Title	Initials	Reviewed By
Dave Kuisti	Division Administrator, Highways Construction and Operations	DK	
Preparer's Name	Preparer's Title	Initials	LSS
Holly McClure	Grant/Contracts Officer	HM	

Subject

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

Background Information

For all of ITD:

Consultant Services processed twenty-seven (27) new professional services agreements and work tasks totaling **\$28,161,529** and four (4) supplemental agreements to existing professional services agreements totaling **\$127,185** from November 13, 2021 to December 17, 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		
Resources not Available									
Environmental			2			1	1		4
Surveying		1							1
Construction		1	2						3
Planning					1				1
Roadway Design	1	1	2	1	2				7
Bridge Design		1		1		1			3
Hydraulics				1					1
Local Public Agency Projects	4	1				2			7
Total	5	5	6	3	3	4	1		27

For ITD Projects:

Twenty (20) new professional services agreements and work tasks were processed during this period totaling **\$26,590,358**. Two (2) supplemental agreements totaling **\$61,261** 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-2, Junction US-95 to Montana State Line	Resources not available: Design	Roadway Design, Phase 2: Completion of Design	RFI from Term Agreement	Burgess & Niple, Inc.	Prev: \$301,253 This: \$132,875 Total: \$434,128

District 2

<i>Project</i>	<i>Reason Consultant Needed</i>	<i>Description</i>	<i>Selection Method</i>	<i>Consultant</i>	<i>Amount</i>
US-95, Spalding Bridge and US- 12, Arrow Bridge, Nez Perce County	Resources not available: Bridge Design	Bridge Design Services	Individual Project Solicitation	WSP USA, Inc.	\$2,999,672 Board Approved \$3M at July 2021 Meeting
US-95, Culdesac Canyon Passing Lane, Phase 3	Resources not available: Roadway Design	Engineer of Record Services	Individual Project Solicitation	Horrocks Engineers	Prev: \$1,180,800 This: \$85,147 Total: \$1,265,947 Board Approved \$4.45M at July 2021 Meeting
US-95, Thorn Creek Road to Moscow, Phase 1	Resources not available: Construction	Construction Engineering, Inspection, Sampling & Testing Services	Individual Project Solicitation	HMH, LLC	\$1,480,822 Board Approved \$3M at October 2021 Meeting
US-95, Thorn Creek Road to Moscow, Phase 1	Resources not available: Surveying	Surveying Services	RFI from Term Agreement	David Evans and Associates	Prev: \$363,200 This: \$84,916 Total: \$448,116

District 3

<i>Project</i>	<i>Reason Consultant Needed</i>	<i>Description</i>	<i>Selection Method</i>	<i>Consultant</i>	<i>Amount</i>
US-20, Middleton Road to Star Road	Resources not available: Roadway Design	Roadway Design Services	Individual Project Solicitation	Jacobs Engineering Group	\$10,109,021 Board Approved \$12M at July 2021 Meeting
I-84, Karcher Interchange	Resources not available: Roadway Design	Roadway Design Services	Individual Project Solicitation	Jacobs Engineering Group	\$2,796,978 Board Approved \$3M at October 2021 Meeting
SH-21, South Fork Payette Bridge (Lowman)	Resources not available: Environmental	Hazardous Materials Investigation	Direct from Term Agreement	Atlas Technical Consultants	\$13,413
SH-19, Downtown Homedale Reconstruction	Resources not available: Construction	Additional Construction Engineering and Inspection Services	RFI from Term Agreement	HMH, LLC	Prev: \$197,258 This: \$27,149 Total: \$224,407
SH-55, Donnelly to Deinhard, Valley County	Resources not available: Construction	Additional Inspection and Testing Services	RFI from Term Agreement	Stanley Consultants	Prev: \$252,675 This: \$140,419 Total: \$393,094
SH-16, I-84 to US-20/26 & SH- 44 Interchange	Resources not available: Environmental	Additional Environmental Services Required for Final Design	Direct from Term Agreement	Bionomics Environ- mental	Prev: \$52,820 This: \$18,025 Total \$70,845

District 4

<i>Project</i>	<i>Reason Consultant Needed</i>	<i>Description</i>	<i>Selection Method</i>	<i>Consultant</i>	<i>Amount</i>
SH-75, Timmerman Junction to Timber Way, Blaine County	Resources not available: Roadway Design	Roadway Design, Phase 1: Environmental Re-evaluation and Preliminary Design Services	Individual Project Solicitation	AECOM Technical Services	\$2,998,156 Board Approved \$3M at July 2021 Meeting

US-93, Perrine Bridge Repair, Twin Falls County	Resources not available: Bridge Design	Bridge Repair Design Services	RFI from Term Agreement	Burgess & Niple, Inc.	\$389,945
SH-27, G Canal Bridge	Resources Not available: Hydraulics	Siphon Modeling and Hydraulics Update	Direct from Term Agreement	J-U-B Engineers	Prev: \$64,748 This: \$31,968 Total: \$96,716

District 5

<i>Project</i>	<i>Reason Consultant Needed</i>	<i>Description</i>	<i>Selection Method</i>	<i>Consultant</i>	<i>Amount</i>
I-15, Pocatello to Idaho Falls	Resources not available: Planning	Corridor Study	Individual Project Solicitation	David Evans and Associates	\$4,995,066 Board Approved \$5M at July 2021 Meeting
I-15, McCammon Interchange to Old US-91	Resources not available: Roadway Design	Revise PS&E package to include itemized traffic control items	RFI from Term Agreement	J-U-B Engineers	Prev: \$204,371 This: \$9,600 Total: \$213,971
I-86/I-15 System Interchange	Resources not available: Roadway Design	Continued roadway design services	RFI from Term Agreement	David Evans and Associates	Prev: \$333,288 This: \$116,453 Total: \$449,741

District 6

<i>Project</i>	<i>Reason Consultant Needed</i>	<i>Description</i>	<i>Selection Method</i>	<i>Consultant</i>	<i>Amount</i>
US-93, Pashimeroi River Bridge	Resources not available: Bridge Design	Analyze Additional Channel Realignment	RFI from Term Agreement	J-U-B Engineers	Prev: \$371,576 This: \$5,800 Total: \$377,376
US-93, Pashimeroi River Bridge	Resources not available: Environmental	Additional Cultural Resource Services	RFI from Term Agreement	J-U-B Engineers	Prev: \$377,376 This: \$29,541 Total: \$406,917

Headquarters

<i>Project</i>	<i>Reason Consultant Needed</i>	<i>Description</i>	<i>Selection Method</i>	<i>Consultant</i>	<i>Amount</i>
FY21 Technology Transfer, FY20 State Biological and Environmental Services	Resources not available: Environmental	Groundwater Investigations	RFI From Term Agreement	Power Engineers	\$125,392

Supplemental Agreements to Existing ITD Professional Service Agreements

<i>District</i>	<i>Project</i>	<i>Consultant</i>	<i>Original Agreement Date/Description</i>	<i>Supplemental Agreement Description</i>	<i>Total Agreement Amount</i>
2	US-95, Milepost 188 Rock Slide Mitigation, Near Riggins	Ersine Environmental Consulting	9/2020, Provide Expertise Regarding Naturally Occurring Asbestos	Prepare Perimeter and Personal Air Monitoring Exposure Reports	Prev: \$43,481 This: \$16,073 Total: \$59,554
2	SH-13, Mount Idaho Road to Top of Harpster Grade	Jacobs Engineering Group	4/2021, Testing and Inspection Services	Additional Testing and Inspection Services	Prev: \$432,202 This: \$45,188 Total: \$477,390

For Local Public Agency Projects:

Seven (7) new professional services agreements totaling **\$1,571,171** were processed during this period. Two (2) supplemental agreements totaling **\$65,924** were processed.

<i>Project</i>	<i>Sponsor</i>	<i>Description</i>	<i>Selection Method</i>	<i>Consultant</i>	<i>Amount</i>
Canyon Road and Fernan Lake Road Guardrail	Eastside Highway District	Roadway Design Services	RFI from Term Agreement	J-U-B Engineers	\$84,300
Clear Zone Safety Improvements	Bonner County	Roadway Design Services	Direct from Term Agreement	Century West Engineering	\$95,309
Transportation Plan, Sandpoint Area	City of Sandpoint	Transportation Plan Development	Individual Project Solicitation	AECOM Technical Services	\$155,000

West Fork Pine Creek Road Bridge, Pine Creek Road Bridge, and Main Street/Silver Valley Road Bridge	Shoshone County	Bridge Design Services, Phase 1: Surveying, Mapping and Right-of-Way	Individual Project Solicitation	HMH, LLC	\$99,726
Bryden Avenue Reconstruction, Stage 1, Lewiston	City of Lewiston	Roadway Design Services	Individual Project Solicitation	David Evans and Associates	\$882,781
97 South; Idaho Canal Bridge, Bonneville County	Bonneville County	Engineer of Record Services	RFI from Term Agreement	Keller Associates	Prev: \$366,900 This: \$26,525 Total: \$393,425
97 South; Idaho Canal Bridge, Bonneville County	Bonneville County	Construction Engineering, Inspection, Sampling & Testing Services	Individual Project Solicitation	Civil Science, Inc.	\$227,530

Supplemental Agreements to Existing Local Professional Services Agreements

<i>District</i>	<i>Project</i>	<i>Consultant</i>	<i>Original Agreement Date/Description</i>	<i>Supplemental Agreement Description</i>	<i>Total Agreement Amount</i>
3	Ditto Creek and Reservoir Road, Mountain Home Highway District	HMH, LLC	4/2020, Roadway Design Services	Additional Design Services including collection of traffic data and addition of plan sheets.	Prev: \$161,497 This: \$18,328 Total: \$179,825
3	Stoddard Path Extension, Phase 1 and Phase 2	T-O Engineers	7/2020, Construction Engineering and Inspection Services	Additional Construction Engineering and Inspection Services	Prev: \$49,793 This: \$47,596 Total: \$97,389

Recommendations

For Information Only

Board Action

☐ Approved ☐ Deferred _____

☐ Other _____

Meeting Date January 13, 2022

Consent Item ☐

Information Item ☒

Amount of Presentation Time Needed N/A

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

Subject

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

Background Information

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

During the semi-annual period of July 1, 2021 through December 31, 2021, the Right of Way Section processed 88 parcels. Of the 88 parcels, 45 parcels had an Administrative Settlement. Attached is a summary showing the parcels with Administrative Settlements.

Recommendations

--

Board Action

☐ Approved ☐ Deferred _____
☐ Other _____

RIGHT OF WAY ACQUISITIONS
ADMINISTRATIVE SETTLEMENT JUSTIFICATIONS
July 1, 2021 to December 31, 2021

Dist.	Parcel No.	Program	Major Program	Project Name	Admin. Settlements	% of parcel purchase	Justification
1	2	T111140	010005	SH-53, PLEASANT VIEW IC, KOOTENAI COUNTY	\$31,000.00	9%	Market conditions increased land values
1	3-4	T111140	010005	SH-53, PLEASANT VIEW IC, KOOTENAI COUNTY	\$371,114.00	53%	Board Approved in November
1	32	P121590	012964	ALDERSON LN TO KOOTENAI RV RR BR	\$31,869.00	56%	Loss of 2 parking spaces & sign and electrical costs
1	40	P121590	012964	ALDERSON LN TO KOOTENAI RV RR BR	\$73,118.00	37%	Increased land values & impacts to parking area
1	50	P161100	019682	SH-41, MULLAN AVE TO E PRAIRIE AVE	\$159,079.00	22%	Additional land value, interest & legal fees
1	6	P181310	020575	SH-53, HAUSER LAKE RD TO N BRUSS RD	\$500.00	3%	Tree not paid for in appraisal
1	10	P181310	020575	SH-53, HAUSER LAKE RD TO N BRUSS RD	\$15,537.00	57%	Increased land values
1	11	P181310	020575	SH-53, HAUSER LAKE RD TO N BRUSS RD	\$39,669.00	67%	Additional land values
1	14	P181310	020575	SH-53, HAUSER LAKE RD TO N BRUSS RD	\$11,861.00	40%	Additional land value & fencing omitted in appraisal
1	15	P181310	020575	SH-53, HAUSER LAKE RD TO N BRUSS RD	\$6,645.00	37%	Damage to home during construction, not in appraisal
1	16	P181310	020575	SH-53, HAUSER LAKE RD TO N BRUSS RD	\$2,800.00	14%	Loss of aggregate not compensated for in appraisal
1	19	P181310	020575	SH-53, HAUSER LAKE RD TO N BRUSS RD	\$5,000.00	13%	Additional costs to rebuild fencing
1	26	P181310	020575	SH-53, HAUSER LAKE RD TO N BRUSS RD	\$21,968.00	39%	Additional discovered landscaping costs
1	1	P181390	020641	SH-53, INT N RAMSEY RD, KOOTENAI COUNTY	\$6,255.00	12%	Increased land values
1	2	P181390	020641	SH-53, INT N RAMSEY RD, KOOTENAI COUNTY	\$9,236.00	31%	Increased land values to settle acquisition
1	11	P181390	020641	SH-53, INT N RAMSEY RD, KOOTENAI COUNTY	\$2,205.00	26%	To compensate owner for fence replacement
2	31	P042040	009294	US 95, THORN CR RD TO MOSCOW, PH 1	\$21,755.00	16%	Increased land values
2	35	P042040	009294	US 95, THORN CR RD TO MOSCOW, PH 1	\$29,596.00	32%	Additional land value of \$1.41 psf.
2	37	P042040	009294	US 95, THORN CR RD TO MOSCOW, PH 1	\$7,228.00	9%	Higher land values and administrative fees by owner
2	18	P162180	019195	US 95, DEEP CR BR, LATAH CO	\$750.00	36%	Parcel owner's legal fees
2	9	P172420	020032	US 95, CULDESAC CANYON PASSING LANE, PH3	\$35,200.00	57%	Railroad Parcel settlement negotiated by District
3	10	P183220	020367	US 20 PHYLLIS CANAL BR TO SH-16	\$35,121.00	24%	Additional land value and moving shed
3	14	P183220	020367	US 20 PHYLLIS CANAL BR TO SH-16	\$169,935.00	34%	Higher land costs to reflect market
3	8 & 11	P183220	020367	US 20 PHYLLIS CANAL BR TO SH-16	\$10,220.00	31%	Increased land values to settle acquisition
3	14	G203500	020788	SH 16, I 84 TO US 20/26 & SH44 IC	\$10,884.00	26%	Additional fence relocation
3	19	G203500	020788	SH 16, I 84 TO US 20/26 & SH44 IC	\$17,809.00	4%	Additional land. Owner requested a full buyout
3	26	G203500	020788	SH 16, I 84 TO US 20/26 & SH44 IC	\$80,897.00	75%	Land value adjusted to match sales contract

RIGHT OF WAY ACQUISITIONS
ADMINISTRATIVE SETTLEMENT JUSTIFICATIONS
July 1, 2021 to December 31, 2021

Dist.	Parcel No.	Program	Major Program	Project Name	Admin. Settlements	% of parcel purchase	Justification
3	39	G203500	020788	SH 16, I 84 TO US 20/26 & SH44 IC	\$442,500.00	49%	Board Approved in November
3	84	G203500	020788	SH 16, I 84 TO US 20/26 & SH44 IC	\$566,009.00	28%	Board Approved in November
3	100	G203500	020788	SH 16, I 84 TO US 20/26 & SH44 IC	\$32,237.00	71%	Land value adjusted to match sales price of parcel
3	9	E193570	022165	US 20/26, CHINDEN; I 84 TO MIDDLETON RD	\$254,442.00	52%	Board Approved in November
3	23	E193570	022165	US 20/26, CHINDEN; I 84 TO MIDDLETON RD	\$482,455.00	88%	Board Approved in August
3	25	E193570	022165	US 20/26, CHINDEN; I 84 TO MIDDLETON RD	\$710,924.00	76%	Board Approved in November
3	49	E193570	022165	US 20/26, CHINDEN; I 84 TO MIDDLETON RD	\$500.00	30%	Additional land value
3	53	E193570	022165	US 20/26, CHINDEN; I 84 TO MIDDLETON RD	\$70,966.00	12%	To ecognize higher supported land value
3	36.38.39	E193570	022165	US 20/26, CHINDEN; I 84 TO MIDDLETON RD	\$629,321.00	39%	Board Approved in August
3	44.47.48	E193570	022165	US 20/26, CHINDEN; I 84 TO MIDDLETON RD	\$441,486.00	56%	Board Approval in August
3	44.47.48	E193570	022165	US 20/26, CHINDEN; I 84 TO MIDDLETON RD	\$28,191.00	0%	Admin. error corrected from initial calculation
4	9	P174190	019943	US 93, 300 SOUTH ROAD, JEROME COUNTY	\$5,867.00	4%	Additional land value
6	1.1	P196620	022163	US 20, CHESTER TO ASHTON, FREMONT CO	\$67,000.00	63%	Additional compensation to acquire parcels 1 & 1.1
				Total cost of Administrative Settlements:	\$4,939,149.00		

Total number of parcels processed with administrative settlements: **45**
Total number of parcels processed: **88**
Total value of all parcels processed: **\$13,942,156.00**

Meeting Date January 13, 2022

Consent Item ☐ Information Item ☒ Amount of Presentation Time Needed Information 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 executed the following professional service agreement in the previous month:

Document Code	Document ID	Document Description	Legal Name	Commodity Description	Service From	Service To
SC	T002748	HQ Planning - System Modernization Performance Measure Study	HIGH STREET CONSULTING GROUP	SERVICE, CONSULTING-NOT IT OR ENGINEERING	12/22/2021	12/21/2022

Recommendations

Information only

Board Action

☐ Approved ☐ Deferred _____
☐ Other _____

Meeting Date January 13, 2022

Consent Item ☐

Information Item ☒

Amount of Presentation Time Needed _____

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

Subject

State Fiscal Year 2022 Financial Statements		
Key Number	District	Route Number

Background Information

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

The financial operations of the Department as of November 30, 2021 continues this fiscal year with revenue coming in ahead of forecast year-to-date for the State Highway Account and the Aeronautics Fund, and the expenditures are following projected budgets.

- Revenues to the State Highway Account from all state sources are ahead of forecast by 11%. Of that total, receipts from the Highway Distribution Account are ahead of forecast by \$11.5M. State revenues to the State Aeronautics Fund are ahead of forecast by 64% or \$762,000. Five months of the fiscal year has passed, the revenue picture looks very positive.
- Expenditures are within planned budgets YTD. The differences after five months are timing between planned and actual expenditures plus encumbrances. Personnel costs are ahead of last year by \$1.9M or 3.6% and is due to less vacancies and pay increases appropriated by the Legislature. Management is working diligently to keep vacancies as low as possible.
- Contract construction expenditures in the State Highway Account for July through November of this year are \$216.1M. This is less than the amounts for the first five months of the previous 3 years as shown: FY21= \$233.7M; FY20= \$267.8M; FY19= \$255.7M. Traditionally, August through November are ITD's highest construction payout months.

The balance of the long-term investments as of the end of November is \$112.8 Million. These funds are obligated against both construction projects and encumbrances. The long-term investments plus the cash balance (\$155.4M) totals \$268.2M.

Expenditures in the Strategic Initiatives Program Fund (GF Surplus), through the end of November, were \$0.9M. Projects obligated from these funds are now in the construction season and higher payouts will occur over the next year. This is the fund where the Governor's "Leading Idaho" transfer of \$72.8M from the last Legislative session was deposited. There are no additional receipts other than interest earned of \$89k YTD based on the cash balance.

Deposits into the Transportation Expansion and Congestion Mitigation Fund of \$8.7M for November is the fifth month of revenues exceeding forecast. These funds are from the 4.5% of Sales Tax authorized during the last Legislative session and championed by Governor Little. The receipts into this fund for FY22 is committed to construction projects authorized by the Idaho Transportation Board for this program. Expenditures for selected projects are \$8.6M year to date.

As part of the CARES Act, ITD received a federal grant from the Federal Transit Administration of \$27M. The activity year to date for this grant had expenses of \$1.7M.

Recommendations

--

Board Action

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

JANUARY
ITD BOARD PACKET

NOVEMBER
FINANCIAL STATEMENTS

User ID: ddecker
 Report ID: AD-FN-GL-010
 Run Date: 8 Dec 2021
 % of Time
 Remaining: 58.33

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 11/30/2021
 (all amounts in '000)

Fiscal Year: 2022

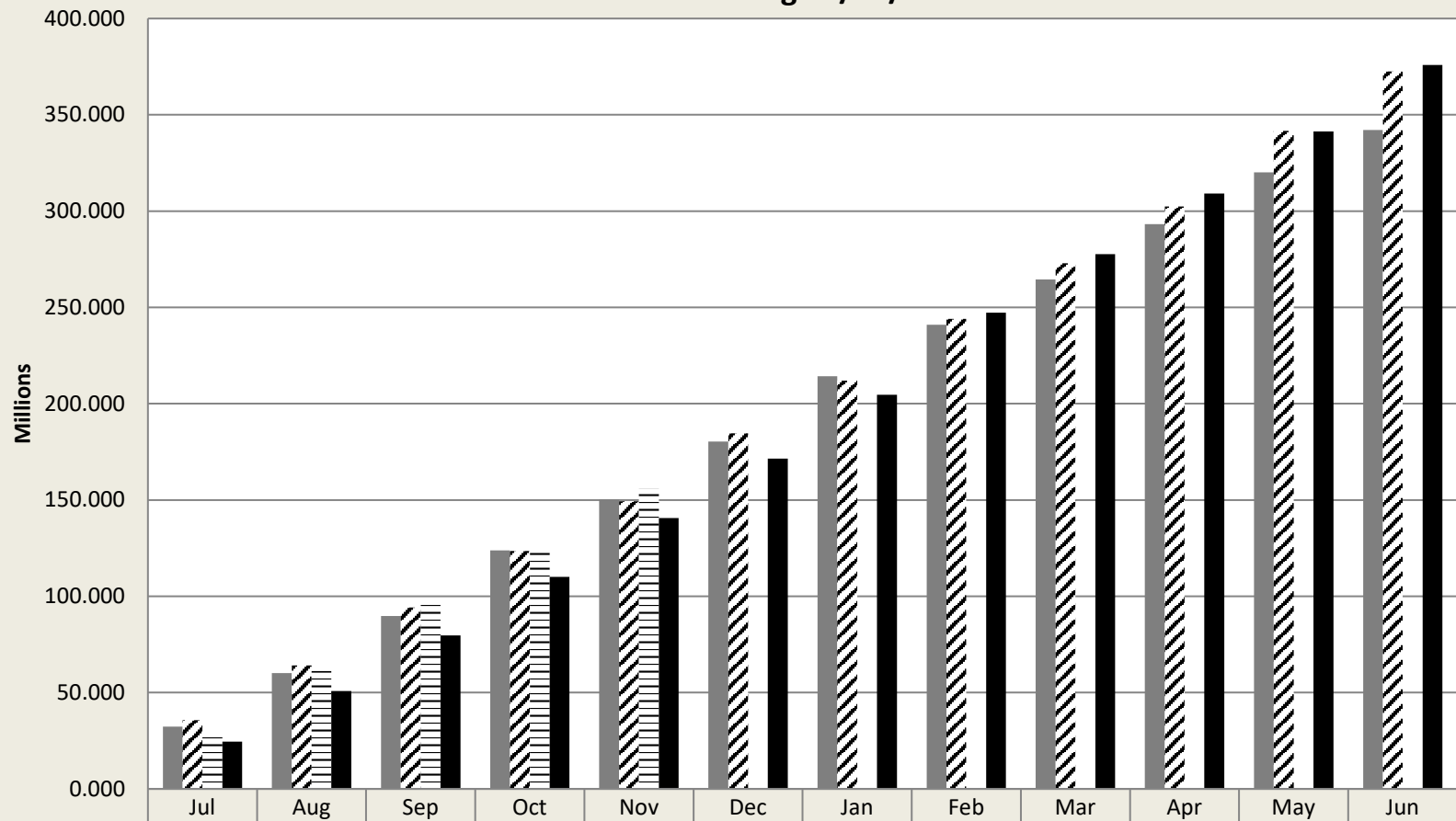
Funds Received					
	FY21 Actual YTD	FY22 Actual YTD	FY22 Forecast YTD	FY22 to FY21 Actual	FY 22 to Forecast
<u>State Highway Account</u>					
Federal Reimbursements	176,776	172,293	177,002	-2.5%	-2.7%
State (Inc. H.D.A.)	149,350	156,087	140,676	4.5%	11.0%
Local	3,192	6,053	2,500	89.6%	142.1%
Total State Highway Account:	329,318	334,433	320,177	1.6%	4.5%
<u>State Aeronautics Fund</u>					
Federal Reimbursements	333	101	130	-69.7%	-22.4%
State	1,121	1,956	1,194	74.6%	63.9%
Total State Aeronautics Fund:	1,453	2,057	1,324	41.5%	55.4%
Total Fund Received:	330,772	336,490	321,501	1.7%	4.7%
Disbursements (includes Encumbrances)					
	FY21 Actual YTD	FY22 Actual YTD	FY22 Budget YTD	FY22 to FY21 Actual	FY 22 to Budget
Construction Payouts	235,542	217,036	220,613	-7.9%	-1.6%
<u>Operations Expenses</u>					
Highways	83,960	92,003	101,079	9.6%	-9.0%
DMV	17,135	16,323	16,952	-4.7%	-3.7%
Administration	11,584	12,741	13,475	10.0%	-5.5%
Facilities	3,455	5,064	6,862	46.6%	-26.2%
Aeronautics	1,469	1,438	2,565	-2.1%	-43.9%
Total Operations Expenses:	117,603	127,569	140,934	8.5%	-9.5%
<u>Transfers</u>					
Debt Service	109	109	0	0.0%	0.0%
Total Transfers:	109	109	0	0.0%	0.0%
Total Disbursements:	353,253	344,713	361,547	-2.4%	-4.7%
	FY21 Actual YTD	FY22 Actual YTD	FY22 Budget YTD	FY22 to FY21 Actual	FY 22 to Budget
<u>Expenditures by Type</u>					
Personnel	52,468	54,368	56,529	3.6%	-3.8%
Operating	44,200	42,206	48,760	-4.5%	-13.4%
Capital Outlay	14,526	22,556	25,919	55.3%	-13.0%
Sub-Grantee	6,408	8,439	9,726	31.7%	-13.2%
Totals Operations Expenses:	117,603	127,569	140,934	8.5%	-9.5%
Contract Construction	235,542	217,036	220,613	-7.9%	-1.6%
Totals (excluding Transfers):	353,144	344,604	361,547	-2.4%	-4.7%

State Highway Fund 0260

Fiscal Year 2022

State Revenue Source Forecast vs Actual

November - For Period Ending 11/30/2021



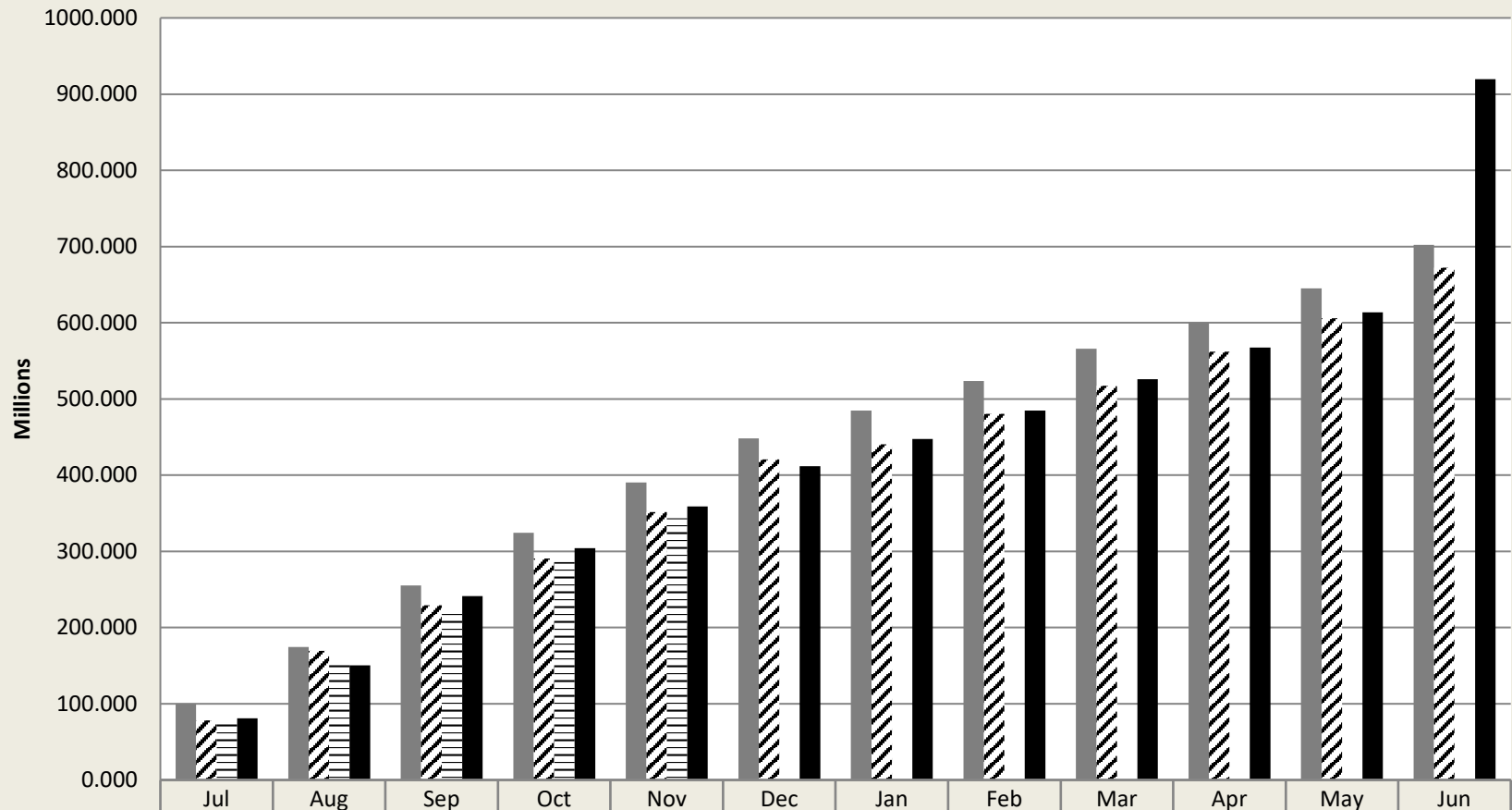
■ FY20 Actual Revenue	32.334	60.074	89.748	123.908	150.217	180.320	214.342	240.972	264.584	293.293	320.052	342.120
▨ FY21 Actual Revenue	35.679	64.171	94.151	123.596	149.350	184.635	211.939	244.099	272.992	302.353	341.648	372.590
□ FY22 Current	29.335	61.151	97.126	124.843	156.087							
■ FY22 Forecast	24.492	50.866	79.745	110.061	140.676	171.557	204.695	247.298	277.696	309.097	341.332	375.836

State Highway Fund 0260

Fiscal Year 2022

Expenditures

November - For Period Ending 11/30/2021



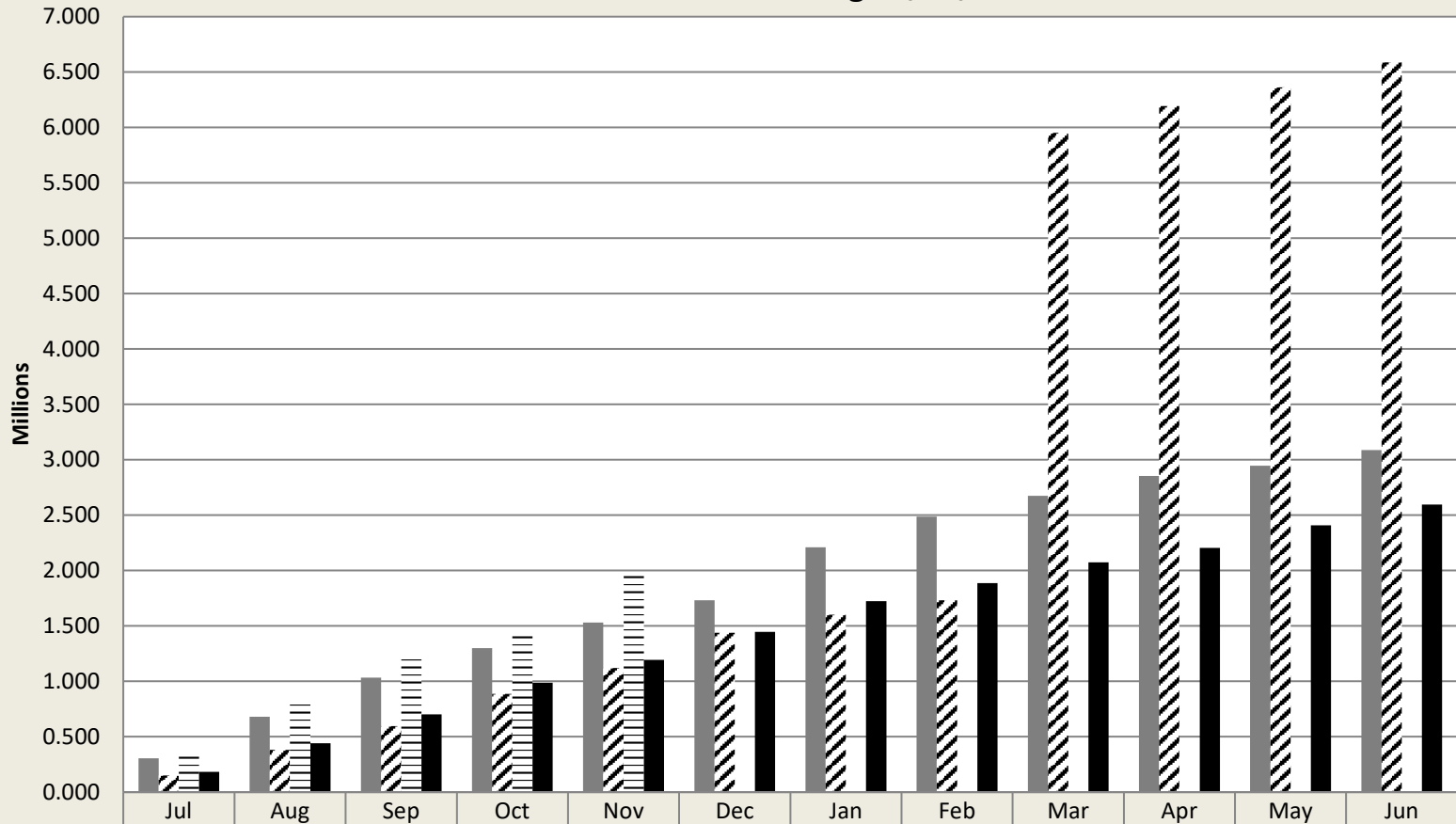
FY20 Actual Expenditures	100.532	174.652	255.180	324.290	390.416	448.247	484.733	523.466	565.891	600.575	645.173	702.364
FY21 Actual Expenditures	78.041	169.582	229.279	290.676	351.690	420.679	440.459	480.646	517.509	562.101	605.748	672.238
FY22 Current	75.916	154.865	219.859	286.037	343.275							
FY22 Forecast	80.808	150.282	241.347	304.202	358.981	411.619	447.437	484.576	525.782	567.568	613.677	919.480

Aeronautics Fund 0221

Fiscal Year 2022

State and Interagency Revenue Sources Forecast vs Actual

November - For Period Ending 11/30/2021



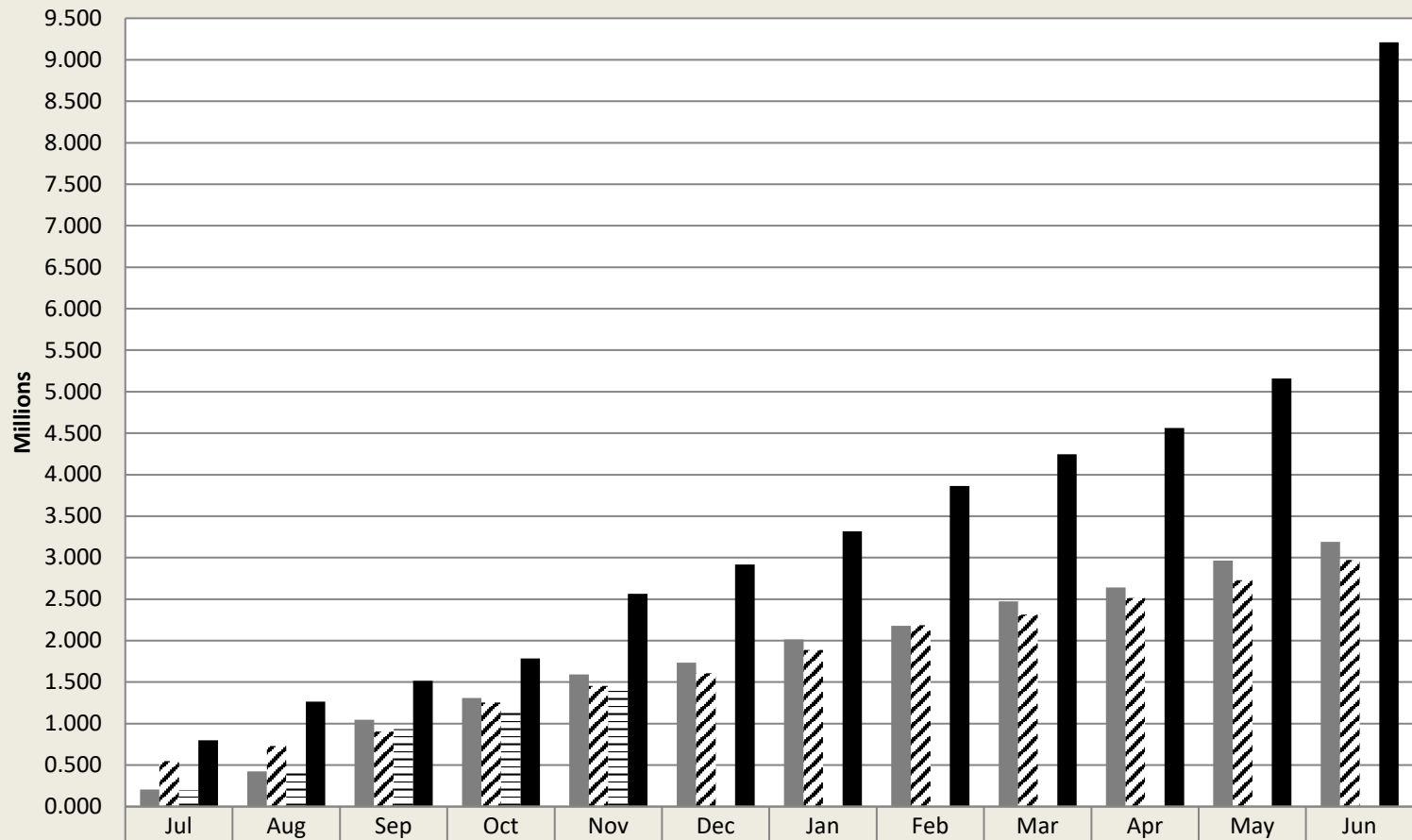
■ FY20 Actual Revenue	0.306	0.679	1.033	1.301	1.531	1.733	2.211	2.486	2.673	2.853	2.947	3.087
▨ FY21 Actual Revenue	0.149	0.382	0.596	0.888	1.121	1.438	1.602	1.732	5.952	6.193	6.361	6.588
= FY22 Current	0.356	0.820	1.207	1.414	1.956							
■ FY22 Forecast	0.183	0.443	0.701	0.988	1.194	1.447	1.724	1.886	2.074	2.205	2.410	2.596

Aeronautics Fund 0221

Fiscal Year 2022

Expenditures

November - For Period Ending 11/30/2021



■ FY20 Actual Expenditures	0.206	0.426	1.047	1.310	1.591	1.736	2.014	2.177	2.474	2.641	2.965	3.191
▨ FY21 Actual Expenditures	0.546	0.729	0.906	1.253	1.455	1.609	1.888	2.187	2.312	2.515	2.728	2.970
□ FY22 Current	0.198	0.461	0.932	1.163	1.438							
■ FY22 Forecast	0.799	1.264	1.515	1.784	2.565	2.916	3.319	3.865	4.245	4.563	5.160	9.212

UserID: ddecker
 Report ID: AD-FN-GL-002
 Run Date: 08 Dec 2021

Idaho Transportation Department

OPERATING FUND BALANCE SHEET FOR THE PERIOD ENDED 11/30/2021

	State Aeronautics Fund		State Highway Fund		Transportation Expansion and Congestion Mitigation Fund	
	0221		0260		0269	
	Oct-21	Nov-21	Oct-21	Nov-21	Oct-21	Nov-21
ASSETS						
Cash on Hand (Change Fund)	0	0	5,845	5,845	0	0
Cash in Bank (Daily Operations)	6,947,466	7,202,590	154,676,985	155,374,159	59,969,105	67,415,860
Investments (Long Term: STO - Diversified Bond Fund)	878,849	879,801	112,713,409	112,836,877	0	0
Total Cash & Investments	7,826,316	8,082,391	267,396,238	268,216,881	59,969,105	67,415,860
Receivables - Other	0	6,754	1,142,900	1,142,575	0	0
- Due From Locals (Project Overruns)	20,862	67,283	1,181,228	1,303,781	0	0
- Inter Agency	33,868	37,629	0	0	0	0
Total Receivables	54,730	111,666	2,324,128	2,446,356	0	0
Inventory on Hand	0	0	21,008,027	21,591,888	0	0
Total Assets:	7,881,045	8,194,056	290,728,393	292,255,126	59,969,105	67,415,860
LIABILITIES						
Vouchers Payable	0	0	(0)	0	0	0
Sales Tax Payable	0	0	21,987	20,624	0	0
Deferred Revenue (Local Projects Match)	0	0	26,592,935	26,051,716	0	0
Accounts Receivable Overpayment	0	0	16,019	16,019	0	0
Contractor Retained % (In Lieu Of Performance Bond)	0	0	336,775	173,570	0	0
Total Liabilities:	0	0	26,967,715	26,261,929	0	0
FUND BALANCE						
Reserve for Encumbrance	281,091	258,668	57,950,587	51,848,714	0	0
Fund Balance	7,599,954	7,935,389	205,810,091	214,144,483	59,969,105	67,415,860
Total Fund Balance:	7,881,045	8,194,056	263,760,678	265,993,197	59,969,105	67,415,860
Total Liabilities and Fund Balance	7,881,045	8,194,056	290,728,393	292,255,125	59,969,105	67,415,860

UserID: ddecker
 Report ID: AD-FN-GL-002
 Run Date: 08 Dec 2021

Idaho Transportation Department

OPERATING FUND BALANCE SHEET FOR THE PERIOD ENDED 11/30/2021

	Strategic Initiatives Fund (State Share) 0270.02		Strategic Initiatives Fund (Local Share) 0270.05		Total Strategic Initiatives Fund 0270		CARES Act Covid-19 0345	
	Oct-21	Nov-21	Oct-21	Nov-21	Oct-21	Nov-21	Oct-21	Nov-21
ASSETS								
Cash on Hand (Change Fund)	0	0	0	0	0	0	0	0
Cash in Bank (Daily Operations)	75,475,164	75,475,897	2,003,009	2,003,550	77,478,174	77,479,446	(9)	(709,656)
Investments (Long Term: STO - Diversified Bond Fund)	0	0	0	0	0	0	0	0
Total Cash & Investments	75,475,164	75,475,897	2,003,009	2,003,550	77,478,174	77,479,446	(9)	(709,656)
Receivables - Other	0	0	0	0	0	0	0	0
- Due From Locals (Project Overruns)	0	0	0	0	0	0	0	0
- Inter Agency	0	0	0	0	0	0	0	0
Total Receivables	0	0	0	0	0	0	0	0
Inventory on Hand	0	0	0	0	0	0	0	0
Total Assets:	75,475,164	75,475,897	2,003,009	2,003,550	77,478,174	77,479,446	(9)	(709,656)
LIABILITIES								
Vouchers Payable	0	0	0	0	0	0	0	0
Sales Tax Payable	0	0	0	0	0	0	0	0
Deferred Revenue (Local Projects Match)	0	0	0	0	0	0	0	0
Accounts Receivable Overpayment	0	0	0	0	0	0	0	0
Contractor Retained % (In Lieu Of Performance Bond)	0	0	0	0	0	0	0	0
Total Liabilities:	0	0	0	0	0	0	0	0
FUND BALANCE								
Reserve for Encumbrance	0	0	0	0	0	0	0	0
Fund Balance	75,475,164	75,475,897	2,003,009	2,003,550	77,478,174	77,479,446	0	0
Total Fund Balance:	75,475,164	75,475,897	2,003,009	2,003,550	77,478,165	77,479,446	(9)	(709,656)
Total Liabilities and Fund Balance	75,475,164	75,475,897	2,003,009	2,003,550	77,478,165	77,479,446	(9)	69,709,656

User ID: ddecker
 Report ID: AD-FN-GL-003
 Run Date: 08 Dec 2021
 % of Time
 Remaining: 58.3

Idaho Transportation Department

STATEMENT OF REVENUES AND EXPENDITURES

BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 11/30/2021

Fund: 0260 State Highway Fund

Fiscal Year: 2022
 Budget Fiscal Year: 2022
 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)
Federal Sources									
FHWA - Highway	132,794,000	147,900,001	27,721,943	0	15,106,001	11.38 %	377,401,500	229,501,499	60.81 %
FHWA - COVID Relief	25,000,000	1,176,633	914,742	0	(23,823,367)	-95.29%	67,451,700	66,275,067	98.26 %
FHWA - Indirect Cost	12,057,800	16,174,513	3,098,736	0	4,116,713	34.14 %	25,000,000	8,825,487	35.30 %
Federal Transit Authority	4,600,000	4,830,195	396,621	0	230,195	5.00 %	15,512,600	10,682,405	68.86 %
NHTSA - Highway Safety	2,050,000	2,041,997	5,184	0	(8,003)	-0.39%	4,642,800	2,600,803	56.02 %
Other Federal Aid	500,000	169,306	109,495	0	(330,694)	-66.14%	4,225,000	4,055,694	95.99 %
Total Federal Sources:	177,001,800	172,292,645	32,246,721	0	(4,709,155)	-2.66%	494,233,600	321,940,955	65.14 %
State Sources									
Equipment Buy Back	0	1,565,420	1,565,420	0	1,565,420	0.00 %	10,194,200	8,628,780	84.64 %
Miscellaneous Revenues	12,026,420	14,602,097	2,605,994	0	2,575,677	21.42 %	28,275,399	13,673,302	48.36 %
Total State Sources:	12,026,420	16,167,517	4,171,414	0	4,141,097	34.43 %	38,469,599	22,302,082	57.97 %
Local Sources									
Match For Local Projects	2,500,000	6,045,276	1,118,082	0	3,545,276	141.81 %	6,323,300	278,024	4.40 %
Other Local Sources	0	7,500	0	0	7,500	0.00 %	0	(7,500)	0.00 %
Total Local Sources:	2,500,000	6,052,776	1,118,082	0	3,552,776	142.11 %	6,323,300	270,524	4.28 %
TOTAL REVENUES:	191,528,220	194,512,938	37,536,217	0	2,984,718	1.56 %	539,026,499	344,513,561	63.91 %
TRANSFERS-IN									
Highway Distribution Account	87,760,800	99,300,161	19,673,729	0	11,539,361	13.15 %	243,110,000	143,809,839	59.15 %
Fuel/Registration Direct	33,497,144	31,728,053	5,834,649	0	(1,769,091)	-5.28%	74,056,800	42,328,747	57.16 %
Ethanol Fuels Tax	7,391,200	8,891,482	1,564,190	0	1,500,282	20.30 %	20,200,000	11,308,518	55.98 %
TOTAL TRANSFERS-IN:	128,649,144	139,919,696	27,072,567	0	11,270,552	8.76 %	337,366,800	197,447,104	58.53 %
TOTAL REV AND TRANSFERS-IN:	320,177,364	334,432,633	64,608,784	0	14,255,270	4.45 %	876,393,299	541,960,665	61.84 %

User ID: ddecker
 Report ID: AD-FN-GL-003
 Run Date: 08 Dec 2021
 % of Time
 Remaining: 58.3

Idaho Transportation Department

STATEMENT OF REVENUES AND EXPENDITURES

BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 11/30/2021

Fund: 0260 State Highway Fund

Fiscal Year: 2022
 Budget Fiscal Year: 2022
 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)
Operations Expense									
Permanent Staff Salaries	37,984,736	37,041,942	6,707,082	0	942,794	2.48 %	93,441,170	56,399,228	60.36 %
Board, Hourly, OT, Shift Diff	810,468	362,448	71,769	0	448,020	55.28 %	2,545,428	2,182,980	85.76 %
Fringe Benefits	17,162,293	16,420,469	3,135,471	0	741,825	4.32 %	42,066,802	25,646,333	60.97 %
In State Travel Expense	780,299	666,134	158,998	0	114,165	14.63 %	1,821,398	1,155,264	63.43 %
Out of State Travel Expense	183,903	65,275	18,468	0	118,628	64.51 %	437,453	372,178	85.08 %
Operating Expense	35,933,489	20,730,659	3,968,752	8,640,907	6,561,923	18.26 %	70,866,368	41,494,802	58.55 %
Technology Operating Expense	11,456,797	6,817,282	2,570,380	4,826,908	(187,393)	-1.64%	22,240,710	10,596,520	47.64 %
Capital Equipment Expense	17,008,907	6,252,138	282,153	9,702,222	1,054,547	6.20 %	23,732,823	7,778,463	32.78 %
Technology Equipment Expense	2,330,324	1,335,439	191,594	526,402	468,484	20.10 %	4,238,844	2,377,004	56.08 %
Capital Facilities Expense	6,573,164	2,983,820	868,067	1,682,254	1,907,090	29.01 %	7,288,164	2,622,090	35.98 %
Trustee & Benefit Payments	8,144,199	6,477,657	949,927	1,598,700	67,842	0.83 %	20,124,900	12,048,543	59.87 %
Total Operations Expense:	138,368,579	99,153,261	18,922,661	26,977,393	12,237,925	8.84 %	288,804,059	162,673,405	56.33 %
Contract Construction									
In State Travel Expense	0	539	539	0	(539)	0.00 %	0	(539)	0.00 %
Operating Expense	2,747,000	1,137,045	299,123	593,222	1,016,733	37.01 %	10,600,000	8,869,733	83.68 %
Technology Operating Expense	0	913,314	161,634	374,425	(1,287,739)	0.00 %	0	(1,287,739)	0.00 %
Capital Projects	217,508,800	213,879,165	41,150,194	14,964	3,614,671	1.66 %	616,575,918	402,681,789	65.31 %
Trustee & Benefit Payments	357,000	122,988	33,609	0	234,012	65.55 %	3,499,800	3,376,812	96.49 %
Total Contract Construction:	220,612,800	216,053,051	41,645,099	982,611	3,577,138	1.62 %	630,675,718	413,640,056	65.59 %
TOTAL EXPENDITURES:	358,981,379	315,206,312	60,567,760	27,960,004	15,815,063	4.41 %	919,479,778	576,313,461	62.68 %
TRANSFERS OUT									
Statutory	0	108,900	0	0	(108,900)	0.00 %	0	(108,900)	0.00 %
Operating	0	0	0	0	0	0.00 %	60,832,732	60,832,732	100.00 %
TOTAL TRANSFERS OUT:	0	108,900	0	0	(108,900)	0.00 %	60,832,732	60,723,832	99.82 %
TOTAL EXPD AND TRANSFERS OUT:	358,981,379	315,315,212	60,567,760	27,960,004	15,706,163	4.38 %	980,312,510	637,037,293	64.98 %
Net for Fiscal Year 2022:	(38,804,015)	19,117,421	4,041,024		29,961,433		(103,919,211)	(95,076,628)	

User ID: ddecker
 Report ID: AD-FN-GL-003
 Run Date: 08 Dec 2021
 % of Time
 Remaining: 58.3

Idaho Transportation Department

STATEMENT OF REVENUES AND EXPENDITURES

BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 11/30/2021

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: 2022										
Budget Fiscal Year: 2022										
Contract Construction										
Operating Expenditures										
Operating Expenditures	Dedicated	332,000	330,282	75,765	84,837	(83,119)	-25.04%	2,500,000	2,084,881	83.40 %
Operating Expenditures	Federal	2,210,000	1,719,350	384,781	882,810	(392,160)	-17.74%	8,000,000	5,397,840	67.47 %
Operating Expenditures	Local	205,000	591	75	0	204,409	99.71 %	100,000	99,409	99.41 %
Operating Expenditures	COVID Relief	0	136	136	0	(136)	0.00 %	0	(136)	0.00 %
Total Operating Expenditures		2,747,000	2,050,359	460,757	967,647	(271,006)	-9.87%	10,600,000	7,581,994	71.53 %
In State Travel Expense										
In State Travel Expense	Dedicated	0	539	539	0	(539)	0.00 %	0	(539)	0.00 %
Total In State Travel Expense		0	539	539	0	(539)	0.00 %	0	(539)	0.00 %
Capital Outlay										
Capital Outlay	Dedicated	60,684,900	54,351,784	10,831,076	731	6,332,384	10.43 %	242,609,889	188,257,374	77.60 %
Capital Outlay	Federal	138,327,300	139,182,295	27,236,602	9,233	(864,227)	-0.62%	275,709,029	136,517,502	49.52 %
Capital Outlay	FICR	15,754,500	13,348,932	1,347,230	5,000	2,400,568	15.24 %	25,000,000	11,646,068	46.58 %
Capital Outlay	Local	2,742,100	5,819,612	820,958	0	(3,077,512)	-112.23%	5,805,300	(14,312)	-0.25%
Capital Outlay	COVID Relief	0	1,176,542	914,329	0	(1,176,542)	0.00 %	67,451,700	66,275,158	98.26 %
Total Capital Outlay		217,508,800	213,879,165	41,150,194	14,964	3,614,671	1.66 %	616,575,918	402,681,789	65.31 %
Trustee & Benefit Payments										
Trustee & Benefit Payments	Dedicated	5,000	0	0	0	5,000	100.00 %	500,000	500,000	100.00 %
Trustee & Benefit Payments	Federal	347,000	122,988	33,609	0	224,012	64.56 %	2,899,800	2,776,812	95.76 %
Trustee & Benefit Payments	Local	5,000	0	0	0	5,000	100.00 %	100,000	100,000	100.00 %
Total Trustee & Benefit Payments		357,000	122,988	33,609	0	234,012	65.55 %	3,499,800	3,376,812	96.49 %
Total Contract Construction:		220,612,800	216,053,051	41,645,099	982,611	3,577,138	1.62 %	630,675,718	413,640,056	65.59 %

User ID: ddecker
 Report ID: AD-FN-GL-003
 Run Date: 08 Dec 2021
 % of Time
 Remaining: 58.3

Idaho Transportation Department

STATEMENT OF REVENUES AND EXPENDITURES

BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 11/30/2021

Fund: 0269 Transportation Expansion and Congestion Mitigation Fund

	Year to Date Allotment	Year to Date Actual	Current Month Activity	Year to Date Encumbrance	Variance Favorable / Unfavorable	Percent Variance	Annual Appropriation	Appropriation Balance	Percent Remaining
	(A)	(B)	(C)	(D)	(E = A - B - D)	(F = E / A)	(G)	(H = G - B - D)	(I = H / G)
Fiscal Year: 2022									
Budget Fiscal Year: 2022									
REVENUES									
Miscellaneous Revenues	275,000	46,798	14,038	0	(228,202)	-82.98%	670,000	623,202	93.02 %
TOTAL REVENUES:	275,000	46,798	14,038	0	(228,202)	-82.98%	670,000	623,202	93.02 %
TRANSFERS-IN									
Sales Tax	34,315,600	45,476,625	8,724,837	0	11,161,025	32.52 %	80,000,000	34,523,375	43.15 %
TOTAL TRANSFERS-IN:	34,315,600	45,476,625	8,724,837	0	11,161,025	32.52 %	80,000,000	34,523,375	43.15 %
TOTAL REV AND TRANSFERS-IN:	34,590,600	45,523,423	8,738,875	0	10,932,823	31.61 %	80,670,000	35,146,577	43.57 %
EXPENDITURES									
Contract Construction - Capital Projects	7,000,000	8,571,010	1,292,120	0	(1,571,010)	-22.44%	94,145,045	85,574,036	90.90 %
TOTAL EXPENDITURES:	7,000,000	8,571,010	1,292,120	0	(1,571,010)	-22.44%	94,145,045	85,574,036	90.90 %
TOTAL EXPD AND TRANSFERS OUT:	7,000,000	8,571,010	1,292,120	0	(1,571,010)	-22.44%	94,145,045	85,574,036	90.90 %
Net for Fiscal Year 2022:	27,590,600	36,952,414	7,446,755		9,361,813		(13,475,045)	(50,427,459)	

User ID: ddecker
 Report ID: AD-FN-GL-003
 Run Date: 08 Dec 2021
 % of Time
 Remaining: 58.3

Idaho Transportation Department

STATEMENT OF REVENUES AND EXPENDITURES

BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 11/30/2021

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
	(A)	(B)	(C)	(D)	(E = A - B - D)	(F = E / A)	(G)	(H = G - B - D)	(I = H / G)
Fiscal Year: 2022									
Budget Fiscal Year: 2022									
REVENUES									
State Sources - Miscellaneous Revenues	110,840	89,578	20,354	0	(21,262)	-19.18%	259,000	169,422	65.41 %
TOTAL REVENUES:	110,840	89,578	20,354	0	(21,262)	-19.18%	259,000	169,422	65.41 %
TOTAL REV AND TRANSFERS-IN:	110,840	89,578	20,354	0	(21,262)	-19.18%	259,000	169,422	65.41 %
EXPENDITURES									
Contract Construction - Capital Projects	2,100,000	895,615	19,622	0	1,204,385	57.35 %	77,354,956	76,459,341	98.84 %
TOTAL EXPENDITURES:	2,100,000	895,615	19,622	0	1,204,385	57.35 %	77,354,956	76,459,341	98.84 %
TOTAL EXPD AND TRANSFERS OUT:	2,100,000	895,615	19,622	0	1,204,385	57.35 %	77,354,956	76,459,341	98.84 %
Net for Fiscal Year 2022:	(1,989,160)	(806,037)	732		1,183,123		(77,095,956)	(76,289,919)	

User ID: ddecker
 Report ID: AD-FN-GL-003
 Run Date: 08 Dec 2021
 % of Time
 Remaining: 58.3

Idaho Transportation Department

STATEMENT OF REVENUES AND EXPENDITURES

BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 11/30/2021

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)
Fiscal Year: 2022									
Budget Fiscal Year: 2022									
REVENUES									
State Sources - Miscellaneous Revenues	0	2,366	540	0	2,366	0.00 %	0	(2,366)	0.00 %
TOTAL REVENUES:	0	2,366	540	0	2,366	0.00 %	0	(2,366)	0.00 %
TOTAL REV AND TRANSFERS-IN:	0	2,366	540	0	2,366	0.00 %	0	(2,366)	0.00 %
EXPENDITURES									
Contract Construction - Trustee & Benefit Payments	2,000,781	0	0	0	2,000,781	100.00 %	2,000,781	2,000,781	100.00 %
TOTAL EXPENDITURES:	2,000,781	0	0	0	2,000,781	100.00 %	2,000,781	2,000,781	100.00 %
TOTAL EXPD AND TRANSFERS OUT:	2,000,781	0	0	0	2,000,781	100.00 %	2,000,781	2,000,781	100.00 %
Net for Fiscal Year 2022:	(2,000,781)	2,366	540		2,003,147		(2,000,781)	(2,003,147)	

User ID: ddecker
 Report ID: AD-FN-GL-003
 Run Date: 08 Dec 2021
 % of Time
 Remaining: 58.3

Idaho Transportation Department

STATEMENT OF REVENUES AND EXPENDITURES

BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 11/30/2021

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)
Fiscal Year: 2022									
Budget Fiscal Year: 2022									
REVENUES									
Federal Sources - Federal Transit Authority	75,000	976,955	111,578	0	901,955	1202.61 %	9,000,000	8,023,045	89.14 %
TOTAL REVENUES:	75,000	976,955	111,578	0	901,955	1202.61 %	9,000,000	8,023,045	89.14 %
TOTAL REV AND TRANSFERS-IN:	75,000	976,955	111,578	0	901,955	1202.61 %	9,000,000	8,023,045	89.14 %
EXPENDITURES									
Operating Expenditures	363,628	55,048	15,274	0	308,580	84.86 %	1,000,000	944,952	94.50 %
Trustee & Benefit Payments	3,386,353	1,631,557	805,951	0	1,754,796	51.82 %	8,000,000	6,368,443	79.61 %
TOTAL EXPENDITURES:	3,749,981	1,686,605	821,225	0	2,063,376	55.02 %	9,000,000	7,313,395	81.26 %
TOTAL EXPD AND TRANSFERS OUT:	3,749,981	1,686,605	821,225	0	2,063,376	55.02 %	9,000,000	7,313,395	81.26 %
Net for Fiscal Year 2022:	(3,674,981)	(709,650)	(709,647)		2,965,331		0	709,650	

User ID: ddecker
 Report ID: AD-FN-GL-003
 Run Date: 08 Dec 2021
 % of Time
 Remaining: 58.3

Idaho Transportation Department

STATEMENT OF REVENUES AND EXPENDITURES

BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 11/30/2021

Fund: 0374 GARVEE Capital Project Fund

	Year to Date Allotment	Year to Date Actual	Current Month Activity	Year to Date Encumbrance	Variance Favorable / Unfavorable	Percent Variance	Annual Appropriation	Appropriation Balance	Percent Remaining
	(A)	(B)	(C)	(D)	(E = A - B - D)	(F = E / A)	(G)	(H = G - B - D)	(I = H / G)
Fiscal Year: 2022									
Budget Fiscal Year: 2022									
REVENUES									
State Sources - Miscellaneous Revenues	0	46,149,376	7,031,509	0	46,149,376	0.00 %	0	(46,149,376)	0.00 %
TOTAL REVENUES:	0	46,149,376	7,031,509	0	46,149,376	0.00 %	0	(46,149,376)	0.00 %
TOTAL REV AND TRANSFERS-IN:	0	46,149,376	7,031,509	0	46,149,376	0.00 %	0	(46,149,376)	0.00 %
EXPENDITURES									
Operating Expenditures	0	308,734	50,883	0	(308,734)	0.00 %	0	(308,734)	0.00 %
Capital Projects	0	47,766,726	5,998,595	0	(47,766,726)	0.00 %	0	(47,766,726)	0.00 %
TOTAL EXPENDITURES:	0	48,075,460	6,049,478	0	(48,075,460)	0.00 %	0	(48,075,460)	0.00 %
TOTAL EXPD AND TRANSFERS OUT:	0	48,075,460	6,049,478	0	(48,075,460)	0.00 %	0	(48,075,460)	0.00 %
Net for Fiscal Year 2022:	0	(1,926,083)	982,031		(1,926,084)		0	1,926,084	

User ID: ddecker
 Report ID: AD-FN-GL-003
 Run Date: 08 Dec 2021
 % of Time
 Remaining: 58.3

Idaho Transportation Department

STATEMENT OF REVENUES AND EXPENDITURES

BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 11/30/2021

Fund: 0375 GARVEE Debt Service Fund

	Year to Date Allotment	Year to Date Actual	Current Month Activity	Year to Date Encumbrance	Variance Favorable / Unfavorable	Percent Variance	Annual Appropriation	Appropriation Balance	Percent Remaining
	(A)	(B)	(C)	(D)	(E = A - B - D)	(F = E / A)	(G)	(H = G - B - D)	(I = H / G)
Fiscal Year: 2022									
Budget Fiscal Year: 2022									
REVENUES									
State Sources - Miscellaneous Revenues	0	7,799	1,161	0	7,799	0.00 %	0	(7,799)	0.00 %
TOTAL REVENUES:	0	7,799	1,161	0	7,799	0.00 %	0	(7,799)	0.00 %
TRANSFERS-IN									
Operating	0	4,700,000	0	0	4,700,000	0.00 %	0	(4,700,000)	0.00 %
TOTAL TRANSFERS-IN:	0	4,700,000	0	0	4,700,000	0.00 %	0	(4,700,000)	0.00 %
TOTAL REV AND TRANSFERS-IN:	0	4,707,799	1,161	0	4,707,799	0.00 %	0	(4,707,799)	0.00 %
EXPENDITURES									
Bond Principal / Interest	0	48,260,350	423,903	0	(48,260,350)	0.00 %	0	(48,260,350)	0.00 %
TOTAL EXPENDITURES:	0	48,260,350	423,903	0	(48,260,350)	0.00 %	0	(48,260,350)	0.00 %
TOTAL EXPD AND TRANSFERS OUT:	0	48,260,350	423,903	0	(48,260,350)	0.00 %	0	(48,260,350)	0.00 %
Net for Fiscal Year 2022:	0	(43,552,551)	(422,742)		(43,552,551)		0	43,552,551	

User ID: ddecker
 Report ID: AD-FN-GL-003
 Run Date: 08 Dec 2021
 % of Time
 Remaining: 58.3

Idaho Transportation Department

STATEMENT OF REVENUES AND EXPENDITURES

BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 11/30/2021

Fund: 0221 State Aeronautics Fund

Fiscal Year: 2022	Year to Date Allotment	Year to Date Actual	Current Month Activity	Year to Date Encumbrance	Variance Favorable / Unfavorable	Percent Variance	Annual Appropriation	Appropriation Balance	Percent Remaining
Budget Fiscal Year: 2022	(A)	(B)	(C)	(D)	(E = A - B - D)	(F = E / A)	(G)	(H = G - B - D)	(I = H / G)
REVENUES									
Federal Sources - FAA	129,800	100,688	67,283	0	(29,112)	-22.43%	668,500	567,812	84.94 %
State Sources - Miscellaneous	39,339	220,126	125,266	0	180,787	459.56 %	341,000	120,874	35.45 %
Interagency Sources -	142,900	237,490	58,708	0	94,590	66.19 %	254,900	17,410	6.83 %
TOTAL REVENUES:	312,039	558,303	251,258	0	246,265	78.92 %	1,264,400	706,096	55.84 %
TRANSFERS-IN									
Operating	1,011,571	1,498,740	358,829	0	487,169	48.16 %	2,000,000	501,260	25.06 %
TOTAL TRANSFERS-IN:	1,011,571	1,498,740	358,829	0	487,169	48.16 %	2,000,000	501,260	25.06 %
TOTAL REV AND TRANSFERS-IN:	1,323,610	2,057,043	610,087	0	733,434	55.41 %	3,264,400	1,207,356	36.99 %
EXPENDITURES									
Permanent Staff Salaries	369,494	349,290	65,097	0	20,204	5.47 %	873,369	524,079	60.01 %
Board, Hourly, OT, Shift Diff	41,400	45,695	1,102	0	(4,295)	-10.37%	71,000	25,305	35.64 %
Fringe Benefits	160,112	147,844	27,305	0	12,268	7.66 %	377,031	229,188	60.79 %
In State Travel Expense	31,883	27,551	3,204	0	4,332	13.59 %	61,537	33,986	55.23 %
Out of State Travel Expense	8,897	7,604	2,812	0	1,293	14.53 %	20,526	12,922	62.95 %
Technology Operating Expense	13,587	12,993	4,415	0	594	4.37 %	34,617	21,624	62.47 %
Operating Expense	351,215	327,287	72,087	83,276	(59,348)	-16.90%	1,086,220	675,657	62.20 %
Technology Equipment Expense	6,400	0	0	0	6,400	100.00 %	6,400	6,400	100.00 %
Capital Equipment Expense	0	0	0	73,730	(73,730)	0.00 %	103,000	29,270	28.42 %
Capital Facilities Expense	0	0	0	0	0	0.00 %	58,682	58,682	100.00 %
Trustee & Benefit Payments	1,582,207	362,694	121,055	0	1,219,513	77.08 %	6,489,453	6,126,759	94.41 %
TOTAL EXPENDITURES:	2,565,195	1,280,957	297,076	157,006	1,127,231	43.94 %	9,181,835	7,743,872	84.34 %
TOTAL EXPD AND TRANSFERS OUT:	2,565,195	1,280,957	297,076	157,006	1,127,231	43.94 %	9,181,835	7,743,872	84.34 %
Net for Fiscal Year 2022:	(1,241,585)	776,086	313,011		1,860,665		(5,917,435)	(6,536,516)	

Meeting Date January 13, 2022

Consent Item ☐

Information Item ☒

Amount of Presentation Time Needed _____

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

Subject

Monthly Reporting of Federal Formula Program Funding Through December 30th

Key Number N/A	District N/A	Route Number N/A
-------------------	-----------------	---------------------

Background Information

Idaho received obligation authority through February 18 via a Continuing Appropriations Act signed on December 2, 2021. Obligation authority through February 18 (141/365^{ths}) is \$149.7 million. This includes \$2 million of *Highway Infrastructure General Funds* carried over from last year in the Local Urban and Off-System Bridge Programs, and \$39 million *COVID Relief* Funds carried over from last year in the Transportation Management Area, Local Urban, and SHS Programs. The COVID Relief and General Funds are also included in the apportionments detailed below.

The Infrastructure Investment and Jobs Act (IIJA) was signed on November 15, 2021. Additional apportionments were allocated via the Appropriations Act. Idaho will receive apportionments of \$383.1 million. Currently, obligation authority is 35.3% of apportionments.

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

Recommendations

For Information

Board Action

☐ Approved ☐ Deferred _____
☐ Other _____

Exhibit One
Actual Formula Funding for FY2022

Per IJA FY2022 – Total Year	
Federal Aid Only	\$383,072
Including Match	\$413,550
Per Apportionments + COVID + Hwy Infra.	
Federal Aid Only	\$424,246
Including Match	\$458,001
Obligation Limits through 2/18/2022	
Federal Aid Only	\$149,715
Including Match	\$161,613

- Notes:
1. All dollars in Thousands
 2. 'Approved Program' amounts from the Oct 2021 Highway Funding Plan.
 3. Apportionment and Obligation Authority amounts reflect available funds via federal notices received through 12/30/2021

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

Program	Allotted Program Funding through 2/18/2022	Program Funding Remaining as of 12/30/2021
All Other SHS Program	\$122,837	\$66,784
GARVEE Formula Debt Service*	\$25,465	\$10,849
State Planning and Research*	\$2,735	\$2,215
Metropolitan Planning*	\$723	\$564
Railroad Crossings	\$343	\$145
Transportation Alternatives (Urban/Rural)	\$282	\$400
Recreational Trails	\$126	\$363
STBG - Local Urban+	\$1,017	\$428
STBG - Transportation Mgt. Area	\$3,466	\$2,039
Transportation Alternatives (TMA)	\$35	\$35
STBG – Local Rural	\$1,062	\$1,062
Local Bridge+	\$402	\$403
Off System Bridge	\$2,460	\$2,290
Local Safety	\$657	\$497
Total	\$161,613	\$88,075

- Notes:
1. All dollars in Thousands.
 2. Allotments based on the Oct 2021 Highway Funding Plan.
 3. Funding amounts include match and reflect total formula funding available.
 4. Data reflects both obligation and de-obligation activity through December 30th.
- * These programs are provided 100% Obligation Authority. Other programs are reduced accordingly.

Meeting Date January 13, 2022

Consent Item ☐

Information Item ☐

Amount of Presentation Time Needed 10 Min

Presenter's Name Jason Minzghor	Presenter's Title District Engineer	Initials	Reviewed By LSS
Preparer's Name Wade Allen	Preparer's Title Traffic and Materials Manager	Initials	

Subject

Request funding for SH-33 Rexburg Signal Interconnect		
Key Number	District 6	Route Number SH-33

Background Information

District 6 is requesting to begin negotiations to enter into an MOU with City of Rexburg to interconnect all the signals in Rexburg and set up an advanced transportation management center. Rexburg is currently working on installing fiber around Rexburg, see attached map. The red lines are being installed by City of Rexburg at their cost. The yellow lines would connect all of ITD's signals together along the SH-33 business spur and US-20 North Rexburg interchange and will improve traffic progression throughout the city. Rexburg is willing to partner with ITD and fund this fiber shown in yellow on the attached map at 50% each. Rexburg would also set up an advanced transportation management center in their building to monitor the signals and help diagnose problems and improve traffic flow. This is estimated to cost up to \$500,000.

Recommendations

Add a project to the ITIP FY2022 – FY2028 with \$500,000 in Contract Construction funds as Board Unallocated in FY2022. Approve resolution on page 85.

Board Action

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

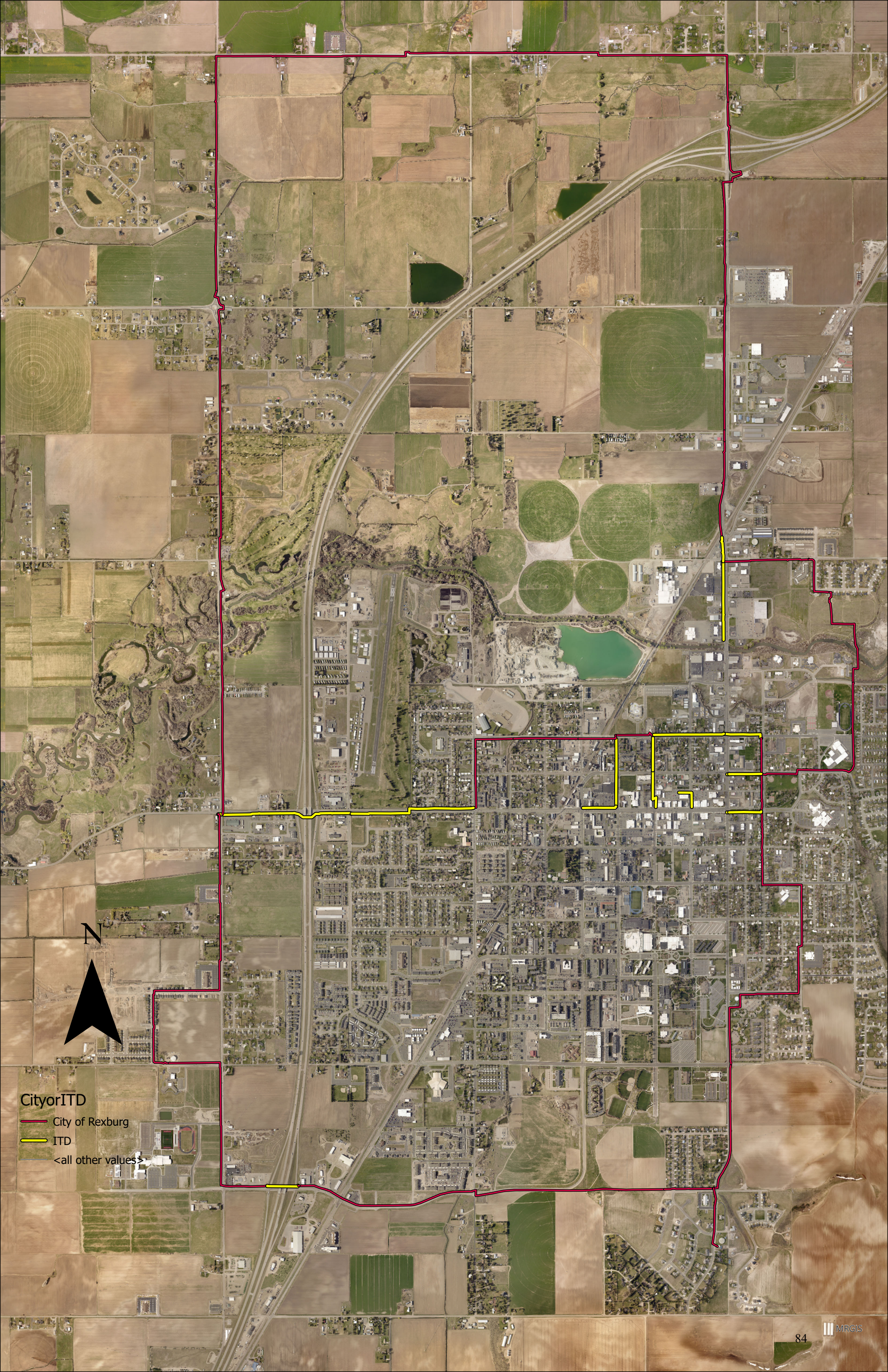
IDAHO TRANSPORTATION BOARD STATE FUNDED UNALLOCATED ACCOUNT

State Fiscal Year 2022

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

<u>Date</u>	<u>District</u>	<u>Key No.</u>	<u>Project Route, Name</u>	<u>Cost</u>
12/09/21	3	23456	I-84, Meridian Rd IC to Eagle Rd IC, Design, Meridian	\$ 1,325,000
01/13/22	5	New	I 15, Devils Creek Landslide	\$ 1,000,000
01/13/22	6	New	US 20, At Grade Crossing Closures	\$ 500,000
01/13/22	6	New	SH 33, Rexburg Signal Interconnect	\$ 500,000
Total				\$ 3,325,000

<i>Ending Balance</i>	\$ 6,675,000
------------------------------	---------------------



CityorITD

City of Rexburg

ITD

<all other values>

RES. NO. WHEREAS, the Idaho Transportation Board supports the Idaho Transportation
ITB20- Department mission of safety, mobility, and economic opportunity; and

WHEREAS, it is in the public interest for ITD to fund the Rexburg Signal
Progression Project; and

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

NOW THEREFORE BE IT RESOLVED, that Rexburg Signal Interconnect project
be added to the ITIP at a cost of approximately \$500,000.00 using FY 2022 ITD
Board Unallocated Funds; and

BE IT FURTHER RESOLVED, that the Idaho Transportation Board approves the
staff to adjust the Program and amend the approved FY 2022-2028 Statewide
Transportation Improvement Program accordingly.

Approved:

Meeting Date January 13, 2022

Consent Item ☐

Information Item ☐

Amount of Presentation Time Needed 10 minutes

Presenter's Name Jason Minzghor	Presenter's Title District 6 District Engineer	Initials	Reviewed By LSS
Preparer's Name Mark Abel	Preparer's Title District 6 TTE	Initials	

Subject

Proposed US-20 Exit 344 Interchange		
Key Number TDB	District 6	Route Number US-20

Background Information

District 6 requests to add the design of an interchange on US-20 at exit 344. The scope includes a grade-separated overpass, and off and on ramps on east- and westbound US-20 to reduce conflict points at this major intersection. This proposed work includes all studies and design work necessary to advance this project for advertisement.

The estimated project development costs is \$2,500,000 and will use Transportation Expansion & Congestion Mitigation (TECM) pay-as-you-go funds for development, as this is in an approved TECM corridor. Upon approval of resolution, this project will be added to the ITIP Early Development Program with development funds in FY22.

This project could potentially utilize TECM pay-as-you-go or TECM bonding for construction, however, funds will be programmed in the ITIP when the project is closer to delivery and the most suitable funding type can be identified.

Recommendations

Approve resolution on page 88.

Board Action

☐ Approved ☐ Deferred _____
☐ Other _____

St. Anthony

Lumen
Designer



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

WHEREAS, the interchange on US-20 at exit 344 (E 400 N) has been identified as a priority for development and bid-readiness; and

WHEREAS, US-20 between Idaho Falls and Montana State Line is an approved Transportation Expansion & Congestion Mitigation (TECM) corridor.

NOW THEREFORE BE IT RESOLVED, that a project on US-20 at exit 344 (E 400 N) be added to FY22 of the Early Development Program for project development at a cost of \$2,500,000 using Transportation Expansion & Congestion Mitigation (TECM) funds.

NOW THEREFORE BE IT FURTHER RESOLVED, that the Idaho Transportation Board authorizes staff to adjust the program and amend the approved FY 2022 - 2028 ITIP accordingly.

Meeting Date January 13, 2022

Consent Item

Information Item ☐

Amount of Presentation Time Needed 5 min

Presenter's Name Jason Minzghor	Presenter's Title District 6 District Engineer	Initials JBM	Reviewed By
Preparer's Name Mark Abel	Preparer's Title District 6 TTE	Initials WMA	

Subject

US-20 N 7th E, 200 N, 300 N, N 2600 E & Fun Farm Rd At-grade Crossing Closures		
Key Number TBA	District 6	Route Number US-20 MP 339.90 - 349.35

Background Information

District 6 requests the use of Board Unallocated funds for Preliminary Engineering by Consultant (PC) and Preliminary Engineering (PE) to study the feasibility and to design the closure of five at-grade crossings on US-20 in Madison and Fremont Counties at N 7th E (MP339.90), 200 N (MP 341.38), 300 N (MP 342.54), N 2600 E (MP347.85) and Fun Farm Rd (MP 349.34). This will also include collaborating with the City of St. Anthony and Fremont County to investigate the feasibility of turning over ownership of the US-20 business loop (N. Bridge St. & E 4TH N) to the respective city and county.

The proposed scope of work will include; public involvement, environmental permitting, surveying, Geo-Technical investigation, and design of new county connectors, bridge structures and other intersection improvements. Including closing five at-grade crossings, and all other studies and design work as necessary to provide for these improvements.

Estimated project development costs:

Total: \$ 500,000

Project Construction (CN) funds will be programed in the ITIP for FY25.

Recommendations

Please see attached exhibits and the resolution on page 92.

Board Action

☐ Approved ☐ Deferred _____
☐ Other _____

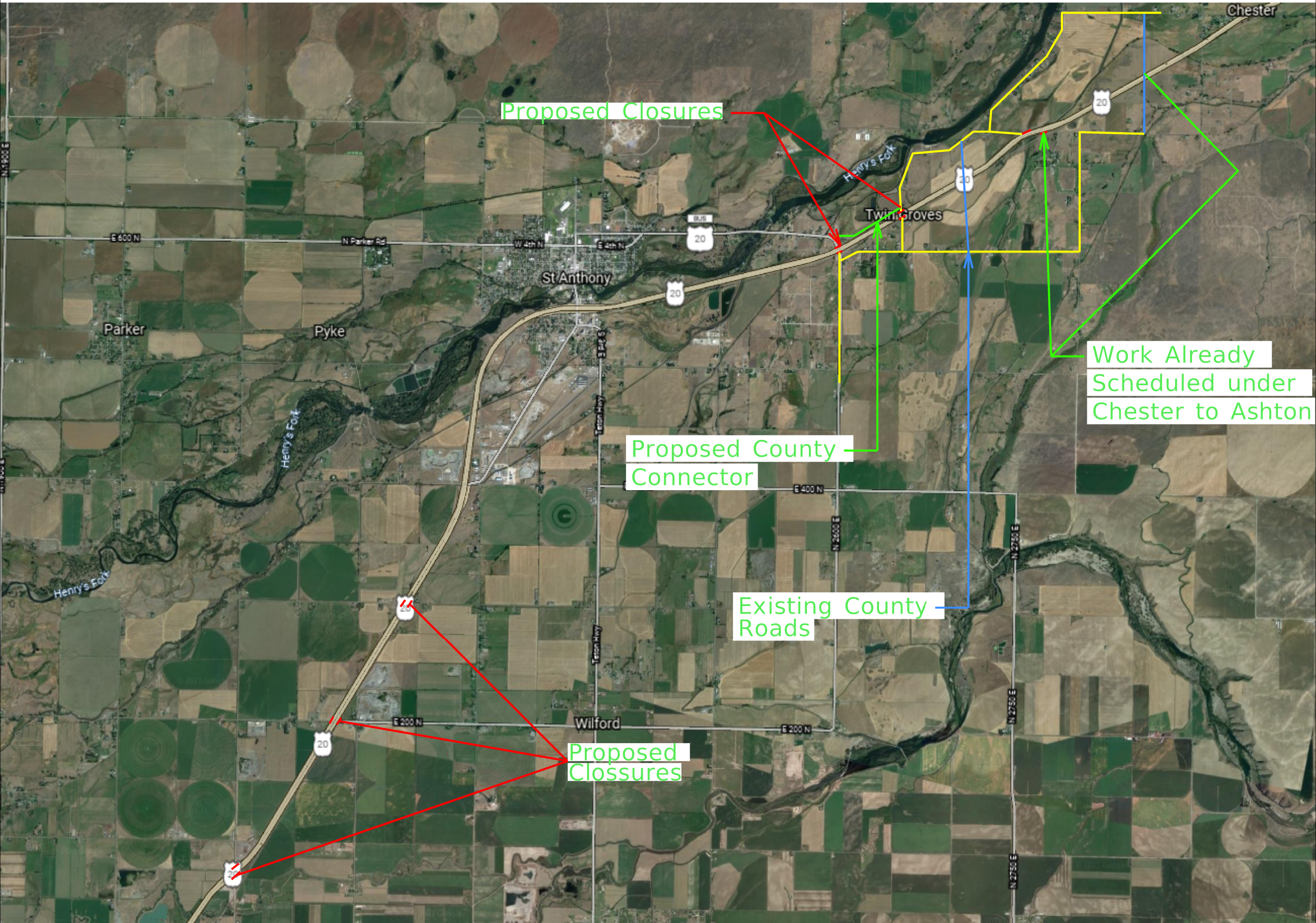
IDAHO TRANSPORTATION BOARD STATE FUNDED UNALLOCATED ACCOUNT

State Fiscal Year 2022

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

<u>Date</u>	<u>District</u>	<u>Key No.</u>	<u>Project Route, Name</u>	<u>Cost</u>
12/09/21	3	23456	I-84, Meridian Rd IC to Eagle Rd IC, Design, Meridian	\$ 1,325,000
01/13/22	5	New	I 15, Devils Creek Landslide	\$ 1,000,000
01/13/22	6	New	US 20, At Grade Crossing Closures	\$ 500,000
01/13/22	6	New	SH 33, Rexburg Signal Interconnect	\$ 500,000
Total				\$ 3,325,000

<i>Ending Balance</i>	\$ 6,675,000
------------------------------	---------------------



REVISIONS			
NO.	DATE	BY	DESCRIPTION

DESIGNED
DESIGN CHECKED
DETAILED
DRAWING CHECKED

SCALES SHOWN ARE FOR 11" X 17" PRINTS ONLY
CADD FILE NAME
DRAWING DATE:

IDAHO
TRANSPORTATION
DEPARTMENT



PROJECT NO.	

English
COUNTY
KEY NUMBER
SHEET OF

ORIGINAL STORED
AT: ITD DESIGN &
CONSTRUCTION
CADD DIVISION
BOISE, ID

ORIGINAL SIGNED BY:
DATE ORIGINAL SIGNED:

RESOLUTION

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

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

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

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

NOW THEREFORE BE IT RESOLVED, that project **US-20, AT-GRADE CROSSING**, highway improvements including 5 at-grade crossings, frontage roads and county connectors to be reviewed and discussed with the counties involved as to devise the best plan for the people of Idaho, and to be added to the ITIP for project development at a cost of approximately \$500,000.00 using FY 2022 ITD Board Unallocated Funds.

BE IT FURTHER RESOLVED, that the Idaho Transportation Board approves the staff request to adjust the program and amend the approved FY 2022 - 2028 ITIP accordingly.

Meeting Date January 2022

Consent Item ☐

Information Item ☐

Amount of Presentation Time Needed 5 minutes

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

Subject

I-15 Devils Creek Landslide		
Key Number N/A	District 5	Route Number I-15

Background Information

The purpose of this agenda item is to seek Board approval to add the **I-15, Devils Creek Landslide** to the program, per policy 5011 *Idaho Transportation Investment Program (ITIP)*.

I-15 runs north south from the Utah border to Montana. Malad is 13 miles north of the Utah border and Devils Creek Reservoir is 8 miles north of Malad at milepost 21. On November 30th Oneida County Road and Bridge notified us that a small landslide had filled the ditch on the county road. The right of way is approximately 125 feet from the Interstate. From our right of way to the county road it is approximately 100 feet. The head of the slide is in ITD right of way.

ITD crews looked at the slide on December 1st and the geologist from District 6 was on site December 2nd. The site review by the geologist the slide is similar to the PEX landslide which is 1.5 miles north of this location. The PEX slide was mitigated in the early 1980's and again in the early 2000's. ITD crews installed water monitoring wells Dec 8th through the 15th. Which indicate water as close as 5 feet from the surface.

Traffic has not been impacted.

The departments approach to mitigate this landslide would be similar to the PEX slide. This approach would be to install horizontal drain pipe to remove the water. We would hire a consultant to help with design of the drains, collection pads, corresponding drainage, and monitoring equipment.

Recommendations:

Approve attached resolution with funding from Board Unallocated, page 95.

Board Action

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

IDAHO TRANSPORTATION BOARD STATE FUNDED UNALLOCATED ACCOUNT

State Fiscal Year 2022

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

<u>Date</u>	<u>District</u>	<u>Key No.</u>	<u>Project Route, Name</u>	<u>Cost</u>
12/09/21	3	23456	I-84, Meridian Rd IC to Eagle Rd IC, Design, Meridian	\$ 1,325,000
01/13/22	5	New	I 15, Devils Creek Landslide	\$ 1,000,000
01/13/22	6	New	US 20, At Grade Crossing Closures	\$ 500,000
01/13/22	6	New	SH 33, Rexburg Signal Interconnect	\$ 500,000
Total				\$ 3,325,000

<i>Ending Balance</i>	\$ 6,675,000
------------------------------	---------------------

RESOLUTION

WHEREAS, the Idaho Transportation Board supports the ITD mission of safety, mobility, and economic opportunity.

WHEREAS, it is in the public interest for ITD to mitigate the landslide on I-15; and

WHEREAS; ITD staff as identified an options for the DEVILS CREEK LANDSLIDE MITIGATION; and

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

NOW THEREFORE BE IT RESOLVED that the I-15, DEVILS CREEK LANDSLIDE MITIGATION be added to the ITIP at a cost of approximately \$1,000,000 using FY 2022 ITD Board Unallocated Funds; and

BE IT FUTHER RESOLVED, that the Idaho Transportation Board approves the staff to adjust the program and amend the approved FY 2022- 2028 ITIP accordingly.

Meeting Date January 13, 2022

Consent Item ☐

Information Item ☒

Amount of Presentation Time Needed 5 Min

Presenter's Name Jesse Barrus	Presenter's Title District Engineer	Initials JBH	Reviewed By LSS
Preparer's Name Jesse Barrus	Preparer's Title District Engineer	Initials JB	

Subject

Delay G Canal Replacement Project		
Key Number 20456	District 4	Route Number SH-27

Background Information

This item is to delay the G Canal Bridge Replacement project from FY 2023 to FY 2025. The reason for this is to partner with the City of Burley on a project they are constructing that will widen and increase the capacity of 27th Street that intersects with SH-27. G Canal runs diagonally across this intersection and will need to be widened to accommodate this change. In addition, some major utilities will need to be relocated.

Recommendations

Delay Project No. 20456 G Canal Bridge Replacement from FY23 to FY25 in the STIP. Resolution on page 97.

Board Action

☐ Approved ☐ Deferred _____
☐ Other _____

RESOLUTION

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

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

WHEREAS; ITD learned of a local widening project that would be a great opportunity for partnering with a local jurisdiction and be in the best interest for the mobility of the traveling public;

NOW THEREFORE BE IT RESOLVED, that project **SH 27, G Canal Br (20456)** be delayed from FY 2023 to FY 2025.

BE IT FURTHER RESOLVED, that the Idaho Transportation Board approves the staff request to adjust the program and amend the approved FY 2022 - 2028 ITIP accordingly.

Meeting Date January 13, 2022

Consent Item ☐

Information Item ☐

Amount of Presentation Time Needed 10 Minutes

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

Subject

Status: FY2023 Appropriation Request - Governor's Recommendation		
Key Number	District	Route Number

Background Information

The Governor's Recommendation for the department's FY23 Appropriation will be announced Monday January 10, 2022. The presentation will highlight the changes between the Revision #1A request submitted on November 19, 2021, and the Governor's Recommendation.

Note- Additional information to follow once the Governor's Recommendation releases on January 10, 2022.

Recommendations

Information Item for the Board.

Board Action

☐ Approved ☐ Deferred _____
☐ Other _____

Meeting Date January 13, 2022

Consent Item ☐ Information Item ☐

Amount of Presentation Time Needed 20 Min

Presenter's Name	Presenter's Title	Initials	Reviewed By
David Tolman/Amy Schroeder	Controller/TECM Program Manager	DT	LSS
Preparer's Name	Preparer's Title	Initials	
David Tolman	Controller	DT	

Subject

TECM Program Bond Update		
Key Number	District	Route Number

Background Information

At the June 2021 Board meeting, the Idaho Transportation Board was presented with TECM Bonding Philosophy as a discussion item. Since that time, there has been a lot of work that has gone into the development of creating the "credit" for the TECM fund to be able to be the source of funding to pay the debt service on a TECM bond program. Per Idaho Code, the Idaho Housing and Finance Association is the issuer of this new TECM bond program.

This presentation is to review the "TECM Bond Philosophy" and approve a resolution that directs the Department for this new series of bonds.

Recommendations

Approve Resolution on Page 100.

Board Action

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

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 and Congestion Mitigation (TECM) fund and ability to use the funds for bond debt service, and House Bill 362 (FY21) increased the sales tax distribution annually and sustainably for large infrastructure projects on the state highway system; and

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

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

NOW THEREFORE BE IT RESOLVED, by the Board the bonding approach for TECM shall be as follows:

1. The Idaho Transportation Board requests that the Idaho housing and finance association issue bonds pursuant to the provisions of Title 40, Chapter 7.
2. The term of each series of bonds issued under this program is 25 years.
3. Each series of bonds issued for this program shall be based on project readiness with consideration of the cash flow requirements of the projects approved by the Idaho Transportation Board.
4. Contracts may be awarded on approved projects in advance of bonds being issued based on an evaluation of market risk by the TECM finance team.
5. Each bond series is issued according to Idaho Code and to meet all federal requirements in order to retain the highest bond rating for this program.



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date 1/13/22

Consent Item ☐

Information Item ☒

Amount of Presentation Time Needed 15 minutes

Presenter's Name	Presenter's Title	Initials	Reviewed By
Dan McElhinney & Blake Rindlisbacher	COO & CE	DM BR	
Preparer's Name	Preparer's Title	Initials	
Blake Rindlisbacher, P.E.	Chief Engineer	BR	

Subject

Status of State Highway System ITIP Projects Ready Early		
Key Number	District	Route Number

Background Information

For the Board's information, in our mid-year review of our ITD project delivery progress we have identified a significant number of projects in the current ITIP ready to advance for utilizing potential additional state and federal revenues this year. Highways district teams across the state continue to do an excellent job developing projects as planned for this year and in many cases DEs will have projects prepared to advance for early advertisement as shown in the attached lists.

The attached four pages summarize the State Highway System ITIP projects ready for advancement by the following dates:

- ready as of January 2022;
- ready by June 30, 2022;
- ready by December 31, 2022; and
- ready by December 31, 2023

These lists also identify district, project types, current program year, work class, additional funding needs based on updated scope and estimates, as well as the type of funding (federal or state) that could be utilized for each project. These lists do not include TECM funded projects but are coordinated monthly with the TECM program delivery.

Provided each of these projects are delivered and available within the time frames listed, over \$300 million will be ready in 2022 and over \$500 million in total projects would be available by the end of calendar year 2023. Various combinations of these projects would be available to put additional funding to work as soon as possible pending Board approval.

The purpose of this Board item is simply to provide information to the Board in advance of funding availability and detailed FHWA requirements. No action from the Board is anticipated at this time but we will update you timely as funding is identified.

Recommendations

Information only



Board Agenda Item

ITD 2210 (Rev. 10-13)

Board Action

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

READY BY JAN 1, 2022

District	KeyNo	Location	ContYr	Work Class	Total Remaining Programmed Costs	Needed Increases	NEW TOTALS	Funding Type
1	19452	US 95, IC# 430 TO LACROSSE AVE, CDA	2026	Reconst/Realign	4,856	-	4,856	FA/ST
1	20662	US 95, MCARTHUR LAKE, BOUNDARY CO	2023	Safty/Traf Ops	10,880	3,000	13,880	FA/ST
1	20121	US 2, BNSF RR UNDERPASS, SANDPOINT	2026	Reconst/Realign	4,131	-	4,131	FA/ST
1	20645	I 90, CEDARS TO DUDLEY RD, KOOTENAI CO	2026	Safty/Traf Ops	6,400	-	6,400	FA/ST
2	21888	US 95, WHITEBIRD CR BR REPAIRS, IDAHO CO	2024	Br/Appr	5,224	-	5,224	FA/ST
2	20434	STATE, FY24b D2 BRIDGE REPAIR	2024	Br/Appr	1,698	-	1,698	FA/ST
2	21912	US 12, SYRINGA TO MONTANA SEAL COAT, IDAHO CO	2024	PM	3,550			FA/ST
2	20391	SH 11, TOP OF GREER GRADE TO WEIPPE, CLEARWATER CO	2023	PM	5,750	-	5,750	FA/ST
3	19860	I 84, SIMCO RD IC, ELMORE CO	2025	Br/Appr	9,339	-	9,339	FA/ST
3	20266	SH 44, INT SH-16 TO LINDER RD, ADA CO	2023	Majrwidn	8,500	-	8,500	ST
4	20171	I 84, KASOTA IC TO BURLEY IC WBL, MINIDOKA CO	2027	Resf/Rest/Rehab	9,110	9,261	18,371	FA/ST
4	22456	SH 46, INT E 2000 S, GOODING CO	2026	Safty/Traf Ops	516	108	624	FA/ST
6	20735	US 20B, YELLOWSTONE HWY & HOLMES MICROSEAL, IDAHO FALLS	2022		-	1,830	1,830	FA/ST
6	20114	US 20, EXPRESSWAY MEDIAN CABLE BARRIER, BONNEVILLE CO	2025	Safty/Traf Ops	4,010	1,300	5,310	FA/ST

READY by Jan 1, 2022 Totals

73,964

15,499

85,913

READY BY June 30, 2022

District	KeyNo	Location	ContYr	Type Work	Total Remaining Programmed Costs	Needed Increases	NEW TOTALS	Funding Type
1	10005	SH 53, PLEASANT VIEW IC, KOOTENAI CO	2026	Safety/Traf Ops	29,490		29,490	FA/ST
1	20684	I 90, OSBURN TO W WALLACE, SHOSHONE CO	2026	Reconst/Realign	17,881		17,881	FA/ST
1	22772	I 90, BIG CREEK TO MP 58.5, SHOSHONE CO	2027	Resf/Rest/Rehab	6,895		6,895	FA/ST
2	20513	US 12, CLEARWATER RV MEMORIAL BR, NEZ PERCE CO	2023	Br/Appr	26,849	5,000	31,849	FA/ST
2	20691	US 12, SNAKE RV BR WA LN, NEZ PERCE CO	2023	Br/Appr	6,800	1,200	8,000	FA/ST
2	20026	US 12, TUMBLE CR TO LOCHSA RANGER STATION, IDAHO CO	2027	Resf/Rest/Rehab	6,972	-	6,972	FA/ST
3	20227	US-20/26, PHYLLIS CANAL BRIDGE (W OF STAR RD), NEAR MERIDIAN	2023	Bridge Rehab	5,152	-	5,152	ST
3	20367	US-20/26, PHYLLIS CANAL TO SH-16, WIDENING	2023	Widening	8,578	-	8,578	ST
3	20503	SH-67, ELMORE COUNTY PMS	2024	PM	3,410	335	3,745	FA/ST
3	20612	SH-21, BOISE COUNTY PM	2024	PM	9,066	605	9,671	FA/ST
3	20506	SH-55, STATE STREET (SH-44) TO PAYETTE RIVER BRIDGE (HSB)	2023	Pavement Rehab	11,745	-	11,745	FA/ST
4	20470	I 84, KASOTA IC TO BURLEY IC EBL, MINIDOKA CO	2027	Resf/Rest/Rehab	8,754	9,723	18,477	FA/ST
5	20083	I 15 - FORT HALL IC 80 BANNOCK CO	2023	Br/Appr	19,707		19,707	FA
6	22686	SH 28, LEMHI RV BR TO TENDOY, LEMHI CO	2024	Resf/Rest/Rehab	4,740		4,740	FA/ST
6	22679	I 15, BINGHAM CO LN TO MP 119, BONNEVILLE CO	2026	PM	6,690		6,690	FA/ST
6	22765	US 93, MACKAY TO MACKAY RESERVOIR, CUSTER CO	2027	PM	2,355		2,355	FA/ST
6	22760	I 15, EXIT 119 TO ROBERTS, BONNEVILLE/JEFFERSON COS	2027	PM	11,300		11,300	FA/ST
6	23214	I 15, ROBERTS to SAGE JCT	2028	PM	7,150		7,150	FA/ST
6	23215	SH 28, TENDOY to BAKER	2028	Resf/Rest/Rehab	3,060		3,060	FA/ST
6	23242	US 93, WILLOW CR SUMMIT to JCT SH 75	2028	Resf/Rest/Rehab	4,300		4,300	FA/ST

READY by June 30, 2022 Totals

200,894

16,863

217,757

READY BY DEC 31, 2022

District	KeyNo	Location	ContYr	Type Work	Total Remaining Programmed Costs	Needed Increases	NEW TOTALS	Funding Type
3	20579	US-95, SMOKEY BOULDER TO HAZARD CREEK RD	2024	Pavement Rehab	3,746	403	4,149	FA/ST
3	20416	US-95, SHOEPEG RD TO CAMBRIDGE NCL	2025	Pavement Rehab	4,085	623	4,708	FA/ST
3	21851	SH-55, HORSESHOE BEND SCL TO BOISE NF BOUNDARY (PM)	2025	PM	1,770	213	1,983	FA/ST
3	22227	SH-55, ZACHARY TO GOOSE CR GRADE (PM)	2026	PM	571	69	640	FA/ST
3	22701	SH-55, GOOSE CR GRADE TO NEW MEADOWS (PM)	2026	PM	276	35	311	FA/ST
3	22703	SH-19, OREGON ST LINE TO JCT US-95 (PM)	2026	PM	468	60	528	FA/ST
3	22228	US-95, OREGON LN TO WEIGH STATION	2026	Pavement Rehab	14,671	1,941	16,612	FA/ST
3	22699	SH-69, KUNA TO MERIDIAN (PM)	2027	PM	2,591	464	3,055	FA/ST
3	22702	US-95, NEW MEADOWS NORTH	2027	Pavement Rehab	1,720	85	1,805	FA/ST
3	22685	US-95, PAYETTE NCL TO N OF WEISER	2027	PM	2,214	446	2,660	FA/ST
4	21951	US 93, 3250 N TO 3800 N, TWIN FALLS CO	2025	Safty/Traf Ops	6,075	2,825	8,900	FA/ST
5	20688	I 15, ROSE IC TO N LAVA ROCKS, BINGHAM CO	2026	Resf/Rest/Rehab	12,653		12,653	FA/ST
5	22187	I 15, IC #89 TO IC #93, BINGHAM CO	2026	Resf/Rest/Rehab	13,377		13,377	FA/ST

READY by Dec 31, 2022 Totals

64,217

7,164

71,381

READY BY DEC 31, 2023

District	KeyNo	Location	ContYr	Type Work	Total Remaining Programmed Costs	Needed Increases	NEW TOTALS	Funding Type
3	20574	SH-44, STAR RD TO SH-16, ADA CO	2024	Widening	10,749	2,397	13,146	ST
3	22232	US-95, FRUITLAND TO PAYETTE NCL	2027	Pavement Rehab	6,662	1,204	7,866	FA/ST
3	23163	SH-55, ION JCT TO HOSKINS ROAD	2028	PM	875	165	1,040	FA/ST
3	23166	I-84, EASTBOUND OREGON ST LINE TO BLACK CANYON IC	2028	Pavement Rehab	3,757	695	4,452	FA/ST
3	23164	SH-55, USFS TO ROUND VALLEY	2028	PM	1,130	213	1,343	FA/ST
3	23167	US-95, PARMA NCL TO JCT I-84	2028	Pavement Rehab	7,146	1,276	8,422	FA/ST
3	23162	US-95, WILDER TO PARMA NCL	2028	PM	1,104	208	1,312	FA/ST
3	23165	SH-52, JCT SH-72 TO PAYETTE RIVER BRIDGE	2028	Pavement Rehab	5,404	977	6,381	FA/ST
3	23168	US-95 SOUTH OF TAMARACK MILL TO NEW MEADOWS SCL	2028	Pavement Rehab	2,125	415	2,540	FA/ST
5	22692	I 15, US-26 IC NBL & SBL, BLACKFOOT	2027	Br/Appr	16,722	35,000	51,722	FA/ST
5	22693	I 15, UPRR BRIDGE ST NBL & SBL, BLACKFOOT	2027	Br/Appr	13,260		13,260	FA/ST

READY by Dec 31, 2023 Totals

68,934

42,550

111,484

Meeting Date 01/13/2022

Consent Item Information Item ☐

Amount of Presentation Time Needed 5 minutes

Presenter's Name Dan McElhinney, Brenda Williams, Jessika Phillips	Presenter's Title Contract Compliance Officer	Initials DM	Reviewed By LSS
Preparer's Name Jessika Phillips	Preparer's Title Contract Compliance Officer	Initials JP	

Subject

HCWP Funding Allocation to Implement On-the-Job Training Programs in Idaho		
Key Number	District HQ	Route Number

Background Information

Brenda Williams CHRO and Dan McElhinney COO will briefly outline the team focus on workforce development success and 2022 plans ahead coordinating with the Governor's Workforce Development Council Executive Director, the Idaho Department of Labor Director, the AGC of Idaho CEO, and the Idaho FHWA managers. This effort resulted in a January 5, 2021, Federal Highway Administration (FHWA) Notice of Funding Opportunity to provide grants to State Departments of Transportation (DOTs) to further establish and enhance highway construction workforce practices and programs through the Highway Construction Workforce Partnership (HCWP). ITD's request successfully received \$300,000 for Idaho. The HCWP strengthens partnerships among State DOTs, State and Local Workforce Development Boards, FHWA Divisions, contractor organizations, and other workforce and industry groups to develop and implement programs that will identify, train, and place individuals into highway construction careers. The purpose of this board request item is to add the HCWP On-the-Job Training project to the Program per policy 5011 Idaho Transportation Investment Program (ITIP). The ITD Office of Civil Rights team proposes to host again a heavy equipment-operating program in North and South-West Idaho during 2022-2023 that would coincide with other statewide planned programs. It will be a five-week long program where local Idaho residents would obtain education and experience in heavy equipment operating, concrete cement masonry work, welding, ironwork, rural first-aid and CPR, traffic control flagging, and occupational safety. The ITD Office of Civil Rights team hopes to place these students on a hiring list to provide to local contractors seeking apprentices with this incentive to reimburse contractors at \$5 an hour vs the current outdated federal standard of \$0.80 per hour. The grant total is \$300,000 from FHWA, in addition to a supplemental \$65,000 from the Idaho Workforce Development Council match (noting there are potential industry matching funds also being discussed) covering student CDL training costs for chosen applicants, will have a significant impact this year.

Recommendations

Approve the addition of HCWP On-the-job Training project at a cost of \$365,000 to FY2022 of the approved FY2022-2028 ITIP. Resolution on page 101G.

Board Action

☐ Approved ☐ Deferred _____
☐ Other _____

RESOLUTION

WHEREAS, the Idaho Transportation Board supports the ITD mission of safety, mobility, and economic opportunity.

WHEREAS, it is in the public interest for ITD to implement the Highway Construction Workforce Partnership (HCWP) Training program; and

WHEREAS, ITD staff has secured grant funding of \$300,000 from the FHWA with a supplemental of \$65,000 from the Idaho Workforce Development Council (IWDC) and;

WHEREAS, ITD identified potential HCWP training vendors for the HCWP Training program; and

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

NOW THEREFORE BE IT RESOLVED that the HCWP Training program be added to the ITIP at a total program cost of approximately \$365,000; and

BE IT FUTHER RESOLVED, that the Idaho Transportation Board approves the staff to adjust the program and amend the approved FY 2022- 2028 ITIP accordingly.



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date January 13, 2022Consent Item ☐Information Item ☐Amount of Presentation Time Needed 15 min

Presenter's Name Char McArthur	Presenter's Title Chief Administrator Officer	Initials CM	Reviewed By LSS
Preparer's Name Esther Ramirez	Preparer's Title Management Assistant	Initials ER	

Subject

Building Update		
Key Number	District	Route Number

Background Information

On Sunday January 2, we discovered water coming from the HVAC system and flooding the main HQ building on the State St campus in Boise. This will be an update on that discovery of the incident, the status of clean-up efforts and next steps.

Recommendations

For information.

Board Action

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