



A G E N D A

Idaho Transportation Board's Subcommittee on Policies,
District 3 Idaho Transportation Investment Program Outreach Workshop
and Regular Meeting of the Idaho Transportation Board

June 15 - 16, 2022

June 15, 2022

Nampa Civic Center
District 3
311 3rd Street
Nampa, Idaho

Idaho Transportation Board's Subcommittee on Policies

9:30 Policies Subcommittee Meeting
11:30 Meeting adjourns
Noon Lunch (Board members and key staff)

ITIP Outreach Workshop

1:30 Welcoming – Chairman Moad and Member DeLorenzo
1:35 ITD's District 3 Major Priorities
2:20 Project Display Boards - Review
- Interact with Board and ITD staff
3:05 Transportation Partner Updates
- Local partners update Board and ask questions
4:30 Adjourn (estimated time)

*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 executive session.

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



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June 16, 2022

Idaho Transportation Department, District 3
8150 Chinden Blvd.
Garden City, Idaho

To listen:

Dial 1-415-655-0003 US Toll

- a. access code: 2467 819 4761
- b. meeting password: 1234

KEY:

ADM = Administration DIR = Director CD = Chief Deputy HWY = Highways HR = Human Resources
CEAO = Communications

Workshop

	Time*
Information Items	
1. Introduction – Chief Administrative Officer Tolman and Financial Planning and Analysis Manager Collins	8:00
	8:10
2. Trends and State Revenue – Economic and Research Mgr. Thompson	8:20
3. Recap of FY23 Request and Supplemental – Financial Mgr. Bray	8:25
4. Draft FY24 Budget Request – Initial Look – Financial Mgr. Bray	8:45
5. Break	9:00
6. Draft FY23 – 29 Idaho Transportation Investment Program (ITIP) -Senior Transportation Planner Wonacott	10:50
7. Public Outreach – Senior Public Information Officer	11:00
8. Break	

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District 3

Business Meeting

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d. meeting password: 1234

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		Page #	Time*
Action Item	1. CALL MEETING TO ORDER		11:15
Info Item	2. SAFETY SHARE: District 3 Safety and Compliance Officer Larsen		
Action Item	3. BOARD MINUTES – May 18 - 19, 2022.....	6	
Info Item	4. BOARD MEETING DATES.....	16	
	July 20 & 21 – Lewiston October 19 & 20, Boise		
	August 17 & 18 – CDA November 16 & 17, Boise		
	September 21 & 22, Boise December 14 & 15, Boise		
Action Item	5. CONSENT CALENDAR.....	17	
DIR	___ Additional COMPASS transit project to FY22-28 ITIP	18	
DIR	___ Adjust Kootenai Metropolitan Planning Organization’s transits projects.....	19	
	in the FY22-28 ITIP		
CD	___ GARVEE Program Annual Legislative Report.....	20	
HWY	___ Delay and adjustments to the Local Safety Program in the FY22-28 ITIP	23	
HWY	___ Delay and adjustments to the Local Rural Program in the FY22-28 ITIP	26	
HWY	___ Modify the Rail Crossing Program in the FY22-28 ITIP	29	
HWY	___ Add FY23 Buhl School Sidewalk project, Phase 2, to the FY22-28 ITIP	31	
HWY	___ Update of Safety Rest Areas and Oasis Partnerships	33	
HWY	___ State Highway System Functional Classification map.....	37	
HWY	___ Approve consultant agreements	41	
HWY	___ Contract reject	46	
Info Item	6. INFORMATIONAL CALENDAR		
HWY	___ Contract awards and current advertisements	51	
HWY	___ Professional services agreements and term agreement work tasks report	56	
ADM	___ Non-construction professional service contracts	63	
ADM	___ State Fiscal Year 2022 financial statements	64	
ADM	___ Monthly report of federal formula program funding through May 31	84	

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Garden City, Idaho

Page # Time

7. DIRECTOR'S REPORT 11:20
- Director Scott Stokes

Action Item

DIR _____ Revised Strategic Plan and Division of Financial Management Report 86 **11:35**
Stokes (Resolution on page 100)

Information Items

8. ADOPT-A-HIGHWAY PRESENTATION 11:40
Member DeLorenzo: Lori and Mike O'Leary

Action Item

ADM _____ Review of the draft FY23-29 Idaho Transportation Investment Program 101 **11:45**
Collins (Resolution on page 102)

Information Items

ADM _____ Six-Year Capital Facilities Program 103 **11:50**
Pirc

9. EXECUTIVE SESSION (District 3, Forest Room) 12:05
PERSONNEL ISSUES [SECTION 74-206(a), (b)]
LEGAL ISSUES [SECTION 74-206(c), (d), (f)]

10. DISTRICT ENGINEER REPORT: District 3 Engineer Lakey 1:10

11. AGENDA ITEMS

Action Items

HWY _____ Three Cities River Crossing concept 104 **1:25**
Lakey/City of Eagle (resolution on page 105)

HWY _____ Proposed Proportionate Share agreement 106 **1:35**
Trimboli/General Mgr. Richter (resolution on page 107)

Information Items

HWY _____ SH-69 Traffic and Access Management Study 108 **1:50**
Trimboli

HWY _____ SH-55 Smiths Ferry to Round Valley construction update 109 **2:00**
Brinkman

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Garden City, Idaho

Page # **Time**

Action Items

DIR	_____	Public Transportation 2023-2025 Modified Funding Recommendations	110	2:10
Duran		(resolution on page 112)		

12. Break **2:25**

HWY	_____	Administrative settlements over \$200,000	113	2:40
Pond		(resolution on page 114)		

HWY	_____	Administrative settlements over \$200,000	115	2:45
Pond		(resolution on page 116)		

HWY	_____	District 4 administration site and building update	117	2:50
Barrus		(resolution on page 119)		

CEAO	_____	2023 ITD draft legislation	120	3:00
Cameron/Goeke		(resolution on page 129)		

CEAO	_____	Delete Administrative Policy A-20-04, Public Hearing Officers	133	3:20
Tomlinson		(Resolution on page 135)		

Information Item

CEAO	_____	High school seat belt challenge	136	3:25
Smith/P. Tolman				

13. ADJOURNMENT (estimated time) **3:30**

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REGULAR MEETING AND DISTRICT SIX TOUR AND OUTREACH WORKSHOP
OF THE IDAHO TRANSPORTATION BOARD

May 18 - 19, 2022

The Idaho Transportation Board met at 10:30 AM on Wednesday, May 18, 2022, at the Snake River Convention Center in Idaho Falls, Idaho. The following principals were present:

Bill Moad, Chairman
James R. Thompson, Member – District 1
Gary Osborn, Member – District 2
Julie DeLorenzo, Member – District 3
Jim Kempton, Member – District 4
Dwight Horsch, Vice Chairman - District 5
Bob Hoff, Member – District 6
Brian Ness, Director
Scott Stokes, Chief Deputy
Dan McElhinney, Chief Operations Officer
Lorraine Dennis, Executive Assistant to the Board

District 6 Tour and Outreach Workshop. The Board toured the Idaho National Laboratory (INL). Following the tour, the Board convened at the Snake River Convention Center for the Idaho Transportation Investment Program Outreach Workshop. Chairman Moad and Member Hoff gave opening remarks and introductions, along with Chief Deputy Stokes. District 6 Engineer Jason Minzghor talked about District 6 partnering successes and major District 6 priority projects, and COO Dan McElhinney presented an update on new funding from the Governor's Leading Idaho Initiative and the Federal IIJA for local and state infrastructure. Participants had time to review several project displays arranged around the room and interact with ITD staff and the Board. The Workshop concluded with comments from local transportation officials.

WHEREUPON, the Idaho Transportation Board's regular monthly meeting recessed at 3:20 PM.

May 19, 2022

The Idaho Transportation Board convened at 8:30 AM on Thursday, May 19, 2022 in Rigby, Idaho. All members were present. Lead Deputy Attorney General Tim Thomas was in attendance.

Safety Share. Operations Engineer Young presented safety information regarding the importance of preparing for high wind gusts and the impacts such as poor visibility for drivers.

Chairman Moad thanked OE Young for the important message.

Board Minutes. Member DeLorenzo made a motion to approve the minutes of the regular Board meeting held on April 20-21, 2022, as submitted. Vice Chairman Horsch seconded the motion and it passed unanimously.

Board Meeting Dates. The following meeting dates are scheduled:

June 15 - 16, Boise August 17 - 18, Coeur d'Alene
July 20-21, Lewiston September 21-22, Boise

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

The motion to approve the following resolution passed unopposed:

RES. NO. WHEREAS, consent calendar items are to be routine, non-controversial, self-
ITB22-35 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 contract award and contract rejection.

1) Contracts for Award. The low bids on the following project is more than ten percent over the engineer's estimate, requiring justification. On key # 20405, I-84 bridge repair, Ada, Canyon, Elmore and Payette Counties, District 3, the difference between the low bid and engineer's estimate is mainly in epoxy overlay, bridge place overlay and concrete removal.

The engineer's estimate was developed using the average bid costs of previous projects in the area and assumed price increases. The District does not believe re-advertising the project would result in lower bids, and recommends awarding the contract. Low bidder, for key # 20405: American Civil Constructors West Coast LLC - \$3,367,000.00.

2) Contract for Rejection. In accordance with Board Policy 4001, staff requests approval to reject the more than 10% over the engineer's estimate for key #20420 – I-15B, concrete intersections, Idaho Falls, District 6. Contractor – Sunroc Corporation- \$5,998,337.70.

Informational Items.

1) Contract Awards and Advertisements.

Key #22647, SH-55, Round Valley to Clear Creek, District 3. Low bidder: Western Construction, Inc. - \$5,948,978.60

Key #23230, SH-41, mill and inlay, District 1. Low bidder: Interstate Concrete and Asphalt. – 12,189 SY.

Key #23099, I-84 Exit 25 improvement, District 3. Low bidder: Staker & Parson Companies – \$1,460,185.00.

The list of projects currently being advertised was provided.

2) Professional Services Agreements and Term Agreement Work Tasks Report. From March 31, 2022 to April 25, 2022, 26 new professional services agreements and work tasks were processed, totaling \$8,245,853. Five supplemental agreements to existing professional services agreements were processed during this period in the amount of \$208,175.

3) FY23-26 Strategic Plan for Division of Financial Management. Idaho Code 67-1903 – 67-1904 requires all state agencies to annually submit a Strategic Plan covering a minimum of four years, forward to DFM by July 1. The format, structure and required elements for the Strategic Plan are set by DFM inclusive of a vision and/or mission statement, goals and objectives, performance measures and benchmarks, and key external factors.

4) State FY22 Financial Statements. Revenues to the State Highway Account from all state sources were ahead of projections by 0.4% as of March 31. Receipts from the Highway Distribution Account were \$5.5 million more than forecast. State revenues to the State Aeronautics Fund were ahead of projections by 43%, or \$891,000. The Department's expenditures were within planned budgets. Personnel costs had savings of \$5.5 million or 6.0% due to less vacancies and pay increases appropriated by the Legislature. Contract construction cash expenditures were \$298.4 million for July through March.

The balance of the long-term investments was \$173.4 million at the end of March. These funds are obligated against construction projects and encumbrances. The cash balance was \$125.7 million. Expenditures in the Strategic Initiatives Program Fund through the end of March were \$0.9 million. Deposits into the Transportation Expansion and Congestion Mitigation Fund of \$7.7 million is the ninth month of revenues exceeding forecast. Funds are from the 4.5% of Sales Tax authorized during the last Legislative session. Expenditures in this fund were \$20.3 million year-to-date. The federal CARES Act provided \$27 million for public transportation. Expenditures totaled \$3.4 million year-to-date.

5) Monthly Reporting of Federal Formula Program Funding through May 3. Idaho received obligation authority of \$391.2 million through September 30, 2022 via an Appropriations Act signed on March 15, 2022. It includes \$2.0 million of Highway Infrastructure General Funds carried over from last year in the local urban and off-system bridge programs, \$45 million of Infrastructure Investment and Jobs Act (IIJA) Bridge Formula funds, and \$39 million COVID Relief funds carried over from last year in the Transportation Management Area, Local Urban and SHS Programs. The IIJA was signed on November 15, 2021. Additional apportionments were allocated via the Appropriations Act. Idaho will receive apportionments of \$426.5 million. Currently, obligation authority is 92.5% of apportionments. As of May 3, 2022, \$464,534 million was allocated with \$254,103 million remaining program funding.

CD Stokes commented they anticipate a change to the FY23-26 Strategic Plan report that will update DMV's performance measure goal to include all DMV transactions processed online.

Member Kempton suggested information be added to address facility needs with moving Headquarters to the Chinden Campus, District 3 and District 4.

Board Subcommittee on Policies Update. Member Hoff reported on the May 11 subcommittee meeting. Staff presented two administrative policies for deletion. Administrative Policy A-06-17, Reporting Losses to Headquarters and Administrative Policy A-20-04, Public Hearing Officers. Processes and procedures for both are currently covered in other existing policies and are outdated. The subcommittee supported staff's recommendations to delete them. He also reported the subcommittee will continue discussions on Policy 4028, Allocation of Federal Formula Highway Apportionments to Local Public Agencies. They anticipate meeting in June to receive more information and guidance from staff.

Monthly Report on Activities. With Director Ness retiring at the end of the month, he gave his final remarks to the Board. He recapped his three-part series report from the previous months leading to the question employees ask often about the Department's vision statement, "are we the best transportation department in the country?"

When Director Ness was appointed in 2009, the vision statement he created was not intended to be arrogant, but rather a focus of how we can be the best. He challenged staff to be the best in their craft and questioned what can ITD do differently and build it to be even better. Being the best is when others look to ITD on how we do it. Since 2010, ITD has won 20 AASHTO Presidents awards, and saved the department about \$40 million through innovative ideas since 2014.

Director Ness reported the answer to 'are we the best transportation department in the country' is maybe. The vision is not a destination but rather a journey – one that never ends. One can be the best in their craft, but there is always someone looking to do it better. Incoming Director Stokes will set the vision for the next phase of the journey but will continue to grow and build. He concluded, with his retirement, so too will his tag line (the vision statement). He is proud of what he has done in the last 13 years and thanked the Board for their trust.

In response to Vice Chairman Horsch's question of what was your most memorable, best and worst day, Director Ness responded the worst was losing employees in the line of duty, the best was spending time with employees, and the memorable was touring the Whitehouse.

Members DeLorenzo, Kempton, Hoff, Thompson, Osborn, and Chairman Moad all thanked Director Ness for his service, integrity and leadership.

Chief Deputy Stokes reported the department is nearing a milestone of 50 years since it became ITD in 1974, and acknowledged Director Ness led ITD just under 30% of the time. He stated Director Ness's leadership is characterized by "people." He thanked him for listening, creating a culture centered around people and his outstanding leadership.

Chairman Moad thanked Director Ness for his report and everything he has done.

Adopt-A-Highway Presentation. Program Specialist Erika Tucker presented the award to C&B Operations, John Deer Equipment, who adopted US-20 from milepost 331 to 333 in the Rexburg area. Jay Hymas accepted the award and thanked the Board. Member Hoff also applauded their efforts and thanked them for their time and service to the community.

Chairman Moad thanked Mr. Hymas for serving their community.

District Engineer Report. District 6 Engineer Jason Minzghor gave his annual report focusing on operations, design construction and planning. He reported on the SH-33, Canyon Creek Bridge and the efforts taken to mitigate a pond near Rexburg Interchange by removing 5,000 yards of dirt over a 4-week period, and the Island Park tree removal. In FY22, District 6 delivered 13 projects totaling \$55.9 million, and had 11 projects totaling \$57.6 million ready early to advance. The I-15, US-20 System Interchange alternatives are entering the NEPA process. There have been four public meetings with participation totaling 1,067 with 310 comments, two neighborhood meetings and six Community Working Group meetings. He also reported on the US-20 Ashton to SH-87 Junction project and collaboration efforts with Idaho Fish and Game that included building a wildlife fence on SH-28.

Fish & Game representative Frank Eldeman spoke about the partnerships they have, not only with District 6 staff, but each district statewide and highlighted some of the collaborative projects. He cited the wildlife fence on SH-28 as an example of how F&G's mission aligns with ITD's in terms of wildlife safety.

DE-6 Minzghor concluded with highlighting his experience tagging mule deer with F&G and introducing his family via a photo.

Chairman Moad thanked DE-6 Minzghor for his annual report.

Idaho Airport Aid Program Leading Idaho Initiative. Program Manager Jennifer Schildgen reported the Leading Idaho Initiative provides grant funding to Idaho airports. The Initiative's funding recommendation level is \$4.9 million for 25 airport projects. All recommended projects come through grant applications from the Aeronautics Capital Improvement Program that are ready to proceed and have high priority based upon the prioritization and allocation. All projects are 100% state funded. The selected projects are ones that have not been funded due to inadequate past funding. Aeronautics' staff prioritized and recommended projects and the Aeronautics Advisory Board accepted the program on April 27, 2022.

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

RES. NO. WHEREAS, at the Idaho Transportation Board has the authority to design,
ITB22-36 construct, reconstruct, alter, extend, repair and maintain state aeronautical
Facilities; and

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

facilities; and

WHEREAS, the Idaho State Legislature approved \$6.4M for airport improvements through the Governor's Leading Idaho Initiative; and

WHEREAS, \$4.9M is designated for Idaho public use community airports using Idaho Airport Aid Program criteria; and

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

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

BE IT FURTHER RESOLVED, the Idaho Transportation Board directs the Division of Aeronautics to issue grant offers for SFY 2022 and SFY 2023.

Proposed 2023 Legislative Ideas. Governmental Affairs Manager Colby Cameron presented the department's 2023 Legislative Ideas. The ideas will be submitted to the Division of Financial Management next month, and draft legislation presented to the Board next month.

Three ideas include:

1. Expand online Driver's License and ID capabilities, to include online CDL renewals
2. Modify statute to make a human trafficking conviction grounds for disqualification of a CDL
3. Remove the requirement for commercial vehicles to post temporary registration permits in the window/windshield.

In response to Chairman Moad's question about why stakeholders are not taking the lead for idea #2, GAM Cameron stated they are interested, but because of the importance, ITD wanted to start the process. They envision stakeholders taking the lead. Member DeLorenzo also posed a similar question regarding Idaho State Police. GAM Cameron responded ISP had no initial concerns but wants to see the draft legislation.

In response to Vice Chairman Horsch's question about posting permits in the window and waving dead-hauler trucks through for idea #3, GAM Cameron stated it would not be a requirement but they can continue to post it. Program Manager Brian Goeke further clarified that most of the self-issuing permits are electronic so truckers have to stop and find a place to print them. Vice Chairman Horsch expressed some concerns for the smaller single load truckers. PM Goeke stated trucks under 26,000 pounds are not required to stop at the ports.

In response to Member Thompson's question about why ITD needs to go beyond what the courts are doing for idea #2, PM Goeke responded it currently is a federal requirement.

Chairman Moad thanked GAM Cameron for his presentation.

2022-23 ITD Administrative Rulemakings. Project Manager Ramon Hobdey-Sanchez presented this year's administrative rules under review, which are:

- 39.02.02: Rules Governing Vehicle & Vessel Dealer License Requirements - Motor Vehicles
- 39.02.22: Rules Governing Registration and Permit Fee Administration (*fee rule*)
- 39.02.26: Rules Governing Temporary Vehicle Clearance for Carriers (*fee rule*)
- 39.02.70: Rules Governing Restricted Driving Permits
- 39.02.71: Rules Governing Driver's License Violation Point System
- 39.02.72: Rules Governing Administrative License Suspensions
- 39.02.73: Rules Governing Accident Prevention Course
- 39.03.44: Rules Governing Highway Relocation Assistance for Persons Displaced by Public Programs

The department is currently in the informal rulemaking process. Staff has worked with the Division of Financial Management on potential changes and held an open, public negotiated rulemaking meeting on May 12th. There is also an open comment period running through May 27th. The department will also be initiating a standalone rulemaking for Rules Governing Utilities on State Highway Right-of-Way and will continue to work on broadband installation and connectivity.

Chairman Moad thanked PM Hobdey-Sanchez for his report.

Approach to Programming Construction Funds on TECM Projects. Transportation Program Manager Amy Schroeder presented the concept to use the Early Development Program and begin programming construction of projects in Transportation Expansion and Congestion Mitigation (TECM) corridors. Benefits to taking this approach include coordination with the Metropolitan Planning Organizations for air conformity modeling and stakeholder comment period as they prepare their Transportation Improvement Plans, and time saved for construction advertisement. This approach provides for project readiness and delivery, flexibility to add projects later and ability to include projects during the ITIP update cycle. It also allows flexibility on funding sources, such as, TECM pay-as-you go, bonding, Governor's Leading Idaho Initiative, or federal-aid.

In response to Member Hoff's question regarding how estimates are determined, TPM Schroeder stated they are based on various studies like value engineering and other information available at the time. A contingency is also included in the estimates.

Deputy Program Manager Crystal Craig reviewed the draft TECM early development project list. It includes 14 projects programmed from 2023 to 2026 totaling \$1.7 billion, which has also been shared with the MPOs.

Vice Chairman Horsch expressed concerns about the I-15, Pocatello to Idaho Falls project, and questioned why it did not include Chubbuck Road to Northgate. TPM Schroeder explained the current 86/15 interchange project addresses aging infrastructure and does not add capacity, however, the design allows for forward compatibility. A study is being initiated between 5th Ave interchange and Northgate interchange to evaluate future needs within those

project limits; this will allow ITD to prioritize the improvements in Pocatello and north of Fort Hall.

Deputy PM Craig presented additional considerations for adding the design and right-of-way preservation for SH-55, Pear to Farmway, new and additional right-of-way for the major corridors - I-90, US-20/26, SH-55, and SH-75, and for utilities in the draft program next month.

In response to Chairman Moad's question regarding right-of-way for Farmway to Middleton Road, TPM Schroeder stated they have a partial amount for the east half corridor, but recommend adding more to acquire that right-of-way plus additional to preserve the right-of-way for the rest of the corridor, from Pear to Farmway.

Chairman Moad thanked staff for their presentation.

US-20 Ashton to SH-87 Junction update Engineering Manager Karen Hiatt gave the Board an update about the project, discussed collaboration between agencies and described some of the innovative tools being used to develop multiple alternatives.

Since February 2021, when the Board approved funding for the US-20 Ashton to SH-87 Junction Planning and Environmental Linkage (PEL) to move forward, significant progress has been made. Staff held public involvement meetings in October 2021 and December 2021 from which 56 alternatives were identified. Meetings are also planned for May 25th and 26th. Several comments were garnered from the public meetings including an interest to coordinate with county commissioners and resource agencies. The PEL looked at the entire 40-mile corridor. Traffic data shows increasing congestion is contributing to traffic crashes in the area, especially in the summer. Data was also presented by crash type. F&G Representative Edelman provided information on the Sand Creek Mule Deer migration modeling and how it coincides with accidents.

EM Hiatt reviewed next steps for the 56 alternatives identified along with the three levels of refinement and evaluation. Once completed, they will recommend an alternative for NEPA. A representative from Horrocks presented how the GIS platform tool is used to develop and display alternatives to scale to help visualize what an alternative would look like on the landscape. EM Hiatt concluded with a review of the PEL schedule to be completed this fall.

Chairman Moad thanked EM Hiatt and presenters for their update.

District 6 Highway Safety Presentation. Grants Officer Tabitha Smith reported May is Motorcycle Awareness Month. There have been 33 fatalities, with one-third from vehicle collisions. The remainder involved single vehicle crashes/fatalities. This month's campaign will focus on rider training. Idaho State Police Sergeant Andrew Nakashima presented information about the second annual "Shiny Side UP" motorcycle safety training event that was held in partnership between ISP and Grand Teton Harley Davidson, in Idaho Falls, May 14th. He highlighted the importance of training and raising awareness.

In response to Member DeLorenzo's question of the 33 fatalities statewide how many were not wearing a helmet, Grants Officer Bill Kotowski stated 12. Staff later provided additional information stating helmets are 37% effective in preventing death for rider and 42% for passengers.

GO Kotowski presented information on the May statewide seatbelt campaign, 100 Deadly Days of Summer. To-date there have been 54 fatalities, in comparison to 83 last year. They are focusing on motorist behavior and looking for ways to get people to buckle up. They continue to advertise statewide messages and produce videos to encourage usage.

Member Hoff asked if anyone is tracking fatalities per mile in comparison to other states. Staff later provided, Idaho has the 19th lowest rate per 100 million miles traveled in the country; however, states with more rural roadways usually are higher.

Chairman Moad thanked ISP Sgt. Nakashima and staff for their presentation.

ITSC Annual Report. Acting Highway Safety Manager Josephine Middleton reported on the Idaho Traffic Safety Commission (ITSC) Annual Report. The ITSC is comprised of 10 members, two of which are new members. The ITSC usually meets twice a year to discuss behavioral safety issues, provide suggestions to the Highway Safety Plan, and come up with ideas to focus on with federal grant funds. Highlights from the November meeting include reviewing performance measure goals, the Transportation Economic Development Impact System, and the STAR Motorcycle Drivers Education Program. She reported there were 214 fatalities in 2020 in comparison to the 234 five-year average. The ITSC approved the FFY23 Highway Safety Plan at its May meeting in coordination with the Highway Safety Summit. The plan includes highway safety programs, performance measures and statewide projects.

Chairman Moad thanked Acting HSM Middleton for the report.

FFY 2023 Highway Safety Plan. Acting Highway Safety Manager Josephine Middleton presented the FFY 2023 Highway Safety Plan, which is required to be submitted each year to the National Highway Traffic Safety Administration (NHTSA) on July 1, 2022. She reviewed the program areas and highlighted the newest projects that are included in this plan.

In response to Chairman Moad's question about efforts taken to reduce cell phone usage while driving, Acting HSM Middleton stated messaging is being incorporated into the 2-week Distracted Driving campaign. They are partnering with local law enforcement to do social media so the community hears directly from them as well.

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

RES. NO. WHEREAS, Idaho experienced 22,509 reportable traffic crashes, 215 traffic
ITB22-37 deaths, and 1,101 people seriously injured in 2020; and

WHEREAS, the economic cost of traffic crashes in Idaho for 2020 was more than \$3.9 billion; and

WHEREAS, the Idaho Transportation Department's vision is to have zero traffic deaths; and

WHEREAS, the National Highway Traffic Safety Administration (NHTSA) may allocate nearly \$4 million in funding behavior safety programs for Idaho to help eliminate traffic deaths and serious injuries; and

WHEREAS, the Office of Highway Safety and the Idaho Traffic Safety Commission have developed the Highway Safety Plan for Federal Fiscal Year 2023 to work toward the elimination of Idaho traffic deaths, serious injuries, and economic losses; and

WHEREAS, the Highway Safety Plan is required by NHTSA in order to receive funding from NHTSA.

NOW THEREFORE BE IT RESOLVED, that the Idaho Transportation Board adopts the Highway Safety Plan for Federal Fiscal Year 2023, which is on file in the Office of Highway Safety.

Executive Session on Legal and Personnel Issues. Member DeLorenzo made a motion to meet in executive session at 11:40 AM to discuss issues as authorized in Idaho Code Section 74-206 (b) and in Idaho Code Section 74-206 (f). Member Kempton seconded the motion and it passed unanimously by roll call vote.

The Chairman announced the general session has ended and the meeting will adjourn at the close of executive session.

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

The Board came out of executive session at 1:10 PM.

WHEREUPON, the Idaho Transportation Board's regular monthly meeting adjourned at 1:10 PM.

WILLIAM H. MOAD, Chairman
Idaho Transportation Board

Read and Approved
_____, 2022
_____, Idaho

BOARD MEETING DATES

2022

July 20 & 21 – Lewiston
September 21 & 22 – Boise
November 16 & 17 – Boise

August 17 & 18 – Coeur d'Alene
October 19 & 20 – Boise
December 14 & 15 – Boise

2022

JANUARY

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

FEBRUARY

S	M	T	W	T	F	S
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13	14	15	16	17	18	19
20	X	22	23	24	25	26
27	28					

MARCH

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

APRIL

S	M	T	W	T	F	S
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16	17	18	19	20	21	22
23	24	25	26	27	28	29
30						

MAY

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15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	X	31				

JUNE

S	M	T	W	T	F	S
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JULY

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3	X	5	6	7	8	9
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31						

AUGUST

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28	29	30	31			

SEPTEMBER

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3	X	5	6	7	8	9
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OCTOBER

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9	X	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29
30	31					

NOVEMBER

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

DECEMBER

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

“X” = holiday

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

Information: Board meeting dates scheduled.



IDAHO TRANSPORTATION BOARD

RESOLUTION FOR CONSENT ITEMS

Pages 18 - 50

RES. NO. WHEREAS, consent calendar items are to be routine, non-controversial, self-explanatory items that can be approved in one motion; and
ITB22-38

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 additional COMPASS transit project to FY22-28 ITIP, adjusting KMPO's transit projects in the FY22-28 ITIP, the GARVEE Program Annual Legislative Report, the delay and adjustment to the Local Safety Program in the FY22-28 ITIP, the delay and adjustments to the Local Rural Program in the FY22-28 ITIP, modifying the Rail Crossing Program in the FY22-28 ITIP, adding the FY23 Buhl School Sidewalk project, Phase 2, to the FY22-28 ITIP, the update of the Safety Rest Areas and Oasis Partnerships, the State Highway System Functional Classification map, the consultant agreements and contract rejection.



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date June 16, 2022

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

Presenter's Name Shauna Miller	Presenter's Title Grants/Contract Officer	Initials SM	Reviewed By LSS
Preparer's Name Shauna Miller	Preparer's Title Grants/Contract Officer	Initials SM	

Subject

Add one **COMPASS Transit Project** to the approved FY 2022 – 2028 ITIP

Key Number new	District 3	Route Number Transit
-------------------	---------------	-------------------------

Background Information

The purpose of this consent item is to request approval to add one transit project to FY 2022, per policy 5011 *Idaho Transportation Investment Program* (ITIP) and at the request of the COMPASS and the sponsor Valley Regional Transit.

The **Transit-Vehicle Replacements, VRT**, project is to replace three compressed natural gas (CNG) 25-foot cutaway buses with three 35-foot electric buses in the Boise Urbanized Area. The project is funded with a nationally competitive grant. The cost of the project is **\$2,400,000**, the federal portion of **\$1,920,000**, is from the FTA Section 5339c LowNo Grant and the local match of **\$480,000** will be paid by Valley Regional Transit.

COMPASS has updated their Transportation Improvement Program on May 10, 2022 to add these projects.

The staff requests approval to add this project as detailed above to the approved FY 2022 – 2028 ITIP.

Recommendations

Approve the addition of the **Transit-Vehicle Replacements, VRT** project at a cost of **\$2,400,000**.

Board Action

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



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date June 16, 2022

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

Presenter's Name Shauna Miller	Presenter's Title Grants/Contract Officer	Initials SM	Reviewed By LSS
Preparer's Name Shauna Miller	Preparer's Title Grants/Contract Officer	Initials SM	

Subject

Adjust KN 23411 and KN 22869 KMPO Transit Projects in the approved FY 2022 – 2028 ITIP		
Key Number 23411 & 22869	District 1	Route Number Transit

Background Information

The purpose of this consent item is to request approval to adjust KN 23411 and KN 22869 transit projects to FY 2022, per policy 5011 *Idaho Transportation Investment Program* (ITIP) and at the request of the KMPO and the sponsor Kootenai County.

KN 23411 the **COEUR D'ALENE CAPITAL EQUIPMENT** project is to provide transportation support vehicles, Riverstone Transit Center equipment, Bus Support Equipment (ITS, Radios, etc.). The adjustment is to reduce FY22 CN by \$500,000 of FTA 5307 Small Urbanized Area Formula grants to KN 22869.

KN 22869 the **CDA RIVERSTONE TRANSIT CENTER, PH 2** project is to complete construction of the transit center (original project under KN 12279). The funding would be used to provide for the design, engineering and construction of the remaining site that will be used as a park and ride lot in conjunction with the use of Citylink public transportation services. The adjustment is to increase FY22 CN by \$500,000 of FTA 5307 Small Urbanized Area Formula grants from KN 23411.

KMPO has updated their Transportation Improvement Program on May 09, 2022 to adjust cost of these projects.

The staff requests approval to adjust these projects as detailed above to the approved FY 2022 – 2028 ITIP.

Recommendations

Approve the decrease of **\$500,000** FY22 funding from KN 23411 **COEUR D'ALENE CAPITAL EQUIPMENT** project to increase KN 22869 **CDA RIVERSTONE TRANSIT CENTER, PH 2** project.

Board Action

☐ Approved ☐ Deferred _____
☐ Other _____



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date June 16, 2022

Consent Item ☒

Information Item ☐

Amount of Presentation Time Needed LSS

Presenter's Name Amy Schroeder, P.E.	Presenter's Title Transportation Program Manager	Initials	Reviewed By LSS
Preparer's Name Amy Schroeder	Preparer's Title Transportation Program Manager	Initials	

Subject

GARVEE Program Annual Legislative Report		
Key Number	District	Route Number

Background Information

In 2017, Senate Bill 1206 authorized an additional \$300 million GARVEE bonds. That legislation requires the Board submit an annual report by June 30th of each year. The report describes the planned highway projects and projects under construction that are being financed with GARVEE bonds.

This annual report summarizes the amounts allocated to various GARVEE-approved corridors, summarizes the bond amounts, and graphically shows the location of projects included in this funding authorization.

All of the 2019 Series A GARVEE Bonds will be completely drawn down in June 2022. Full draw down of the 2021 Series A GARVEE Bonds is on track and will be completely drawn down by 2023.

Projects utilizing these two series of bonds are on schedule and tracking well against their budgets:

- The expansion of I-84 from Franklin Blvd to the Karcher interchange in Nampa is complete and construction continues west toward the Franklin Road interchange in Caldwell. Construction is expected to be complete by early 2023.
- Construction of the Granite North project on US-95 (15 miles north of the Garwood are north of Coeur d'Alene) began in the fall of 2020 and was expected to take three full construction seasons, however, the contractor has expedited the work and should be substantially complete by fall of 2022.
- Significant progress has been made acquiring property for the SH-16 corridor between I-84 and US-20/26.

Upon approval of this consent item, staff will distribute the annual report.

Recommendations

Approval of the 2022 GARVEE Transportation Program Annual Report.

Board Action

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



Your Safety • Your Mobility Your Economic Opportunity

2022 GARVEE Annual Report

FUNDING

The 2017 Idaho Legislature passed Senate Bill 1206 authorizing \$300 million in additional Grant Anticipation Revenue Vehicle (GARVEE) Bonds for much-needed transportation improvements. ITD reviewed the unfunded projects in all of the approved GARVEE corridors, and selected these improvements because of their positive benefits to safety and mobility. To complete the critical improvements, the Idaho Transportation Board committed several other sources of state and federal aid to the following transportation corridors:

PROJECT	Total	Funding Sources (in millions)			
		GARVEE	State ³	Federal	Local
I-84, Caldwell to Nampa	\$294.8	\$133.7	\$66.8	\$89.5 ¹	\$4.8
U.S. 95, Garwood to Sagle	\$93.3	\$72.6	-	\$20.7	-
Idaho 16, I-84 to U.S. 20/26 ²	\$143.4	\$96.7	\$21.7	\$25.0	-
Fund Source Total:		\$303.0 ⁴	\$88.5	\$135.2	\$4.8

¹ Federal Funds = Includes Infrastructure for Rebuilding America (INFRA) Grant & other federal funds

² Final design and right-of-way acquisition

³ TECM approved in 2021 Legislative Session not included in this annual report

⁴ Estimated \$3 million interest earnings on 2019 bond series

GARVEE BONDS

The Idaho Transportation Department (ITD) secures its GARVEE bonds with a pledge of future federal transportation funding. Bonds are issued on an as-needed basis to ensure that funds are available for the duration of the contract while limiting interest costs, and with consideration of the bond market, interest rates, and draw-down periods.

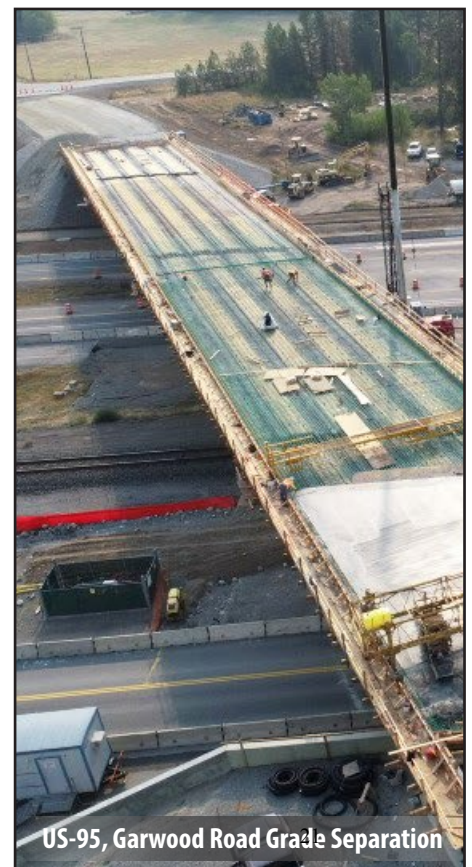
ITD, in partnership with the Idaho Housing and Finance Association, has issued nine bond series to provide funds for construction projects. In addition, there have been four bond series refinanced and one was paid off with the \$18.5 million allocated during the 2022 legislative session, which has resulted in a total weighted average interest rate of 3.40%.

The previous GARVEE Program included improvements in six of the 13 authorized corridors and included a commitment from the Idaho Transportation Board of \$857.6 million for GARVEE Bonds (\$840 million + \$17.6 million interest earnings) and \$81 million of federal-aid for a total program of \$938.5 million.

The \$300 million of bonds authorized in 2017 were sold in two series. May 2019 bonds were sold providing \$141.6M for project costs at 3.27% and April 2021 bonds were sold providing \$158.4M for project costs at 2.33%. These bond series included funds for US 95, I-84, and Idaho 16.



I-84, Linden (Road Overpass)



US-95, Garwood Road Grade Separation

Current GARVEE Project Information

US 95

Granite North, SH 53 Interchange and Garwood Road

Safety and capacity improvements in two areas: Granite North from the Bonner County Line north to Trails End Road, and a new interchange and realignment on SH 53, with a grade separation at Garwood Road.

\$72.6 million GARVEE bonds, \$20.7 million in Federal Aid

Construction: Start Summer 2019, Finish 2022

I-84

Caldwell to Nampa Expansion

Safety and capacity improvements between Caldwell and Franklin Blvd. in Nampa.

\$133.7 million GARVEE bonds, \$66.8 million State funds, \$89.5 million Federal Aid (INFRA grant), \$4.8 million local match

Construction: Start Fall 2018, Finish 2023

SH 16

I-84 to US 20/26 and SH 44

Final design of Phase 2 and Phase 3, and of right-of-way acquisition.

\$96.7 million GARVEE bonds

\$21.7 million State funds, \$25.0 million Federal Aid

Design: Phase 2 Complete 2021; Phase 3 Complete 2023



Right-of-way: Start acquisition Spring 2020

GARVEE BOND ALLOCATIONS BY CORRIDOR

(millions of dollars, rounded)

CORRIDOR	PRIOR GARVEE	CURRENT GARVEE	TOTAL
US 95, Garwood to Sagle	135.7	72.6	208.3
US 95, Worley North	57.6	-	57.6
Idaho 16, Jct I-84 to Emmett	107.0	96.7	203.7
I-84, Caldwell to Meridian	284.9	133.7	418.6
I-84, Orchard to Isaacs Canyon	183.8	-	183.8
US 30, McCammon to Lava Hot Springs	88.6	-	88.6
TOTAL*:	857.6	303.0	1,160.6

*Non-GARVEE fund sources are not shown.

 = Previous GARVEE work in authorized corridors.
 = Current GARVEE work in authorized corridors.



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date June 16, 2022

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

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

Subject

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

Key Numbers Various	District 1, 2, 3 & 6	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 Moscow, per policy 5011 Idaho Transportation Investment Program (ITIP).

The project construction delay of KN22402 to FY2023 is necessary due to right-of-way constraints. These changes will be balanced during the LHTAC program update in July.

Action	KN	District	Current Program Year	Route, Project Name	Phase	\$ in Thousands	
						FY22	FY23
Delay Construction to FY23	22402	2	2022	Public Ave Corridor Safety Improvements	CE/CC/CN/CL	\$ (784)	\$ 784
Add to Construction FY22	22005	6	2022	INT 17th & Rollandet	CN	\$ 60	
Add to Construction FY22	22405	3	2022	Ditto Creek & Reservoir Rd	CN	\$ 192	
Add to Design FY22	22878	3	2021	Homedale Rd Curve Improvements	PC	\$ 151	
Advance Design to FY22	23285	1	2023	S Greensferry Rd Guardrail	PE/PC/PL	\$ 182	\$ (182)
Advance Design to FY22	23293	3	2023	Pedestrian Road Safety Audit	PE/PC/PL	\$ 66	\$ (66)
Advance Design to FY22	23300	6	2023	Archer Hwy Curve Improvements	PE/PC/PL	\$ 133	\$ (133)
(PE) Design Engineering by ITD; (PC) Design Services by Consultant; (PL) Design Engineering by LHTAC; (CE) Construction Engineering by Idaho Transportation Department; (CC) Construction Services by Consultant; (CN) Construction; (CL) Construction Engineering by LHTAC						Totals	\$ - \$ 403

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:

- KN22402 – delay construction (all phases) of \$789,000 from FY2022 to FY2023; and
- KN22005 – increase construction \$60,000 in FY2022; and
- KN22405 – increase construction \$192,000 in FY2022; and
- KN22878 – increase consultant services by \$151,000 in FY2022; and
- KN23285 – advance design (all phases) of \$182,000 from FY2023 to FY2022; and
- KN23293 – advance design (all phases) of \$66,000 from FY2023 to FY2022; and
- KN23300 – advance design (all phases) of \$133,000 from FY2023 to FY2022



Board Agenda Item

ITD 2210 (Rev. 10-13)

Board Action

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



Heart of the Arts



Arthur D. Bettge
Mayor

Sandra Kelly
Council President

Maureen Laflin
Council Vice-President

Hailey Lewis
Council Member

Julia Parker
Council Member

Gina Taruscio
Council Member

Anne Zabala
Council Member



Bill Belknap
City Supervisor



City of Moscow, City Hall
c/o Bill Belknap, City Supervisor
206 East 3rd Street
P.O. Box 9203
Moscow ID 83843
Phone (208) 883-7000
Fax (208) 883-7018

Website: www.ci.moscow.id.us
Hearing Impaired (208) 883-7019



May 13, 2022

ATTN:
Brian Wright, PE
Local Highway Technical Assistance Council
3330 West Grace Street
Boise, ID 83703

Subject: KN22402 Public Ave Corridor Safety Improvements, City of Moscow, Local Highway Safety Improvement Program (LHSIP)

To: Local Highway Technical Assistance Council (LHTAC)

The City of Moscow (City) has been made aware of potential delivery delays in the Project Development of KN22402, Public Ave Corridor Safety Improvements project. The City has been notified of this delay and requests that funding for the construction phase be rescheduled from fiscal year 2022 to fiscal year 2023.

Thank you,

Bill, Belknap
City Supervisor
208.883.7080



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date June 16, 2022

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

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

Subject

Delay of **STC-3798, PECKHAM RD, GOLDEN GATE HD** and Adjustments to **STC-5804 DEEP CR LOOP; JCT US-95 TO LIONS DEN, BOUNDARY CO , STC-6854 45th WEST, BONNEVILLE, CO** and **STC-2742 GOLDEN VALLEY RD, OAKLEY** by \$2,400,000 in the approved FY2022- 2028 Approved ITIP

Key Number 13964,20215, 19434 & 19028	District 1,3,4 &6	Route Number LOCAL
---	----------------------	-----------------------

The purpose of this consent item is to delay **STC-3798, PECKHAM RD, GOLDEN GATE HD** from FY2022 to FY2023 in the STP-Local Rural Program at the request of the Local Highway Technical Assistance Council (LHTAC) and the project sponsor, per policy 5011 *Idaho Transportation Investment Program* (ITIP).

Due to delays in obtaining the Railroad Permit from the Union Pacific Railroad, this project will not be ready for advertisement in FY2022. Therefore, LHTAC and the project sponsor, Golden Gate Highway District 3 request the project be delayed until FY2023.

The FY22 funding for KN 13964 will be transferred to other projects as indicated below:

Action	KN	District	Current Program	Route, Project Name	Phase	\$ in Thousands	
						FY22	FY23
Delay Construction to FY23	13964	3	2022	Peckham Road Rehabilitation	CE/CC/CL/CN	\$ (3,595)	\$ 3,595
Add to Construction FY22	20215	1	2022	Deep Creek Loop; JCT US95 to Lions Den	CE/CC/CL/CN	\$ 280	
Add to Construction FY22	19434	6	2022	45th West, 49th South to US 20	CE/CC/CL/CN	\$ 915	
Add to Construction FY22	19028	4	2022	Golden Valley Road	CE/CC/CL/CN	\$ 2,400	
(CE) Construction Engineering by Idaho Transportation Department; (CC) Construction Services by Consultant; (CN) Construction; (CL) Construction Engineering by Local Highway Technical Assistance Council						Totals	\$ - \$ 3,595

Recommendations



Board Agenda Item

ITD 2210 (Rev. 10-13)

Approve the delay of **STC-3798, PECKHAM RD, GOLDEN GATE HD** to FY2023 at at cost of **\$3,595,000** and increase funds to **STC-5804 DEEP CR LOOP; JCT US-95 TO LIONS DEN, BOUNDARY CO** by **\$280,000** in FY2022, increase **STC-6854 45th WEST, BONNEVILLE, CO** by **\$915,000** in FY 2022 and **STC-2742 GOLDEN VALLEY RD, OAKLEY** by **\$2,400,000** in FY2022 and authorize staff to adjust the ITIP accordingly.

Board Action

☐ Approved ☐ Deferred _____
☐ Other _____

Golden Gate Highway District No. 3

Commissioners: Ed Leavitt, Andy Bishop, Fred Sarceda

May 25, 2022

Subject: Peckham Road Project KN A013(964)

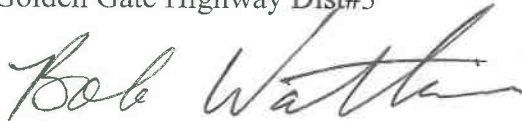
TO: Wayne Herbal, P.E. and Federal-Aid Engineer
Local Highway Technical Assistance Council

From: Bob Watkins, Director of Highways Golden Gate Highway Dist#3

Wayne, due to a delay in permitting by UPRR, Golden Gate Highway District#3 feels it is in the best interest of the community that the rebuild of Peckham Road be moved to FY2023. Please consider our request.

Thank You,

Bob Watkins
Director of Highways
Golden Gate Highway Dist#3





Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date June 16, 2022

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

Presenter's Name Scott Luekenga	Presenter's Title Planning/Dev Services Manager	Initials sl	Reviewed By LSS
Preparer's Name Barbara Waite	Preparer's Title Railroad/Utility Manager	Initials bw	

Subject

Modify the **RAIL CROSSING PROGRAM** in the approved FY 2022-2028 ITIP

Key Number Various	District Various	Route Number Various
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Background Information

The purpose of this consent item is to request approval to make adjustments to the **Rail Crossing Program**, per policy 5011 *Idaho Transportation Investment Program* (ITIP).

District 5 requests removal of Key 23394, Michaud Cr Rd RRX, UPRR 812632B, W of American Falls. And also, an increase to Key 23393 with a slight name modification to Quigley Rd RRX, UPRR 812658D, Near American Falls.

District 6 requests delay of Key 23391, E Anderson/Holmes (US20) RRX, EIRR 811927P, Idaho Falls, from Program year 2022 to 2023. And an increase to Key 23392 with a minor name modification to E 400 N RRX, EIRR 811909S, S of St. Anthony

Dist	Program Year	Key No.	Project	Current	Revised	Action
5	2022	23394	Offsys, Michaud Cr Rd RRX, UPRR 812632B, W of American Falls	80,000	0	Remove
5	2022	23393	Offsys, Quigley Rd RRX, UPRR 812658D, Near American Falls	65,000	145,000	Increase
6	2022	23391	E Anderson/Holmes (US20) RRX, EIRR 811927P, Idaho Falls	150,000	0	Delay to 2024
6	2022	23392	Offsys, E 400 N RRX, EIRR 811909S, S of St. Anthony	325,000	475,000	Increase

Staff requests that the project modifications be made to the **Rail Crossing Program** in the approved ITIP.

Recommendations

Approve the District 5 request for removal of Key 23394 Offsys, Michaud Cr Rd RRX, UPRR 812632B, W of American Falls and the increase to Key 23393 Offsys, Quigley Rd RRX, UPRR 812658D, Near American Falls AND the District 6 request for delay of Key 23391 E Anderson/Holmes (US20) RRX, EIRR 811927P, Idaho Falls and the increase to Key 23392 Offsys, E 400 N RRX, EIRR 811909S, S of St. Anthony in the RAIL CROSSING PROGRAM of the approved FY 2022 – 2028 ITIP as detailed above.



Board Agenda Item

ITD 2210 (Rev. 10-13)

Board Action

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



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date June 16, 2022Consent Item ☒ Information Item ☐ Amount of Presentation Time Needed _____

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

Subject

Add Buhl School Sidewalk Phase 2 to the approved FY 2022 - 2028 ITIP

Key Number New	District 4	Route Number LOCAL
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Background Information

The purpose of this consent item is to request the addition of **FY23, Buhl School Sidewalk, Phase 2** in the Transportation Alternatives Program (TAP), at the request of the Local Highway Technical Assistance Council (LHTAC), and per request of Sponsor City of Buhl, per policy 5011 *Idaho Transportation Investment Program (ITIP)*.

This project was successful in securing funding through this year's TAP application cycle. This project needs to be added to the approved FY2022-FY2028 ITIP in order to capitalize on scoping efficiencies and potential cost savings for professional services currently being solicited for on KN 22956, FY22 Buhl School Sidewalk, Buhl.

Staff requests the addition of the NEW project for FY23 with \$70,000 Design funds scheduled in FY22 and \$397,000 scheduled in FY23 for Construction.

Recommendations

Approve the addition of a NEW project, Buhl School Sidewalk, Phase 2 to the approved 2022 – 2028 ITIP for a total increase of \$70,000 in Design funds in FY 2022 and \$397,000 in FY 23 for Construction from the Transportation Alternatives Program funding.

Board Action

☐ Approved ☐ Deferred _____
☐ Other _____



CITY OF BUHL

Twin Falls County, Idaho
203 Broadway Ave N • Buhl, Idaho 83316
Phone: (208) 543-5650 • Fax (208) 543-2884
Website: www.cityofbuhl.us

May 31, 2022

Idaho Transportation Department Board of Directors
Lorraine Dennis, Executive Assistant to the Board
PO Box 7129
Boise, ID 83707-1129

Subject: Request to Advance Design

To Whom it May Concern:

The City of Buhl is requesting to advance the design funding of Buhl School Pedestrian Pathway Ph. 2 project into this fiscal year. We recently advertised Phase 1 of this project and did not receive any bids. We believe combining Phase 1 and Phase 2 will better our chances of receiving a bid and at a better price due to the larger project.

We appreciate your consideration of the City of Buhl's request to bid this larger project that should get some interest this fall.

Respectfully,

Regie Finney
City of Buhl
Public Works Director



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date June 16, 2022

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

Presenter's Name Steve Spoor	Presenter's Title Maintenance Services Manager	Initials SP	Reviewed By LSS
Preparer's Name Cathy Ford	Preparer's Title Roadside Program Manager	Initials CF	SP

Subject

Update of Safety Rest Areas and Oasis Partnerships		
Key Number	District Statewide	Route Number Statewide

Background Information

In accordance with Board Policies 4044 & 5044, this is an update to the Safety Rest Area program and includes an updated rest area map and chart.

For 2022, the rest area chart was updated to reflect current (2021) Average Daily Traffic count data. Most rest area facilities currently meet requirements in the first section; however, Bliss & Juniper rest areas are programmed in FY25 to add additional truck parking at Bliss and building improvements at both facilities.

The Snake River View Rest Area is now open and a new sewer line to the facility is complete. The visitor center is open and staffed during peak traveling season (May – Sept).

The chart also reflects current rest area partnership agreements available to travelers.

Attached are the revised safety rest area chart and map for Board approval.

Recommendations

Approve attached Rest Area Map and Chart.

Board Action

☐ Approved ☐ Deferred _____
☐ Other _____

2022 SAFETY REST AREAS AND OASIS PARTNERSHIPS PROGRAM

BASIC PLUS – a public roadside facility that is located in areas directly accessible to low to a medium volume State or US highways. A Basic Plus Safety Rest Area will provide the basic human needs to the traveling public plus furnish other amenities such as potable water, flush toilets, and picnic tables.

DELUXE – a public roadside facility that is located in areas directly accessible to a medium to high volume State, US, or Interstate highways. A Deluxe Safety Rest Area will include all of the amenities of a Basic Plus Safety Rest Area plus vending machines, designated pet areas and traveler information. The preferred design includes vestibules, where climactic conditions warrant, and at least one family-assist restroom to accommodate people with small children and those assisting others with disabilities.

GATEWAY – a public roadside facility that is located in areas directly accessible to a medium or high volume State, US or Interstate highway and located near important regions of the state or tourist entrances into the state. A Gateway Safety Rest Area will include all of the amenities of a DELUXE Safety Rest Area plus adequate space for a staffed Visitor Information Center.

SAFETY REST AREA CLASSIFICATION

Existing Safety Rest Area Meeting Requirements

PROG FY	REST AREA TYPE	REST AREA LOCATION	DIST	RTE	APPROX. M.P.	HWY ADT 2021
MR	Basic Plus	Sheep Creek	2	US-95	189	2,600
MR	Basic Plus	Mineral Mountain	2	US-95	371	3,400
MR	Deluxe	Midvale	3	US-95	101	4,500
MR	Deluxe	Blacks Creek EB	3	I-84	62	28,500
MR	Deluxe	Blacks Creek WB	3	I-84	62	28,500
MR	Gateway	Snake River View	3	I-84	1	26,500
FY25	Deluxe	Bliss EB	4	I-84	133	19,000
FY25	Deluxe	Bliss WB	4	I-84	133	19,000
MR	Deluxe	Cotterell EB	4	I-84	229	11,500
MR	Deluxe	Cotterell WB	4	I-84	229	11,500
MR	Basic Plus	Hagerman	4	US-30	184	1,900
FY25	Deluxe	Juniper NB	4	I-84	269	11,000
FY25	Deluxe	Juniper SB	4	I-84	269	11,000
MR	Deluxe	Timmerman	4	US-20 /SH-75	177/101	2,200/ 4,600
MR	Gateway	Cherry Creek	5	I-15	7	11,500
MR	Deluxe	Big Lost River	6	US-20/26	265	2,600
MR	Basic Plus	Clark Hill	6	US-26	357	5,400
MR	Gateway	Dubois	6	I-15	167	3,500

Existing Safety Rest Area (Rehabilitation/Expansion or Proposed Reconstruction Upgrade)

PROG FY	REST AREA TYPE	REST AREA LOCATION	DIST	RTE	APPROX. M.P.	HWY ADT 2021
RE	Basic Plus	Huetter WB	1	I-90	8	65,500
RE	Gateway	Huetter EB	1	I-90	8	65,500
RE	Basic Plus	Lenore	2	US-12	28	3,700
RE	Basic Plus	Malad Summit	5	I-15	25	11,500
RE	Deluxe	North Blackfoot NB	5	I-15	101	25,500
RE	Deluxe	North Blackfoot SB	5	I-15	101	25,500
RE	Deluxe	Coldwater	5	I-86	19	7,900
RE	Deluxe	Massacre Rocks	5	I-86	31	8,000

Public/Private & Oasis Partnerships

PROG FY	PUBLIC/PRIVATE STOP LOCATION	DIST	RTE	APPROX. M.P.	HWY ADT 2021
MR	Oasis Partnership with Flying J Truck Stop at McCammon	5	I-15B	4	5,800
MR	Winchester Partnership Rest Area	2	US-95	252	4,500
MR	Oasis Partnership with Valley County Store At Twin Falls	4	I-84	173	28,000
MR	Oasis Partnership with Mr. Gas Travel Center at Jerome	4	I-84	165	25,000
MR	Oasis Partnership with Travelers Oasis At Twin Falls	4	I-84	182	24,500

Partnership Rest Area/Visitor Center

PROG FY	VISITOR CENTER LOCATION	PARTNER	DIST.	RTE	APPROX M.P.	HWY ADT 2021
MR	Visitor Center at Bonners Ferry	City of Bonners Ferry	1	US-95B	507	14,000
MR	Rest Area at Lost Trail Pass	Montana Department of Transportation	6	US-93	350	770
MR	Rest Area at Lolo Pass (Gateway)	U.S. Forest Service/ MDOT	2	US-12	174	580

Total – 34 facilities (29 facilities; 5 partnerships)

MR – Indicates rest areas that currently meet requirements.

Bliss Rest Area is programmed for FY25 for improvements to provide additional truck parking and upgrades to the buildings.

Juniper Rest Area is programmed in FY25 to receive upgrades to the buildings.

RE – Indicates rest area projects not currently programmed that may need Rehabilitation or Expansion in order to meet requirements based on facility assessments.

Delete – Facilities that will be removed from the program and replaced with an OASIS Partnership Agreement.



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date 6/16/2022

Consent ☐ Information Item ☐ Amount of Presentation Time Needed _____

Presenter's Name	Presenter's Title	Initials	Reviewed By
Robert Beachler	Broadband PM	RB	LSS
Preparer's Name	Preparer's Title	Initials	
Robert Beachler	Broadband PM	RB	

Subject

State Highway System Functional Classification Map		
Key Number	District	Route Number
	1-6	

Background Information

In accordance with Board Policy 4060, an updated Functional Classification Map of the State Highway System (SHS) is to be presented to the Board for approval each year.

Functional Classification is the process by which "streets and highway are grouped into classes, or systems, according to the character of service they are intended to provide." Functional Classification carries with it expectations about roadway design, including speed, capacity and relationship to existing and future land use development.

FHWA distributes transportation funding based on functional classification designations; federal funding is available to projects on Interstate, Other Freeways and Expressways, Other Principal Arterials, Minor Arterials and Major Collector designations.

There have been no changes to Idaho's State Highway Systems Functional Classification map since approval by FHWA October 28, 2016. On June 17, 2020, the Idaho Transportation Board approved a reformatted State Highway System Functional Classification map that included updated symbology recommended by FHWA guidance, and the addition of a Treasure Valley map inset. There have been no changes to the SHS functional classification or map since last approval by the Board.

Attachments:
SHS Functional Classification Map.

Recommendations

Department staff has reviewed the Functional Classification Map for the State Highway System and there are no changes for 2022 and recommends the Idaho Transportation Board approve the State Highway System Functional Classification Map.

Board Action

☐ Approved ☐ Deferred _____
☐ Other _____



Highway Functional Classification Overview

Functional Classes*

Principal Arterial

Interstate
Other Freeways & Expressways
Other (OPA)

Minor Arterial

Collector

Major Collector
Minor Collector

Local

*Definitions on reverse side

Balancing Mobility and Access

PROPORTION OF SERVICE



ARTERIALS

COLLECTORS

LOCALS

The Idaho Transportation Board has the authority to designate Functional Classification of all roads and highways. The Board has guidance in [Board Policy 4060](#), ITD staff has guidelines in [Administrative Policy 5060](#), the [Federal Highway Administration](#) provides guidance to state and local transportation departments.

The policies and guidance in place for staff outlines the process in which changes to the roads and highways are made, how local officials participate and steps for approval. The State Highway System shall be reviewed on an annual basis. The following reasons for changes are outlined in policy:

- Local Major Update
- Special Cases
- Designated Alignment for State Highways (new highways)



Functional Classification Definitions (provided by Federal Highway Administration)

Principal Arterial

Interstate—Interstates are the highest classification of Arterials and were designed and constructed with mobility and long-distance travel in mind. Determining the functional classification designation of many roadways can be somewhat subjective, but with the Interstate category of Arterials, there is no ambiguity. Roadways in this functional classification category are officially designated as Interstates by the Secretary of Transportation, and all routes that comprise the Dwight D. Eisenhower National System of Interstate and Defense Highways belong to the Interstate functional classification category and are considered Principal Arterials.

Other Freeways & Expressways—Roadways in this functional classification category look very similar to Interstates. While there can be regional differences in the use of the terms ‘freeway’ and ‘expressway’, for the purpose of functional classification the roads in this classification have directional travel lanes are usually separated by some type of physical barrier, and their access and egress points are limited to on- and off-ramp locations or a very limited number of at-grade intersections.

Other (OPA) - These roadways serve major centers of metropolitan areas, provide a high degree of mobility and can also provide mobility through rural areas. Unlike their access controlled counterparts, abutting land uses can be served directly

Minor Arterial

Provide service for trips of moderate length, serve geographic areas that are smaller than their higher Arterial counterparts and offer connectivity to the higher Arterial system. In an urban context, they interconnect and augment the higher Arterial system, provide intra-community continuity and may carry local bus routes.

Collector

Collectors serve a critical role in the roadway network by gathering traffic from Local Roads and funneling them to the Arterial network. Within the context of functional classification, Collectors are broken down into two categories: Major Collectors and Minor Collectors. Until recently, this division was considered only in the rural environment. Currently, all Collectors, regardless of whether they are within a rural area or an urban area, may be sub-stratified into major and minor categories. The determination of whether a given Collector is a Major or a Minor Collector is frequently one of the biggest challenges in functionally classifying a roadway network.

Local

Locally classified roads account for the largest percentage of all roadways in terms of mileage. They are not intended for use in long distance travel, except at the origin or destination end of the trip, due to their provision of direct access to abutting land.

MAJOR COLLECTORS	
Urban	Rural
<ul style="list-style-type: none"> • Serve both land access and traffic circulation in <u>higher</u> density residential, and commercial/industrial areas • Penetrate residential neighborhoods, often for <u>significant</u> distances • Distribute and channel trips between Local Roads and Arterials, usually over a distance of <u>greater than</u> three-quarters of a mile • Operating characteristics include higher speeds and more signalized intersections 	<ul style="list-style-type: none"> • Provide service to any county seat not on an Arterial route, to the larger towns not directly served by the higher systems and to other traffic generators of equivalent intra-county importance such as consolidated schools, shipping points, county parks and important mining and agricultural areas • Link these places with nearby larger towns and cities or with Arterial routes • Serve the most important intra-county travel corridors
MINOR COLLECTORS	
Urban	Rural
<ul style="list-style-type: none"> • Serve both land access and traffic circulation in lower density residential and commercial/industrial areas • Penetrate residential neighborhoods, often only for a <u>short</u> distance • Distribute and channel trips between Local Roads and Arterials, usually over a distance of <u>less than</u> three-quarters of a mile • Operating characteristics include lower speeds and fewer signalized intersections 	<ul style="list-style-type: none"> • Be spaced at intervals, consistent with population density, to collect traffic from Local Roads and bring all developed areas within reasonable distance of a Collector • Provide service to smaller communities not served by a higher class facility • Link locally important traffic generators with their rural hinterlands

Idaho

State Highway System

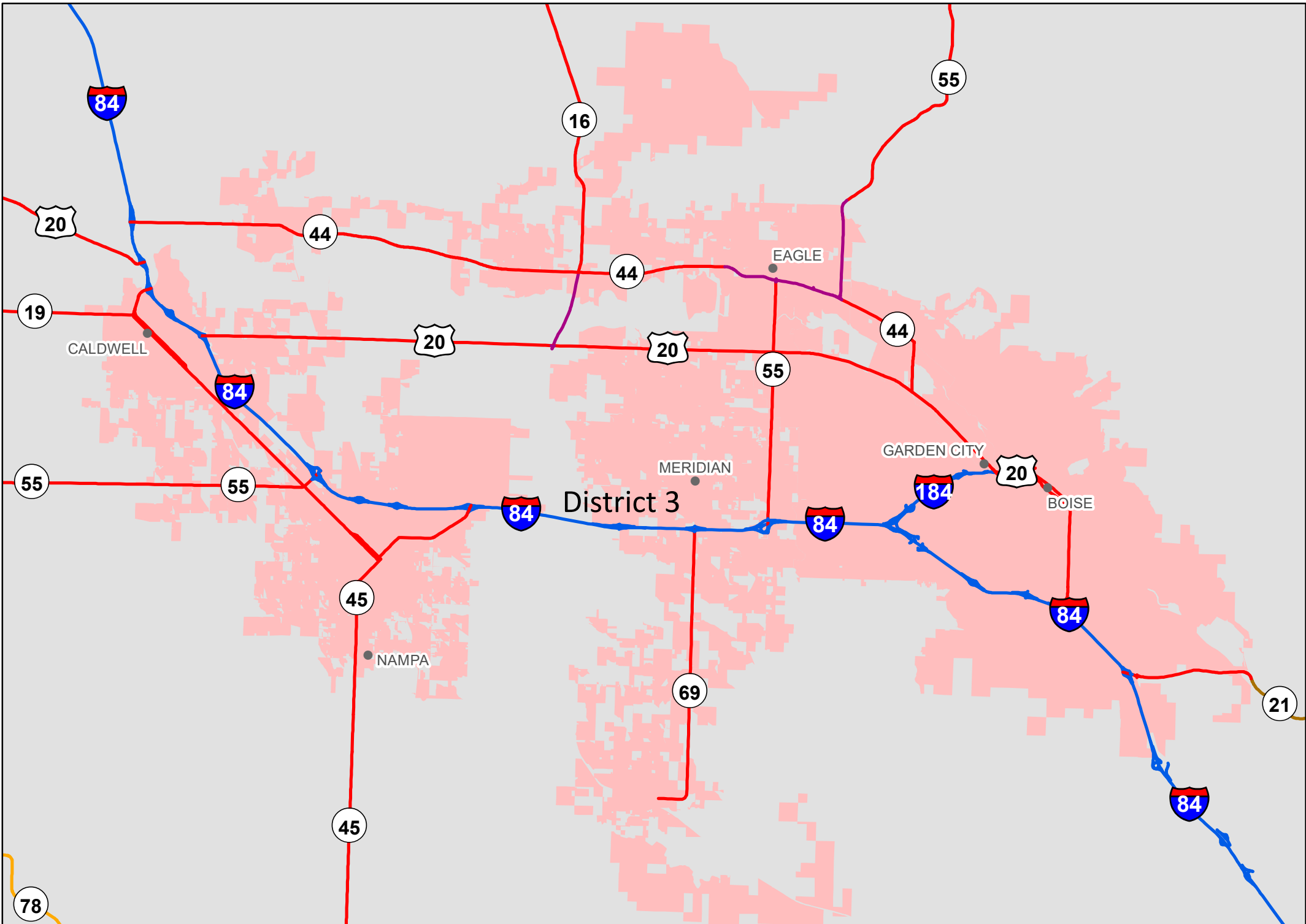
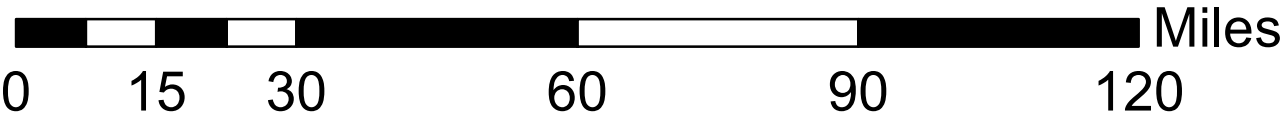
Functional Classification Map

FHWA approved October 28, 2016

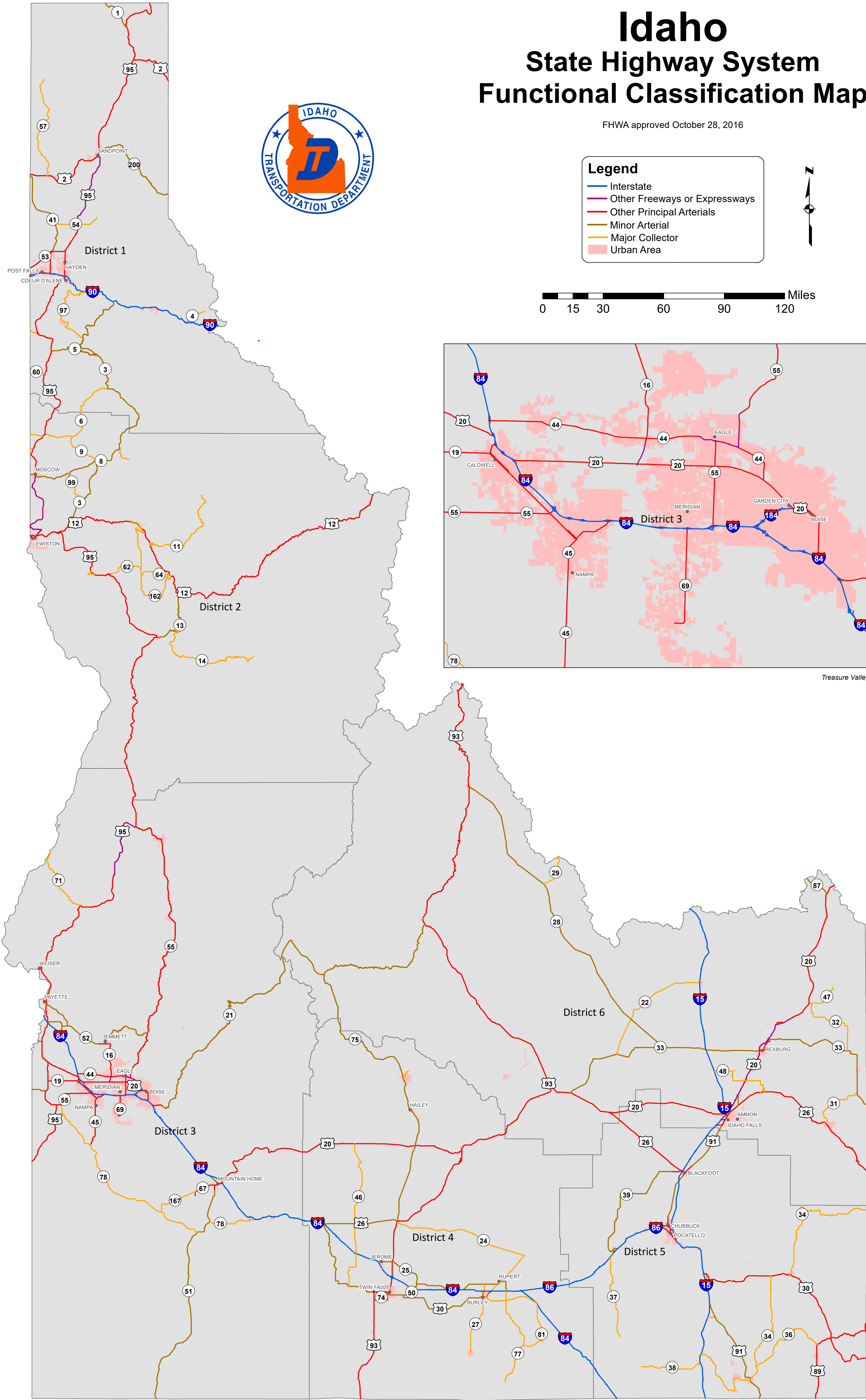


Legend

- Interstate
- Other Freeways or Expressways
- Other Principal Arterials
- Minor Arterial
- Major Collector
- Urban Area



Treasure Valley Map Inset





Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date June 16, 2022

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

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

Subject

REQUEST TO APPROVE CONSULTANT AGREEMENTS

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

Background Information

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

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

Recommendations

Approve: (see attached sheets for additional detail)

- KN 20033, SH-75, Elkhorn Rd to River St, Ketchum (District 4) – for design services of approximately \$6.1M
- KN 20442, I90, SH41 Interchange, Kootenai County (District 1) – for construction engineering, inspection and testing services of approximately \$4M
- KN 22266, SH52, Snake River Bridge, Payette Co (District 3) – for design services of approximately \$3.5M
- KN 19973, I-84 Declo Port of Entry Eastbound, Cassia County (District 4) – for construction engineering, inspection and testing services of approximately \$1.85M

Board Action

☐ Approved ☐ Deferred _____
☐ Other _____



DATE: May 12, 2022

Program Number(s) A020(033)

TO: Monica Crider, PE
Contracting Services Engineer

Key Number(s) 20033

FROM: Jesse Barrus, PE
District 4 Engineer

Program ID, County, Etc. SH-75 Elkhorn Rd to
River St, Ketchum

RE: Request to exceed professional services agreement amount of \$1,000,000 - Parametrix

The purpose of this project is to improve safety and capacity on SH-75 between the Big Wood River Bridge near Elkhorn Road and River Street in the city of Ketchum in Blaine County, mileposts 126.4 to 128.2. The SH-75 Elkhorn Road to River Street project is the third roadway construction project to be developed from the SH-75 Timmerman to Ketchum EIS/ROD issued in August, 2008. This project will comply with the commitments of the Final EIS/ROD for the SH-75 Timmerman to Ketchum Corridor and updated to meet current environmental laws, engineering standards, and community input.

Project development will include roadway widening with curb, gutter and sidewalk, retaining walls, drainage, and a new bridge over Trail Creek in Ketchum. Reevaluation of the EIS/ROD is necessary. The agreement was awarded to Parametrix through a Request for Proposal in April, 2019. Phase I of the project, which included concept development, was completed in 2020. Phase II, which included preliminary design will be concluded this summer. This agreement is for Phase III – Final Design and PS&E package.

Phase I and Phase II agreements total \$2,994,023. The total negotiated agreement amount for Phase III is approximately \$2,100,000. Engineer of record services is estimated at \$1,000,000.

The project currently has approximately \$2,000,000 remaining in the obligated PC budget for the Phase III work.

The purpose of this board item is to request approval to exceed the existing consultant services agreement amount of this project to \$6.1 M to complete Phase III of this project plus engineer of record services during construction.



DATE: May 18, 2022

Program Number(s)A020(442)

TO: Monica Crider, PE
Contracting Services Engineer

Key Number(s)20442

FROM: Damon Allen, PE
District 1 Engineer

Program ID, County, Etc.I 90, SH 41
Interchange, Kootenai Co

APPROVED

By Damon Allen at 3:24 pm, May 24, 2022

RE: Request to exceed professional services agreement amount of \$1,000,000 - CE&I
Services by David Evans & Associates

The purpose of this project is to upgrade and replace the existing substandard freeway interchange and ramps at the I 90, SH 41 Interchange to increase safety, capacity and promote economic opportunity. The partial clover-leaf interchange will be replaced with a single point urban interchange (SPUI) that will be safer, more efficient, and compatible with future expansion. Other major scope items include expansion of SH 41, reconstruction of the adjacent SH 41 and Mullan Intersection, and bike and pedestrian improvements.

In May of 2022, through Request for Proposals (RFP) David Evans and Associates (DEA) was selected to provide CE&I staff augmentation services to supplement the district staff that will be assigned to the project in construction.

This project is expected to begin around July 2022 and last through December 2025. Currently, \$3.5 million has been obligated and \$5.5 million has been scheduled for these services (\$1.5 million is set aside for engineer of record [EOR] services). It is expected that one agreement will be written per construction season, each with an estimated total of \$1 million.

This board item is to request approval to exceed \$1.0 M for professional services on this project up to an estimated \$4 million to cover the CE&I costs.



DATE: May 19, 2022

Program Number(s)A022(266)

TO: Monica Crider, PE
Contracting Services Engineer

Key Number(s)22266

FROM: Caleb Lakey, PE
District 3 Engineer

Program ID, County, Etc.SH-52, SNAKE RV BR,
PAYETTE CO

RE: Request to exceed professional services agreement amount of \$1,000,000 - Design and Engineer of Record Services by HDR, Inc.

The purpose of this project is to reconstruct the SH-52, Snake River Bridge (Payette) structure crossing the Snake River on the Idaho/Oregon border near Payette. The project will replace the existing, deteriorating three span steel girder structure with a new three span steel structure. The new structure will accommodate two traffic lanes and standard shoulder widths. The roadway approaches to the bridge will be reconstructed to match the new structure.

The Request for Proposals (RFP) for design services has already gone out and HDR, Inc. was selected for the project. HDR has been scoped to provide all design services for the project including bridge design, roadway design, hydraulics, drainage, public involvement, geotechnical investigation, materials reports, survey, environmental, right-of-way, utility design, and project management. The Department does not have adequate internal resources to assign to this project that will be required to achieve the desired project development schedule. This project is currently programmed for construction in 2026, but there is a desire to advance the construction year due to the poor condition of the structure.

The State of Idaho shares ownership of the structure with the State of Oregon. Per the Snake River Bridges Agreement No. 1055 between ITD and ODOT, the cost to design and construct the project will be shared 50/50. ITD is the lead agency for the design and construction and ODOT will reimburse ITD for their share of the cost. Design work is expected to begin in June 2022.

Engineer of Record (EOR) services will be negotiated under a separate agreement as the project approaches the construction phase. The cost for these services is estimated to be \$200,000. Currently, \$550,000 has been scheduled for consultant services during construction for EOR and CE&I.

This board item is to request approval to exceed \$1.0 M for professional services on this project to cover the cost for design services and engineer of record services, up to an estimated \$3.5 million.

Additional funding to cover the agreement cost is being obtained through balancing of projects through the yearly program update that's currently underway. Previously, \$1.2 million was slated to be obligated to this project but additional funding will be secured to cover the agreement amount.



DATE: May 23, 2022

Program Number(s) I174860

TO: Monica Crider, PE
Contracting Services Engineer

Key Number(s) 19973

FROM: Jesse Barrus, PE
District Engineer

Program ID, County, Etc. I-84, DECLO POE EB,
CASSIA

RE: Request to exceed professional services agreement of \$1,000,000 - Construction Engineering and Inspection (CE&I) Services by Horrocks Engineers

The purpose of this project is to complete work of constructing a new eastbound port of entry (POE) facility on I-84 at MP 219 and removing the existing Cotterel POE.

The preconstruction meeting is scheduled on June 1st 2022, and the contract competition date is August 31st 2023. Once started, work must continuously progress until completion. No work will be allowed to commence at the Cotterel POE/Rest Area until the Declo POE is completed and is in full working condition.

Horrocks Engineers was selected through individual project solicitation to provide the CE&I services, and an agreement for the first seven months of construction was negotiated and executed. That agreement amount is \$1,125,225. Based on construction progress, we expect that a supplemental agreement will be needed to complete the work. That supplemental is estimated to be \$600,000.

This project currently has \$1,249,106.00 obligated for the CC Phase to cover CE&I Services. The remaining \$600,000 will be funded from Statewide Balance.

This board item is to request approval to exceed \$1.0 million for professional CE&I services on this project up to an estimate of \$1.85 million to cover the full CE&I costs during the whole construction period.

Signature: **Scott Malone**
Digitally signed by Scott
Malone
Date: 2022.05.26 08:15:48
-06'00'

For Jesse Barrus



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date June 16, 2022Consent Item ☒Information Item ☐

Amount of Presentation Time Needed _____

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

Subject

Board Approval of Contract to Reject

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

Background Information

INFORMATION

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

Year to Date Bid Summary 10/01/21 to 05/31/22					
Contracts Bid		Contracts Requiring Board Approval to Award		Contracts Requiring Board Approval to Reject	
ITD	Local	ITD	Local	ITD	Local
54	11	13	6	5	0

ACTION

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

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

Contracts requiring Board Approval to Reject- Justification received 05/01/22 to 05/31/22	
ITD	Local
1	0

Recommendations

In accordance with board policy 4001, the construction contract on the attached report is recommended for rejection with board approval.

Board Action

☐ Approved ☐ Deferred _____
☐ Other _____

Monthly Status Report to the Board

CONTRACT(S) FOR BOARD REJECTION

District	Key No.	Route	Opening Date	No. of Bids	Eng. Est.	Low Bid	Net +/-
2	22781 SIA	US-12	5/24/2022	2	\$348,865.69	\$658,860.10	\$348,865.69
US-12, Dike Bypass RR Track Removal					State		189%
Contractor: Crea Construction Inc							

DATE OF BID OPENING – MAY 24, 2022

IDAHO STATE FINANCED PROJECT
US-12, Dike Bypass RR Track Removal
Nez Perce County
Key No. 22781

DESCRIPTION: The work on this project consists of removing railroad track crossings in Lewiston at D Street (MP 0.335-0.345), Main St/1 St/Snake River Ave (MP 0.150-0.270), and at Snake Rv Ave/H St (MP 3.160-3.220).

BIDDERS: Crea Construction, Inc \$658,860.10
Lewiston, Idaho

1 BIDS ACCEPTED (1 Irregular – Anti Boycott)

BUDGET - \$348,865.69

NET +/- OF EE \$309,994.41

LOW BID – 189% 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.

Monica Crider Digitally signed by Monica Crider
Date: 2022.05.25 15:56:02 -06'00'

Monica Crider, P.E.
State Design Engineer

Department Memorandum

Idaho Transportation Department

**DATE:** MAY 27, 2022**Program Number(s)** E212970**TO:** Monica Crider, P.E.
State Design Engineer**Key Number(s)** 22781**FROM:** Doral Hoff, P.E.
District 2 Engineer**Program ID, County, Etc.** A022(781) US-12,
DIKE BYPASS RR
TRACK REMOVAL,
LEWISTON**RE:** Justification for Rejection of Bid

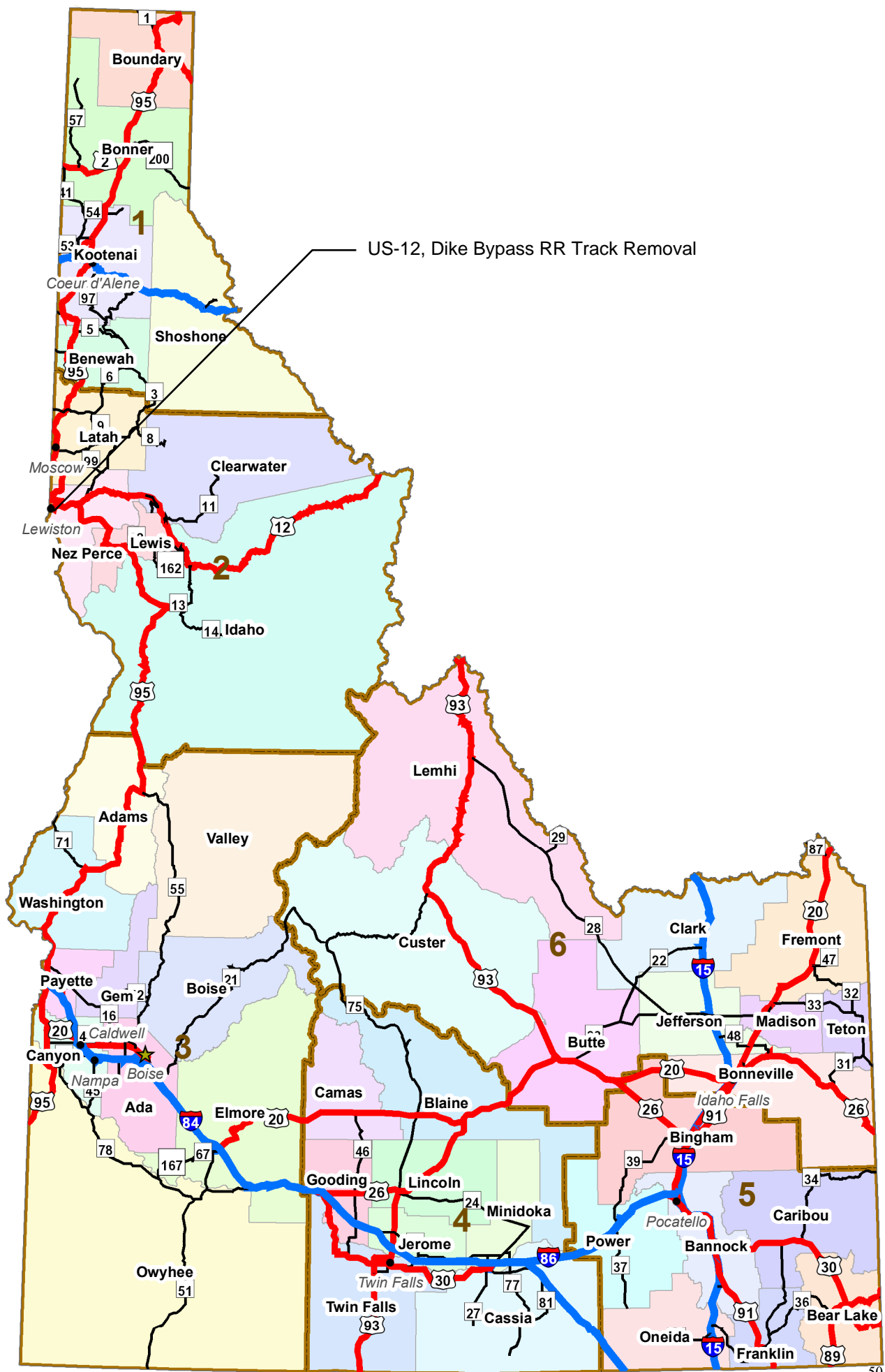
On May 24, 2022, the bid was opened for the above referenced project. The low bid of \$658,860 was 79.9 % higher than the Engineer's estimate of \$366,309.

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

Item No.	Item Description	Quantity	Estimated Unit Price	Bid Unit Price	Estimate Cost	Bid Cost	\$ Difference
203-125A	REM OF MISCELLANEOUS ITEMS	1.0	\$ 35,000	\$ 120,000	\$ 35,000	\$ 120,000	\$ 85,000
303-022A	3/4" AGGR TY B FOR BASE	1,157.1	\$ 30	\$ 48	\$ 34,713	\$ 55,541	\$ 20,828
405-435A	SUPERPAVE HMA PAV INCL ASPH&ADD CL SP-3	396.9	\$ 210	\$ 325	\$ 83,349	\$ 128,993	\$ 45,644
615-492A	CURB & GUTTER TYPE 2	94.2	\$ 65	\$ 180	\$ 6,123	\$ 16,956	\$ 10,833
675-005A	SURVEY	1.0	\$ 10,000	\$ 20,000	\$ 10,000	\$ 20,000	\$ 10,000
S904-05A	SP TEMPORARY TRAFFIC CONTROL (LUMP SUM)	1.0	\$ 35,000	\$ 45,000	\$ 35,000	\$ 45,000	\$ 10,000
S916-05A	SP TRAFFIC CONTROL SUPERVISOR	29.0	\$ 650	\$ 1,200	\$ 18,850	\$ 34,800	\$ 15,950
Z629-05A	MOBILIZATION	1.0	\$ 30,000	\$ 112,000	\$ 30,000	\$ 112,000	\$ 82,000
Total Cost					\$ 253,035	\$ 533,289	\$ 280,254

The Engineer's Estimate was based on estimated prices for similar SIA/IRP projects with the majority of materials testing eliminated. The District believes that bidding this project in late spring led to significant increases to the costs. The district will explore opportunities for making adjustments to the contract and adjusting the construction work window to FY23 to attract more bidders.

Due to the low bid exceeding 110% of the Engineer Estimate the District believes that adjusting the contract and contract work window and re-advertisement will result in lower estimates. The District recommendation is for the ITD Board to reject the bid for this project.





Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date June 16, 2022Consent Item ☐Information Item ☒

Amount of Presentation Time Needed _____

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

Subject

Contract Awards and Advertisements

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

Background Information

INFORMATION

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

NOTE:

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

Year to Date Bid Summary 10/01/21 to 05/31/22					
Contracts Bid		Contracts Requiring Board Approval to Award		Contracts Requiring Board Approval to Reject	
ITD	Local	ITD	Local	ITD	Local
54	11	13	6	5	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 05/01/22 to 05/31/22	
ITD	Local
8	0

FUTURE ACTIONS

The Current Advertisement Report is attached.

Recommendations

For Information Only.

Board Action

☐ Approved ☐ Deferred _____
☐ Other _____

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	23410	SH-16, I-84	5/3/2022	3	\$51,320,351.59	\$42,654,908.00	(\$8,665,443.59) 83%
SH-16, I-84 to Franklin Road		State					
Contractor: Knife River Corporation-Mountain West							

District	Key No.	Route	Opening Date	No. of Bids	Eng. Est.	Low Bid	Net +/- % of EE
2	23355	US-95B, SH-62	5/10/2022	3	\$2,652,391.84	\$2,478,174.60	(\$174,217.24) 93%
Craigmont Business Loop		State					
Contractor: Poe Asphalt Paving Inc							

District	Key No.	Route	Opening Date	No. of Bids	Eng. Est.	Low Bid	Net +/- % of EE
1	20442	I-90,SH-41	5/10/2022	6	\$86,172,298.73	\$77,318,318.18	(\$8,853,980.55) 90%
I-90, SH-41 Interchange		Federal					
Contractor: Scarsella Bros. Inc							

District	Key No.	Route	Opening Date	No. of Bids	Eng. Est.	Low Bid	Net +/- % of EE
3	23408	SH-16, US-20/26	5/17/2022	2	\$69,339,857.70	\$68,850,189.38	(\$489,668.32) 99%
SH-16, Ustick Road to US-20/26		State					
Contractor: Concrete Placing Co. Inc							

District	Key No.	Route	Opening Date	No. of Bids	Eng. Est.	Low Bid	Net +/- % of EE
1	23121	US-95	5/17/2022	3	\$5,156,882.83	\$4,840,000.00	(\$316,882.83) 94%
US-95, Sagle Road to Long Bridge Interim Impr. PH 2		State					
Contractor: Knife River Corporation-Mountain West							

District	Key No.	Route	Opening Date	No. of Bids	Eng. Est.	Low Bid	Net +/- % of EE
6	22429 SIA	SH-75	5/24/2022	2	\$139,000.00	\$95,900.00	(\$43,100.00) 69%
FY22 D6 Rockfall Mitigation		State					
Contractor: Rock Supremacy LLC							

District	Key No.	Route	Opening Date	No. of Bids	Eng. Est.	High Bid	Net +/- % of EE
FCVQ							
1	23236 SIA	I-90	5/24/2022	2	\$720,000/28,368.79 SY	20,827 SY	(-7,541.79 SY) 73%
I-90, Ramp Mill & Inlay		State					
Contractor: Poe Asphalt Paving Inc							

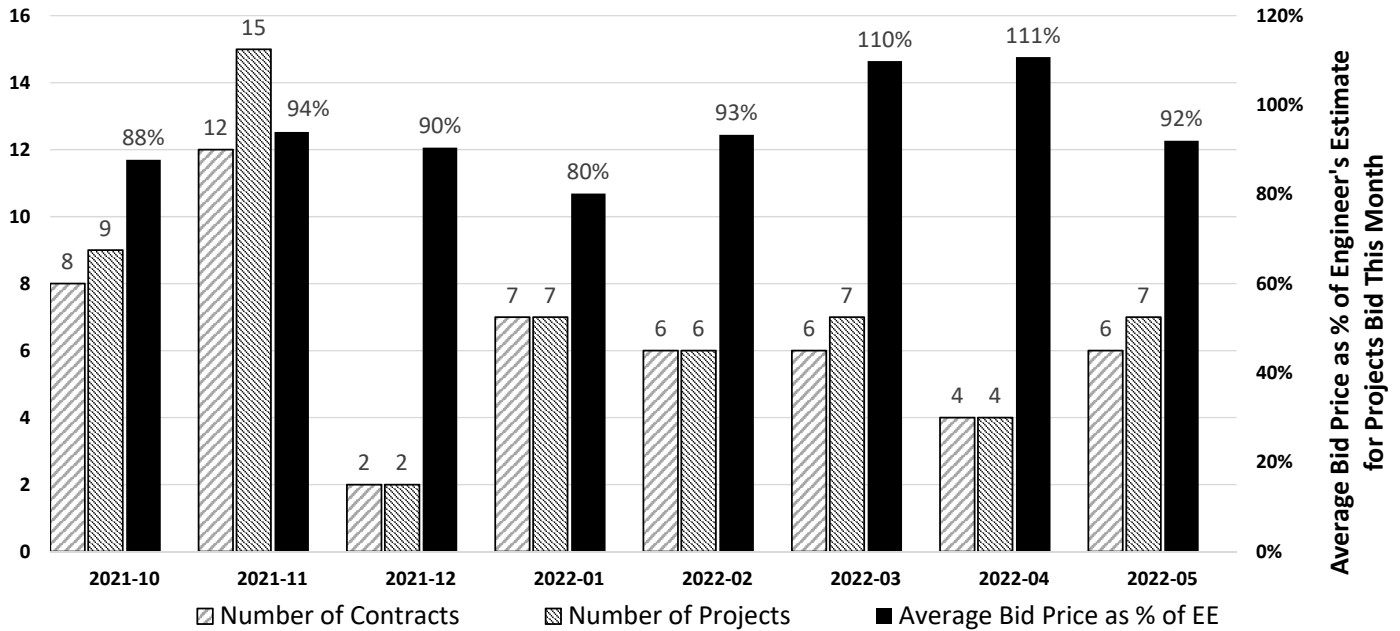
3	20367/20227	SH-16, US-20/26	5/26/2022	4	\$12,675,094.02	\$12,945,928.00	\$270,833.98 102%
Phyllis Canal Bridge to SH-16		State					
Contractor: Staker & Parson Companies DBA Idaho Materials Construction							

FFY22 State Infrastructure Project Bid Results: YTD Summary By Cost

57 Projects YTD through May 31, 2022

YTD Total for all 57 projects:

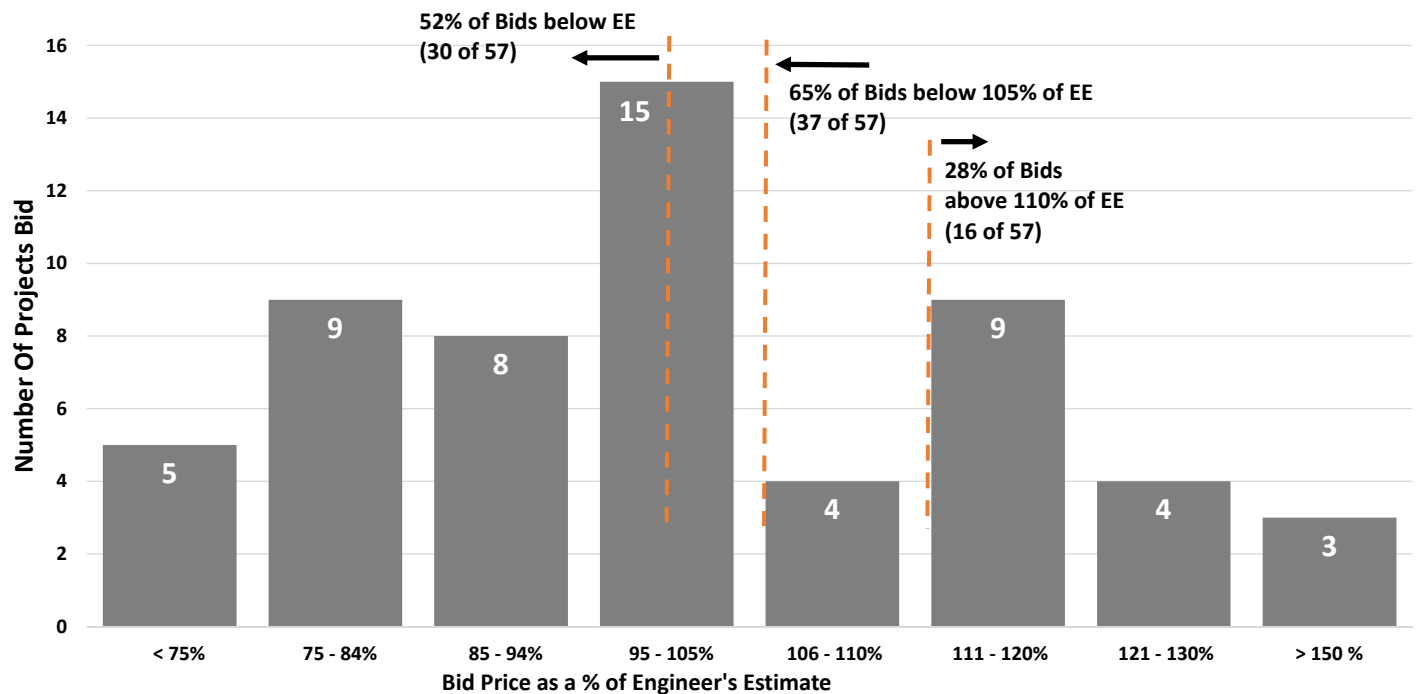
Ratio of Bid Costs / Engineer's Estimates = \$593.4 / \$616.4 M = 96.3%



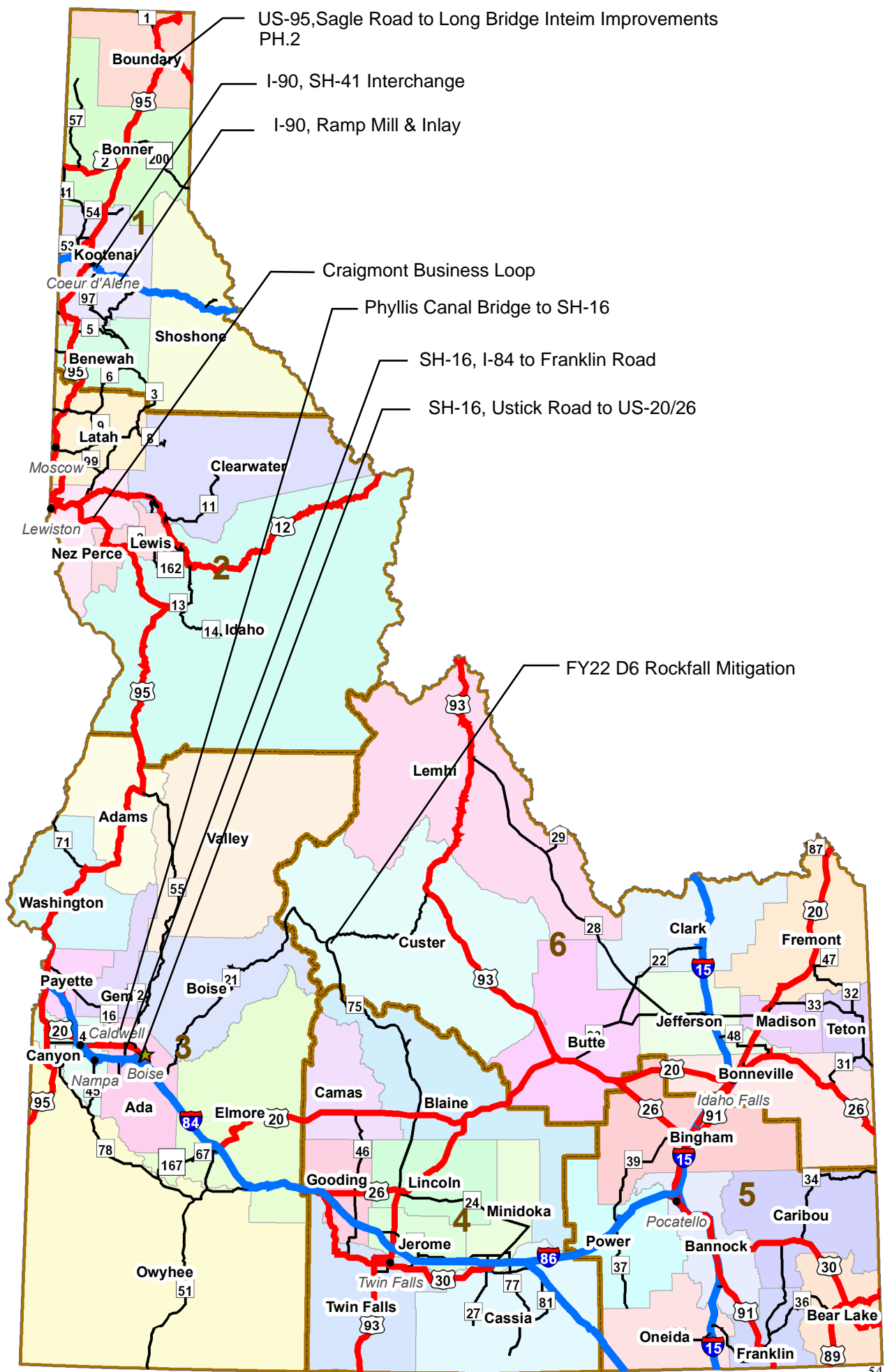
Notes: 1) Local and SIA Projects are not included 2) Contracts may have multiple Projects

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

57 Projects YTD through May 31, 2022



Note: Local and SIA Projects are not included



Monthly Contract Advertisement As of 05-31-2022

District	Key No.	Route	Bid Opening Date
3	22165	US-20/26, I-84	6/7/2022
US-20, US-26, Chinden Blvd; I-84 to Middleton Road Greater than \$25,000,000.00			

District	Key No.	Route	Bid Opening Date
1	20575	SH-53	6/7/2022
SH-53, Hauser Lake Road to N. Bruss Road \$5,000,000.00 to \$10,000,000.00			

District	Key No.	Route	Bid Opening Date
5	20083	I-15	6/7/2022
I-15, Fort Hall IC #80 \$15,000,000.00 to \$25,000,000.00			

District	Key No.	Route	Bid Opening Date
LHTAC(6)	22413	OFF SYS	6/7/2022
STC-6760, W 5200 S Safety Improvements \$500,000.00 to \$1,000,000.00			

District	Key No.	Route	Bid Opening Date
LHTAC(6)	19434	OFF SYS	6/7/2022
NHC-6854, 45th West; 49th South to US-20 \$2,500,000.00 to \$5,000,000.00			

District	Key No.	Route	Bid Opening Date
1	20645	I-90	6/7/2022
I-90, Cedars to Dudley Road \$15,000,000.00 to \$25,000,000.00			

District	Key No.	Route	Bid Opening Date
3	22745 SIA	I-84	6/7/2022
I-84, D3 Culvert Cleaning \$100,000.00 to \$250,000.00			

District	Key No.	Route	Bid Opening Date
3	22239 SIA	I-84	6/14/2022
I-84, FY20 D3 Interstate Fencing \$1,000,000.00 to \$2,500,000.00			



Board Agenda Item

ITD 2210 (Rev. 10-13)

Date June 16, 2022

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

Presenter's Name Monica Crider, P.E.	Presenter's Title Contracting Services Engineer	Initials MC	Reviewed By MC
Preparer's Name Holly McClure	Preparer's Title Contract's Officer	Initials HM	LSS

Subject

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

Background Information

For all of ITD:

Consultant Services processed twenty-four (24) new professional services agreements and work tasks totaling **\$24,114,821** and six (6) supplemental agreements to existing professional services agreements totaling **\$5,724,172** from April 26, 2022 through May 20, 2022.

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									
Roadway Design	2								2
Environmental		1							1
Public Involvement			1				1		2
Geotechnical				4					4
Materials				1					1
Surveying	1				1				2
Construction	1		5	1	1				8
Sign Inspection							1		1
Local Public Agency Projects		1	2						3
Total	4	2	8	6	2	0	2		24



Board Agenda Item

ITD 2210 (Rev. 10-13)

For ITD District Projects:

Twenty-One (21) new professional services agreements and work tasks were processed during this period totaling **\$22,920,910**. Five (5) supplemental agreements totaling **\$5,706,293** were processed.

District 1

<i>Project</i>	<i>Reason Consultant Needed</i>	<i>Description</i>	<i>Selection Method</i>	<i>Consultant</i>	<i>Amount</i>
US-95, Sagle Road to Long Bridge Interim Improvements, Ph 2	Resources not available: Roadway Design	Roadway Design Services related to Additional Project Scope	Individual Project Solicitation	Horrocks Engineers	Prev: \$999,604 This: \$284,876 Total: \$1,284,480 Board approved \$1.5M during February 2022 meeting
SH-3, Pavement Preservation	Resources not available: Construction	Construction Engineering, Inspection, Sampling & Testing Services	Individual Project Solicitation	Keller Associates	\$410,858
I-90, Spokane Street to US-95	Resources not available: Roadway Design	Roadway Design Services	Individual Project Solicitation	David Evans and Associates	\$16,983,060 Board approved \$17M during April 2022 meeting
US-95, Mill and Inlay, Bonner Co, SH-53, Mill and Inlay, Kootenai Co	Resources not available: Surveying	Monument Preservation Services	Direct from Term Agreement	T-O Engineers	\$12,313

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, Ferdinand Northbound Passing Lane	Resources not available: Environmental	Prepare Environmental Documents	Direct from Term Agreement	Anderson Environmental	\$79,872



Board Agenda Item

ITD 2210 (Rev. 10-13)

District 3

<i>Project</i>	<i>Reason Consultant Needed</i>	<i>Description</i>	<i>Selection Method</i>	<i>Consultant</i>	<i>Amount</i>
SH-16, Ustick Road to US-20/26	Resources not available: Construction	Construction Engineering, Inspection, Sampling and Testing Services	Individual Project Solicitation	HMH, LLC	\$975,871
US-20, Phyllis Canal Bridge to SH-16, US-20, Phyllis Canal Bridge	Resources not available: Construction	Construction Engineering, Inspection, Sampling and Testing Services	Individual Project Solicitation	HMH, LLC	\$420,270
SH-16, Ustick Road to US-20/26	Resources not available: Construction	Engineer of Record Services	Individual Project Solicitation	David Evans and Associates	\$527,740
SH-16, Ustick Road to US-20/26 SH-16, I-84 to Franklin Road	Resources not available: Construction	Engineering of Record and Surveying Services	Individual Project Solicitation	J-U-B Engineers	\$450,208
I-84, Robinson Road Overpass Repair I-84 Galloway Road Underpass Repair	Resources not available: Public Involvement	Public Involvement Services during Construction	Direct from Term Agreement	HDR Engineers	\$19,506
SH-44, Intersection SH-16 to Linder Road	Resources not available: Construction	Construction Engineering, Inspection, Sampling and Testing Services	RFI from Term Agreement	Atlas Technical Consultants	\$90,743



Board Agenda Item

ITD 2210 (Rev. 10-13)

District 4

<i>Project</i>	<i>Reason Consultant Needed</i>	<i>Description</i>	<i>Selection Method</i>	<i>Consultant</i>	<i>Amount</i>
I-84, Declo Port of Entry, Eastbound	Resources not available: Construction	Materials/ Geotechnical Services during Construction	Individual Project Solicitation	Horrocks Engineers	\$1,125,225 Board item submitted this month for approval to exceed \$1M
I-84, Bliss Business Loop	Resources not available: Geotechnical	Geotechnical Engineering Services	Direct from Term Agreement	Innovate Geotechnical	\$17,222
US-93, Substation to Seventh Street	Resources not available: Geotechnical	Geotechnical Engineering Services	Direct from Term Agreement	Innovate Geotechnical	\$15,422
US-93, Substation to Seventh Street SH-27, I-84 to SH-25, I-84, Bliss Business Loop	Resources not available: Geotechnical	Collect and Analyze Ground Penetrating Radar	Direct from Term Agreement	Shannon & Wilson	\$45,297
US-30, Business Loop, Park Avenue to Airport Road	Resources not available: Materials	Roadway Materials Report	Direct from Term Agreement	Shannon & Wilson	\$75,437
Smiley Creek Airport Bridge	Resources not available: Geotechnical	Geotechnical Report Services	Direct from Term Agreement	Innovate Geotechnical	\$20,226

District 5

<i>Project</i>	<i>Reason Consultant Needed</i>	<i>Description</i>	<i>Selection Method</i>	<i>Consultant</i>	<i>Amount</i>
I-86 / I-15 System Interchange	Resources not available: Construction	Construction Engineering, Inspection, Sampling and Testing Services	Individual Project Solicitation	Atlas Technical Consultants	\$985,584
FY19 District 5 Monument Preservation	Resources not available: Surveying	Surveying Services	RFI from Term Agreement	Badger Aerial Mapping and Surveying	\$55,000



Board Agenda Item

ITD 2210 (Rev. 10-13)

District 6

<i>Project</i>	<i>Reason Consultant Needed</i>	<i>Description</i>	<i>Selection Method</i>	<i>Consultant</i>	<i>Amount</i>
None This Month					

Headquarters

<i>Project</i>	<i>Reason Consultant Needed</i>	<i>Description</i>	<i>Selection Method</i>	<i>Consultant</i>	<i>Amount</i>
FY22 State Highway System Sign Inspection	Resources not available: Sign Inspection	Overhead Sign Structure Inspections	RFI from Term Agreement	Collins Engineers	\$226,485
FY22 Statewide Planning	Resources not available: Public Involvement	Public Involvement Services	Direct from Term Agreement	Atlas Strategic Communications	\$99,695

Supplemental Agreements to Existing ITD Professional Service Agreements

<i>District</i>	<i>Project</i>	<i>Consultant</i>	<i>Original Agreement Date/Description</i>	<i>Supplemental Agreement Description</i>	<i>Total Agreement Amount</i>
1	I-90, Washington State Line to Coeur d'Alene	David Evans and Associates	10/21 Roadway Design Services, Phase I	Continue Designated Phase 1 Tasks	Prev: \$5,843,874 This: \$ 1,164,667 Total: \$7,008,541 Board approved \$7.2M during April 2022 meeting
1	US-95, Granite North & Frontage Roads	HDR Engineering	1/22 Construction Engineering, Inspection, Sampling and Testing Services, Year 3	Adding subconsultant David Evans and Associates	Prev: \$2,566,449 This: \$ 261,393 Total: \$2,827,842 Board approved \$3M during August 2020 meeting



Board Agenda Item

ITD 2210 (Rev. 10-13)

3	SH-16, I-84 to US-20/26 & SH-44 Interchange	Parametrix	9/20, SH-16, South Segment Design Services	Additional services necessary for completion of design	Prev: \$6,152,940 This: \$ 959,830 Total: \$7,112,770 Board approved \$17M during April 2022 meeting
3	SH-16, I-84 to US-20/26 & SH-44 Interchange	Parametrix	10/21, SH-16, Bridge Design Services	Modification of Intersections, Develop concept alternative for local road crossing, Interchange Modification Report	Prev: \$14,966,213 This: \$ 3,270,801 Total: \$18,237,014 Board approved \$19M during April 2022 meeting
4	I-84, Kimberly Interchange	HDR Engineering	12/20, Bridge/Roadway Design, Phase II	Design Additional Approach and Update Bid	Prev: \$1,661,848 This: 49,602 Total: \$1,711,450 Board approved \$1.8M during October 2020 meeting

For Local Public Agency Projects:

Three (3) new professional services agreements totaling **\$1,193,911** were processed during this period. One (1) supplemental agreement totaling **\$17,879** were processed.

<i>Project</i>	<i>Sponsor</i>	<i>Description</i>	<i>Selection Method</i>	<i>Consultant</i>	<i>Amount</i>
Beech/Chestnut Street Reconstruction, Genesee	City of Genesee	Construction Engineering, Inspection, Sampling & Testing Services	Local Project RFI from Term Agreement	J-U-B Engineers	\$253,331



Board Agenda Item

ITD 2210 (Rev. 10-13)

Cove Road Bridge, Washington County	Washington County	Bridge Design, Phase II: Final Design and PS&E	Individual Project Solicitation	HDR Engineering	Prev: \$500,000 This: \$560,787 Total: \$1,060,787 Board Approved \$1.2M during February 2022 meeting
SH-55, Bike/ Pedestrian Bridge over Boise River, Eagle	City of Eagle	Construction Engineering, Inspection, Sampling & Testing Services	Individual Project Solicitation	HDR Engineering	\$379,793

Supplemental Agreements to Existing Local Professional Services Agreements

<i>District</i>	<i>Project</i>	<i>Consultant</i>	<i>Original Agreement Date/Description</i>	<i>Supplemental Agreement Description</i>	<i>Total Agreement Amount</i>
2	Lake Road Safety Improvements	Grangeville Highway District	7/20 Roadway Design Services through PS&E	Environmental Re-evaluation	Prev: \$184,271 This: \$ 17,879 Total: \$202,150

Recommendations

For Information Only

Board Action

☐ Approved ☐ Deferred _____
☐ Other _____



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date June 16, 2022Consent Item ☐Information Item ☒Amount of Presentation Time Needed Information Only

Presenter's Name Chase Croft	Presenter's Title Grants/Contracts Officer	Initials CC	Reviewed By
Preparer's Name Chase Croft	Preparer's Title Grants/Contracts Officer	Initials CC	

Subject

Non-Construction Professional Service Contracts issued by Business & Support Management

Key Number N/A	District N/A	Route Number N/A
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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 during the previous month.

Document Code	Document ID	Document Description	Legal Name	Commodity Description	Service From	Service To	Contract Amount
SC	T002785	AVERAGE ANNUAL DAILY TRAFFIC (AADT)	HIGH STREET CONSULTING GROUP	SERVICE, CONSULTING-NOT IT OR ENGINEERING	5/2/2022	10/30/2022	\$93,193.88

Recommendations

Information only

Board Action

☐ Approved ☐ Deferred _____

☐ Other _____



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date June 16, 2022

Consent Item ☐

Information Item ☒

Amount of Presentation Time Needed N/A

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 April 30, 2022, Fiscal Year 2022 Financial Statements

The financial operations of the Department as of April 30, 2022 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 behind forecast by .4% due to a timing delay of the equipment sales proceeds. Total receipts from the Highway Distribution Account are ahead of forecast by \$1.1M. State revenues to the State Aeronautics Fund are ahead of forecast by 41% or \$901,000. Ten months of the fiscal year has passed, the revenue picture for the State Highway Account is softening.
- Expenditures are within planned budgets YTD. The differences after ten months are timing between planned and actual expenditures plus encumbrances. Personnel costs are ahead of last year by \$6.7M or 6% and is due to less vacancies, retention actions 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 April of this year are \$315.2M. This is less than the amounts for the first ten months of the previous 3 years as shown: FY21= \$342.4M; FY20= \$395.1M; FY19= \$369.4M. Traditionally, August through November are ITD's highest construction payout months.

The balance of the long-term investments as of the end of April is \$173.6 Million after investing an additional \$60M of the cash balance in December. These funds are obligated against both construction projects and encumbrances. The long-term investments plus the cash balance (\$139.4M) totals \$313M.

Expenditures in the Strategic Initiatives Program Fund (GF Surplus), through the end of April, 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. Additional receipts are the \$18M appropriated this legislative session for rail safety crossings and Lewiston Port road access improvements. In addition, interest earned of \$185k YTD based on the cash balance.

Deposits into the Transportation Expansion and Congestion Mitigation Fund of \$1.1M for April is the final deposit to reach the statutory limit of \$80M. 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 \$21.8M 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 \$3.6M.

Recommendations



Board Agenda Item

ITD 2210 (Rev. 10-13)

Board Action

☐ Approved ☐ Deferred _____

☐ Other _____

JUNE
ITD BOARD PACKET

APRIL
FINANCIAL STATEMENTS

User ID: ddecker
 Report ID: AD-FN-GL-010
 Run Date: 9 May 2022
 % of Time
 Remaining: 16.67

Idaho Transportation Department

SUMMARY OF RECEIPTS AND DISBURSEMENTS
 STATE HIGHWAY ACCOUNT AND STATE AERONAUTICS FUND
 BUDGET TO ACTUAL
 FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDING 4/30/2022
 (all amounts in '000)

Fiscal Year: 2022

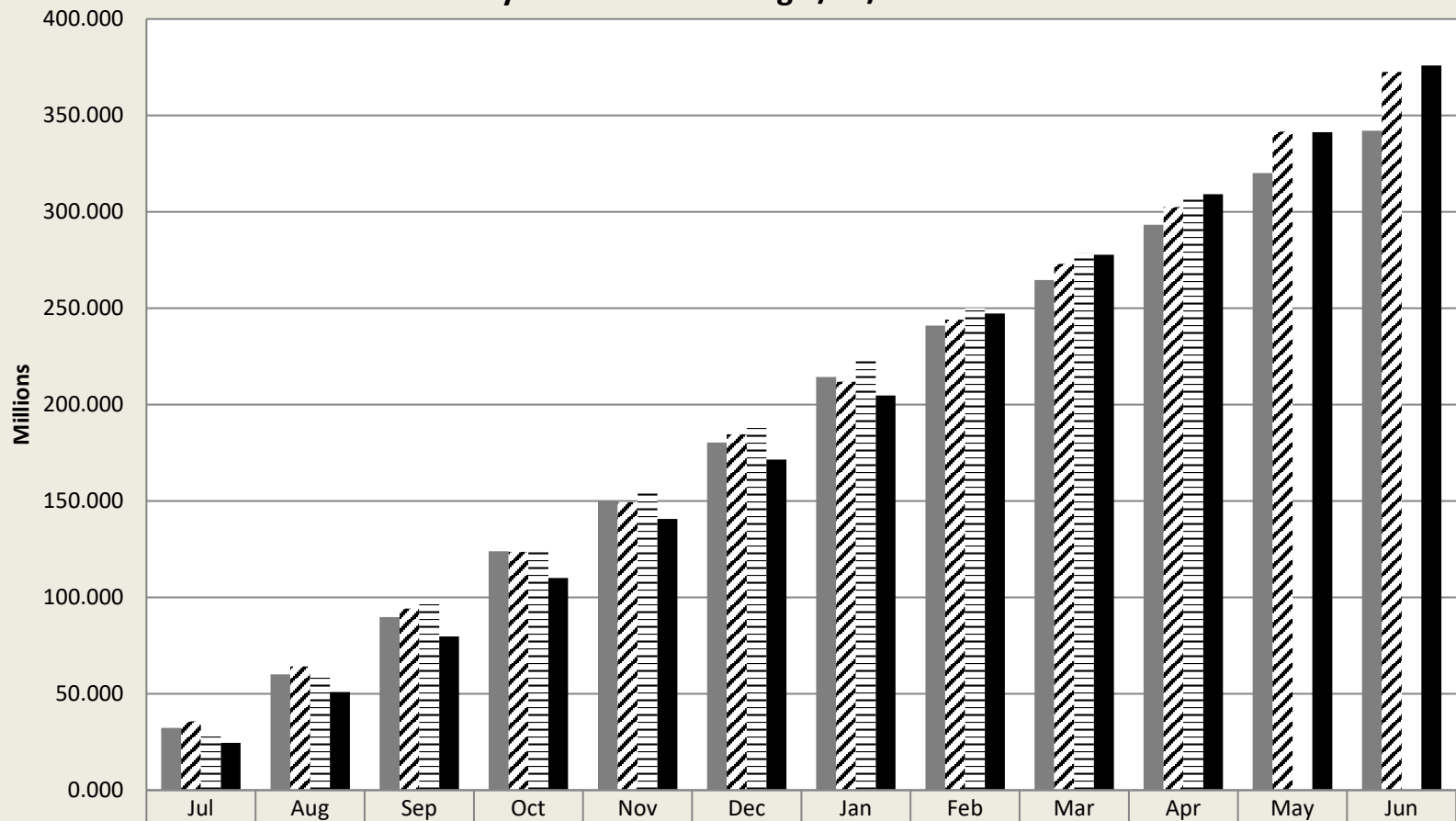
Funds Received					
	FY21 Actual YTD	FY22 Actual YTD	FY22 Forecast YTD	FY22 to FY21 Actual	FY 22 to Forecast
<u>State Highway Account</u>					
Federal Reimbursements	294,300	282,774	291,444	-3.9%	-3.0%
State (Inc. H.D.A.)	302,353	307,797	309,097	1.8%	-0.4%
Local	7,418	7,883	5,000	6.3%	57.7%
Total State Highway Account:	604,071	598,455	605,541	-0.9%	-1.2%
<u>State Aeronautics Fund</u>					
Federal Reimbursements	577	194	350	-66.3%	-44.5%
State	6,193	9,507	2,205	53.5%	331.1%
Total State Aeronautics Fund:	6,770	9,701	2,555	43.3%	279.7%
Total Fund Received:	610,841	608,156	608,096	-0.4%	0.0%
Disbursements (includes Encumbrances)					
	FY21 Actual YTD	FY22 Actual YTD	FY22 Budget YTD	FY22 to FY21 Actual	FY 22 to Budget
Construction Payouts	342,998	315,722	330,534	-8.0%	-4.5%
<u>Operations Expenses</u>					
Highways	167,393	169,652	179,030	1.3%	-5.2%
DMV	26,160	26,166	28,045	0.0%	-6.7%
Administration	20,828	23,842	24,753	14.5%	-3.7%
Facilities	4,709	5,807	7,312	23.3%	-20.6%
Aeronautics	2,529	2,367	4,584	-6.4%	-48.4%
Total Operations Expenses:	221,619	227,834	243,724	2.8%	-6.5%
<u>Transfers</u>					
Operating	0	385	0	0.0%	0.0%
Debt Service	12,173	13,652	13,486	12.2%	1.2%
Total Transfers:	12,173	14,037	13,486	15.3%	4.1%
Total Disbursements:	576,789	557,593	587,744	-3.3%	-5.1%
	FY21 Actual YTD	FY22 Actual YTD	FY22 Budget YTD	FY22 to FY21 Actual	FY 22 to Budget
<u>Expenditures by Type</u>					
Personnel	106,098	112,858	113,831	6.4%	-0.9%
Operating	71,300	73,718	77,564	3.4%	-5.0%
Capital Outlay	26,248	26,507	33,111	1.0%	-19.9%
Sub-Grantee	17,974	14,750	19,218	-17.9%	-23.2%
Totals Operations Expenses:	221,619	227,834	243,724	2.8%	-6.5%
Contract Construction	342,998	315,722	330,534	-8.0%	-4.5%
Totals (excluding Transfers):	564,616	543,556	574,258	-3.7%	-5.3%

State Highway Fund 0260

Fiscal Year 2022

State Revenue Source Forecast vs Actual

February - For Period Ending 4/30/2022



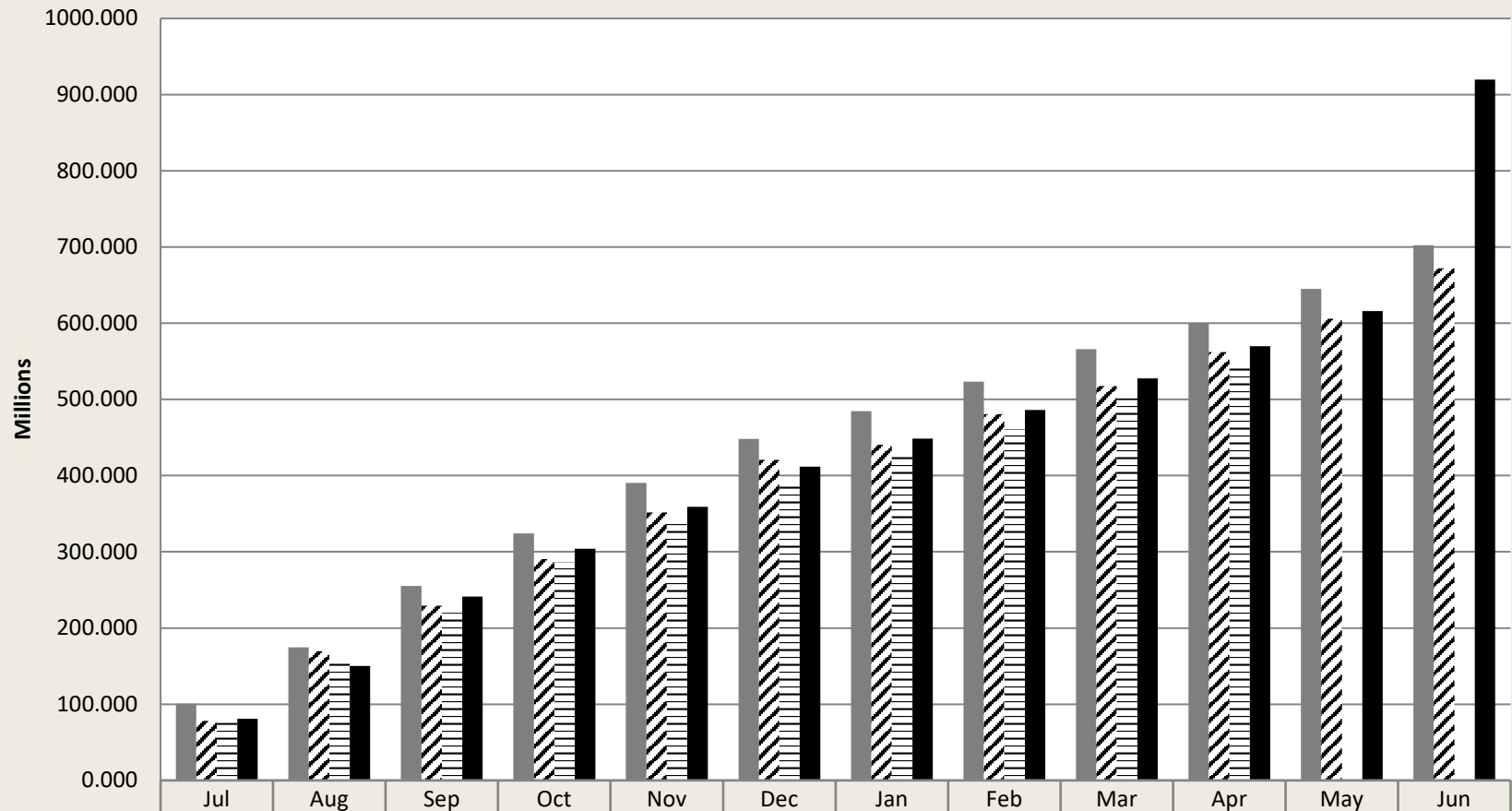
	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
FY20 Actual Revenue	32.334	60.074	89.748	123.908	150.217	180.320	214.342	240.972	264.584	293.293	320.052	342.120
FY21 Actual Revenue	35.679	64.171	94.151	123.596	149.350	184.635	211.939	244.099	272.992	302.353	341.648	372.590
FY22 Current	29.335	61.151	97.126	124.843	156.087	188.317	222.664	249.988	278.673	307.797		
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

February - For Period Ending 4/30/2022



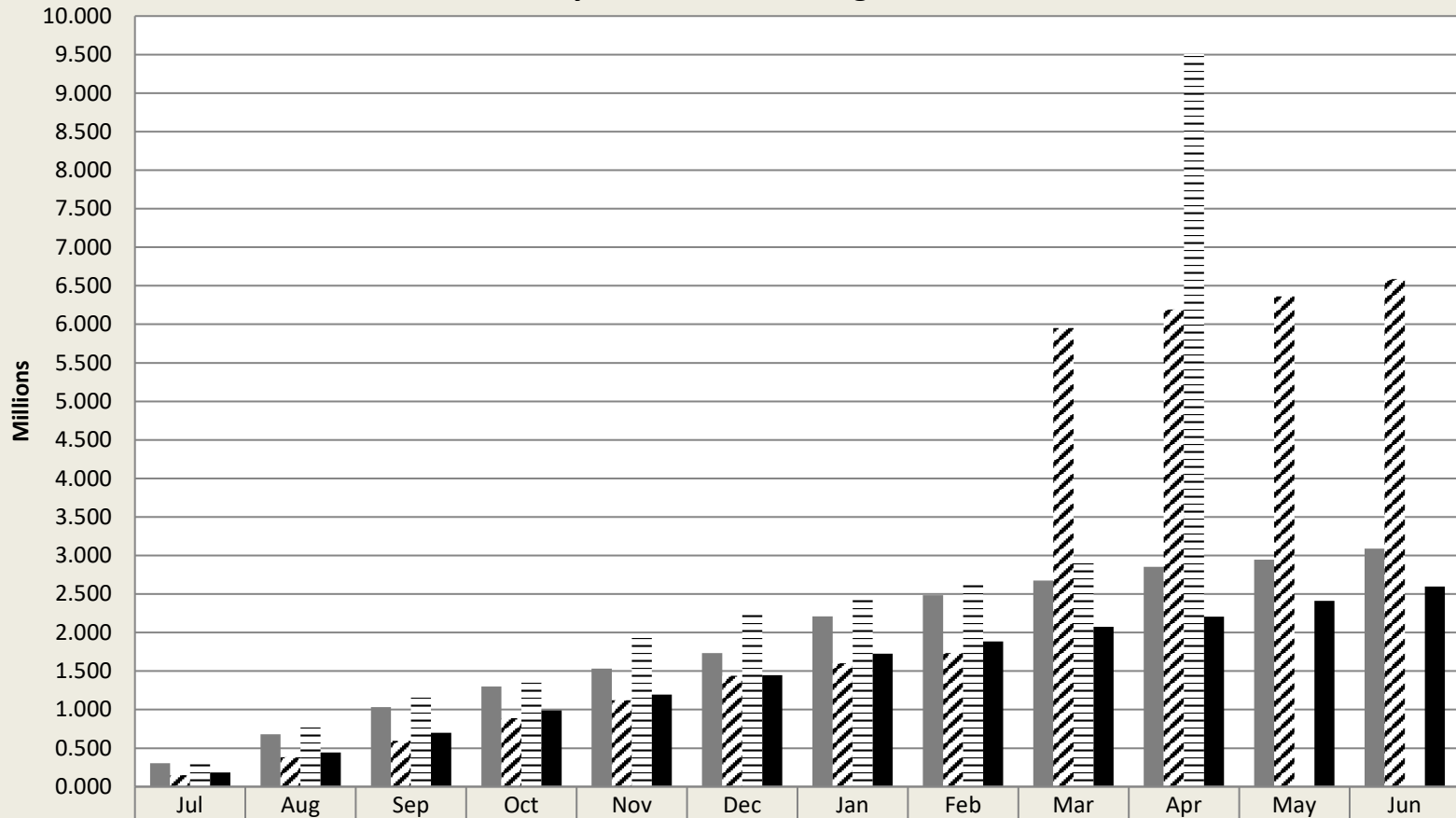
■ FY20 Actual Expenditures	100.532	174.652	255.180	324.290	390.416	448.247	484.733	523.466	565.891	600.575	645.173	702.364
▨ FY21 Actual Expenditures	78.041	169.582	229.279	290.676	351.690	420.679	440.459	480.646	517.509	562.101	605.748	672.238
= FY22 Current	75.916	154.865	219.859	286.037	343.275	386.479	427.652	460.866	501.191	541.203		
■ FY22 Forecast	80.808	150.282	241.347	304.202	358.981	411.619	448.522	486.269	527.472	569.734	615.932	919.540

Aeronautics Fund 0221

Fiscal Year 2022

State and Interagency Revenue Sources Forecast vs Actual

February - For Period Ending 4/30/2022



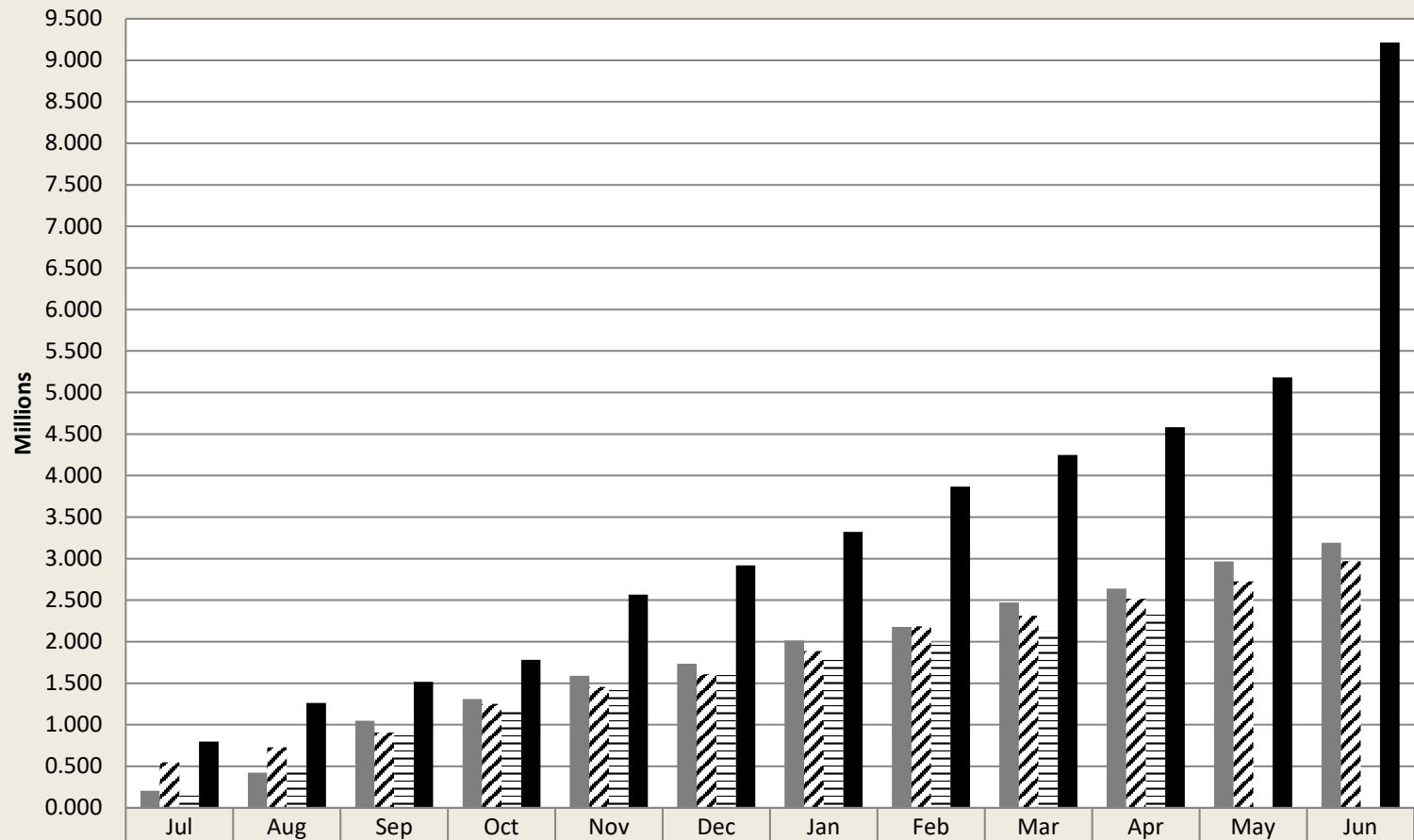
FY20 Actual Revenue	0.306	0.679	1.033	1.301	1.531	1.733	2.211	2.486	2.673	2.853	2.947	3.087
FY21 Actual Revenue	0.149	0.382	0.596	0.888	1.121	1.438	1.602	1.732	5.952	6.193	6.361	6.588
FY22 Current	0.356	0.820	1.207	1.414	1.956	2.277	2.451	2.623	2.965	9.507		
FY22 Forecast	0.183	0.443	0.701	0.988	1.194	1.447	1.724	1.886	2.074	2.205	2.410	2.596

Aeronautics Fund 0221

Fiscal Year 2022

Expenditures

February - For Period Ending 4/30/2022



■ 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	1.633	1.810	1.990	2.129	2.353		
■ FY22 Forecast	0.799	1.264	1.515	1.784	2.565	2.919	3.321	3.867	4.247	4.584	5.180	9.212

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Idaho Transportation Department

OPERATING FUND BALANCE SHEET FOR THE PERIOD ENDED 4/30/2022

	State Aeronautics Fund		State Highway Fund		Transportation Expansion and Congestion Mitigation Fund	
	0221		0260		0269	
	Mar-22	Apr-22	Mar-22	Apr-22	Mar-22	Apr-22
ASSETS						
Cash on Hand (Change Fund)	0	0	5,495	5,495	0	0
Cash in Bank (Daily Operations)	6,569,797	12,884,872	125,690,825	139,430,779	89,215,605	185,653,207
Investments (Long Term: STO - Diversified Bond Fund)	1,885,717	1,887,706	173,455,916	173,639,874	0	0
Total Cash & Investments	8,455,514	14,772,577	299,152,236	313,076,147	89,215,605	185,653,208
Receivables - Other	3,829	0	1,133,656	1,113,765	0	0
- Due From Locals (Project Overruns)	8,411	8,411	1,291,565	1,295,249	0	0
- Inter Agency	28,456	24,560	1,050	0	0	0
Total Receivables	40,695	32,971	2,426,271	2,409,013	0	0
Inventory on Hand	0	0	23,350,724	23,900,550	0	0
Total Assets:	8,496,209	14,805,548	324,929,230	339,385,711	89,215,605	185,653,208
LIABILITIES						
Vouchers Payable	0	0	0	2,045	0	0
Sales Tax Payable	0	0	45,975	37,337	0	0
Deferred Revenue (Local Projects Match)	0	0	27,457,766	27,342,992	0	0
Accounts Receivable Overpayment	0	0	169,393	169,393	0	0
Contractor Retained % (In Lieu Of Performance Bond)	0	0	134,784	138,635	0	0
Total Liabilities:	0	0	27,807,918	27,690,402	0	0
FUND BALANCE						
Reserve for Encumbrance	161,059	141,192	44,164,012	42,811,601	0	0
Fund Balance	8,335,151	14,664,356	252,957,301	268,883,708	89,215,605	185,653,207
Total Fund Balance:	8,496,209	14,805,548	297,121,313	311,695,309	89,215,605	185,653,207
Total Liabilities and Fund Balance	8,496,209	14,805,548	324,929,230	339,385,711	89,215,605	185,653,207

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Idaho Transportation Department

OPERATING FUND BALANCE SHEET FOR THE PERIOD ENDED 4/30/2022

	Strategic Initiatives Fund (State Share) 0270.02		Strategic Initiatives Fund (Local Share) 0270.05		Total Strategic Initiatives Fund 0270		CARES Act Covid-19 0345	
	Mar-22	Apr-22	Mar-22	Apr-22	Mar-22	Apr-22	Mar-22	Apr-22
ASSETS								
Cash on Hand (Change Fund)	0	0	0	0	0	0	0	0
Cash in Bank (Daily Operations)	75,526,679	93,534,775	5,438	210,005,461	75,532,117	303,540,236	(190)	(15)
Investments (Long Term: STO - Diversified Bond Fund)	0	0	0	0	0	0	0	0
Total Cash & Investments	75,526,679	93,534,775	5,438	210,005,461	75,532,117	303,540,236	(190)	(15)
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:	75,526,679	93,534,775	5,438	210,005,461	75,532,117	303,540,236	(190)	(15)
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	202,747	202,747
Fund Balance	75,526,679	93,534,775	5,438	210,005,461	75,532,117	303,540,236	(202,937)	(202,762)
Total Fund Balance:	75,526,679	93,534,775	5,438	210,005,461	75,532,117	303,540,236	(190)	(15)
Total Liabilities and Fund Balance	75,526,679	93,534,775	5,438	210,005,461	75,532,117	303,540,236	(190)	(15)

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 Remaining: 16.7

Idaho Transportation Department

STATEMENT OF REVENUES AND EXPENDITURES

BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 4/30/2022

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	211,056,200	236,488,394	20,463,491	0	25,432,194	12.05 %	377,401,500	140,913,106	37.34 %
FHWA - COVID Relief	50,000,000	6,008,657	1,700,708	0	(43,991,343)	-87.98%	67,451,700	61,443,043	91.09 %
FHWA - Indirect Cost	17,837,600	27,187,983	3,276,360	0	9,350,383	52.42 %	25,000,000	(2,187,983)	-8.75%
Federal Transit Authority	8,300,000	8,285,914	606,528	0	(14,086)	-0.17%	15,512,600	7,226,686	46.59 %
NHTSA - Highway Safety	3,250,000	4,595,053	305,703	0	1,345,053	41.39 %	4,642,800	47,747	1.03 %
Other Federal Aid	1,000,000	208,009	10,250	0	(791,991)	-79.20%	4,225,000	4,016,991	95.08 %
Total Federal Sources:	291,443,800	282,774,011	26,363,041	0	(8,669,790)	-2.97%	494,233,600	211,459,590	42.79 %
State Sources									
Equipment Buy Back	10,194,200	2,977,170	1,411,750	0	(7,217,030)	-70.80%	10,194,200	7,217,030	70.80 %
Miscellaneous Revenues	23,108,099	28,505,173	2,979,497	0	5,397,074	23.36 %	28,275,399	(229,774)	-0.81%
Total State Sources:	33,302,299	31,482,343	4,391,247	0	(1,819,956)	-5.46%	38,469,599	6,987,256	18.16 %
Local Sources									
Match For Local Projects	5,000,000	7,875,908	(196,691)	0	2,875,908	57.52 %	6,323,300	(1,552,608)	-24.55%
Other Local Sources	0	7,500	0	0	7,500	0.00 %	0	(7,500)	0.00 %
Total Local Sources:	5,000,000	7,883,408	(196,691)	0	2,883,408	57.67 %	6,323,300	(1,560,108)	-24.67%
TOTAL REVENUES:	329,746,099	322,139,762	30,557,597	0	(7,606,338)	-2.31%	539,026,499	216,886,738	40.24 %
TRANSFERS-IN									
Highway Distribution Account	197,506,700	198,687,244	17,476,726	0	1,180,544	0.60 %	243,110,000	44,422,756	18.27 %
Fuel/Registration Direct	62,089,986	60,964,656	5,727,423	0	(1,125,330)	-1.81%	74,056,800	13,092,144	17.68 %
Ethanol Fuels Tax	16,198,400	16,663,255	1,528,977	0	464,855	2.87 %	20,200,000	3,536,745	17.51 %
TOTAL TRANSFERS-IN:	275,795,086	276,315,155	24,733,126	0	520,069	0.19 %	337,366,800	61,051,645	18.10 %
TOTAL REV AND TRANSFERS-IN:	605,541,185	598,454,916	55,290,723	0	(7,086,269)	-1.17%	876,393,299	277,938,383	31.71 %

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Idaho Transportation Department

STATEMENT OF REVENUES AND EXPENDITURES

BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 4/30/2022

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	76,068,246	76,664,339	10,576,146	0	(596,092)	-0.78%	93,441,170	16,776,831	17.95 %
Board, Hourly, OT, Shift Diff	2,313,078	1,419,606	111,873	0	893,472	38.63 %	2,545,428	1,125,822	44.23 %
Fringe Benefits	34,351,180	33,750,657	4,168,269	0	600,523	1.75 %	42,066,802	8,316,145	19.77 %
In State Travel Expense	1,539,833	1,223,419	147,858	0	316,414	20.55 %	1,871,398	647,979	34.63 %
Out of State Travel Expense	355,078	107,880	14,186	0	247,198	69.62 %	437,453	329,573	75.34 %
Operating Expense	56,223,181	45,460,470	4,513,872	7,365,415	3,397,296	6.04 %	70,234,289	17,408,404	24.79 %
Technology Operating Expense	18,832,401	15,456,930	1,826,403	3,429,322	(53,851)	-0.29%	22,822,789	3,936,537	17.25 %
Capital Equipment Expense	22,069,784	9,618,425	1,503,345	8,399,895	4,051,463	18.36 %	23,730,200	5,711,879	24.07 %
Technology Equipment Expense	4,058,197	2,434,203	88,739	677,323	946,671	23.33 %	4,241,467	1,129,941	26.64 %
Capital Facilities Expense	6,873,164	4,484,185	262,722	809,387	1,579,592	22.98 %	7,288,164	1,994,592	27.37 %
Trustee & Benefit Payments	16,455,668	11,451,437	940,291	2,728,280	2,275,951	13.83 %	20,124,900	5,945,183	29.54 %
Total Operations Expense:	239,139,810	202,071,550	24,153,705	23,409,622	13,658,637	5.71 %	288,804,059	63,322,886	21.93 %
Contract Construction									
Operating Expense	4,657,000	2,377,140	400,608	350,971	1,928,888	41.42 %	10,600,000	7,871,888	74.26 %
Technology Operating Expense	0	2,058,610	48,514	159,325	(2,217,935)	0.00 %	0	(2,217,935)	0.00 %
Capital Projects	325,210,000	310,360,577	16,330,827	11,533	14,837,890	4.56 %	616,575,918	306,203,808	49.66 %
Trustee & Benefit Payments	667,000	403,590	60,273	0	263,410	39.49 %	3,499,800	3,096,210	88.47 %
Total Contract Construction:	330,534,000	315,199,917	16,840,221	521,829	14,812,253	4.48 %	630,675,718	314,953,971	49.94 %
TOTAL EXPENDITURES:	569,673,810	517,271,466	40,993,926	23,931,451	28,470,890	5.00 %	919,479,778	378,276,857	41.14 %
TRANSFERS OUT									
Statutory	0	493,655	0	0	(493,655)	0.00 %	0	(493,655)	0.00 %
Operating	13,485,894	13,542,895	0	0	(57,001)	-0.42%	60,832,732	47,289,837	77.74 %
TOTAL TRANSFERS OUT:	13,485,894	14,036,550	0	0	(550,656)	-4.08%	60,832,732	46,796,182	76.93 %
TOTAL EXPD AND TRANSFERS OUT:	583,159,704	531,308,016	40,993,926	23,931,451	27,920,234	4.79 %	980,312,510	425,073,039	43.36 %
Net for Fiscal Year 2022:	22,381,480	67,146,900	14,296,797		20,833,965		(103,919,211)	(147,134,656)	

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Idaho Transportation Department

STATEMENT OF REVENUES AND EXPENDITURES

BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 4/30/2022

Fund: 0260 State Highway Fund

		Year to Date Allotment	Year to Date Actual	Current Month Activity	Year to Date Encumbrance	Variance Favorable / Unfavorable	Percent Variance	Annual Appropriation	Appropriation Balance	Percent Remaining
		(A)	(B)	(C)	(D)	(E = A - B - D)	(F = E / A)	(G)	(H = G - B - D)	(I = H / G)
Fiscal Year:	2022									
Budget Fiscal Year:	2022									
Contract Construction										
Operating Expenditures										
Operating Expenditures	Dedicated	567,000	471,338	107,354	164,625	(68,963)	-12.16%	2,500,000	1,864,037	74.56 %
Operating Expenditures	Federal	3,630,000	3,963,691	341,758	345,671	(679,362)	-18.72%	8,000,000	3,690,638	46.13 %
Operating Expenditures	Local	460,000	721	10	0	459,279	99.84 %	100,000	99,279	99.28 %
Total Operating Expenditures		4,657,000	4,435,750	449,122	510,296	(289,046)	-6.21%	10,600,000	5,653,954	53.34 %
Capital Outlay										
Capital Outlay	Dedicated	84,530,300	77,504,466	(2,596,157)	10,253	7,015,581	8.30 %	242,609,889	165,095,171	68.05 %
Capital Outlay	Federal	214,377,700	202,448,600	16,134,049	1,280	11,927,820	5.56 %	275,709,029	73,259,149	26.57 %
Capital Outlay	FICR	20,539,400	16,910,157	967,041	0	3,629,243	17.67 %	25,000,000	8,089,843	32.36 %
Capital Outlay	Local	4,562,600	7,893,638	615,230	0	(3,331,038)	-73.01%	5,805,300	(2,088,338)	-35.97%
Capital Outlay	COVID Relief	1,200,000	5,603,715	1,210,664	0	(4,403,715)	-366.98%	67,451,700	61,847,985	91.69 %
Total Capital Outlay		325,210,000	310,360,577	16,330,827	11,533	14,837,890	4.56 %	616,575,918	306,203,808	49.66 %
Trustee & Benefit Payments										
Trustee & Benefit Payments	Dedicated	10,000	36,771	25,000	0	(26,771)	-267.71%	500,000	463,229	92.65 %
Trustee & Benefit Payments	Federal	647,000	366,819	35,273	0	280,181	43.30 %	2,899,800	2,532,981	87.35 %
Trustee & Benefit Payments	Local	10,000	0	0	0	10,000	100.00 %	100,000	100,000	100.00 %
Total Trustee & Benefit Payments		667,000	403,590	60,273	0	263,410	39.49 %	3,499,800	3,096,210	88.47 %
Total Contract Construction:		330,534,000	315,199,917	16,840,221	521,829	14,812,254	4.48 %	630,675,718	314,953,972	49.94 %

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Idaho Transportation Department

STATEMENT OF REVENUES AND EXPENDITURES

BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 4/30/2022

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	550,000	140,604	27,868	0	(409,396)	-74.44%	670,000	529,396	79.01 %
TOTAL REVENUES:	550,000	140,604	27,868	0	(409,396)	-74.44%	670,000	529,396	79.01 %
TRANSFERS-IN									
Statutory	0	100,000,000	100,000,000	0	100,000,000	0.00 %	0	(100,000,000)	0.00 %
Sales Tax	77,449,378	80,004,505	1,084,490	0	2,555,127	3.30 %	80,000,000	(4,505)	-0.01%
TOTAL TRANSFERS-IN:	77,449,378	180,004,505	101,084,490	0	102,555,127	132.42 %	80,000,000	(100,004,505)	-125.01%
TOTAL REV AND TRANSFERS-IN:	77,999,378	180,145,109	101,112,358	0	102,145,731	130.96 %	80,670,000	(99,475,109)	-123.31%
EXPENDITURES									
Contract Construction - Capital Projects	12,000,000	21,765,017	1,484,426	0	(9,765,017)	-81.38%	94,145,045	72,380,028	76.88 %
TOTAL EXPENDITURES:	12,000,000	21,765,017	1,484,426	0	(9,765,017)	-81.38%	94,145,045	72,380,028	76.88 %
TRANSFERS OUT									
Operating	0	3,190,331	3,190,331	0	(3,190,331)	0.00 %	0	(3,190,331)	0.00 %
TOTAL TRANSFERS OUT:	0	3,190,331	3,190,331	0	(3,190,331)	0.00 %	0	(3,190,331)	0.00 %
TOTAL EXPD AND TRANSFERS OUT:	12,000,000	24,955,347	4,674,756	0	(12,955,348)	-107.96%	94,145,045	69,189,697	73.49 %
Net for Fiscal Year 2022:	65,999,378	155,189,761	96,437,602		89,190,383		(13,475,045)	(168,664,806)	

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Idaho Transportation Department

STATEMENT OF REVENUES AND EXPENDITURES

BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 4/30/2022

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	217,486	185,613	24,894	0	(31,873)	-14.66%	259,000	73,387	28.33 %
TOTAL REVENUES:	217,486	185,613	24,894	0	(31,873)	-14.66%	259,000	73,387	28.33 %
TRANSFERS-IN									
Statutory	0	18,000,000	18,000,000	0	18,000,000	0.00 %	0	(18,000,000)	0.00 %
TOTAL TRANSFERS-IN:	0	18,000,000	18,000,000	0	18,000,000	0.00 %	0	(18,000,000)	0.00 %
TOTAL REV AND TRANSFERS-IN:	217,486	18,185,613	18,024,894	0	17,968,127	8261.74 %	259,000	(17,926,613)	-6921.47%
EXPENDITURES									
Contract Construction - Capital Projects	3,400,000	932,772	16,798	0	2,467,228	72.57 %	77,354,956	76,422,184	98.79 %
TOTAL EXPENDITURES:	3,400,000	932,772	16,798	0	2,467,228	72.57 %	77,354,956	76,422,184	98.79 %
TOTAL EXPD AND TRANSFERS OUT:	3,400,000	932,772	16,798	0	2,467,228	72.57 %	77,354,956	76,422,184	98.79 %
Net for Fiscal Year 2022:	(3,182,514)	17,252,841	18,008,096		20,435,355		(77,095,956)	(94,348,797)	

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Idaho Transportation Department

STATEMENT OF REVENUES AND EXPENDITURES

BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 4/30/2022

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	4,277	23	0	4,277	0.00 %	0	(4,277)	0.00 %
TOTAL REVENUES:	0	4,277	23	0	4,277	0.00 %	0	(4,277)	0.00 %
TRANSFERS-IN									
Statutory	0	210,000,000	210,000,000	0	210,000,000	0.00 %	0	(210,000,000)	0.00 %
TOTAL TRANSFERS-IN:	0	210,000,000	210,000,000	0	210,000,000	0.00 %	0	(210,000,000)	0.00 %
TOTAL REV AND TRANSFERS-IN:	0	210,004,277	210,000,023	0	210,004,277	0.00 %	0	(210,004,277)	0.00 %
EXPENDITURES									
Contract Construction - Trustee & Benefit Payments	2,000,781	2,000,000	0	0	781	0.04 %	2,000,781	781	0.04 %
TOTAL EXPENDITURES:	2,000,781	2,000,000	0	0	781	0.04 %	2,000,781	781	0.04 %
TOTAL EXPD AND TRANSFERS OUT:	2,000,781	2,000,000	0	0	781	0.04 %	2,000,781	781	0.04 %
Net for Fiscal Year 2022:	(2,000,781)	208,004,277	210,000,023		210,005,058		(2,000,781)	(210,005,058)	

User ID: ddecker
 Report ID: AD-FN-GL-003
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 % of Time
 Remaining: 16.7

Idaho Transportation Department

STATEMENT OF REVENUES AND EXPENDITURES

BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 4/30/2022

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	150,000	3,571,989	176,217	0	3,421,989	2281.33 %	9,000,000	5,428,011	60.31 %
TOTAL REVENUES:	150,000	3,571,989	176,217	0	3,421,989	2281.33 %	9,000,000	5,428,011	60.31 %
TOTAL REV AND TRANSFERS-IN:	150,000	3,571,989	176,217	0	3,421,989	2281.33 %	9,000,000	5,428,011	60.31 %
EXPENDITURES									
Operating Expenditures	818,172	148,423	0	202,747	467,002	57.08 %	1,000,000	648,830	64.88 %
Trustee & Benefit Payments	6,681,790	3,423,575	176,042	0	3,258,215	48.76 %	8,000,000	4,576,425	57.21 %
TOTAL EXPENDITURES:	7,499,962	3,571,998	176,042	202,747	3,725,217	49.67 %	9,000,000	5,225,255	58.06 %
TOTAL EXPD AND TRANSFERS OUT:	7,499,962	3,571,998	176,042	202,747	3,725,217	49.67 %	9,000,000	5,225,255	58.06 %
Net for Fiscal Year 2022:	(7,349,962)	(9)	175		7,147,206		0	202,756	

User ID: ddecker
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 Run Date: 09 May 2022
 % of Time
 Remaining: 16.7

Idaho Transportation Department

STATEMENT OF REVENUES AND EXPENDITURES

BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 4/30/2022

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	85,445,916	6,732,185	0	85,445,916	0.00 %	0	(85,445,916)	0.00 %
TOTAL REVENUES:	0	85,445,916	6,732,185	0	85,445,916	0.00 %	0	(85,445,916)	0.00 %
TRANSFERS-IN									
Statutory	0	384,755	0	0	384,755	0.00 %	0	(384,755)	0.00 %
TOTAL TRANSFERS-IN:	0	384,755	0	0	384,755	0.00 %	0	(384,755)	0.00 %
TOTAL REV AND TRANSFERS-IN:	0	85,830,671	6,732,185	0	85,830,671	0.00 %	0	(85,830,671)	0.00 %
EXPENDITURES									
Operating Expenditures	0	504,552	33,479	0	(504,552)	0.00 %	0	(504,552)	0.00 %
Capital Projects	0	89,381,432	6,698,992	0	(89,381,432)	0.00 %	0	(89,381,432)	0.00 %
TOTAL EXPENDITURES:	0	89,885,984	6,732,471	0	(89,885,984)	0.00 %	0	(89,885,984)	0.00 %
TRANSFERS OUT									
Statutory	0	384,755	0	0	(384,755)	0.00 %	0	(384,755)	0.00 %
TOTAL TRANSFERS OUT:	0	384,755	0	0	(384,755)	0.00 %	0	(384,755)	0.00 %
TOTAL EXPD AND TRANSFERS OUT:	0	90,270,739	6,732,471	0	(90,270,739)	0.00 %	0	(90,270,739)	0.00 %
Net for Fiscal Year 2022:	0	(4,440,068)	(286)		(4,440,068)		0	4,440,068	

User ID: ddecker
 Report ID: AD-FN-GL-003
 Run Date: 09 May 2022
 % of Time
 Remaining: 16.7

Idaho Transportation Department

STATEMENT OF REVENUES AND EXPENDITURES

BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 4/30/2022

Fund: 0375 GARVEE Debt Service Fund

	Year to Date Allotment	Year to Date Actual	Current Month Activity	Year to Date Encumbrance	Variance Favorable / Unfavorable	Percent Variance	Annual Appropriation	Appropriation Balance	Percent Remaining
	(A)	(B)	(C)	(D)	(E = A - B - D)	(F = E / A)	(G)	(H = G - B - D)	(I = H / G)
Fiscal Year: 2022									
Budget Fiscal Year: 2022									
REVENUES									
State Sources - Miscellaneous Revenues	0	13,838	1,169	0	13,838	0.00 %	0	(13,838)	0.00 %
TOTAL REVENUES:	0	13,838	1,169	0	13,838	0.00 %	0	(13,838)	0.00 %
TRANSFERS-IN									
Statutory	0	18,869,755	18,485,000	0	18,869,755	0.00 %	0	(18,869,755)	0.00 %
Operating	0	18,242,895	0	0	18,242,895	0.00 %	0	(18,242,895)	0.00 %
TOTAL TRANSFERS-IN:	0	37,112,650	18,485,000	0	37,112,650	0.00 %	0	(37,112,650)	0.00 %
TOTAL REV AND TRANSFERS-IN:	0	37,126,488	18,486,169	0	37,126,488	0.00 %	0	(37,126,488)	0.00 %
EXPENDITURES									
Bond Principal / Interest	0	63,870,498	425,483	0	(63,870,498)	0.00 %	0	(63,870,498)	0.00 %
TOTAL EXPENDITURES:	0	63,870,498	425,483	0	(63,870,498)	0.00 %	0	(63,870,498)	0.00 %
TOTAL EXPD AND TRANSFERS OUT:	0	63,870,498	425,483	0	(63,870,498)	0.00 %	0	(63,870,498)	0.00 %
Net for Fiscal Year 2022:	0	(26,744,010)	18,060,686		(26,744,010)		0	26,744,010	

User ID: ddecker
 Report ID: AD-FN-GL-003
 Run Date: 09 May 2022
 % of Time
 Remaining: 16.7

Idaho Transportation Department

STATEMENT OF REVENUES AND EXPENDITURES

BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 4/30/2022

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		349,800	194,080	11,415	0	(155,720)	-44.52%	668,500	474,420	70.97 %
State Sources - Miscellaneous		289,835	328,181	9,930	0	38,346	13.23 %	341,000	12,819	3.76 %
Interagency Sources -		214,900	362,804	22,963	0	147,904	68.82 %	254,900	(107,904)	-42.33%
TOTAL REVENUES:		854,535	885,066	44,308	0	30,530	3.57 %	1,264,400	379,335	30.00 %
TRANSFERS-IN										
Statutory		0	6,400,000	6,400,000	0	6,400,000	0.00 %	0	(6,400,000)	0.00 %
Operating		1,700,466	2,416,093	109,203	0	715,627	42.08 %	2,000,000	(416,093)	-20.80%
TOTAL TRANSFERS-IN:		1,700,466	8,816,093	6,509,203	0	7,115,627	418.45 %	2,000,000	(6,816,093)	-340.80%
TOTAL REV AND TRANSFERS-IN:		2,555,001	9,701,159	6,553,511	0	7,146,157	279.69 %	3,264,400	(6,436,758)	-197.18%
EXPENDITURES										
Permanent Staff Salaries		737,189	687,821	94,763	0	49,368	6.70 %	873,369	185,548	21.25 %
Board, Hourly, OT, Shift Diff		46,900	51,172	0	0	(4,272)	-9.11%	71,000	19,828	27.93 %
Fringe Benefits		314,724	284,746	33,433	0	29,977	9.52 %	377,031	92,285	24.48 %
In State Travel Expense		50,057	36,134	2,327	0	13,923	27.81 %	61,537	25,403	41.28 %
Out of State Travel Expense		19,373	12,771	1,231	0	6,602	34.08 %	20,526	7,755	37.78 %
Technology Operating Expense		29,134	43,734	6,706	761	(15,361)	-52.73%	34,617	(9,878)	-28.54%
Operating Expense		514,669	570,457	34,933	11,023	(66,811)	-12.98%	1,086,220	504,740	46.47 %
Technology Equipment Expense		6,400	0	0	0	6,400	100.00 %	6,400	6,400	100.00 %
Capital Equipment Expense		103,000	6,000	0	77,713	19,287	18.73 %	103,000	19,287	18.73 %
Capital Facilities Expense		0	0	0	0	0	0.00 %	58,682	58,682	100.00 %
Trustee & Benefit Payments		2,762,499	570,779	50,762	0	2,191,720	79.34 %	6,489,453	5,918,674	91.20 %
TOTAL EXPENDITURES:		4,583,944	2,263,614	224,155	89,497	2,230,833	48.67 %	9,181,835	6,828,724	74.37 %
TOTAL EXPD AND TRANSFERS OUT:		4,583,944	2,263,614	224,155	89,497	2,230,833	48.67 %	9,181,835	6,828,724	74.37 %
Net for Fiscal Year 2022:		(2,028,943)	7,437,544	6,329,356		9,376,990		(5,917,435)	(13,265,482)	



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date June 16, 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 May 31st		
Key Number N/A	District N/A	Route Number N/A

Background Information

Idaho has received full-year obligation authority via an Appropriations Act signed on March 15, 2022. Obligation authority through September 30th is \$391.2 million. This includes \$2 million of *Highway Infrastructure General Funds* carried over from last year in the Local Urban and Off-System Bridge Programs, \$45 million *IIJA Bridge formula* (General Fund) funds, 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 \$426.5 million. Currently, obligation authority is 92.5% of apportionments.

The exhibits on the following page summarize these amounts and show allotments and remaining funds by program through May 31, 2022.

Recommendations

For Information

Board Action

☐ Approved ☐ Deferred _____
☐ Other _____



Board Agenda Item

ITD 2210 (Rev. 10-13)

Exhibit One Actual Formula Funding for FY2022

Per IJA FY2022 – Total Year	
Federal Aid Only	\$426,494
Including Match	\$460,427
Per Apportionments + COVID + Hwy Infra.	
Federal Aid Only	\$467,830
Including Match	\$505,052
Obligation Limits through 9/30/2022	
Federal Aid Only	\$436,986
Including Match	\$464,534

- Notes:
1. All dollars in Thousands
 2. 'Approved Program' amounts from the April 2022 Highway Funding Plan.
 3. Apportionment and Obligation Authority amounts reflect available funds via federal notices received through 5/31/2022

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

Program	Allotted Program Funding through 5/31/2022	Program Funding Remaining as of 5/31/2022
All Other SHS Program	\$306,387	\$124,431
GARVEE Formula Debt Service*	\$65,920	\$51,304
State Planning and Research*	\$8,278	\$1,530
Metropolitan Planning*	\$2,381	\$1,513
Railroad Crossings	\$4,017	\$1,475
Transportation Alternatives (Urban/Rural)	\$6,123	\$4,841
Recreational Trails	\$1,478	\$1,697
STBG - Local Urban+	\$10,953	\$1,565
STBG - Transportation Mgt. Area	\$15,285	\$13,913
Transportation Alternatives (TMA)	\$928	\$27
STBG – Local Rural	\$16,058	\$6,733
Local Bridge+	\$11,971	\$7,786
Off System Bridge	\$7,060	\$3,192
Local Safety	\$7,694	\$5,157
Total	\$464,534	\$225,165

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



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date June 16, 2022

Consent Item ☐

Information Item ☐

Amount of Presentation Time Needed 10 minutes

Presenter's Name L. Scott Stokes	Presenter's Title ITD Director	Initials SS	Reviewed By LSS
Preparer's Name John Tomlinson	Preparer's Title Communication Manager	Initials JT	

Subject

Strategic Plan and Division of Financial Management Report		
Key Number	District	Route Number

Background Information

The Idaho Transportation Department's new executive team is proposing an updated vision statement to reflect its strong focus on serving Idaho's customers. A vision of "enhancing quality of life through transportation" will also underscore the value of the meaningful work performed by the department's employees.

The mission has remained the same: Your Safety. Your Mobility. Your Economic Opportunity.

There were some minor revisions made to the Why it matters and What does success look like sections under the four strategies, to better align with the vision.

Also, Idaho Code 67-1903 – 67-1904 requires all state agencies to annually submit a Strategic Plan covering a minimum of four years, to DFM by July 1. The format, structure and required elements for the Strategic Plan are set by DFM inclusive of the following:

- Vision and/or Mission Statement
- Goals and Objectives
- Performance Measures and Benchmarks
- Key External Factors

Since the May 19, 2022 Board meeting, new information on facility needs was included in the key external factors, and the performance measure to increase the number of transactions processed online was revised to include additional DMV transactions.

Recommendations

Staff is requesting Board members approve the Strategic Plan with the new vision, along with the FY23-26 Strategic Plan report for DFM. Resolution on page 100.

Board Action

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



**Your Safety • Your Mobility
Your Economic Opportunity**

Idaho Transportation Department

**Boise, Coeur d'Alene, Lewiston,
Shoshone, Pocatello, and Rigby**

itd.idaho.gov

STRATEGIC PLAN

DRAFT



Our Mission

**Your Safety • Your Mobility
Your Economic Opportunity**

Our Vision

**To enhance quality of life
through transportation**

Vision: Enhance Quality of Life through Transportation

PROVIDE THE SAFEST POSSIBLE TRANSPORTATION SYSTEM AND WORK ENVIRONMENT

WHY IT MATTERS

We care about your safety because each person is a mother, father, son, or daughter and even one fatality or serious injury is not acceptable.

A safe transportation system connects families and communities, enables a vibrant economy, and allows the movement of essential supplies and services.

Safety is essential to maintaining and enhancing Idaho's high quality of life.

WHAT DOES SUCCESS LOOK LIKE?

- A more secure transportation system that makes communities in Idaho safer with a consistent decrease in fatalities and serious injuries
- Shift in driver behavior to be more engaged, wearing seat belts and driving without impairments or distractions
- Continued partnerships that reinforce the importance of safety in our culture, education, and day to day lives
- Every employee, industry partner, and member of the public returns home safely

A MOBILITY-FOCUSED TRANSPORTATION SYSTEM THAT DRIVES ECONOMIC OPPORTUNITY

WHY IT MATTERS

A mobility-focused transportation system sets the stage for a healthy economy that improves quality of life and prosperity for every citizen, as well as future generations.

Purposeful investments in transportation put people to work and facilitate strong communities that attract new business. This brings more jobs and ensures Idaho's economy remains strong.

WHAT DOES SUCCESS LOOK LIKE?

- Strategically modernize the transportation system to enhance commerce, increase mobility, improve safety, and boost reliability
- Invest transportation dollars to create the greatest benefit to system users
- Integrate emerging transportation technologies appropriately into Idaho's transportation system
- Customers conveniently obtain needed permits, licenses, registrations, and credentials timely

CONTINUALLY IMPROVE THE EMPLOYEE EXPERIENCE

WHY IT MATTERS

Creating an ideal experience for employees, where they are engaged in meaningful work with opportunities for development and growth, drives better results with increased customer satisfaction.

Employees thrive in an environment where their innovation and contributions matter.

Employees are essential to delivering transportation systems and services, so attracting and retaining quality employees is critical to our success.

WHAT DOES SUCCESS LOOK LIKE?

- Attract and retain quality employees
- Employees actively engage in their work, are excited to contribute, and feel valued
- Leaders value, recognize, and coach employees
- Teams are high-performing and collaborative
- Employees are accountable to deliver high quality results on time
- Customers benefit from the expertise and results the employees provide daily

CONTINUALLY INNOVATE BUSINESS PRACTICES

WHY IT MATTERS

Adapting to growth and change is essential to meeting customer expectations. Innovation provides freedom and motivation for employees to try new things and helps ITD to make the best use of our resources.

Saving time and money allows us to stretch resources further, making us a more efficient agency.

An innovative culture keeps ITD focused on the future.

WHAT DOES SUCCESS LOOK LIKE?

- Trust and satisfaction from the public, partners, policy makers, customers, and employees
- Continued improvement in productivity, capabilities, and the ability to adapt to unexpected challenges
- Employees engage in improving performance, safety, and continue to look for better ways to do their jobs

Idaho Transportation Department

FY23-26 Strategic Plan



Quality Performance

The Idaho Transportation Department is committed to being fiscally responsible stewards of the taxpayer funds and provide excellent customer service to the citizens of Idaho.

Mission and Vision

The mission of the Idaho Transportation Department is *Your Safety. Your Mobility. Your Economic Opportunity.*

The vision is to "Enhance Quality of Life Through Transportation."

Goals and Objectives

The department has set measurable objectives for each primary goal detailed below and further described in the "Measurement" section, next:

- **Provide the safest possible transportation system and work environment.**
 - o Reduce fatality rate
- **Provide a mobility-focused transportation system that drives economic opportunity.**
 - o Keep highways clear of snow and ice during winter storms
 - o Maintain pavement and bridges in good or fair condition
 - o Complete project designs on time
 - o Reduce time to deliver motor vehicle credentials
- **Continually improve the employee experience.**
 - o Minimize employee voluntary turnover rates
- **Continually innovate business practices.**
 - o Save taxpayer's money through employee-driven innovations
 - o Increase the availability of online services

Measurement – What Are We Doing to Achieve our Goals?

ITD unveiled a dashboard of performance measures and benchmarks/objectives in January 2010. It can be found online at: <https://apps.itd.idaho.gov/apps/Dashboard/>. Look for new performance measures updated this summer.

Committed to: Provide the safest possible transportation system and work environment.

We care about your safety because each person is a mother, father, son or daughter and even one fatality or serious injury is not acceptable.

A safe transportation system connects families and communities, enables a vibrant economy, and allows the movement of essential supplies and services.

Safety is essential to maintaining and enhancing Idaho's high quality of life.

Applicable major division: Highways and Bridges

Objective: Reduce the fatality rate.

Achievement: ITD recorded a five-year fatality rate of 1.35 for CY2016-20.

Future Targets: CY17-21 – 1.38, CY18-22 – 1.36, CY19-23 – 1.35, CY20-24 – 1.35

How Target Was Chosen: This represents federal standards for each state, and also adheres to ITD's own internal research.

Why This Is Important

Even one death on Idaho's highways is one death too many. Each death is a personal tragedy for the individual's family and friends, and has an enormous financial cost to the community. Every life counts.

How We Measure It

The measure is calculated by dividing the number of fatalities that occur over a five-year period by the number of vehicle miles traveled during that same five-year period.

What We're Doing About It

The department advances programs to eliminate traffic deaths, serious injuries, and economic losses. These programs focus on engineering, education, enforcement and emergency response.

Committed to: Provide a mobility-focused transportation system that drives economic opportunity.

A mobility-focused transportation system sets that stage for a healthy economy that improves quality of life and prosperity for every citizen, as well as future generations.

Purposeful investments in transportation put people to work and facilitate strong communities that attract new business. This brings more jobs and ensures Idaho's economy remains strong.

Applicable major division: Highways and Bridges

Objective: Keep highways free of ice and snow at least 73% of the time during winter storms.

Achievement: Last winter, roads were kept clear 82% of the time during winter storms.

Future Targets: 73% Annually

How Target Was Chosen: 73% is above ITD initial target and represents performing to a high level of service.

Why This Is Important

Idaho travelers need safe and reliable highways during winter storms. Preventing the accumulation of snow and ice or quickly removing it from highways increases safety, mobility, and improves commerce.

How We Measure It

Idaho's highways are broken down into hundreds of sections. Nearly half of these highway sections, including the most heavily traveled corridors, have automated roadway condition sensors and weather information stations where winter storms most affect travel -- high elevation summits, steep grades, bridge overpasses, etc. This measure tracks the percent of time those highway sections are kept clear of ice and snow during winter storms.

What We're Doing About It

ITD is using this data from the automated roadway condition sensors and weather information stations to continuously improve the effectiveness of its winter maintenance efforts across the state. The department accomplishes this by customizing snowplowing practices and de-icing treatments.

Objective: Maintain 80% of pavement and bridges on State Highways in good or fair condition.

Pavement Achievement: In 2021, 94% of pavements were in good or fair condition.

Bridge Achievement: In 2021, 79% of bridges were in good condition.

Future Targets: Maintain at or above 80% Annually

How Target Was Chosen: This target is the result of ITD research.

Why This Is Important

Pavement condition has an impact on the operating costs of passenger and commercial vehicles. Regularly scheduled preventive maintenance, preservation and reconstruction treatments extend the useful life of pavements.

Ensuring that Idaho's bridges are in good condition protects transportation investments and lowers repair costs. It also helps maintain connectivity and commerce, which depends on the carrying capacity and reliability of roads and bridges.

How We Measure It

Roughness and rutting are measured by driving a specially equipped rating van over the entire State Highway System during spring and summer. Cracking is measured in the summer and fall by a visual inspection and digital video recordings. Data and visual inspections are then used to rate pavement conditions.

The measurement is the ratio of deck area (or plan dimension) of bridges in good condition to the deck area of the entire inventory of state bridges stated as a percentage.

What We're Doing About It

Additional planned revenues will allow ITD to invest in longer lasting solutions and better address the backlog of aging pavements and bridges.

Objective: Deliver projects scheduled for construction in any given year designed and ready to bid on or ahead of schedule.

Achievement: In FFY22, ITD had 95% of programmed projects designed and ready to bid on time.

Future Targets: 100% Ready to Bid Annually

How Target Was Chosen: This represents the best possible outcome.

Why This Is Important

Completing highway infrastructure projects on time for Idaho's state highway system is an important aspect of credibility and customer service. Getting projects ready to bid involves planning, designing, environmental documentation, permitting, and right-of-way acquisition. Stakeholders depend on the department to deliver projects in the year they are scheduled in the Idaho Transportation Investment Program (ITIP). Projects for which designs are completed on time cost less and provide ITD and the construction industry adequate lead times. This allows flexibility to plan and schedule resources for the construction phases of the projects and to advance projects when resources allow.

How We Measure It

ITD monitors the dates when highway infrastructure projects are ready to bid. This includes highway paving, guardrails, traffic signals, signs, bridge repair, and more. ITD measures the percent of projects ready to bid at the beginning of the respective federal fiscal year.

What We're Doing About It

ITD holds teams accountable for delivering the state infrastructure projects on time. The Highway Leadership Team reviews the delivery status of the next year's projects monthly and provides assistance and commits additional resources as needed. Each infrastructure project in the Idaho Transportation Investment Program (ITIP) is assigned a Project Manager who is responsible for coordinating the work on the project and setting and keeping the project schedule while maintaining the project scope and budget. Each project has a completed charter before entering the ITIP which includes an approved scope, schedule and budget. A Program Management Office (PMO) has been created to provide training and assistance in project delivery including scheduling and estimating. Also, each district and the bridge section have a PMO Liaison assigned to assist the project managers and project owners deliver the programmed projects on or ahead of the scheduled time.

Applicable major division: Motor Vehicles

Objective: Average a 5-day or less processing cycle for DMV title transactions.

Achievement: Maintained an average processing time of 8 days* in CY21.

Future Targets: 5 Days or Less Annually

How Target Was Chosen: This target is the result of ITD research.

Why This Is Important

Customers need titles to be issued in a timely manner to legally conduct vehicle sales and trades, or use titles as collateral for loans. Average title turnaround time also measures efficiency and productivity to determine the best use of limited resources.

How We Measure It

Annual cycle times are calculated by dividing the monthly sum by twelve.

What We're Doing About It

DMV recognizes the direct customer component of their services. The division prioritizes staffing and provides training so applications are submitted quickly and correctly in minimal time.

** The combination of county office closures and staffing issues due to COVID along with the release of GEM in October of 2020, created an abnormally longer title turnaround time. In the spring of 2021, ITD took the title backlogs from the counties and caught up over 100,000 titles using temporary augmented staff and improving the process.*

Committed to: Continually improve the employee experience

Creating an ideal experience for employees, where they are engaged in meaningful work with opportunities for development and growth, drives better results with increased customer satisfaction.

Employees thrive in an environment where their innovation and contributions matter.

Employees are essential to delivering transportation systems and services, so attracting and retaining quality employees is critical to our success.

Applicable major division: Human Resources

Objective: Hold employee voluntary turnover rate to 5%.

Achievement: In FY21, held turnover rate to 6%.

Future Targets: 5% Annually

How Target Was Chosen: Historical performance.

Why This Is Important

Employees are the driving force of our agency. Retaining employees minimizes cost invested in time and dollars spent onboarding and training. Ultimately it affords us the ability to support our mission as we strive to be a highly sought after employer known for providing extraordinary customer service, fostering a constructive, results-driven culture, implementing innovative business practices and continually developing employees.

How We Measure It

Turnover rates are calculated comparing data from the number of employees at the beginning and end of a fiscal year to voluntary employee separations. Retirements are not included.

What We're Doing About It

We are committed to creating an Ideal Workplace where employees are engaged in their work and provided opportunities for development and growth. This drives better results and services for the public and increases customer satisfaction. ITD conducts assessment surveys every other year that measure the behaviors of our organization and tracks how close we are to achieving an Ideal Workplace.

Committed to: Continually innovate business practices

Adapting to growth and change is essential to meeting customer expectations. Innovation provides freedom and motivation for employees to try new things and helps ITD to make the best use of our resources.

Saving time and money allows us to stretch resources further, making us a more efficient agency.

An innovative culture keeps ITD focused on the future.

Applicable major division: Administration

Objective: Save taxpayer's money through employee-driven innovation.

Achievement: In FY21, saved \$23.4 million* in time and money from Innovate ITD.

Future Targets: Annual Savings \$1.4 million

How Target Was Chosen: Historical performance of employee-driven innovative efforts.

Why This Is Important

Measuring the results of employee-driven innovation shows how savings from these efforts are directed back to ITD priorities and put to work on as many transportation services as possible.

How We Measure It

Employees calculate the dollars saved from their efforts as well as their time. Time is converted into dollars at the flat average rate of \$30 per hour of time.

What We're Doing About It

Innovate ITD! is an employee-driven program. Since 2014, ITD employees have generated 1,689 innovative ideas that save time, money and improve the ITD customer's experience, whether it is a DMV service or traveling the state. ITD has a senior leadership team that steers this effort supported by leaders and employees across the state that inspire and motivate employees to create efficiencies and customer service improvements.

Applicable major division: Motor Vehicles

Objective: Increase the number of DMV transactions processed online (REVISED to include Skip The Trip transactions)

Achievement: in 2021, processed 1,123,900 DMV transactions online.

Future Targets (revised to include Skip The Trip data): 2022 – ~~1,025,000~~ 1,560,000, 2023 – ~~1,030,000~~ 1,769,000, 2024 – ~~1,035,000~~ 1,875,000, 2025 – ~~1,040,000~~ 2,000,000

How Target Was Chosen: Historical performance combined with planned actions.

Why This Is Important

A range of customer service options provide the public an alternative method of payment for motor vehicle services such as licenses and permits. These services minimize staffing requirements and save a trip to the DMV.

The public is asking to interact with the DMV in a variety of different ways outside the traditional brick and mortar. On-Line, QR Codes, Mail or through their Auto Dealers or Financial Institution are a few examples. These services minimize staffing requirements and eliminate the need for motorists to travel and wait in line. It allows them to **Skip The Trip**.

How We Measure It

~~This measure captures transactions by direct DMV customers who purchase individual online services for licenses, permits and endorsements.~~

This measurement captures the centralized auto and personal credentialing work done by ITD staff including On-Line, QR Codes, and Renew-By-Mail. Additionally, it is tracking auto credential transactions processed by Authorized Providers such as Auto Dealers and Financial Institutions.

What We're Doing About It

~~ITD has expanded the ability of customers to obtain licenses and permits online, and continually spreads the word for these options through targeted communication.~~

ITD is committed to expanding the ability of customers to obtain licenses and permits through the channels the public interacts with that allows them to **Skip The Trip** to a county office. We will continue to focus on getting the word out for these options through targeted communications.

Note: performance measures for the Aeronautics Division is under development.

Key External Factors

Growth

Idaho's population continues to grow at a rapid pace, putting more drivers on the highways, including those who are inexperienced behind the wheel and others who are not used to driving in Idaho's rugged terrain and largely rural settings. Although growth has slowed a bit from the skyrocketing pace of the last few years, Idaho remains one of the fastest-growing states in the nation.

Federal Regulatory Climate

The federal infrastructure bill and the resulting influx of significant dollars for projects and improvements will have a big impact on ITD (and the consulting/contracting community). While the additional funding is an opportunity to get some big-dollar items done, it also represents a challenge in terms of project development and delivery to take advantage of the increased revenue. A wholesale change in project and discretionary program assessment criteria will include social equity, environmental justice, acceleration of multimodal solutions, Buy America, worker focus, and more.

Resources

Employee recruitment and retention is the biggest risk to ITD's ability to deliver on its mission. External factors include the lack of competitive pay, benefits and other environmental factors.

The price of asphalt and other highway construction materials has increased significantly in the last several months. In fact, the cost estimates of ITD engineers when a project is being developed is often not adequate anymore by the time the project is being sent to contractors to submit bids. Rising cost (inflation) also has a general "trickle down" effect that ultimately impacts the costs of products and services. Supply chain delays have already started impacting the movement and acquisition of products. In some cases, these rising costs have been magnified because of concurrent staffing shortages among contractors.

Since transportation revenue is tied to the price at the pump, and as those prices rise, there will be more car-pooling and fewer "optional" vehicle trips taken, the gas tax becomes less effective at generating revenue for building and maintaining roads and bridges. The acceleration of new propulsion vehicle technologies that do not pay state or federal fuel tax will drive an increasing need to offset revenue losses through means such as road usage charges.

Automated (self-driving) vehicles, electric vehicles and issues surrounding the location and frequency charging stations, innovations (including those underway now) will certainly have an impact on transportation in the near- and long-term future. There will undoubtedly be innovations to help meet federal standards for energy and fuel efficiency that will impact our industry. These innovations are designed to ultimately improve air quality in urban areas and offset contributions to climate change. It should

be noted that Commercial Motor Vehicles are part of the mix of vehicles that are likely to migrate to new fuels in the near future, in addition to passenger vehicles.

Facility Needs

ITD's operations span the state and require a significant volume of facilities of various types to complete its mission. Building maintenance consumes the majority of ITD's facilities budget. The growth in Idaho is increasing the usage of the transportation system and creating needs for modernizing facilities and relocation of existing facilities. The lack of affordable or available housing in some areas are expanding the need for employee housing in order for ITD to sustain services in all areas.

As a result of significant flooding at the 61-year-old HQ building on State Street at the first of the year, employees are temporarily housed at the Chinden Campus, Building 8 – first and third floors, and other buildings on the State Street complex. ITD collaborated with the Governor's Office and the Idaho Legislature to determine the next ITD State HQ building. The Chinden Campus provides the best location, both for the department and for overall state government efficiency. Building 3 is large enough to accommodate most of the department's needs, so ITD is now working with the Division of Public Works to design the building plans. However, Building 3 is one of the oldest buildings on campus, and is in need of major renovation. The time required for renovations is a significant concern.

Facility needs at the District 4 Headquarters in Shoshone remain a high priority due to the age of the facility, accessibility and employee retention. There are opportunities within District 4 to consolidate facilities and improve efficiency. Other ITD facilities are in need of major modernization due to age and pressure of adjacent development.

Technological

- Rampant technological advancement is touching every aspect of our lives. There is no escaping it. The causes are many and the impacts are pressing. Technology impacts that are immediate for ITD include 1) data – storage, processing, and securing; 2) infrastructure modernization and architectural advancement; and 3) mobile demand for access to devices, applications and information. These challenges will need to be addressed in the immediate near term in order to ensure the successful delivery of service for ITD customers.

Zero-Based Regulation

Under the 2020 [Zero-Based Regulation E. O.](#), the Department has continued to cut red tape and update administrative rules within IDAPA Title 39. ITD's innovative thinking and customer-focused approach to administrative rulemaking has made ITD an example of what other agencies strive for under this initiative.

During FY22, ITD executed fifteen (15) chapter rulemakings, within the Omnibus process, including the complete repeal of 2 chapters. Additionally, there was one standalone rulemaking to establish a fee schedule for the installation of Small Wireless Facilities in the State's right-of-way ([39.03.43](#): Rules Governing Utilities on State Highway Right-of-Way).

As the Department begins work on 2022-23 rulemakings for FY23, there will be multiple opportunities for continued regulatory cuts. The table below captures the Department's efforts to support Governor Little's Red Tape Reduction Initiative since FY19:

	2018 Totals	Current Totals*	FY19 – FY22
# of Chapters	80	42	-38 (-47.5%)
# of Words	121,995	99,305	-22,690 (-18.6%)
# of Restrictive Words	1,809	1,242	-567 (-31.3%)

* As of March 31, 2022

Additionally, ITD successfully moved three pieces of legislation through the 2022 legislative session per the Governor's request, two proposals directly supported Red Tape Reduction.

- DL Surrender (ITD): [HB523](#)
- [Interagency Working Group \(ITD\): HB524](#)

RES. NO. WHEREAS, the Idaho Transportation Board adopted a strategic plan in 2021 with a vision to become the best transportation department in the country and a mission statement of: Your Safety, Your Mobility, Your Economic Opportunity; and

WHEREAS, transportation is vital due to the daily impacts in the lives of every Idaho citizen, the new executive leadership team has a shared vision for the Department to enhance quality of life through transportation; and

WHEREAS, this new vision along with the continued use of the mission statement and strategies will help the Department provide a common basis for purpose, decisions, and investment in modernizing, improving, and maintaining services; and

WHEREAS, the executive leadership group of the Department unitedly proposes updates to the 2021 strategic plan that are captured in the proposed 2022 plan; and

WHEREAS, the future safety, mobility, and economic opportunity in Idaho will be largely influenced by the efforts of dedicated Department employees and partners; and

WHEREAS, the Department is required to submit a four-year Strategic Plan to the Division of Financial Management annually.

NOW THEREFORE BE IT RESOLVED, that the Idaho Transportation Board adopts and approves the 2022 Idaho Transportation Department Strategic Plan; and

NOW THEREFORE BE IT FURTHER RESOLVED, that the Idaho Transportation Board adopts and approves the FY23-26 Strategic Plan report for the Division of Financial Management.

Board Agenda Item

Meeting Date June 16, 2022Amount of Time Needed for Presentation 5 ins

Presenter's Name Justin Collins	Presenter's Title Manager FP&A	Initials JC	Reviewed By LSS
Preparer's Name Colleen Wonacott	Preparer's Title Sr. Transportation Planner	Initials CW	

Subject

Review of the Draft FY 2023 - 2029 Idaho Transportation Investment Program		
Route Number NA	Project Number NA	Key Number NA
District statewide	Location NA	

Background Information

From January through June 2022, Department staff and our local partners from the metropolitan planning organizations (MPOs) and the Local Highway Technical Assistance Council (LHTAC) collaborated to create the Draft FY 2023 – 2029 Idaho Transportation Investment Program (ITIP).

The listing of projects for the FY 2023 – 2029 program years has been provided under separate cover to Board members. Projects in the ITIP are divided into separate programs with specific objectives. Projects require funds to be developed (preliminary engineering, design, and environmental approval), possibly for right-of-way acquisition, and for contract construction (including construction engineering). Project costs are shown accordingly in the ITIP. The program year listed for a project within the ITIP is the year by which all funds will be obligated with the State or Federal government. Except for very large projects which may be split funded over multiple years, this is usually the year of letting and construction. Projects are sequenced in each program by program year and District. Exhibits for the Workshop are also provided under separate cover which help analyze and explain the draft program.

The draft program is multimodal in nature and includes projects from the following categories: highway construction, planning, public transportation, alternative transportation (i.e. bicycle/pedestrian), and aeronautics.

The next step of the process is to proceed into a 30-day public comment period slated to occur during July 2022. Board action on this item indicates concurrence to begin public involvement and is not meant to indicate Board approval of the projects in the draft program. Final review and subsequent approval is scheduled for the September 2022 Board Meeting.

Recommendations

Proceed with public involvement of the Draft FY 2023 - 2029 ITIP per the attached resolution on page 102.

Board Action

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

Board Agenda Item



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

WHEREAS, the program update cycle requires cooperation with partner agencies in its calendar of activities; and

WHEREAS, the Transportation Board has reviewed the list of projects and analysis for the Draft FY 2023 - 2029 ITIP; and

WHEREAS, the next activity in the program update cycle is public review and comment per 23 CFR 450.210; and

WHEREAS, public involvement and input from stakeholders and interested citizens allows the Transportation Board to better understand Idaho's various transportation needs; and

WHEREAS, project selection and program approval is scheduled for the Transportation Board's September meeting after incorporating public comment;

NOW THEREFORE BE IT RESOLVED that the Idaho Transportation Board will commence public involvement in July with project and program information incorporated from the publication entitled *Draft FY 2023 - 2029 ITIP, June Board Meeting*.



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date June 16, 2022

Consent Item ☐ Information Item ☐ Amount of Presentation Time Needed 15 minutes

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

Subject

Six-Year Capital Facilities Program		
Key Number	District	Route Number

Background Information

The Department, through the Division of Highways, owns and operates nearly 700 office buildings, maintenance buildings/sheds, and yard sites. These buildings are the facilities that are addressed in the six-year capital facilities program.

This program provides for expansion, reconstruction, modification, and roof deterioration replacement of existing facilities to meet the department's operational function and needs. This program also provides for minor remodeling, increasing energy conservation, code upgrade, and equipment associated with the building to reduce the number of possible emergency repairs.

The list of building projects for the current six-year program will be provided separately. It is important to note that:

- The FY-23 capital expenditure list reflects the projects funded using this year's annual appropriation.
- The FY-24 through FY-29 expenditures are based off of the on-going base appropriation and one-time requests. This plan addresses at least one major project each year and rotates through each District in order.
- The approach to the capital facilities program is to annually evaluate, and prioritize capital facility needs as a statewide program with heavy consideration of each individual District priorities.
- These costs are based off of estimates from 2022.

Recommendations

The plan is presented for Board review and comment.

Board Action

☐ Approved ☐ Deferred _____

☐ Other _____

Six Year Capital Facilities Program Plan

Fiscal Years 2024 - 2029

FY 2024 Budget

District	Project	Estimated Cost
1	Copeland - Maintenance Building with De-Icer Facility	\$3,500,000
2	Lewiston - Partial HVAC Unit Upgrade	\$20,000
2	Lewiston - Replacement of Lower Port of Entry Building	\$3,500,000
2	Orofino - New De-Icer Facility	\$1,125,000
2	Grangeville - New De-Icer Facility	\$1,125,000
3	Caldwell - Automatic Gate	\$50,000
3	Caldwell - DMV HVAC	\$12,000
3	Cascade - Replacement Material Building	\$800,000
3	SH21 (mp94) - Replacement Material Building	\$800,000
3	SH51 (mp50) - New Material Building	\$800,000
3	Riddle - Replacement Roof on House	\$45,000
4	Twin Falls - Office Roof Replacement	\$200,000
4	Bliss - Equipment Building	\$450,000
4	Hailey - Maintenance Fuel Island Cover	\$40,000
4	Fairfield - Equipment Building Refurbish	\$65,000
4	Jerome - Maintenance Lighting Upgrade	\$32,500
4	Rupert - Maintenance Fuel Island Cover	\$40,000
4	Rupert - Maintenance Water Line	\$5,000
4	Sublett - Maintenance Door Replacement and Lighting Upgrade	\$82,500
4	Shoshone - Fuel Island Cover	\$65,000
4	Shoshone - Materials Annex Water and Sewer Service to building	\$50,000
4	Shoshone - Truck Wash upgrade	\$50,000
4	Twin Falls - Maintenance Building Extension	\$930,000
4	Shoshone - New De-Icer Facility	\$900,000
5	Montpelier - Replacement of Maintenance Building	\$2,250,000
5	Pocatello HQ - Partial HVAC Upgrade	\$50,000
5	Pocatello HQ - Main Complex Water and Power Upgrade	\$100,000
5	Pocatello HQ - Materials area upgrades Windows and Doors	\$43,000
5	American Falls - Replacement Material Building	\$800,000
5	Soda Springs - Replacement Material Building Material Building	\$800,000
6	Rigby - HQ Yard Security	\$50,000
6	Rigby Mechanics Shop - Heaters replacement	\$250,000
6	Salmon - Maintenance Building Extension	\$1,000,000
6	Dubois - New De-Icer Facility	\$1,265,000
Projects Totals		\$ 21,295,000
Statewide Alterations and Repairs		\$ 970,000
Operating Expenses		\$ 300,000
(SHA Fund 0260-02) FY21 Request Total		\$ 22,565,000
(Aero Fund 0221-02) FY21 Alterations and Repairs Request		\$ 100,000

Six Year Capital Facilities Program Plan

Fiscal Years 2024 - 2029

FY 2025 Budget

<u>District</u>	<u>Project</u>	<u>Estimated Cost</u>
1	Osburn - Maintenance Building Renovation	\$515,000
2	Bovill - Maintenance Building Extension	\$900,000
2	Craigmont - Maintenance Building Extension	\$900,000
2	Lucille - New De-Icer Facility	\$1,250,000
2	Moscow - (relocation) - New Maintenance Buildings w/ De-Icer Facility	\$7,400,000
3	Midvale - Well Replacement	\$165,000
3	Garden City - Maintenance Building Extension	\$885,000
3	SH21 (mp94) - New Equipment Building	\$800,000
3	SH51 (I-84) - New Equipment Building	\$800,000
4	Rupert - Maintenance Building Renovation	\$987,000
5	Soda Springs - Maintenance Building Renovation	\$1,463,000
5	American Falls - Maintenance Building Replacement	\$3,500,000
6	Gibbonsville - Maintenance Building Extension	\$850,000
6	Mud Lake - Maintenance Building Extension	\$850,000
Projects Totals		\$ 21,265,000
Statewide Alterations and Repairs		\$ 1,000,000
Operating Expenses		\$ 300,000
(SHA Fund 0260-02) FY21 Request Total		\$ 22,565,000
(Aero Fund 0221-02) FY21 Alterations and Repairs Request		\$ 100,000

Six Year Capital Facilities Program Plan

Fiscal Years 2024 - 2029

FY 2026 Budget

District	Project	Estimated Cost
1	HQ - Training Building Upgrades	\$50,000
1	Bonnors Ferry - Upgrade + Extension	\$1,500,000
1	Cedars - Maintenance Building Renovation	\$655,000
1	Santa - New De-Icer Facility	\$1,350,000
1	Osburn - New De-Icer Facility	\$1,350,000
1	HQ - New Equipment Building	\$500,000
2	Mineral Mountain - Concrete	\$40,000
2	Sheep Creek - Asphalt Wlkwy	\$20,000
2	D2 - Main Bldg New Windows	\$140,000
2	Grangeville - New Equipment Building	\$500,000
2	Kendrick - New Material Building	\$900,000
3	Garden Valley - New Material Building	\$800,000
4	Juniper - Minor Improvements	\$200,000
4	Timmerman - Sidewalk	\$50,000
4	Sublett - Maintenance Building Renovation	\$950,000
5	Downey - Maintenance Building Renovation	\$1,750,000
5	Preston - Maintenance Building Replacement	\$3,500,000
5	Coldwater - Replacement Material Building	\$800,000
5	Pocatello - Replacement Material Building	\$800,000
5	Blackfoot - Replacement Material Building	\$800,000
5	Preston - Replacement Material Building	\$800,000
5	Sterling - Replacement Material Building	\$800,000
5	Soda Springs - Replacement Material Building	\$800,000
6	Dubois - New De-Icer Facility	\$1,375,000
6	Mackay - New Equipment Building	\$835,000
Projects Totals		\$ 21,265,000
Statewide Alterations and Repairs		\$ 1,000,000
Operating Expenses		\$ 300,000
(SHA Fund 0260-02) FY21 Request Total		\$ 22,565,000
(Aero Fund 0221-02) FY21 Alterations and Repairs Request		\$ 100,000

Six Year Capital Facilities Program Plan

Fiscal Years 2024 - 2029

FY 2027 Budget

District	Project	Estimated Cost
1	Osburn - Refurbish Sign Building	\$ 350,000
1	Spirit Lake - Reroof Existing Eq Building	\$ 150,000
1	CDA - 40 AC Truck Wash Phase 2 Close in	\$ 250,000
1	CDA - Maintenance Crafts Restroom Remodel	\$ 80,000
1	CDA - Shop Bldg Exterior Renovation	\$ 95,000
1	CDA - Reroof Plastics Building	\$ 115,000
1	St. Maries - Building Renovation (with site improvements)	\$ 1,250,000
1	Coeur d'Alene - Shop & Supply Renovation	\$ 3,750,000
1	Sandpoint - New De-Icer Facility	\$ 1,250,000
1	Spirit Lake - New Equipment Building	\$ 500,000
1	HQ - Campus Site Improvement	\$ 290,000
2	D2 - Main Bldg HVAC	\$ 50,000
2	D2 - Shop Parking Lot Electrical Recepticals	\$ 50,000
2	Kooskia - New De-Icer Facility	\$ 1,050,000
2	Craigmont - New Equipment Building	\$ 500,000
3	New Plymouth - Automatic Gate	\$ 150,000
4	Declo - Maintenance Building Renovation	\$ 950,000
4	Bliss - New De-Icer Facility	\$ 1,250,000
4	Fairfield - New De-Icer Facility	\$ 1,250,000
5	HQ - Mechanics and Service Station Renovation	\$ 3,715,000
5	Malad - Maintenance Building Renovation	\$ 1,735,000
6	Ashton - Mtce Room Extension	\$ 500,000
6	Challis - New Equipment Building	\$ 500,000
6	Driggs - New Equipment Building	\$ 485,000
6	Gibbonsville - New Equipment Building	\$ 500,000
6	Salmon - New Equipment Building	\$ 500,000
Projects Totals		\$ 21,265,000
Statewide Alterations and Repairs		\$ 1,000,000
Operating Expenses		\$ 300,000
(SHA Fund 0260-02) FY21 Request Total		\$ 22,565,000
(Aero Fund 0221-02) FY21 Alterations and Repairs Request		\$ 100,000

Six Year Capital Facilities Program Plan

Fiscal Years 2024 - 2029

FY 2028 Budget

District	Project	Estimated Cost
1	Plummer - Building LED lights	\$ 25,000
1	Peterson - Maintenance Building Extension and Renovation	\$ 1,500,000
1	Clark Fork - Maintenance Building Renovation	\$ 990,000
1	Mullan - Maintenance Building Renovation	\$ 1,180,000
1	Peterson Hill - New De-Icer Facility	\$ 1,350,000
1	Spirit Lake - New De-Icer Facility	\$ 1,350,000
1	Beck and Seltice - Railhead Salt Delivery - New Material Building	\$ 2,700,000
2	Powell - Cold Building Upgrade	\$ 30,000
2	Bovill - Yard Seal Coat	\$ 10,000
2	Craigmont - Paving	\$ 10,000
2	Grangeville - Paving	\$ 10,000
2	Kooskia - Paving	\$ 10,000
2	Lucile - Building	\$ 10,000
2	Craigmont - Gutters	\$ 5,000
2	Welding Shop - Air Vent Repairs	\$ 5,000
2	Bovill - Containment	\$ 75,000
2	D2 - Shop Sink Install	\$ 2,500
2	Genesee - Pad	\$ 10,000
2	Grangeville - Containment	\$ 50,000
2	Pine Creek - Pad	\$ 10,000
2	Truck Wash - Sand Oil Separator	\$ 27,500
2	Turkey Island - Railhead Salt Delivery - New Material Building	\$ 2,700,000
3	HQ Upper Supply Office Space	\$ 400,000
3	HQ - Roof Replacement (South Bldg)	\$ 40,000
3	Riddle - New Water Line	\$ 10,000
3	LCR - Replace lighting	\$ 50,000
4	Shoshone - Supply Building	\$ 300,000
4	Fairfield - Maintenance Building Renovation	\$ 950,000
5	HQ Annex - Roof Replacement	\$ 155,000
5	Montpelier - Material Building Extension	\$ 500,000
5	Preston - Maintenance Building Renovation	\$ 800,000
5	Cleveland - Replacement Material Building	\$ 800,000
5	Georgetown - Replacement Material Building	\$ 800,000
6	Rigby - HQ Basement Reorganization	\$ 100,000
6	Idaho Falls - Paint Truck Building	\$ 50,000
6	D6 - Remodel Old ISP Location	\$ 100,000
6	Idaho Falls - Floor Replacement	\$ 150,000
6	Rigby - Supply Warehouse and Mechanic Shop Renovation	\$ 4,000,000
Projects Totals		\$ 21,265,000
Statewide Alterations and Repairs		\$ 1,000,000
Operating Expenses		\$ 300,000
(SHA Fund 0260-02) FY21 Request Total		\$ 22,565,000
(Aero Fund 0221-02) FY21 Alterations and Repairs Request		\$ 100,000

Six Year Capital Facilities Program Plan

Fiscal Years 2024 - 2029

FY 2029 Budget

District	Project	Estimated Cost
1	Plummer - City Sewer Hookup	\$ 650,000
1	Sandpoint - Minor Office Remodel	\$ 100,000
1	Sandpoint - Extension	\$ 900,000
1	Priest River - Maintenance Building Renovation	\$ 645,000
1	Santa - Maintenance Building Renovation	\$ 523,000
1	Spirit Lake - Maintenance Building Renovation	\$ 596,000
1	Peterson Hill - New Equipment Building	\$ 500,000
2	Y220 - Pave New Gate Entrance	\$ 15,000
2	Reeds Bar - Paving	\$ 10,000
2	D2 - Shop Paint and Repair Door	\$ 50,000
2	Lewiston - Shop Building Renovation	\$ 3,000,000
2	Kendrick - Maintenance Building Renovation	\$ 1,000,000
3	HQ Upper Supply Office Elevator Upgrade	\$ 325,000
3	Idaho City - Maintenance Building Renovation	\$ 1,000,000
3	Marsing - Port of Entry Renovation	\$ 250,000
3	Blacks Creek - Rest Area Renovation	\$ 500,000
3	East and West Boise Port of Entry Renovation	\$ 150,000
3	Midvale - Rest Area Renovation	\$ 100,000
3	Snake River Rest Area Renovation	\$ 150,000
3	New Plymouth - Maintenance Building Renovation	\$ 850,000
4	Shoshone - Maintenance Building Renovation	\$ 1,000,000
4	Bliss - Maintenance Building Renovation	\$ 950,000
5	McCammon - Maintenance Building Renovation	\$ 1,285,000
5	Pocatello - Maintenance Building Renovation	\$ 1,000,000
5	Wayan - Maintenance Building Renovation	\$ 1,266,000
5	Pocatello - Annex Building Renovation	\$ 1,000,000
5	Firth - Replacement Material Building	\$ 800,000
5	Lund - Replacement Material Building	\$ 800,000
6	Idaho Falls - Maintenance Building Extension	\$ 850,000
6	Salmon - Maintenance Building Renovation	\$ 1,000,000
Projects Totals		\$ 21,265,000
Statewide Alterations and Repairs		\$ 1,000,000
Operating Expenses		\$ 300,000
(SHA Fund 0260-02) FY21 Request Total		\$ 22,565,000
(Aero Fund 0221-02) FY21 Alterations and Repairs Request		\$ 100,000



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date 6/16/2022Consent Item ☐Information Item ☐Amount of Presentation Time Needed 10 min

Presenter's Name Caleb Lakey / City of Eagle	Presenter's Title District 3 Engineer	Initials CL	Reviewed By LSS
Preparer's Name Caleb Lakey	Preparer's Title District 3 Engineer	Initials CL	DM

Subject

Three Cities River Crossing Concept		
Key Number NA	District 3	Route Number SH-55

Background Information

The Three Cities Crossing is a conceptual road extension of SH-55 south from its current junction with SH-44 (State St) in Eagle, across the Boise River, to connect it to US-20/26 (Chinden Blvd) in the vicinity of Five Mile Road or Cloverdale Road.

The City of Eagle will present the history and current desire to support keeping the Three Cities Crossing in the "unfunded" portion of the Long Range Transportation Plan (LRTP) with the regional planning association, COMPASS.

This item is proposing inclusion of the Three Cities Crossing in the COMPASS unfunded portion of the LRTP. At the Board's pleasure, District 3 staff will come back to the Board with additional details on how ITD might participate in planning efforts for such an extension at a future meeting.

Recommendations

Approval of the attached resolution on Page 105.

Board Action

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

Three Cities River Crossing

RESOLUTION

WHEREAS, it is the intent of the Idaho Transportation Board to effectively utilize all available Federal, State, and private highway funding; and

WHEREAS, Community Planning Organization of Southwest Idaho (COMPASS) maintains a Long Range Transportation Plan (LRTP) including funded and unfunded projects; and

WHEREAS, the City of Eagle sees value in the Three Cities River Crossing concept and needs a transportation agency sponsor to keep the concept as an unfunded study in the Long Range Transportation Plan (LRTP).

NOW, THEREFORE BE IT RESOLVED, that the Idaho Transportation Board directs ITD District 3 staff to sponsor the inclusion of the Three Cities River Crossing as an unfunded study in the COMPASS Long Range Transportation Plan; and

NOW, THEREFORE BE IT FURTHER RESOLVED, that the Idaho Transportation Board directs ITD District 3 staff to prepare a presentation for an upcoming Board Meeting on options for ITD to participate in a study of the Three Cities Crossing.



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date 6/16/2022Consent Item ☐Information Item ☐Amount of Presentation Time Needed 15 min

Presenter's Name	Presenter's Title	Initials	Reviewed By
Vince Trimboli/Dan Richter (Avimor)	District 3 P&D Mgr/General Mgr		LSS
Preparer's Name	Preparer's Title	Initials	
Caleb Lakey	District 3 Engineer	JCL	

Subject

Proposed Proportionate Share Agreement, Avimor		
Key Number	District	Route Number
TBA	3	SH-55

Background Information

The developer of the Avimor Development has redrafted a proportionate share agreement as an alternative to funding future highway improvements on SH-55. This is a follow up to a presentation in December of 2021 by District Engineer Caleb Lakey and Avimor General Manager Dan Richter. In December, a draft agreement was presented to the board.

Avimor has voluntarily agreed to commit a Proportionate Share Fee (\$5,000) per residential unit constructed within the project site starting in 2023. Fees collected would go toward funding key intersection improvements and widening the corridor to two lanes in each direction from the intersection of SH-44/55 north to the intersection of Pearl Rd.

This project is a great example of teamwork between local, state and private partners working together to fund transportation needs. Attached to this item is the updated agreement and a draft resolution for Idaho Transportation Board approval.

Recommendations

Approval of the attached resolution. Resolution on page 107.

Board Action

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

STATE HIGHWAY MITIGATION AGREEMENT

This STATE HIGHWAY MITIGATION AGREEMENT (“**Agreement**”) is made and entered into this _____ day of _____ 2022 (“**Effective Date**”), by and among the IDAHO TRANSPORTATION DEPARTMENT, an executive department of the state of Idaho (“**ITD**”), AVIMOR DEVELOPMENT LLC, an Idaho limited liability company (“**Avimor Development**”), and FIRST AMERICAN TITLE INSURANCE COMPANY, a Nebraska corporation, as Trustee of the Dual Beneficiary Trust No 8562 which Trust was created pursuant to the Subdivision Trust Agreement dated October 8, 2002 and erroneously shown of record as October 8, 2003 as amended (“**Trust**” and, together with Avimor Development, “**Developer**”). Collectively, the entities entering into this Agreement may be identified as “**Parties**”. Individually, any entity entering into this Agreement may be identified as “**Party**”.

RECITALS

A. Developer is in the process of developing a residential and commercial mixed-use development on approximately 17,000 acres of land in Ada County, Boise County, and Gem County (the “**Project**”). The Project is generally located northeast of the City of Eagle, Idaho and is legally described and graphically depicted on Exhibit A, attached hereto and incorporated herein (“**Project Site**”).

B. State Highway 55 (“**SH55**”) runs through the Project Site.

C. Developer owns and controls the Project Site.

D. Subject to applicable federal control of interstate highways, ITD has jurisdiction over all state highways within the State of Idaho, including SH55 as it runs through the Project Site.

E. Developer initiated development of the Avimor mixed-use planned community in 2006 with land use entitlements for a planned community issued by Ada County, Idaho. As of the Effective Date, Developer has final platted 839 residential lots and 5 commercial lots within Ada County, Idaho as part of the existing Avimor mixed-use planned community (the “**Village 1 Area**”). The Village 1 Area is not subject to this Agreement.

F. Developer has also received approval for a planned community from Boise County, Idaho, authorizing the development and construction of additional residential and commercial uses on the portion of the Project Site located in Boise County, Idaho.

G. Developer has worked closely with ITD in the planning and development of the Village 1 Area and the Project. This includes studying, planning, and designing roadway improvements to SH55 in order serve the Village 1 Area and the Project.

H. Developer has prepared and submitted to ITD multiple traffic impact studies that have analyzed the transportation network conditions related to the Project and studied additional and modified accesses from SH55 into to the Property.

I. As part of Developer's ongoing work with ITD, and in order to timely complete required improvements, Developer has conducted traffic counts to collect trip generation data for the Project. Trip generation studies consistently show the actual trips generated by the Project are well below (approximately 25%) the average trip generation numbers forecasted under the Institute of Transportation Engineers (ITE) Manual. A summary of this data is provided in Exhibit B, attached hereto and incorporated herein.

J. Developer intends to develop the Project Site with approximately 9,700 additional single-family residential homes. It is anticipated these homes will be constructed and occupied in accordance with the Project Schedule on Exhibit C, attached hereto and incorporated herein (the "**Project Schedule**").

K. The Village 1 Area is currently part of the Avimor Community Infrastructure District No. 1 (Ada County, Idaho), a community infrastructure district duly organized and validly existing pursuant to the laws of the State of Idaho and a political subdivision of the State of Idaho (the "**Avimor CID**"). It is the intent of Developer to expand the boundary of the Avimor CID to include all of the Project Site.

L. Due to the scale of the Project, the location of the Project Site in relation to SH55, and the length of the Project Schedule, this Agreement addresses future improvements to the SH55 system in the vicinity of the Project Site by: (i) detailing future roadway improvements to be completed by Developer ("**Developer Projects**"); (ii) detailing future roadway improvements anticipated to be completed by ITD ("**ITD Projects**"); and (iii) requiring Developer to pay ITD a fee to offset the Project's proportionate impact over and above Developer's contributions through the Developer Projects (the "**Proportionate Share Fee**"), all in accordance with the terms and conditions of this Agreement.

M. In addition to the Developer Projects and ITD Projects, ongoing and future development on the SH55 corridor in the vicinity of the Project Site will necessitate and provide updates and improvements to the Project Area (defined below).

N. Developer Projects and ITD Projects are detailed on Exhibit D, attached hereto and incorporated herein.

O. The Parties desire to enter into this Agreement to set forth their respective duties and obligations for roadway improvements on SH55 in the vicinity of the Project on the terms and conditions in this Agreement.

AGREEMENT

NOW, THEREFORE, for and in consideration of the above recitals, mutual covenants and consideration in this Agreement, and for other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, the Parties agree as follows:

SECTION 1.
Proportionate Share Fee

- 1.1 **Payment of Proportionate Share Fee.** The Proportionate Share Fee is Five Thousand Dollars (\$5,000.00) per residential unit constructed within the Project Site from the Effective Date. Developer's obligation to pay a Proportionate Share Fee is triggered by the issuance of a building permit for a residential unit within the Project Site. Payment of the Proportionate Share Fees will be made by Developer to ITD on a quarterly basis for all fees incurred in the prior quarter. Developer's obligation to pay the Proportionate Share Fee to ITD will continue from the Effective Date until the final residential building permit is issued for the Project (the "**Term**"). Only residential development triggers Developer's obligation to pay the Proportionate Share Fee.
- 1.2 **Proportionate Share Fee Funds.** Based on the Project Schedule, the Parties anticipate the Proportionate Share Fee payments from Developer to ITD will generate approximately \$1,500,000.00 per year and \$48,500,000.00 during the Term. Proportionate Share Fee funds collected by ITD pursuant to this Agreement may be used by ITD in ITD's sole discretion on roadway improvement projects. ITD will endeavor, but is not required, to use the Proportionate Share Fee funds within the SH55 corridor from the intersection of State Highway 44 and SH55 north to the intersection of Pearl Road and SH55 (the "**Project Area**"). A map depicting the Project Area is set forth on Exhibit E, attached hereto and incorporated herein. Where Proportionate Share Fees are used within the Project Area, ITD will reasonably cooperate with Developer's efforts to seek reimbursement from the Avimor CID for Developer's payment of the Proportionate Share Fee where reimbursement is allowed by applicable laws and regulations.
- 1.3 **Future ITD Impact Fee.** If, during the Term, the Idaho Legislature imbues ITD with the ability to collect development impact fees under the Idaho Development Impact Fee Act, or otherwise, and ITD legally adopts an impact fee during the Term of this Agreement, Avimor agrees to pay the greater of: (i) the future impact fee; or (ii) the Proportionate Share Fee.

SECTION 2.
DEVELOPER PROJECTS

- 2.1 **Developer Projects.** Developer, at Developer's sole cost and expense, shall design and construct the following Developer Projects, to the extent such projects are not first completed by other parties:
- 2.1.1 Widen SH55 from a two lane section to a four lane section from the intersection of SH55 and Avimor Drive north to the intersection of SH55 and North McLeod Way.
- 2.1.2 Grade Separated Intersection at SH55 and Avimor Drive.
- 2.1.3 Grade Separated Intersection at SH55 and North McLeod Way.

- 2.1.4 SH55 access improvements at the SH55 and Willow Creek Road intersection.
- 2.1.5 SH55 access improvements at the SH55 and Pearl Road intersection.
- 2.2 Traffic Impact Studies; Developer Projects. The scope, timing, location, and conceptual design for the Developer Projects, including all accesses onto SH55, which are specified in Sections 2.1.2 through 2.1.5 above, have been modeled and studied by Developer's traffic engineers and conceptually approved by ITD as part of ITD's review and approval of prior traffic impact studies.
- 2.3 Timing and Scope of Developer Projects. The time for completion of Developer Projects and additional information regarding the type and scope of Developer Projects is provided on Exhibit D.
- 2.4 Developer Project Design. Developer shall be responsible for the design by design professionals of the Developer Projects. The design must be in accordance with all applicable laws, regulations, ITD's standards, prior traffic impact studies, and the terms of this Agreement.
- 2.5 Construction of Improvements by Others. Developer shall have no obligation to construct Developer Projects or to otherwise be responsible for or to provide reimbursement therefore, if any other person or private entity constructs such Developer Projects prior to the accrual of Developer's obligation to do so under this Agreement. Further, Developer's agreement to construct Developer Projects pursuant to this Agreement shall not relieve any other person or non-governmental entity of its obligation to install any improvements that such person or non-governmental entity may otherwise have and shall not waive any right Developer may have to reimbursement.
- 2.6 Governmental Approvals. Developer shall be responsible for obtaining all governmental approvals required for the Project. ITD shall cooperate with and assist Developer in obtaining all governmental approvals required for the Project, including, but not limited to, zoning approvals, subdivision approvals, and access approvals from all applicable governmental agencies. Developer Projects are the only road improvements projects ITD will require Developer to complete on the State Highway system for the entirety of the Project. No further mitigation beyond timely completion of the Developer Projects and payment of the Proportionate Share Fee pursuant to this Agreement will be required by ITD to offset the Project's impacts on the State Highway system and ITD will provide comment stating the same to all governmental agencies with jurisdiction over the Project approvals.
- 2.7 ITD Reimbursement and Financing Cooperation. ITD shall cooperate with Developer in obtaining financing or reimbursement for the design and construction of Developer Projects from the Avimor CID. ITD shall promptly provide such attestations, verifications, certifications, and other documentation or information provided by Developer as needed by the Avimor CID to finance, construct or acquire any portion

of Developer Projects. Additionally, to the extent meetings or hearings occur and as reasonably requested by Developer, ITD shall reasonably cooperate and use reasonable efforts to attend meetings and hearings as necessary to assist Developer in obtaining financing or reimbursement for the construction of Developer Projects from the Avimor CID.

- 2.8 ITD Review and Approval of Developer Projects. Nothing in this Agreement shall be construed to allow Developer any waiver or relief from any of the processes, rules and regulations Developer must follow and comply with to design and construct Developer Projects or to obtain any future approvals from ITD required to construct the Developer Projects.
- 2.9 STAR Agreement. As the Project is developed, it is possible that a component of the Project will qualify under the Sales Tax Anticipation Revenue Act, codified in Idaho Code Sections 63-3641 and 63-3638(12) (“**STAR Act**”) for financing and reimbursement pursuant to the STAR Act. Assuming eligibility requirements are satisfied, ITD agrees to use best efforts to work with Developer to enter into a Sales Tax Anticipation Revenue Agreement under the STAR Act to finance the Developer Projects, or a portion thereof, through sales tax rebates from the Idaho State Tax Commission or other economic development or tax incentive tools.

SECTION 3. **ITD Projects**

- 3.1 ITD Projects. ITD will complete the following ITD Projects, to the extent such projects are not first completed by other parties:
- 3.1.1 Widen SH55 to a minimum four lanes from approximately 1,500 feet north of the intersection of SH55 and Brookside Lane to the intersection of SH55 and Avimor Drive.
 - 3.1.2 Intersection improvements at State Highway 44 and SH55.
 - 3.1.3 Improvements to SH55 from the intersection of SH55 State and Highway 44 north to the intersection of SH55 and Floating Feather Road.
- 3.2 Timing and Scope of ITD Projects. The estimated time for completion of the ITD Projects and additional information regarding the type and scope of the ITD Projects is provided on Exhibit C. ITD’s failure to timely complete the ITD Projects shall not be a default or breach under this Agreement. ITD’s failure to timely complete the ITD Projects will not prevent Developer from moving forward with full build out of the Project, and ITD will continue to support Developer’s development applications so long as Developer is not in default of this Agreement.

SECTION 4. **REMEDIES**

- 4.1 **Default.** No Party shall be deemed to be in default under this Agreement except upon the expiration of thirty (30) days after receipt of written notice from another Party specifying the particulars in which such Party has failed to perform its obligations under this Agreement (“**Notice of Default**”), unless such Party, prior to expiration of said thirty (30) day period, has rectified the particulars specified in the Notice of Default. If the cure is not one that is capable of being completed within such thirty (30) day period but is commenced within such thirty (30) day period and is being diligently prosecuted, then there shall be no default. Such additional period shall apply similarly with respect to any Second Notice of Default given pursuant to this Agreement.
- 4.2 **Default by Developer.** If Developer defaults beyond the expiration of any applicable cure period as provided above, ITD may exercise any remedies to which it is entitled pursuant to the this Agreement and all applicable laws and regulations; provided, however, that before ITD shall be entitled to exercise any remedy ITD shall be required to give Developer a second notice (the “**Second Notice**”), which Second Notice shall state, in bold and conspicuous type, that it is a Second Notice, and that if Developer does not cure the default within thirty (30) days after receipt of the Second Notice, that ITD shall then be entitled to exercise any available remedy.
- 4.3 **Default by ITD.** If ITD defaults in the performance of its obligations under the terms and provisions of this Agreement in the time and manner required herein, Developer shall only be entitled to non-monetary damages remedies, such as specific performance, declaratory relief, and injunctive relief.
- 4.4 **Attorneys’ Fees.** Should any Party find it necessary to employ an attorney for representation in any action seeking enforcement of any of the provisions of this Agreement, the unsuccessful Party in any final judgment or award entered therein shall reimburse the prevailing Party for all reasonable costs, charges and expenses, including reasonable attorneys’ fees expended or incurred by the prevailing Party in connection therewith and in connection with any appeal, and the same may be included in such judgment or award.

SECTION 5. **OTHER PROVISIONS**

- 5.1 **Notices.** All notices, requests, consents, approvals, payments in connection with this Agreement, or communications that any Party desires or is required or permitted to give or make to the other Party under this Agreement shall only be deemed to have been given, made and delivered, when made or given in writing and personally served, or deposited in the United States mail, certified or registered mail, postage prepaid, or sent by reputable overnight courier (e.g., FedEx) and addressed to the parties as follows:

ITD: Idaho Transportation Department
Attn: Tim Thomas
3311 W. State Street
P.O. Box 7129
Boise, ID 83707-1129

DEVELOPER: Avimor Development LLC
Attn: Dan Richter
18454 N. McLeod Way
Boise, ID 83714

Notice shall be deemed given upon actual receipt (or attempted delivery if delivery is refused), if personally delivered or rejected.

- 5.2 Force Majeure. Any prevention, delay or stoppage due to strikes, lockouts, labor disputes, acts of God, inability to obtain labor or materials or reasonable substitutes therefore, civil commotion, fire or other casualty, and other causes beyond the reasonable control of the Party obligated to perform, shall excuse the performance by such Party for a period equal to any such prevention, delay or stoppage.
- 5.3 Choice of Law. This Agreement shall be governed by, and construed in accordance with, the laws of the state of Idaho.
- 5.4 Jurisdiction. The state courts of the State of Idaho shall have exclusive jurisdiction of any suit, dispute, claim, demand, controversy, or cause of action that the Parties may now have or at any time in the future claim to have based in whole or in part or arising from the negotiations, execution, interpretation, or enforcement of this Agreement. The Parties submit to the in personam jurisdiction of the State, to venue in the state courts within the State, and consent to service of process being affected upon them by certified mail sent to the addresses set forth in this Agreement.
- 5.5 Exhibits. All exhibits to this Agreement are incorporated by reference and made a part of this Agreement as if the exhibits were set forth in their entirety in this Agreement.
- 5.6 Entire Agreement. This Agreement and the exhibits hereto constitute the full and entire understanding and agreement between the Parties with regard to the transaction contemplated herein, and no Party shall be liable or bound to any other in any manner by any representations, warranties, covenants and agreements, whether written or oral, except as specifically set forth herein.
- 5.7 Acknowledgments and Modifications. No acknowledgments required hereunder, and no modification or waiver of any provision of this Agreement or consent to departure therefrom, shall be effective unless in writing and signed by each Party hereto. In the event that all or any part of this Agreement is judicially found or declared to be unenforceable or contrary to applicable law, the Parties agree to modify the terms

hereof to the slightest extent possible to cause the Agreement to be enforceable and consistent with applicable law.

- 5.8 Headings. The headings used in this Agreement are used for convenience only and are not to be considered in construing or interpreting this Agreement.
- 5.9 Successors and Assigns; Survival. This Agreement may be assigned upon written consent of ITD, which consent shall not be unreasonably withheld. All provisions of this Agreement shall be binding upon and inure to the benefit of the Parties hereto and their heirs, successors and assigns and shall survive any transfer or assignment by a Party or their heirs, successors or assigns. This Agreement shall remain effective notwithstanding the expiration, cancellation, termination or completion of this Agreement as may be necessary for any Party to enforce the terms and provisions of this Agreement.
- 5.10 Counterparts. This Agreement may be executed in two or more counterparts, each of which shall be deemed an original but both of which together shall constitute one and the same instrument.
- 5.11 No Third Party Beneficiary Rights. This Agreement is not intended to create, nor shall it in any way be interpreted or construed to create, any third-party beneficiary rights in any person not a party hereto.
- 5.12 Recordation. This Agreement shall be recorded with the Ada County, Boise County, and Gem County Recorders offices immediately upon the adoption and execution of the Agreement by all Parties.
- 5.13 Time is of the essence. Time is of the essence for this Agreement
- 5.14 Authority. Each Party represents and warrants that it has taken all necessary actions as required by applicable law to enter into this Agreement.

[End of text. Signatures and Exhibits follow.]

EXHIBITS:

- A – Legal Description of the Project Site
- B – Project Trip Generation Summary
- C – Project Schedule
- D – Developer and ITD Project List
- E – Project Area Map

IN WITNESS WHEREOF, the parties have executed this Agreement, effective as of the Effective Date.

ITD:
IDAHO TRANSPORTATION DEPARTMENT, an
executive department of the State of Idaho

By:
Its:

DEVELOPER:
Avimor Development, an Idaho Limited Liability
Company

By:
Its:

STATE OF IDAHO)
 : ss.
County of Ada)

On this _____ day of _____, 20____, before me, a Notary Public in and for the State of Idaho, personally appeared _____, known to me to be the _____ of the Idaho Transportation Department, a division of the State of Idaho, and the person whose name is subscribed to the within instrument, and acknowledged to me that he executed the same on behalf of the Idaho Transportation Department.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my official seal the day and year first above written.

Notary Public for Idaho
Residing at: _____
My commission expires: _____

STATE OF _____)
: ss.
County of _____)

On this _____ day of _____, 20 __, before me, a Notary Public in and for the State of _____, personally appeared _____, known or identified to me to be the _____ for Avimor Development LLC and who subscribed said name to the foregoing instrument, and acknowledged to me that he executed the same in said company name.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my official seal the day and year first above written.

Notary Public for _____
Residing at: _____
My commission expires: _____

EXHIBIT A
Legal Description of Project Site

[insert legal for Project Site]

DRAFT

EXHIBIT B

Trip Generation Summary

Table 1: Existing Avimor Residential Land Use Trip Generation Comparison

	AM Peak Hour Trip Rate	PM Peak Hour Trip Rate
Avimor Residential Site-Specific Trip Generation Rates		
Average Trip Rate* (peak hour trips per residential unit)	0.41	0.50
ITE Residential Trip Generation Rate Estimates		
Average Trip Rate Estimate** (peak hour trips per residential unit)	0.55	0.73
How Much Lower is Avimor Compared to ITE Estimates?	25%	32%

*Average trip rate based on three separate traffic counts collected between 2017 and 2019

** Average trip rate of ITE single family housing (Code 210) and multi-family low rise housing (Code 220) land use codes

EXHIBIT C
Project Schedule

1	Year	Estimated Units	Proportionate Share Fee Per Unit	Annual Fee Total
2	2023	300	\$ 5,000.00	\$ 1,500,000.00
3	2024	300	\$ 5,000.00	\$ 1,500,000.00
4	2025	300	\$ 5,000.00	\$ 1,500,000.00
5	2026	300	\$ 5,000.00	\$ 1,500,000.00
6	2027	300	\$ 5,000.00	\$ 1,500,000.00
7	2028	300	\$ 5,000.00	\$ 1,500,000.00
8	2029	300	\$ 5,000.00	\$ 1,500,000.00
9	2030	300	\$ 5,000.00	\$ 1,500,000.00
10	2031	300	\$ 5,000.00	\$ 1,500,000.00
11	2032	300	\$ 5,000.00	\$ 1,500,000.00
12	2033	300	\$ 5,000.00	\$ 1,500,000.00
13	2034	300	\$ 5,000.00	\$ 1,500,000.00
14	2035	300	\$ 5,000.00	\$ 1,500,000.00
15	2036	300	\$ 5,000.00	\$ 1,500,000.00
16	2037	300	\$ 5,000.00	\$ 1,500,000.00
17	2038	300	\$ 5,000.00	\$ 1,500,000.00
18	2039	300	\$ 5,000.00	\$ 1,500,000.00
19	2040	300	\$ 5,000.00	\$ 1,500,000.00
20	2041	300	\$ 5,000.00	\$ 1,500,000.00
21	2042	300	\$ 5,000.00	\$ 1,500,000.00
22	2043	300	\$ 5,000.00	\$ 1,500,000.00
23	2044	300	\$ 5,000.00	\$ 1,500,000.00
24	2045	300	\$ 5,000.00	\$ 1,500,000.00
25	2046	300	\$ 5,000.00	\$ 1,500,000.00
26	2047	300	\$ 5,000.00	\$ 1,500,000.00
27	2048	300	\$ 5,000.00	\$ 1,500,000.00
28	2049	300	\$ 5,000.00	\$ 1,500,000.00
29	2050	300	\$ 5,000.00	\$ 1,500,000.00
30	2051	300	\$ 5,000.00	\$ 1,500,000.00
31	2052	300	\$ 5,000.00	\$ 1,500,000.00
32	2053	300	\$ 5,000.00	\$ 1,500,000.00
33	2054	300	\$ 5,000.00	\$ 1,500,000.00
34	2055	100	\$ 5,000.00	\$ 500,000.00
35				
36	TOTAL	9700		\$ 48,500,000.00

EXHIBIT D

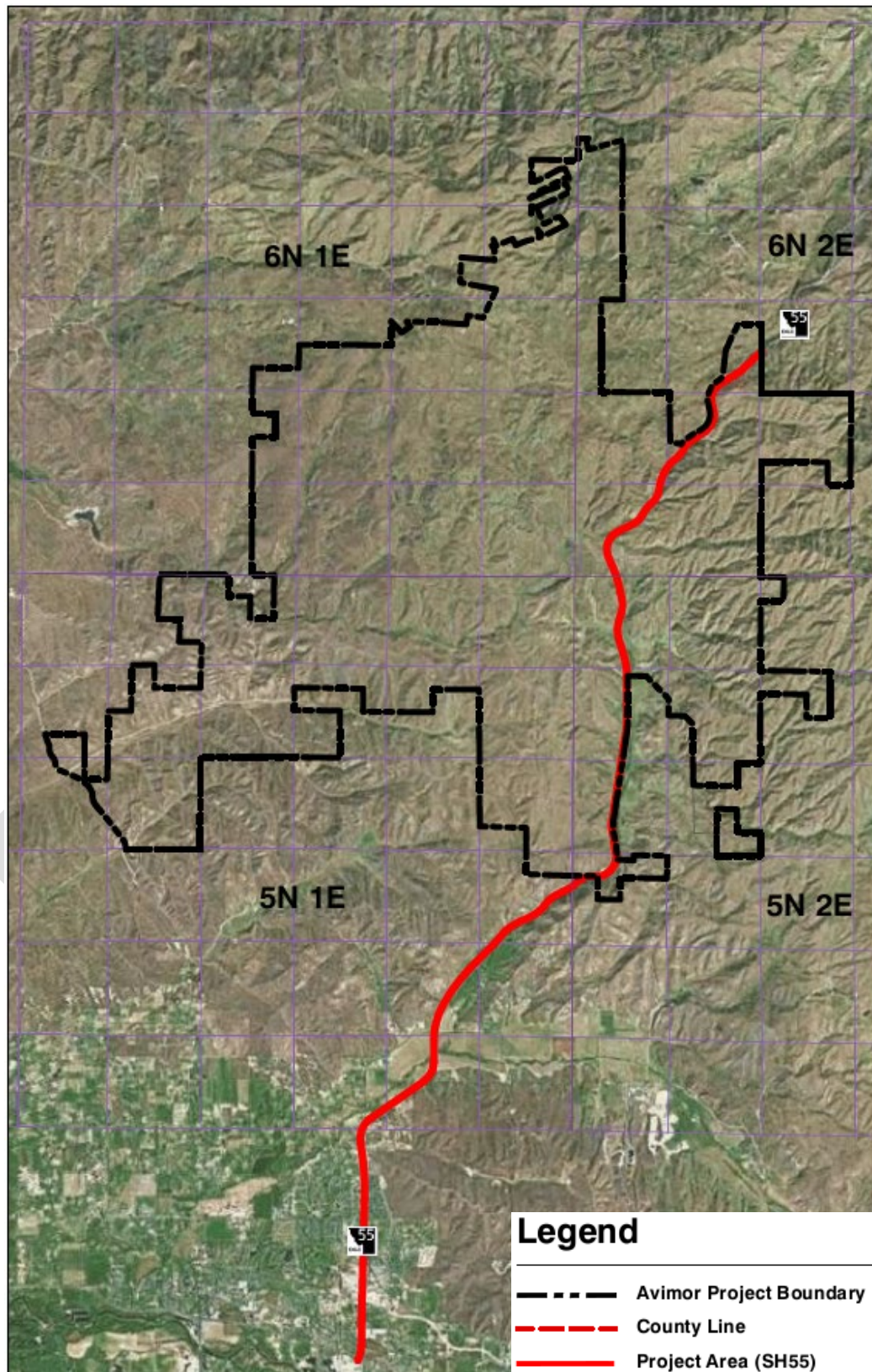
Developer and ITD Projects

Project Name	Description of Project	Responsible Party	Time for Completion*
SH55 Widening – N of Canyon to N of McLeod Way	Realign SH 55 plus widen to 2 lanes in each direction from north of the canyon (approximately MP 51.5) to north of McLeod Way (approximately MP 54.0)	Avimor	Complete by occupancy of 2,200 residences in the Project.
SH55/Avimor Dr. Grade Separated Intersection	Construct a grade separated intersection at the realigned SH55/Avimor Drive intersection	Avimor	Complete by occupancy of 2,200 residences in the Project.
SH55/McLeod Way Grade Separated Intersection	Replace the at grade McLeod Way full access with right-in/right-out only access for both NB and SB SH55 and construct grade separated intersection north of right-in/right-out access	Avimor	Complete by occupancy of 1,450 residences in the Project.
Willow Creek Access	Potential full access; construct NB and SB right-turn and left-turn lanes; subject to sight distance standards	Avimor	Complete with final platting of adjacent subdivision phase.
Pearl Road Access	Construct NB left-turn lane	Avimor	Complete with final platting of adjacent subdivision phase
SH55 Canyon Widening	Widen SH55 to 2 lanes in each direction from 1,500 feet north of	ITD	When conditions warrant and funding is available

	Brookside Lane (approximately MP 48.7) to north of the canyon (approximately MP 51.5)		
SH55/SH44 Intersection Improvements	Complete improvements to SH55/SH44 intersection to address growth in regional traffic volumes	ITD	When conditions warrant and funding is available
SH55 Improvements from north of Floating Feather Road to SH44	Complete widening of SH55 to three lanes and other necessary improvements to address growth in regional traffic volumes	ITD	When conditions warrant and funding is available)

*The time for completion was calculated based on the equivalent number of residential units occupied because that is the development type that will be tied to the proportional fee per unit assessment. The number of units triggering each specific project correlates with existing traffic impact studies and analysis for when the improvements are needed

EXHIBIT E
Project Area Map



AVIMOR Proportionate Share RESOLUTION

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; the Avimor development is about 20,000 acres of mixed use development bisected by SH-55; and

WHEREAS; Avimor Development LLC has proposed a State Highway Mitigation Agreement in lieu of future traffic impact studies to determine future highway improvements; and

WHEREAS; ITD District 3 staff finds the agreement mutually beneficial.

NOW THEREFORE BE IT RESOLVED, that the Idaho Transportation Board approves the State Highway Mitigation Agreement and authorizes staff to execute the agreement.



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date 6/16/2022Consent Item ☐Information Item ☐Amount of Presentation Time Needed 10 min

Presenter's Name	Presenter's Title	Initials	Reviewed By
Vince Trimboli	D3 Planning & Dev. Manager	VT	LSS
Preparer's Name	Preparer's Title	Initials	
Mark Wasdahl/Vince Trimboli	Senior Planner/D3 P&DM	MW	

Subject

SH-69 Traffic and Access Management Study		
Key Number	District	Route Number
	3	SH-69 (Meridian Rd)

Background Information

Staff will present an informational item to the board on the recent SH-69 Traffic and Access Management Corridor Study. District 3 Planning Staff has been working with local agencies to create a plan for future access and traffic projection on SH-69 (Meridian Rd.) as it serves the communities of Meridian and Kuna.

The Idaho 69 Corridor Plan is a 20+ year study from the intersection of Idaho 69 & Orchard Avenue in Kuna through the Meridian Interchange on Interstate 84. The purpose of the plan is to maintain capacity and traffic flow on Idaho 69 and to improve safety. The plan evaluates current and future transportation needs that will be used to plan future highway improvements.

This item is a preview of the study. Staff will come back later with more details on next steps, including approvals if needed.

Recommendations

For information only

Board Action

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



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date 6/16/2022

Consent Item ☐

Information Item ☐

Amount of Presentation Time Needed 10 min

Presenter's Name Jason Brinkman	Presenter's Title District 3 Engineering Manager	Initials JDB	Reviewed By LSS
Preparer's Name Caleb Lakey	Preparer's Title District 3 Engineer	Initials CL	DM

Subject

Update on SH-55, Smiths Ferry to Round Valley Construction		
Key Number 01004	District 3	Route Number SH-55

Background Information

This will be an update following the March presentation by Chief Deputy-Chief Operations Officer McElhinney and District 3 Engineering Manager Brinkman.

Construction of this highway realignment and widening project is on track for completion by years end. The contractor, M.A. DeAtley Construction has made excellent progress, and has been able to stay on schedule despite large increases in the rock excavation quantity.

Engineering support from geotechnical experts, McMillan-Jacobs, is resulting in revised and sustainable slopes, with construction inspection and engineering being provided by a team comprised of top D3 staff and HMM Engineering.

The Board approved an updated budget for the project at the May meeting, and the current estimate is forecast to complete within budget.

Recommendations

For information only.

Board Action

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



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date June 16, 2022

Consent Item ☐

Information Item ☐

Amount of Presentation Time Needed 15 Minutes

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

Subject

Public Transportation 2023-2025 Congressional Application Modified Funding Recommendations		
Key Number N/A	District Statewide	Route Number N/A

Background Information

This item is to modify the approved funding awarded by the Idaho Transportation Board at the March meeting. The ITD Public Transportation Office (PT) received updated information on the Federal Transit Administration (FTA) apportionments after the March approval and would like to modify the previous approved awards to include the additional funding available.

PT issued a congressional competitive application process for the following programs:

5310 Enhanced Mobility of Seniors and Individuals with Disabilities, 5311 Formula Grant for Rural Areas, 5339 Bus and Bus Facilities, and the Vehicle Investment Program (VIP).

Using FTA scope eligibility and priorities, PT staff made funding recommendations for the applications.

On March 10, the PT staff presented subrecipient grant applications to the Public Transportation Advisory Council (PTAC), and asked for their comments and concurrence on funding recommendations made by PT staff. PT presented the modified funding recommendation to PTAC on June 9 and asked for their comments and concurrence on funding recommendations made by PT staff.

PT seeks approval from the Idaho Transportation Board on the two year awards for the applications, which will become available upon approval from the Federal Transit Administration. All funding agreements will begin October 1, 2022.

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

Recommendations

Approval of the modified public transportation funding recommendations in the amount of \$20,388,358 for the 2023-2025 rural awards. Resolution on page 112.

Board Action

☐ Approved ☐ Deferred _____
☐ Other _____

5310 Elderly & Disabled Program						
District	Applicant	Score	Scope	Federal Request	Recommendation	Notes
2	Disability Action Center	91	Purchase of Service	\$188,160	\$188,160	Using the updated appropriation for FY22 fully funds all 5310 projects. This increases the 5310 availability of funds by \$203,239. This has the biggest impact on D3 as all other projects were previously fully awarded from the original recommendation.
3	Kuna Senior Center	65	Operating	\$47,802	\$47,802	
3	Treasure Valley Transit	87	Purchase of Service	\$320,000	\$320,000	
3	Valley Regional Transit	85	Purchase of Service	\$231,869	\$231,869	
4	Living Indpendent Network Corp.	86	Purchase of Service	\$266,860	\$266,860	

Total Available	\$1,071,311
Total Recommended	\$1,054,691
Remaining Balance	\$16,620

5311 Rural Area Formula Program						
District	Applicant	Score	Scope	Federal Request	Recommendation	Notes
1	SPOT	90	Admin, Ops, Preventative Maintenance	\$1,351,852	\$1,210,987	Using the updated appropriation for FY22 ensures we can award each 5311 provider at their last years cycle amount at minimum. This increases the 5311 availability of funds by \$1,524,499.
1	Shoshone County	84	Admin, Ops, Preventative Maintenance	\$231,482	\$231,482	
1	CDA Tribe	88	Admin, Ops, Preventative Maintenance	\$1,277,771	\$841,864	
2	Appaloosa Express	85	Ops and Preventative Maintenance	\$297,414	\$199,464	
2	SMART (RPT)	89	Admin, Ops, Preventative Maintenance	\$1,480,825	\$1,364,756	D5 & D6 projects are fully funded as their requests did not meet the full district allocation. Funds unrequested in those districts went to other areas of the state, based on percentages and ITD Avg. Staff Score. This change has a big impact at the provider level across the state.
3	Treasure Valley Transit	90	Admin, Ops, Preventative Maintenance	\$4,380,198	\$3,568,774	
4	Mountain Rides Transportation Authority	91	Admin, Ops, Preventative Maintenance	\$5,294,566	\$4,114,024	
5	Shoshone Bannock Tribe	75	Admin, Ops, Preventative Maintenance	\$357,987	\$357,987	
5	Pocatello Regional Transit	90	Admin, Ops, Preventative Maintenance, Marketing	\$1,474,029	\$1,474,029	
6	START - Commuter	85	Admin, Ops, Preventative Maintenance,	\$1,155,749	\$1,155,749	
6	START - GTR	78	Admin, Ops, Preventative Maintenance,	\$369,124	\$369,124	
6	Lemhi Ride	78	Admin, Ops, Preventative Maintenance, Marketing	\$291,435	\$291,435	

Total Available	\$15,179,675
Total Recommended	\$15,179,675
Remaining Balance	\$0

5339 Bus & Bus Facilities						
District	Applicant	Score	Scope	Federal Request	Recommendation	Notes
1	Kootenai County	91	5 cutaway buses	\$475,000	\$475,000	No new recommendations
2	SMART (RPT)	84	2 medium duty cutaway buses	\$284,800	\$284,800	
3	ACHD	83	12 hybrid 10 passengar minivans	\$530,720	\$530,720	
3	Treasure Valley Transit	92	5 ADA medium duty cutaway buses	\$605,800	\$605,800	
3	Treasure Valley Transit	92	3 ADA conversion vans	\$210,669	\$210,669	
4	Mountain Rides Transportation Authority	78	construction and equipping of a new facility	\$1,340,000	\$1,340,000	
5	Pocatello Regional Transit	88	4 light duty mid sized buses & 1 medium duty bus	\$420,000	\$420,000	

Total Available	\$7,000,000
Total Recommended	\$3,866,989
Remaining Balance	\$3,133,011

Vehicle Investment Program (VIP)						
District	Applicant	Score	Scope	Federal Request	Recommendation	Notes
1	Evangelical Lutheran Society	67	ADA Accessible Van	\$55,888	\$55,888	No new recommendations
1	Shoshone County	91	12+2 ADA Cutaway vehicle	\$69,479	\$69,479	
3	Kuna Senior Center	71	Routine annual maintenace on vehicle	\$4,536	\$4,536	
3	Mountain Home Senior Center	88	12 +2 ADA shuttle bus	\$85,000	\$85,000	
4	Filer Senior Haven	47	12 passenger van	\$12,100	\$12,100	
6	Lemhi Ride	64	ADA accessible van	\$60,000	\$60,000	

Total Available	\$624,000
Total Recommended	\$287,003
Remaining Balance	\$336,997

Total Project Costs for all funding sources						
---	--	--	--	--	--	--

Total Funding Available	\$23,874,986
Total NEW Funding Recommendation	\$20,388,358
Difference	\$3,486,628

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

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

WHEREAS, the funding sources include three Federal Transit Administration grants, the 5310 Elderly and Persons with Disabilities Program, 5311 Rural Formula Program, and 5339 Bus and Bus Facilities Program, and the State grant Vehicle Investment Program; and

WHEREAS, the Public Transportation Office has solicited, reviewed, provided for public comment, presented and received unanimous concurrence from the Public Transportation Advisory Council on the proposed projects.

NOW THEREFORE BE IT RESOLVED, that the Board acknowledges the projects proposed as submitted, and approves the modified rural funding amount of \$20,388,358 for submittal to the Federal Transit Administration for final approval; and

BE IT FURTHER RESOLVED, that these projects are submitted for inclusion in the FY22 – 28 Statewide Transportation Investment Program and programmed in FY22.



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date June 16, 2022

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

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

Subject

Administrative Settlement over \$200,000.00		
Key Number	District	Route Number
9294	2	US-95

Background Information

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

Recommendations

Approve:
KN 9294, Project No. DHP-NH-4110(156) –Thorn Creek Rd to Moscow, Latah County - for administrative settlement in the amount of \$810,424.57. Resolution on page 114.

Board Action

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

RES. NO. WHEREAS, the Idaho Transportation Department is acquiring right-
ITB _____ of-way for US-95, Thorn Creek Rd. to Moscow, Latah County for Project
No. DHP-NH-4110(156); 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 \$810,424.57.



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date June 16, 2022

Consent Item ☐

Information Item ☐

Amount of Presentation Time Needed 10 min.

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

Subject

Administrative Settlement over \$200,000.00		
Key Number 9294	District 2	Route Number US-95

Background Information

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

Recommendations

Approve:

KN 9294, Project No. DHP-NH-4110(156) –Thorn Creek Rd to Moscow, Latah County - for administrative settlement in the amount of \$386,373.43. Resolution on page 116.

Board Action

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

RES. NO. WHEREAS, the Idaho Transportation Department is acquiring right-
ITB _____ of-way for US-95, Thorn Creek Rd. to Moscow, Latah County for Project
No. DHP-NH-4110(156); 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 \$386,373.43.



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date June 16, 2022

Consent Item ☐

Information Item ☐

Amount of Presentation Time Needed 10 minutes

Presenter's Name Jesse Barrus, PE	Presenter's Title District 4 Engineer	Initials JB	Reviewed By
Preparer's Name Jesse Barrus, PE	Preparer's Title District 4 Engineer	Initials JB	

Subject

District 4 Administration Site and building update		
Key Number N/A	District 4	Route Number NA

Background Information

The purpose of this agenda item is to update the Transportation Board on the status of the District 4 administrative site. The proposed site location is the 108 acres ITD owns on the southwest corner of I-84 and US-93. We are also seeking approval to continue with preliminary design for building site development.

In recent years, ITD has worked with the Division of Public Works (DPW) to develop a District 4 Administrative Building Feasibility Study and a Utility Master Plan. We have used these documents to hire an architectural firm to begin conceptual work on site preparation, utility plans, and building layouts. With the architectural firm and their Engineering sub consultant, we have prepared a preliminary budget for the cost to prepare the site for building construction.

Below is a summary of the costs for the site preparation:

Site Work: \$1.2M

This includes building pad prep, fencing and lighting

Utilities: \$1.4M

Parking lot and Driveway: \$1M

Site Access: \$1M

Contingencies and Unknowns: \$1.6M

The total site preparation is estimated to be \$6.2M.

ITD has done a site comparison for ensuring we are making the best business decision. It is anticipated the site preparation costs will be about \$2M higher than other comparable sites considered in the proximity, we believe the benefits of this site and the long-term life of this decision justifies this higher cost. Several sites in the larger Twin Falls/Jerome areas would provide benefits like proximity to schools, hotels, food options and the airport. Further, lifestyle amenities like fitness options, retail, groceries, banks and daycare are also readily available. This site stands out because it specifically includes the following additional benefits:

- ITD currently owns this property and will not be subject to increasing real estate costs.
- This site is a desirable location for recruiting. We will be able to better market in Twin Falls, Jerome, Burley, and Rupert areas while still being able draw from the existing markets of Shoshone and Gooding areas.
- We can co-locate with the Division of Military on this site. The Military is already in design and will begin construction of a readiness center and auxiliary buildings in the next year or two. We will have access to some of the utilities and driveways that they will build. In addition, there will still be enough room to locate other agencies if the opportunities arises.



Board Agenda Item

ITD 2210 (Rev. 10-13)

- This site will have a net benefit of reducing commuting time for D4 employees.
- We have a substantial amount of work completed to be able to quickly begin the design process. This includes survey, conceptual building layout, conceptual site layout, preliminary utility needs, and cost estimate.
- The proximity and access to I-84, which is our main corridor.

With the above detailed information. We submit that it is in our best interest, as a department, to relocate our District 4 administration facility to the 108-acre ITD owned property on the southwest corner of I-84 and US-93. We further submit that in the future the relocation of the Jerome Maintenance Shed and Mechanic/Supply shop are better served on this property near the main administration building and closer to essential services/supplies they need and improved recruiting opportunities.

Recommendations:

Approve attached resolution for relocating the District 4 Administration building to the 108-acre ITD owned property on the southwest corner of I-84 and US-93 in Jerome County and continue developing preliminary design for this building site. Resolution on page 119.

Board Action

☐ Approved ☐ Deferred _____
☐ Other _____



Board Agenda Item

ITD 2210 (Rev. 10-13)

RESOLUTION

WHEREAS, the Idaho Transportation Department Strategic Plan goals include “Continually improve the employee experience”, and “Provide the safest possible transportation system and work environment”; and

WHEREAS, the ITD District 4 will be better suited to provide exceptional customer service and an employee experience; and

WHEREAS, the District 4 employee population Center is near the Junction of I-84 and US-93; and

WHEREAS, this location will significantly improve the recruitment and retention of employees; and

WHEREAS, the overall commute times of current ITD employees and future employees will significantly decrease; and

WHEREAS, the District 4 population center which also represents the customer center is in Twin Falls Idaho; and

WHEREAS, The State of Idaho desires state agencies to co-locate when possible; and

WHEREAS, it is in the best interest of the Idaho Transportation Department to locate the District 4 Administrative office at the southwest corner of the I-84 / US-93 interchange.

NOW THEREFORE BE IT RESOLVED that the Idaho Transportation Board approves the District 4 Administration facility be relocated to the 108-acre ITD owned property on the southwest corner of the I-84 / US-93 Interchange.

BE IT FURTHER RESOLVED the Board approves ITD to continue preliminary design for the site development phase of this process.



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date 6/16/2022

Consent Item ☐

Information Item ☐

Amount of Presentation Time Needed 20 Minutes

Presenter's Name Colby Cameron/Brian Goeke	Presenter's Title Gov. Affairs Mgr./DMV Policy Mgr.	Initials CC/BG	Reviewed By
Preparer's Name Colby Cameron	Preparer's Title Gov. Affairs Mgr.	Initials CC	

Subject

2023 ITD Draft Agency Legislation		
Key Number	District	Route Number

Background Information

The three attached draft legislative proposals correspond to three ideas that were presented to the Board in May. The ideas are expected to be approved later in June by the Governor's Office and Division of Financial Management (DFM), allowing for staff to proceed with draft legislation.

The potential 2023 legislative proposals are:

- Expand online Drivers License capabilities, to include online CDL renewals.
 - i. Red Tape Reduction
- Modify statute to make a human trafficking conviction grounds for disqualification of a CDL consistent with federal statute.
 - i. Will explore partnering with stakeholders
- Remove the requirement for commercial vehicles to post temporary registration permits in the window/windshield.
 - i. Provide flexibility to trucking customers

Agencies submit proposed legislation to the Division of Financial management in early August. Staff will submit this draft legislation on behalf of the Board for further consideration by the Governor's Office and DFM. Draft legislation approved by the Governor's Office and DFM will be forwarded to the Idaho Legislative Services Office.

Recommendations

Approve the attached resolution either at today's meeting or during the July board meeting. Resolution on page 129.

Board Action

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

STATEMENT OF PURPOSE

Online CDL Renewal

Consistent with the Governor's Red Tape Reduction Act this proposed legislation will allow CDL licensees to renew their credentials online, an option that is already available for certain non-CDL drivers. This change will provide additional customer convenience by assisting the trucking industry in the efficient credentialing of its drivers, reducing unnecessary traffic in local county DMV offices.

FISCAL IMPACT

This legislation will have no impact on the state's General Fund or any dedicated or federal fund; the programmatic changes are already in place to allow for CDL online renewals.

Contact:

Brian Goeke
ITD DMV Policy Manager
(208) 334-8684

Online CDL Renewal- Legislative Draft

Change to Idaho Code 49-319(10)

TITLE 49
MOTOR VEHICLES
CHAPTER 3
MOTOR VEHICLE DRIVER'S LICENSES
49-319. EXPIRATION AND RENEWAL OF DRIVER'S LICENSE.

BREAK IN CONTINUITY

(10) The department may use a mail or electronic renewal process for ~~four-year~~ class D and CDL licenses based on criteria established by rule.

(11) A seasonal driver's license is only valid for a one hundred eighty (180) day period from the date of issuance. Only one (1) seasonal driver's license may be obtained in any twelve (12) month period, and may only be obtained twice in a driver's lifetime.

(12) A person who applies for renewal of a license may request that the notation "permanently disabled" be imprinted on the license and the department shall imprint "permanently disabled" on the license if:

- (a) The person has a permanent disability; and
- (b) The person presents written certification from a licensed physician, licensed physician assistant, or licensed advanced practice professional nurse verifying that the person's stated impairment qualifies as a permanent disability as provided in section 49-117, Idaho Code; and
- (c) The department determines that the person meets the requirements for issuance of a license as specified in section 49-313, Idaho Code.

STATEMENT OF PURPOSE

CDL Disqualification for Human Trafficking

The purpose of this legislation is to update Idaho statute to ensure any driver convicted of human trafficking is subject to a CDL disqualification. The change will ensure consistency with the federal statute on human trafficking.

FISCAL IMPACT

This legislation will have no impact on the state's General Fund or any dedicated or federal fund. The proposed change will not change any existing programs or cause any new implementation expenditures.

Contact:

Brian Goeke
ITD DMV Policy Manager
(208) 334-8684

CDL Disqualification for Human Trafficking - Legislative Idea

Change to Idaho Code 49-335

49-335. DISQUALIFICATIONS AND PENALTIES - COMMERCIAL DRIVER'S LICENSE. (1) Any person who operates a commercial motor vehicle or who holds a class A, B or C driver's license is disqualified from operating a commercial motor vehicle for a period of not less than one (1) year if convicted in the form of a judgment or withheld judgment of a first violation under any state or federal law of:

- (a) Operating a motor vehicle while under the influence of alcohol or a controlled substance;
- (b) Operating a commercial motor vehicle while the alcohol concentration of the person's blood, breath or bodily substance is 0.04 or more;
- (c) Leaving the scene of an accident involving a motor vehicle driven by the person;
- (d) Using a motor vehicle in the commission of any felony;
- (e) Operating a commercial motor vehicle when the person's class A, B or C commercial driver's license driving privileges were revoked, suspended or canceled, or during a time when such person was disqualified from operating a commercial motor vehicle, if the reason for such revocation, suspension, cancellation or disqualification was the result of a violation that occurred while the person was operating a commercial motor vehicle;
- (f) Causing a fatality through negligent operation of a commercial motor vehicle, including, but not limited to, the crimes of motor vehicle manslaughter, homicide by motor vehicle and negligent homicide.

(2) Any person who operates a commercial motor vehicle or who holds a class A, B or C driver's license is disqualified from operating a commercial motor vehicle for a period of not less than one (1) year if the person refuses to submit to or submits to and fails a test to determine the driver's alcohol, drug or other intoxicating substances concentration while operating a motor vehicle.

(3) If any of the offenses specified in subsection (1) or (2) of this section occurred while transporting a hazardous material required to be placarded, the person is disqualified for a period of not less than three (3) years.

(4) A person is disqualified for the period of time specified in 49 CFR part 383 if found to have committed two (2) or more of any of the offenses specified in subsection (1) or (2) of this section, or any combination of those offenses, arising from two (2) or more separate incidents.

(5) A person is disqualified for the period of time specified in 49 CFR part 383 from operating a commercial motor vehicle who uses a motor vehicle in the commission of any felony involving the manufacture, distribution, or dispensing of a controlled substance, or possession of a controlled substance with the intent to manufacture, distribute or dispense such controlled substance.

(6) A person is disqualified for the period of time specified in 49 CFR part 383 from operating a commercial vehicle who uses a commercial motor vehicle in the commission of a felony involving an act or practice of trafficking in persons, as defined and described in 22 U.S. Code § 7102 and Idaho Code 18-8602(1)(a)(i) and (ii)

STATEMENT OF PURPOSE

Temporary Commercial Vehicle Permit Proof/49-432

Consistent with the Governor's Red Tape Reduction Act this proposed legislation eliminates the requirement that commercial drivers display a printed copy of their temporary registration permit in the windshield of the vehicle. Removing the requirement allows for increased flexibility in proving a temporary registration permit.

FISCAL IMPACT

There is no fiscal impact to the department with these changes.

Contact:

Brian Goeke
ITD DMV Policy Manager
(208) 334-8684

49-432 Statutory Edits

49-432. TEMPORARY REGISTRATION FOR RESIDENTS AND NONRESIDENTS – FEES. (1) When a vehicle or combination of vehicles subject to registration is to be moved upon the public highways in the state of Idaho, the department may issue a permit in lieu of registration for any vehicle or combination of vehicles upon the payment of a fee as set forth in the following schedule:

(a) One hundred twenty (120) hour permit
Single vehicle

.....\$60.00

Combination of vehicles, where such combination of vehicles includes more than one (1) unregistered vehicle

.....\$120.00

(b) Fuel permit

.....\$60.00

(c) Thirty (30) day unladen weight permit\$60.00

~~An owner-operator vehicle moving between lessee fleets where the vehicle registration was issued in the name of the former lessee shall be eligible for a thirty (30) day unladen weight permit for the unladen movement from the point of entry into the state to the destination of the new lessee's place of business.~~

If an annual registration is purchased within thirty (30) calendar days of issuance of a permit under paragraph (a) or (c) of this subsection (1), the amount of the permit fee shall be applied to the registration fee. No portion of a permit fee is subject to refund.

(2) Permits to operate a vehicle or combination of vehicles in excess of the registered maximum gross vehicle weight up to a maximum of one hundred twenty-nine thousand (129,000) pounds gross vehicle weight shall be:

(a) One hundred twenty (120) hour permit to increase gross weight\$50.00

(b) Thirty (30) day permit to increase gross vehicle weight:

Maximum Registered	Temporary Permitted					
Gross Weight of Vehicle	Maximum Gross Weight					
(Pounds)	(Pounds)					
	80,000	86,000	96,000	106,000	116,000	129,000
50,001-60,000	\$225	\$250	\$275	\$300	\$325	\$350

The permit issued pursuant to this subsection (2) shall be specific to the motor vehicle to which it is issued. No permit or fee shall be transferable or apportionable to any other vehicle, nor shall any such fee be refundable. At the time of purchasing a permit, the applicant may purchase additional permits in any combination which does not exceed a maximum of ninety (90) days.

(3) Permits issued pursuant to subsection (1) or (2) of this section shall be limited to three (3) per vehicle in a calendar year except for those permits provided for in subsection (1) (b) and (c). The provisions of this subsection (3) with respect to limiting the number of permits issued shall not apply to transporters and wreckers as defined in sections 49-121 and 49-124, Idaho Code, or to laden dealer and

manufacturer plates as provided for in sections 49-411(4) and 49-1627(5), Idaho Code.

(4) A temporary permit shall be readily available in a form, ~~and issued under rules adopted by the board, and shall be displayed at all times while the vehicle is being operated on the highways by posting the permit upon the windshield of each vehicle or in another prominent place, where it may be readily legible.~~

(5) Any permit issued pursuant to subsection (2) of this section shall be purchased prior to movement of the vehicle on a highway, and such permit shall be in addition to and available only to a vehicle which is currently and validly registered in Idaho pursuant to section 49-432(1), 49-434(1), 49-434(8)(c) or 49-435, Idaho Code.

(6) The department may select vendors to serve as agents on state highways for the purpose of selling permits where fixed ports of entry do not adequately serve a respective highway entering the state. The vendor shall be remunerated at the rate of three dollars (\$3.00) per permit sold, and he shall collect the fees specified in this section and pay the fees to the department. The vendor shall guarantee payment by giving a bond to the state in a sum as shall be fixed by the board, the premium on the bond to be paid by the department.

Res. No.

WHEREAS, the Idaho Governor's Office has directed that state agencies submit proposed 2023 legislation to the Division of Financial Management (DFM) for review and approval; and

WHEREAS, Idaho Transportation Department (ITD) staff presented three (3) draft legislative proposals at the June, 2022, Board meeting for consideration during the 2023 legislative session; and

WHEREAS, DFM will review the following legislative ideas, also authorizing the development of draft legislation to be submitted for its review and approval:

1. Expand online DL capabilities, to include online CDL renewals.
2. Modify statute to make a human trafficking conviction grounds for disqualification of a CDL consistent with federal statute.
3. Remove the requirement for commercial vehicles to post temporary registration permits in the window/windshield.

NOW, THEREFORE, BE IT RESOLVED, that the Idaho Transportation Board approves submittal of proposed draft legislation for corresponding DFM/Governor's Office approved legislative ideas, for further consideration.

2023 ITD Draft Proposed Legislation



Your Safety • Your Mobility • Your Economic Opportunity

Three Legislative Drafts

1. **Expand online DL capabilities, to include online CDL renewals**
 - **Red Tape Reduction**
2. **Any human trafficking conviction results in disqualification of a CDL**
 - **Explore partnering with stakeholders**
3. **Remove the requirement for commercial vehicles to post temporary registration permits in the window/windshield**
 - **Provide flexibility to ITD Trucking customers**



Your Safety • Your Mobility • Your Economic Opportunity

Next Steps – Legislative Process

- **Board approves draft legislation at either the June or July board meeting**
- **Submit proposed legislation to DFM in early August**



Your Safety • Your Mobility • Your Economic Opportunity



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date June 16, 2022Consent Item ☐Information Item ☐Amount of Presentation Time Needed 5 minutes

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

Subject

Administrative Policy A-20-04: Public Hearing Officers		
Key Number	District	Route Number

Background Information

Administrative Policy A-20-04: Public Hearing Officers was incorporated into Administrative Policy 5024, which details the role of the hearing officer in public hearings. Therefore, this policy is no longer needed.

The Board's Subcommittee on Policies concurred and supported the deletion of Administrative Policy A-20-04 at their May 11th meeting.

Recommendations

Approve attached resolution on page 135.

Board Action

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



PUBLIC HEARING OFFICERS

To ensure that public opinion is solicited and the public's testimony receives proper recognition in any transportation project decision, a Hearing Officer shall be appointed to receive oral testimony, written statements, and other information as official public testimony at all public hearings and for a set period after each hearing. The oral testimony shall be tape-recorded during the public hearing and transcribed within two (2) weeks after the public hearing is completed.

After the official testimony period ends, the Hearing Officer shall certify that the public was given the opportunity to testify. The Hearing Officer submits the certification of public input and the official public testimony to the Public Involvement Coordinator to distribute to the Division's Administrator or delegates and other involved parties for further review and consideration in the final project decision. When contested projects or location and design determinations are sent to the Board for further consideration and/or determination, the certification of public input shall be included.

The Hearing Officer shall adhere to timelines and other detailed procedures as established in the Design Manual, 14-489, Public Involvement, and other public hearing specifications regulated by state and federal law as related to transportation projects.

When requested, and upon coordination by the Public Involvement Coordinator, a Hearing Officer may be appointed to receive public input for local hearings. The Hearing Officer shall conduct the public testimony process for local hearings in accordance with the department's procedures as detailed in the Design Manual.

Signed _____ Date: January 9, 2009
Pamela K. Lowe, P.E.
Director

This Policy based on:

- Sections 21-116 and 117, and 40-121 and 310, IDAHO CODE
- 23 CFR, Part 771.111 and 790 and 795 and 40 CFR, Part 1500 through 1508
- 23-128 and 49-1602(d), 1604(i), 1607a(f), and 1607a-1(d), US CODE
- Board Policy, B-20-03, Public Hearings

Departmental Decision by the Director and coordination assigned to:

- Division Administrators

Direction for activity and results delegated to:

- Public Involvement Coordinator, Public Hearing Officers, and other delegated

Departmental procedures contained in:

- Design Manual, 14-489, Public

Former title of document:

7/15/96

Cross-reference to related Administrative Policies:

- A-13-02, PUBLIC INVOLVEMENT FOR DESIGN AND LOCATION DETERMINATIONS
- A-20-01, RELEASE OF DEPARTMENT INFORMATION TO THE MEDIA
- A-20-03, PUBLIC HEARINGS

ITB RES. NO.

WHEREAS, Board Policy 4067 authorizes the Idaho Transportation Board to set policies for the Idaho Transportation Department; and

WHEREAS, Administrative Policy A-20-04: Public Hearing Officers describes the role of a hearing officer at a public hearing; and

WHEREAS, the role of a public hearing officer has been incorporated into Administrative Policy 5024; and

WHEREAS, Administrative Policy A-20-04 is covered in another policy and so is no longer necessary.

NOW THEREFORE BE IT RESOLVED that the Board approves the deletion of Administrative Policy A-20-04 – Public Hearing Officers.



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date June 16, 2022Consent Item ☐Information Item ☒Amount of Presentation Time Needed 5 minutes

Presenter's Name	Presenter's Title	Initials	Reviewed By
Tabitha Smith/Paige Tolman	OHS/High School Senior	TS/PT	
Preparer's Name	Preparer's Title	Initials	
Tabitha Smith/Paige Tolman	OHS/High School Senior	TS/PT	

Subject

High School Seat Belt Challenge		
Key Number	District	Route Number

Background Information

Each year the Office of Highway Safety (OHS) promotes the National Organizations for Youth Safety seat belt challenge to all high schools in the state. A few Idaho high schools have won the national competition in years past, and this year OHS selected an overall winner for the Idaho entries. This year, Ridgevue High School senior Paige Tolman decided to make this her senior project. She will talk to the Board about what she did and how it impacted her school.

Recommendations

For information only