



A G E N D A

Regular Meeting of the
Idaho Transportation Board

October 20, 2022

District 3
8150 W. Chinden Blvd
Boise, Idaho

To listen:

Dial 1-415-655-0003 US Toll

- a. access code: 2468 966 1078
- b. meeting password: 1234

KEY:

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

| | | Page # | Time* |
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| Action Item | 1. CALL MEETING TO ORDER | | 8:30 |
| Info Item | 2. SECURITY SHARE: Acting ETS Manager Bill Finke | | |
| Action Item | 3. BOARD MINUTES – September 22, 2022 | 3 | |
| Info Item | 4. BOARD MEETING DATES..... | 17 | |
| | November 17, Boise December 15, Boise | | |
| | January 12, 2023 February 23, 2023 March 23, 2023 | | |
| Action Item | 5. CONSENT CALENDAR..... | 18 | |
| COM | 2022-23 ITD Zero Based Regulation pending administrative rulemakings... | 19 | |
| DIR | Add COMPASS Transit Replacement Vehicles project to the FY23-FY29 | | |
| | Idaho Transportation Investment Program (ITIP)..... | 45 | |
| DIR | Amend COMPASS State Street Premium Corridor transit project in the | | |
| | FY23 – FY29 ITIP | 46 | |
| HWY | Modify the Rail-Highway Crossing Program in FY23 – FY29 ITIP | 47 | |
| HWY | Consultant agreements..... | 48 | |
| HWY | Contract award | 51 | |
| HWY | Contracts to reject..... | 59 | |
| Info Item | 6. INFORMATIONAL CALENDAR | | |
| HWY | Contract awards and current advertisements | 67 | |
| HWY | Professional services agreements and term agreement work tasks report | 73 | |
| HWY | Annual 80 MPH Speed Zones Update..... | 79 | |

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

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



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| | | Boise, Idaho | # | |
| Info Item | INFORMATIONAL CALENDAR (CONTINUED) | | | |
| ADM | ___ | FY23 Financial statements | 99 | |
| ADM | ___ | Monthly report of federal formula program funding through September 30 . | 121 | |
| | 7. | DIRECTOR'S REPORT | | 8:45 |
| | | - Director Stokes | | |
| | 8. | AGENDA ITEMS | | |
| Information Items | | | | |
| CIEO | ___ | Innovate ITD! ITD 2022 Best of the Best Recognition | 123 | 9:05 |
| Williams/Tolman | | | | |
| ADM | ___ | FY2024 Revision #1 Appropriation Request | 124 | 9:30 |
| Bray | | | | |
| | 9. | BREAK | | 9:40 |
| COM | ___ | Idaho Transportation Department FY2022 Annual Report | 125 | 9:55 |
| Heuring | | | | |
| COM | ___ | Traffic Safety Public Opinion Survey | 130 | 10:10 |
| Middleton/Kotowski | | | | |
| Action Item | | | | |
| DIR | ___ | 5311 CARES Funding agreement for City of Twin Falls | 131 | 10:30 |
| Duran | | (Resolution on page 132) | | |
| | 10. | EXECUTIVE SESSION (Forest Room) | | 10:40 |
| | | PERSONNEL ISSUES [SECTION 74-206(a), (b)] | | |
| | | LEGAL ISSUES [SECTION 74-206(c), (d), (f)] | | |
| Action Item | | | | |
| HWY | ___ | Administrative settlement over \$200,000 | 133 | 11:45 |
| Pond | | (Resolution on page 134) | | |
| | 11. | ADJOURNMENT (estimated time) | | 11:50 |

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

September 22, 2022

The Idaho Transportation Board met at 8:35 AM on Thursday, September 22, 2022, in Boise, Idaho. The following principals were present:

Bill Moad, Chairman

James R. Thompson – District 1

Gary Osborn - District 2

Julie DeLorenzo, Member – District 3

Jim Kempton, Member – District 4

Dwight Horsch, Vice Chairman - District 5

Bob Hoff, Member – District 6

Scott Stokes, Director Stokes

Dan McElhinney, Chief Deputy/Chief Operations Officer

Tim Thomas, Lead Deputy Attorney General

Lorraine Dennis, Executive Assistant to the Board

Safety Share. Grants Officer Christy Lucas presented safety information regarding ergonomics in the workplace. Physical stressors and disorders can be prevented by having workspaces, equipment, and tools fitted and adjusted properly for the person.

Chairman Moad thanked GO Lucas for the important message.

Board Minutes. Member DeLorenzo made a motion to approve the minutes of the Special meeting held on August 5, 2022, seconded by Member Kempton, and the motion passed unanimously. Member DeLorenzo made a motion to approve the August 17 - 18, 2022, seconded by Member Hoff, and the motion passed unanimously.

Board Meeting Dates. The following meeting dates are scheduled:
October 20 - Boise, November 17 - Boise, and December 15 – Boise.

The following 2023 meeting dates in Boise were scheduled for January 12, February 23 and March 23.

Consent Items. In response to Chairman Moad's question on increased costs for the I-84, Kimberly Interchange contract award, District 4 Engineer responded they were due primarily to escalation in material prices such as steel and oil, in addition to the removal of the existing bridge.

Member Osborn 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-
ITB22-58 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 FY23 Rail-Highway Crossing Program spending plan, consultant agreements, contract award, and contracts to reject.

1) FY23 Rail-Highway Crossing Program Spending Plan. As part of Leading Idaho, \$8 million of FY23 ST funds is available to be used for rail-highway crossing improvement projects. Staff is recommending projects for advancements, increased project budgets and the addition of six new projects to FY23 of the draft FY23-29 ITIP Program. The Community Planning Association of Southwest Idaho and Bannock Transportation Planning Organization both will be updating their respective Transportation Improvement Programs to reflect modifications, as appropriate.

2) Request to Approve Consultant Agreements. In accordance with Board Policy 4001, staff requests approval to exceed the \$1 million agreement limit for key #23342 – SH-75, Timmerman Jct. to Timber Way, District 4, for design services of approximately \$3.5 million; key #20053 – US-20, Chester to Ashton, District 6, for design service of approx.. \$2.6 million; key #22692 – I-15, US-26 IC NBL & SBL and key #22693 – I-15, UPRR Bridge St, District 5, for design services of approx. \$10.6 million; key #23354 – SH-8, Moscow to Troy PEL study, District 2, for planning and environmental services approx. \$1.9 million; and key #23353 – US-95, Moscow North and Moscow Alt Route, District 2, for planning and environmental services approx. \$3.75 million.

3) Contract for Award. The low bids on the following project is more than ten percent over the engineer's estimate, requiring justification. On key #20675, I-84, Kimberly IC (SH-50), District 4, there are several difference between the low bid and engineer's estimate includes Superpave HMA, bridge removal, and MSE retaining wall.

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 #20675: Wadsworth Brothers Construction Co. - \$19,742,109.63.

4) Contracts for Rejection. In accordance with Board Policy 4001, staff requests approval to reject the more than 10% over the engineer's estimate for key #23270/23455/23457, I-84, Galloway Road repair, I-84 Robinson & I-84 Orchard, District 3. Contractor – Concrete Placing Co. - \$892,293.58; and key #22486 SIA, FY23 SH-34 guardrail replacement, District 5. Contractor – Knife River Corp-Mountain West - \$1,099,999.99.

Informational Items.

1) Contract Awards and Advertisements.
Key #21888, US-95, Whitebird Creek Bridge repair, District 2. Low bidder: Royal Bridge - \$3,084,200.00.

Key #23564, US-91, City of Preston seal coat, District 5. Low bidder: Knife River Corp.- Mountain West – \$433,000.00.

Key #20704/20391, US-12, Orofino to Greer, District 2. Low bidder: Knife River Corp.- Mountain West – \$18,210,000.00.

Key #23356, FY23 non-commerce pavement restoration, District 2. Low bidder: Poe Asphalt Paving - \$3,116,425.00.

Key #18813, Slaughter House Bridge, LHTAC (1). Low bidder: Selland Construction Inc. - \$1,759,727.10.

Key #22544, I-86, UPRR Bridge, Pocatello, District 5. Low bidder: Ralph L. Wadsworth Construction Co. - \$16,376,759.05.

Key #22709, Luminaire repair, District 4. Low bidder: Electric One West - \$823,914.00.

Key #22488 SIA, I-86, FY22 fence improvements, District 5. High bidder (FPVQ): All Rail Construction – 51,003 FT.

Key #23708 SIA, FY23 interstate striping, District 3. Low bidder: Interstate Companies - \$623,963.52.

Key #23234 SIA, US-95, mill and inlay, District 1. High bidder (FPVQ): Interstate Concrete & Asphalt – 9,259 SY.

Key #22787 SIA, FY22 highway luminaires LED update, District 2. Low bidder: Johnson Electrical Contracting - \$161,335.00.

Key #22456, SH-46, intersection East 2000 South, District 4. Low bidder: Summit Construction LLC - \$1,012,132.03.

Key #19993, FY23 roadway & ADA improvements, Pt. 2, Boise area, ACHD. Low bidder: Central Paving Company - \$1,388,591.04.

The list of projects currently being advertised was provided.

2) Professional Services Agreements and Term Agreement Work Tasks Report. From July 25, 2022 to August 28, 2022, 34 new professional services agreements and work tasks were processed, totaling \$8,335,167. Three supplemental agreements to existing professional services agreements were processed during this period for \$124,433.

3) Add emergency repair projects to Local Road Sytem. The item is to inform the Board of the Emergency Repair (ER) projects on the Local Road System in District 2. There are five ER

projects to repair damage resulting from extensive rainfall in early June 2022. The projects have been added to FY23 of the FY22-28 Idaho Transportation Investment Program (ITIP).

4) FY23 Financial statements. Revenues to the State Highway Account from all state sources as of July 31 are behind forecast by 6.3%. Receipts from the Highway Distribution Account were \$2.3 million behind forecast. State revenues to the State Aeronautics Fund were ahead of forecast by 87%, or \$190,400. The Department's expenditures were within planned budgets. Personnel costs savings of \$387,000 is due to vacancies and timing. Contract construction cash expenditures were \$32.4 million.

The balance of the long-term investments was \$174.2 million as of the end of July. These funds are obligated against construction projects and encumbrances. The cash balance was \$160.4 million. Expenditures in the Strategic Initiatives Program Fund for July were \$6.7 million. Deposits into the Transportation Expansion and Congestion Mitigation Fund were \$10.7 million for the first month of the sales tax. Funds are from the 4.5% of Sales Tax authorized during the last Legislative session. Expenditures in this fund for select projects were \$1.7 million. The federal CARES Act provided \$27 million for public transportation. Expenditures totaled \$281,000 for the year.

5) Non-construction Professional Services Contracts. In accordance with Board Policy 4001, there are no agreements to report for the previous month.

6) Monthly Reporting of Federal Formula Program Funding through September 6. Idaho received obligation authority of \$512.6 million, after receipt of \$79.5 million redistribution funds on August 29, 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 \$468.4 million. Final FY22 obligation authority is 109.4% of apportionments. As of September 6, 2022, \$552.2 million was allocated with \$128.9 million remaining program funding.

Board's Subcommittee on Adjustments update. Member Kempton reported the Subcommittee met and approved two resolutions yesterday. The relinquishment of US-93 Spur in Challis allows staff to negotiate with Custer County, which is the first step. Member Kempton read the resolution regarding the US-26 relinquishment to Bonneville County in its entirety. It allows staff to present a draft road closure and maintenance agreement to the Bonneville County Commissioners for their approval. The final agreement will go before the Board for final approval, once completed.

Director's Report. Director Stokes reported the Department of Administration selected a contractor for the Chinden Campus Building 3 remodel. CSHQA and McAlvain Construction is the design/build team. Dept. of Administration also hired an appraiser for the sale of the State Street building. Director Stokes stated ITD received \$79 million in FHWA redistribution of

federal funds. It is not new money. It is the remaining portion of funds for FY22. He attributes project readiness and staff for finding ways to allocate the funds.

Other highlights Director Stokes reported on include the expectation of a continuing resolution for FY23 federal allocations through December 16. The Valley Regional Transit was awarded \$8.5 million federal grant for improvements to State Street corridor and Mountain Rides Transportation Authority was awarded a \$12.4 million grant to add transit related infrastructure to SH-75. The local match for that is from planned TECM corridor project components. He remarked it is hard to find local match. ITD's executive leadership team is attending the various advisory council meetings. Recent meetings include the Trucking Advisory Council, Freight Advisory Council and the Dealer Advisory Council. Staff plans to continue participation in their goal to increase external outreach. District crews are assisting in Idaho fires with setting up message boards, providing access to firefighting operations, and closing airfields to avoid conflict with firefighting operations and safety. Executive leadership has also been conducting outreach meetings with ITD managers and supervisors - about 110 out of 200. They are grateful for the employee's great dedication, loyalty, innovation and team work.

Chairman Moad thanked Director Stokes for his report.

Special Award Presentation. Chief External Affairs Officer Mollie McCarty presented the American Association of State Highway Transportation Officials (AASHTO) TransComm Special Recognition Award to former ITD Communication's employee Jeff Stratten. CEO McCarty shared Mr. Stratten began his career at ITD in 1998 and for three decades worked for six directors and governors developing strong communication messaging for the department. Mr. Stratten thanked the department stating it was privilege to be given the opportunity to succeed and fail. He believed in the mission and people of the department and still does.

Chairman Moad congratulated Mr. Stratten.

SH-44, I-84 to Star Road Preliminary Engineering Linkage (PEL) Study. District 3 Engineer Lakey stated they are moving forward with the SH-44 and SH-16 corridor plans which has accelerated quickly with growth and development, and introduced Planning and Development Manager Vincent Trimboli.

PDM Trimboli reported the SH-44 corridor study began in 1999. ITD evaluated nine alternatives and ultimately selected the City of Middleton's recommended south alignment as the preferred alternative to study in the draft Environmental Assessment (EA). In 2021, the City unexpectedly removed the route option from their comprehensive plan putting ITD's study in direct conflict with the locally adopted comprehensive plan. In coordination with FHWA, ITD will reexamine SH-44 corridor in two separate projects moving forward with the eastern portion from Ballantyne Road to Star Road and a review of I-84 to Star Road using the PEL study. FHWA approved separating the projects. The PEL study is in the draft FY23 – FY29 ITIP for \$3 million and should take about 12 to 18 months. The PEL will be the first of three phases. The last two phases environmental clearance/design/R/W and construction are not funded.

In response to Chairman's Moad question if the starting point is within the City, PDM Trimboli responded affirmatively. It is within the City of Eagle.

Member DeLorenzo thanked District 3 for their due diligence in light of having to change course because of the City of Middleton's action to remove the alternate route from their Plan.

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

RES. NO. WHEREAS, the Idaho Transportation Board supports the Idaho Transportation
ITB22-59 Department's mission of safety, mobility, and economic opportunity; and

WHEREAS, Board Policy 4031 allows, upon request, the addition of projects into the Early Development Program of the Idaho Transportation Investment Program (ITIP); and

WHEREAS, SH-44 serves as a primary east/west corridor providing direct access to downtown Boise; and

WHEREAS, there is a need to address the safety and mobility concerns and to modernize and update the roadway; and

WHEREAS, the Idaho Transportation Department has recognized a need for agency coordination, alternatives screening, environmental analysis, access control measures and public outreach through a Planning and Environmental Linkage (PEL) Study to narrow possible alternatives for this complex corridor; and

WHEREAS, having a completed PEL Study provides flexibility and reduces the schedule and timing risks associated with complex construction projects.

NOW THEREFORE BE IT RESOLVED, that the Draft FY2023-2029 Idaho Transportation Investment Program (ITIP) includes the SH-44, I-84 TO STAR RD PEL STUDY, CANYON CO in the Early Development Program at a cost of \$3M, using funds already identified and programmed by District 3 in the Draft FY23-29 ITIP.

Chairman Moad thanked DE-3 Lakey and PDM Trimboli for their presentation.

SH-16, SH-44 to Junction SH-52 Environmental Re-evaluation. Planning and Development Manager Trimboli reported the existing EA was completed in 2004 and the Finding of No Significant Impact in 2005. The rapid growth and new planned developments within the 16-mile area is putting more pressure on SH-16 into Emmett. Prior assumptions and key features for frontage and back roads are no longer practical or buildable. Higher traffic volumes are resulting in increased crashes. SH-16 South. A new connection and transition area from an expressway to an access controlled facility is now necessary with future evaluation for higher capacity intersection or interchange options. Staff will do a significant amount of

community involvement. It will impact Star, Eagle and Emmett. The anticipated cost is \$3 million with a planned 12 to 18 month duration.

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

RES. NO. WHEREAS, the Idaho Transportation Board supports the Idaho Transportation
ITB22-60 Department's mission of safety, mobility, and economic opportunity; and

WHEREAS, Board Policy 4031 allows, upon request, the addition of projects into the Early Development Program of the Idaho Transportation Investment Program (ITIP); and

WHEREAS, SH-16 serves as a primary north south route; and

WHEREAS, this corridor has seen immense growth; and

WHEREAS, this corridor has seen an increase in crashes due to increased volume and mix of recreation traffic, commercial trucks, and commuter traffic; and

WHEREAS, there is a need to address the safety and mobility concerns and to modernize and update the roadway structure; and

WHEREAS, the Idaho Transportation Department has recognized a need for updating data collection, agency coordination, alternatives screening, environmental analysis, and public outreach through the National Environmental Policy Act (NEPA) Study in order to update the prior Environmental Analysis (EA) completed and approved in 2004 and Finding of No Significant Impacts (FONSI); and

WHEREAS, having a completed NEPA Study provides flexibility and reduces the schedule and timing risks associated with complex projects; and
WHEREAS, having a completed NEPA Study allows for right-of-way acquisition and the construction of individual projects.

NOW THEREFORE BE IT RESOLVED, that the Draft FY2023-2029 Idaho Transportation Investment Program (ITIP) includes, SH-16, SH-44 TO JCT SH-52 ENVIRONMENTAL RE-EVAL, EMMETT NEPA Study in the Early Development Program at a cost of \$3M, using funds already identified and programmed by District 3 in the Draft FY23-29 ITIP.

Chairman Moad thanked staff for their report.

Inflation and rising construction cost trends update. Chief Deputy/Chief Operations Officer Dan McElhinney provided an update on inflation and rising construction cost trends. Some highlights include from April to June 2022, steel mill products increased by 124%. Since

October 2021, there were 72 state infrastructure projects bid totaling \$768 million, 2% under the engineer's estimate. ITD's 90-day look ahead bidding forecast has 39 projects to bid totaling \$145 million. The fuel index from 2021 to 2022 for No. 2 diesel fuel increased from \$1.70 to \$4.08 per gallon and asphalt is up from \$392.5 to \$825.0 per ton. There are also rising costs in metal and concrete unit pricing. CD/COO reported ITD and the Associated General Contractors (AGC) is holding an executive directors meeting in October/November as part of the Contractor Outreach and Partnering efforts to gauge workload capacity for projects 2022 – 2025. Other highlights of ongoing activities taken to mitigate rising construction bids include pre-bid contractor outreach meetings, analyzing national/statewide bids, updating cost data for bid estimates, regular budget updates, and evaluating annual program for adjustments.

Division Administrator Construction & Operations Dave Kuisti reported on how ITD is teaming with industry to meet construction demand. Due to contract allowance specifications for fuel and asphalt (oil) price adjustments, ITD can pay overage cost to help contractors – 10% and 20% respectively. Other highlights include they have seen more volatile supplier bids, change to electronic contract awards resulting in faster online contractor execution – from 45 days to 5 days award and early payment of materials on hand – steel prefabrication. Staff will continue to monitor prices.

In response to Vice Chair Horsch's question regarding if a fine per day is ample for contractors running over contracted time, DA Kuisti responded contracts can include provisions for maximum liquidated damages of \$1500; however, they have focused on shorter contract days and incentives.

In response to Member Kempton's question on a particular style of contracting for awards and penalties, CD/COO McElhinney stated ITD has alternatives such as design, bid, build but have not done many. Staff will continue to consider alternatives. They have seen some shift; however, are not losing time within the fiscal year nor on majority of completion dates. In response to Member Kempton's follow up question regarding contract penalty clauses, DA Kuisti responded the department prefers to offer incentives because some disincentives can lead to larger change orders or other issues. CD/COO McElhinney stated staff will review how liquidated damages are calculated and number of working days.

Chairman Moad thanked CD/COO McElhinney and DA Kuisti for their update.

FFY2022 ITD Redistribution and End of Year Closeout and Local Public Agency End of Year Plan. Program Management Office Manager Randy Gill provided an update on the FFY2022 Redistribution of Federal Formula Obligation Authority (OA) received from the Federal Highway Administration (FHWA). On August 29, 2022, ITD received FFY22 redistribution funds totaling \$79.5 million of which \$44.3 million (without match) exceeded OA by 9.44%. Distribution was made as per the Board's approval last month – 12.6% to locals with population less than 200,000, 6.3% to local rural, 6.3% to local urban and the Transportation Management Area received the federally required amount. PMO Gill reviewed the FFY22 redistribution for the various programs by 100% OA (total funding without match \$35.2 million), above 100% OA (total funding without match \$44.3 million) and total redistribution without match of \$79.5 million.

PMO Gill reported on the FFY22 Redistribution and End of Year Closeout, as shown as Exhibit 552, which is made a part hereof with like effect. The total FY22 funds available to obligate for the State Highway System is \$98.3 million. There is also \$41.3 million available reserve in the FY23 – FY29 ITIP that can be used for cost increases and future advancements. The FY22 Local Public Agencies End of Year Plan broken out by program, as shown as Exhibit 553, which is made a part hereof with like effect. FY23 program changes using FY23 funds available due to redistribution totaled \$21.6 million. The changes are included in the draft FY23-FY29 ITIP. Additional changes made since the last draft ITIP include project removals, additions, delays, advancements, and cost increases.

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

RES. NO. WHEREAS, it is in the public's interest for the Department to publish and
ITB22-61 accomplish a current, realistic, and fiscally constrained Idaho Transportation
Investment Program (ITIP); and

WHEREAS, Redistribution of Federal Formula Funds were received by ITD on August 29, 2022 and other Federal Formula Funds were available for the end of year obligation; and

WHEREAS, FFY 2022 Federal Formula Funds had to be obligated and submitted to FHWA by September 21, 2022; and

WHEREAS, the attached Exhibits were executed to meet the required obligation dates and make appropriate changes to the Draft 2023-2029 ITIP; and

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

NOW THEREFORE BE IT RESOLVED, that the Idaho Transportation Board ratifies the list of projects presented for advancement, cost changes and advance construct conversion to FY2022, and for changes to projects in the draft FY2023 - 2029 ITIP as shown in the attached exhibits.

Chairman Moad thanked PMO Manager Gill for the update.

Recommended FY23 – FY29 Idaho Transportation Investment Program (ITIP). Senior Planner Colleen Wonacatt presented the recommended ITIP that includes Highways, Public Transportation, and Aeronautics Programs as of September 2022. It also includes summarized preliminary engineering, right-of-way acquisition, and construction costs for each project. Some highlights of changes made since the printing of the recommended FY23 – FY29 ITIP include \$11.6 million for scheduled cost increases to match available funding for State Planning and Research, a program change from Leading Idaho to Supporting Infrastructure Assets, SH-55 McMillan to Bristol Heights project delay to FY24, and changes in the SH-16 Transportation

Expansion & Congestion Mitigation Early Development Program splitting into three individual projects.

In response to Member Kempton's inquiry about capability to index projects by key number, SP Wonacott stated the ITIP is organized by program and then by year with reporting available by program, route and district. Reports are not available to sort by key number. Member DeLorenzo asked if the key numbers can be linked with a search field. Chief Engineer Rindlisbacher stated because the key numbers are assigned randomly, they are not tied to a program. However, he suggested using the interactive map on ITD's ITIP website to search for projects geographically.

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

RES. NO. WHEREAS, it is in the public's interest for the Department to publish and
ITB22-62 accomplish a current, realistic, and fiscally constrained Idaho Transportation
Investment Program (ITIP); and

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

WHEREAS, the 2022 Infrastructure Investments and Jobs Act (IIJA) transportation act requires that a fiscally constrained list of projects covering a 4-year minimum be provided in a statewide transportation improvement program; and

WHEREAS, Highways, Public Transit, and Aeronautics have recommended new projects and updated the costs and schedules for projects in the Recommended FY 2023 - 2029 ITIP; and

WHEREAS, the Recommended FY 2023 – 2029 ITIP was developed in accordance with all applicable federal, state, and policy requirements including adequate opportunity for public involvement and comment; and

WHEREAS, the Recommended FY 2023 - 2029 ITIP incorporated public involvement and comment whenever appropriate while maintaining a fiscally constrained Program; and

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

NOW THEREFORE BE IT RESOLVED, that the Idaho Transportation Board approves the Recommended FY 2023 - 2029 Idaho Transportation Investment Program (ITIP).

BE IT FURTHER RESOLVED, that staff is authorized to submit the federal version of ITIP (the Statewide Transportation Improvement Program; or STIP) for federal approval in accordance with the provisions of IIA.

Chairman Moad thanked SP Wonacott for the presentation.

FY24 Appropriation Update. Financial Manager Chris Bray reviewed the final FY24 budget submittal highlighting revisions made since last month. The changes to Administration's budget include the addition of \$999,100 for the Chinden Campus Building 8 temporary lease costs, the removal of \$500,000 for the Extrahop Expansion request, and reduction of \$213,300 for personnel and variable benefits. The Department of Motor Vehicles' and Aeronautics' budgets had reductions in personnel and variable benefits, \$75,000 and \$6,200 respectively. Highway Operations' budget changes include reductions of \$430,000 for first year software support, \$40,500 for equipment reconciliation and \$326,700 for personnel and variable benefits. Additions were \$616,000 for federal spending authority and a FY24 base funding increase of \$276,500. The FY24 adjusted base is \$812.02 million. With Line items and GARVEE and TECM bond debt services, the total FY24 program funding is \$1.23 billion.

In response to Chairman Moad's question regarding additional positions, Director Stokes stated it may be a futuristic endeavor; however, with the current vacancies it is more complex. The rate is less than 5%, but it is a struggle to find eligible applicants. With the historic ITIP approval and additional funding, challenges are in delivering the program but being mindful of sustainability.

Member DeLorenzo commented the hiring challenges also include classifications and pay scales. Director Stokes responded the State is aware and conducting reviews. ITD has been aggressive in implementing some classification changes and acknowledges the complexity.

Chairman Moad thanked FM Bray for the update.

SH-55, Smith's Ferry to Round Valley Construction Task Agreement Extension. Chief Deputy/Chief Operations Officer McElhinney reported per Board Policy 4001, staff is requesting an extension of the consultant task agreement and will provide a project update. The project finished as targeted; however, due to the landslide it created another project that needed to be addressed. The ITD/industry team has delivered the roadway safety project open to traffic as planned in Oct. 2022. The separate landslide at Cut Slope 8 added 100,000 CY and all that has been repaired and removed efficiently.

District 3 Engineer Lakey reported an update on the Smith's Ferry to Round Valley project. Some highlights include the project was challenging due to complex rock blasting with unpredictable site conditions; however, with the team of ITD and Industry experts, the project will open as planned in 2022. The original nine cut slopes is complete and the 100,000 CY excavation from the landslide at Cut 8 is done with ongoing efforts on the slope assessment. New roadway paving and a final rock buttress is underway, and all major construction items will be completed by November 2022. Costs are as projected previously with reserves. Slope Monitoring and slope erosion finishing work will continue through fall and spring as needed.

DE-3 Lakey also reported the additional \$255,000 for the McMillen Jacobs' contract is within the planned budget. Work includes design of erosion stabilization, final slope drainage, and field support. Funding is identified in the end of year plan. Other highlights included information on the Spring 2022 landslide drilling investigation, landslide modeling and analysis, design and stability checks, and the revised plans for flatter slopes at Cut 8 landslide.

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

RES. NO. WHEREAS, the SH-55 Smith's Ferry to Round Valley project (KN1004) is under
ITB22-63 construction; and

WHEREAS, additional geotechnical expertise is needed to help the District team successfully complete long-term slope stabilization and drainage of the landslide surface; and

WHEREAS, McMillen Jacobs has already provided geotechnical consultant help on this project and is familiar with the plans, work site and constraints.

NOW, THEREFORE BE IT RESOLVED that the Idaho Transportation Board approves the request for McMillen Jacobs to exceed the consultant individual task agreement limit of \$500,000 for consultants selected from the term agreement list, up to \$1,724,500.

Chairman Moad thanked staff for the report.

ITD Technology Services Update, ITS Phase III. Division Administrator Alberto Gonzalez reported on the Information Technology (IT) Modernization Phase III and headquarters' data center relocation to Information Technology Services (ITS). ITD was identified as a good fit for Phase III of the Governor's IT Initiative to modernize and standardize IT delivery that will impact about 40 staff. Some IT functions include network, telephones, cyber security and IT business operations. Some ETS functions not moving to ITS, approximately 65 positions, include headquarters' service desk/center, district IT (except two network techs), and development operations teams. ITD is committed to transparent and regular communication and support throughout the transition. In August, ITD and ITS leadership held a town hall meeting with ETS staff and ITS tours are scheduled for October. Early ITS job posting will begin in January with all affected positions transitioned by July. Some highlights for next steps include taking inventory (826 tasks identified) and service validation and organize ETS for a post Phase III service organization. The data center relocation is in development with a planned 12 to 18 months effort in best practices approach.

In response to Member Kempton's question on how best practices are established, DA Gonzalez stated industry standards are applied and then consideration for unique items. ITD has established many already. Currently, ITS is serving 50 agencies.

Chairman Moad thanked DA Gonzalez for the update.

DMV Annual Activities Update and Skip the Trip. DMV Deputy Administrator Lisa McClellan provided an update of the Department of Motor Vehicles' Skip the Trip efforts and activities. She reported the updated DMV organizational chart. Highlights from DA McClellan's report include in 2021, they exceeded 1.1 million online transactions. Every decision is centered around energy, innovation, and with customers in mind. The biggest goal for Skip the Trip (Save Time Go Online) is to reduce foot traffic by 50% by leveraging authorized providers and renewal by mail. It is convenient, cost less and offers a QR code. Registration centralization when fully implemented will provide a \$5 million savings for customers. ITD and the County Assessors worked collaboratively to assist counties with the transition of service delivery impacts and other critical analysis. In August 2022, they met with the Governor's office, House and Senate Transportation Chairs, Association of Counties and counties. Because county partners will be fiscally impacted by the delivery model, the change is being phased in – October 1, online county administrative fees are no longer charged, and October 1, 2023, renew by mail county administrative fees will not be charged. Some other highlights on DMV activities include a preview of the new DMV portal going live October 1, new driver's license design, hiring challenges – resulting in increases for some positions, working through envelope shortages that led to innovation, enhanced services by Port of Entry, robust stakeholder engagements, and improving customer service through future technology innovations.

In response to Chairman Moad's question regarding if the license plate production issue is resolved, DA McClellan responded the equipment part is replaced and in full operation.

Chairman Moad thanked DMV DA McClellan for her presentation.

Idaho Seat Belt Survey. Highway Safety Manager Josephine Middleton reported the survey is a three-year requirement and that they anticipate changes in the next cycle. A November seat belt mobilization is planned for the 16th or 17th.

Grants Officer Tabitha Smith reported on the recent 2022 seat belt survey. The National Highway Traffic Safety Administration estimates seat belts are 50% effective in preventing fatalities and serious injuries. The Office of Highway Safety partners with public health districts to conduct the observational survey with 20 people counting at 180 sites. The observed usage rate increased from 82.9% in 2021 to 87.6% in 2022. Next steps include targeted campaigns for regions with lower usage rates such as eastern Idaho and younger drivers, and new site selections that can impact over all data.

In response to Chairman Moad's question if staff is tracking cell phone use in a similar way to how seat belt surveys are conducted, HSM Middleton stated they do not conduct observational surveys for cell phone usage.

Chairman Moad thanked staff for their presentation.

Chief External Affairs Officer McCarty announced Josephine Middleton was selected as the new Highway Safety Manager and presented the American Association of Motor Vehicles Administrators (AAMVA) Pace Award to the Office of Highway Safety. The award is in recognition of the Stanley the Sasquatch campaign.

Executive Session on Legal and Personnel Issues. Member DeLorenzo made a motion to meet in executive session at 12:28 PM to discuss issues as authorized in Idaho Code Section 74-206 (b) and in Idaho Code Section 74-206 (f). Member Thompson seconded the motion and it passed unanimously by roll call vote.

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

The Board came out of executive session at 1:40 PM.

WHEREUPON, the Idaho Transportation Board's regular monthly meeting adjourned at 1:40 PM.

WILLIAM H. MOAD, Chairman
Idaho Transportation Board

Read and Approved
_____, 2022
_____, Idaho

BOARD MEETING DATES

2022

November 17 - Boise December 15 - Boise

2023

January 12 - Boise

February 23 - Boise

March 23 - Boise

| 2022 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|-----------|----|----|----|----|----|----|----------|----|----|----|----|----|----|----------|----|----|----|----|----|----|----------|----|----|----|----|----|----|
| JANUARY | | | | | | | FEBRUARY | | | | | | | MARCH | | | | | | | APRIL | | | | | | |
| S | M | T | W | T | F | S | S | M | T | W | T | F | S | S | M | T | W | T | F | S | S | M | T | W | T | F | S |
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| 2 | 3 | 4 | 5 | 6 | 7 | 8 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 3 | 4 | 5 | 6 | 7 | 8 | 9 |
| 9 | 10 | 11 | 12 | 13 | 14 | 15 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
| 16 | X | 18 | 19 | 20 | 21 | 22 | 20 | X | 22 | 23 | 24 | 25 | 26 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 17 | 18 | 19 | 20 | 21 | 22 | 23 |
| 23 | 24 | 25 | 26 | 27 | 28 | 29 | 27 | 28 | | | | | | 27 | 28 | 29 | 30 | 31 | | | 24 | 25 | 26 | 27 | 28 | 29 | 30 |
| 30 | 31 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| MAY | | | | | | | JUNE | | | | | | | JULY | | | | | | | AUGUST | | | | | | |
| S | M | T | W | T | F | S | S | M | T | W | T | F | S | S | M | T | W | T | F | S | S | M | T | W | T | F | S |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | | | 1 | 2 | 3 | 4 | 5 | | | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 |
| 8 | 9 | 10 | 11 | 12 | 13 | 14 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 3 | X | 5 | 6 | 7 | 8 | 9 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
| 15 | 16 | 17 | 18 | 19 | 20 | 21 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 14 | 15 | 16 | 17 | 18 | 19 | 20 |
| 22 | 23 | 24 | 25 | 26 | 27 | 28 | 19 | X | 21 | 22 | 23 | 24 | 25 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 21 | 22 | 23 | 24 | 25 | 26 | 27 |
| 29 | X | 30 | 31 | | | | 26 | 27 | 28 | 29 | 30 | | | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 28 | 29 | 30 | 31 | | | |
| | | | | | | | | | | | | | | 31 | | | | | | | | | | | | | |
| SEPTEMBER | | | | | | | OCTOBER | | | | | | | NOVEMBER | | | | | | | DECEMBER | | | | | | |
| S | M | T | W | T | F | S | S | M | T | W | T | F | S | S | M | T | W | T | F | S | S | M | T | W | T | F | S |
| | | | | | | 1 | | | | | | | 1 | | | | | | | 1 | | | | | | | 1 |
| 4 | X | 6 | 7 | 8 | 9 | 10 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 6 | 7 | 8 | 9 | 10 | X | 12 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| 11 | 12 | 13 | 14 | 15 | 16 | 17 | 9 | X | 11 | 12 | 13 | 14 | 15 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 11 | 12 | 13 | 14 | 15 | 16 | 17 |
| 18 | 19 | 20 | 21 | 22 | 23 | 24 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 20 | 21 | 22 | 23 | X | 25 | 26 | 18 | 19 | 20 | 21 | 22 | 23 | 24 |
| 25 | 26 | 27 | 28 | 29 | 30 | | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 27 | 28 | 29 | 30 | | | | 25 | X | 27 | 28 | 29 | 30 | 31 |
| | | | | | | | 30 | 31 | | | | | | | | | | | | | | | | | | | |

“X” = holiday

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

Information: Board meeting dates scheduled.



IDAHO TRANSPORTATION BOARD

RESOLUTION FOR CONSENT ITEMS

Pages 19 - 66

RES. NO. WHEREAS, consent calendar items are to be routine, non-controversial, self-explanatory items that can be approved in one motion; and
ITB22-64

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 2022-2023 ITD Zero Based Regulation pending administrative rulemakings, addition of COMPASS Transit Replacement Vehicles project to the FY23 – FY29 ITIP, amend the COMPASS State Street Premium Corridor transit project in the FY23-FY29 ITIP, modify the Rail-Highway Crossing Program in the FY23-FY29 ITIP, consultant agreements, contract award, and contracts to reject.



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date 10/20/2022

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

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

Subject

| | | |
|--|----------|--------------|
| 2022-23 ITD ZBR Pending Administrative Rulemakings | | |
| Key Number | District | Route Number |

Background Information

This consent item approves the Department's 2nd year of reviewing administrative rules under Governor Little's [Zero-Based Regulation E. O. 2020-01](#) and the [Department's 5-year review schedule](#) as pending rules to be presented to the 1st Regular Session of the 67th Idaho Legislature with publication in the December Edition of the Idaho Administrative Bulletin. As a result, the Department continues to support Governor Little's Red Tape Reduction Initiative by eliminating outdated information and streamlining processes.

The rules reviewed this year to be submitted as pending rules to the 2023 Idaho Legislature include the following:

- [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**) (**Proposed Repeal**) *
- [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 (**Proposed Repeal**) **
- [39.03.44](#): Rules Governing Highway Relocation Assistance for Persons Displaced by Public Programs
- [39.03.81](#): Rules Governing Issuance of Temporary Permits in Lieu of Full Registration (**Repealed '22 session**)

*Proposed consolidation into 39.02.22

** Proposed consolidation into 39.02.71

These rules were open for comment May 4th through 27th, 2022, and open for negotiation during a public meeting on May 12th from 3:30pm-6:30pm (MT). No comments were received.

The rules were published as *Proposed* in the August Administrative Bulletin and were open for a 2nd round of public comments, running August 3rd through August 24th, 2022. No comments were received. The pending rule text is the same as the proposed rule text with no changes. The changes reflected in these administrative rules are also strongly supported by the Division of Financial Management (DFM) within the Governor's Office. Modifications are predominantly focused on non-substantive changes and removing restrictions and redundancies with Idaho Code.

Recommendations

Approve the 2022-23 ITD Zero-Based Regulation administrative rulemakings as pending rules.

Board Action

☐ Approved ☐ Deferred _____

☐ Other _____

39.02.02 – RULES GOVERNING VEHICLE AND VESSEL DEALER LICENSE REQUIREMENTS – MOTOR VEHICLES

000. LEGAL AUTHORITY.

~~This rule is adopted under the authority of~~ Sections 49-1602, and 49-1606(7), Idaho Code. (7-1-21)T

~~001. TITLE AND SCOPE.~~

~~01. Title. This rule is titled IDAPA 39.02.02, “Rules Governing Vehicle and Vessel Dealer License Requirements – Motor Vehicles.” (7-1-21)T~~

~~02. Scope. This rule clarifies the requirements for the issuance of dealer licenses, clarifies allowable locations for “supplemental lot” and “temporary supplemental lot” licenses, and specifies other provisions for refunds of dealer and salesman licensing fees, dealer thirty day (30) temporary permits, dealer license plates, and dealer validation sticker licenses and fees. (7-1-21)T~~

002. -- 099. (RESERVED)

100. DEALER LICENSE REQUIREMENTS.

A dealer license is ~~required~~ needed in the following situations: (7-1-21)T

01. **Seller Not Titled Owner.** Selling or exchanging; or (7-1-21)T

02. **Maximum Sales.** Selling, or exchanging, or soliciting the sale of five (5) or more vehicles or vessels in any one (1) calendar year even though titled in seller’s name; or (7-1-21)T

03. **Display for Sale.** Displaying for sale or exchange, five (5) or more vehicles or vessels at any one (1) time even though titled in the displayer’s name; or (7-1-21)T

04. **Displaying Vehicles or Vessels.** Displaying vehicles or vessels for sale, exchange or consign on property not legally controlled by the owner of the vehicle or vessel. (7-1-21)T

101. SALESPERSON LICENSE.

Dealers ~~shall~~ will not allow a person to act as a salesperson in their behalf unless such person holds a valid salesperson license containing a current photograph of the salesperson, and the date of expiration of the salesperson’s license. (7-1-21)T

01. **Temporary Salesperson.** A new or transferring salesperson may act as a temporary salesperson for a sponsoring dealer for a period, not to exceed sixty (60) days, if the person ~~has~~ submits an application with the appropriate fee. (7-1-21)T

~~a. Made application to the Department; and (7-1-21)T~~

~~b. Paid the required fees; and (7-1-21)T~~

~~c. Has retained a copy of the completed application. (7-1-21)T~~

02. **Temporary Salesperson Sales Authorization.** A copy of the application must be carried by the temporary salesperson as authorization to act as a salesperson. (7-1-21)T

102. -- 199. (RESERVED)

~~200. OFF-PREMISE SALES ACTIVITIES.~~

~~The Department will not issue a “supplemental lot” or “temporary supplemental lot” license, unless the proposed sale or display activity is located within the same or adjacent county as the dealership’s principal place of business location or unless the dealership satisfies the requirements of Section 49-121(1), Idaho Code. Display of vehicle(s) or vessel(s) for sale or exchange at a location other than the location specified on the license issued to the dealer is a violation of this rule and the Dealer and Salesman Licensing Act.~~ (7-1-21)T

201. -- 299. (RESERVED)

300. REQUEST FOR REFUND OF DEALER OR SALESPERSON LICENSING FEES.

~~The fees established for dealer and salesperson licenses are based on the costs to set up the files and to issue the necessary documents to begin operation of the enterprise. Therefore, t~~The Department will only process requests for refunds of licensing fees if: (7-1-21)T

01. Application Denial. The application is denied prior to the issuance of a temporary license.

(7-1-21)T

02. Prior to License Issuance. The applicant requests a refund prior to the issuance of a license.

(7-1-21)T

03. Prior to Renewal Issuance. The licensee pays a renewal license fee and then requests a refund prior to the issuance of the renewed license.

(7-1-21)T

04. Over-Payment. The applicant over-pays the fees ~~required~~ needed.

(7-1-21)T

301. REFUND OF DEALER THIRTY DAY TEMPORARY PERMITS, LICENSE PLATES, AND VALIDATION STICKER FEES.

The Department will process requests for refunds if:

(7-1-21)T

01. Unused Permits. The thirty (30) day temporary permits are returned unused by a dealership that is going out of business.

(7-1-21)T

02. Plates Not Ordered. The dealer license plates have not been ordered through the plate manufacturer.

(7-1-21)T

03. Validation Stickers Unused. The dealer validation stickers have not been applied to the dealer’s license plates.

(7-1-21)T

302. -- 999. (RESERVED)

39.02.22 – RULES GOVERNING REGISTRATION AND PERMIT FEE ADMINISTRATION AND TEMPORARY VEHICLE CLEARANCE FOR CARRIERS

000. LEGAL AUTHORITY.

~~This rule, governing registration and permit fee administration as provided for in Sections 49-201, 49-202, 49-434, and 49-439 and 49-501, Idaho Code, is adopted under authority of Section 49-201, Idaho Code.~~ (7-1-21)T

001. ~~TITLE AND SCOPE.~~

~~**01. Title.** This rule is titled IDAPA 39, Title 02, Chapter 22, “Rules Governing Registration and Permit Fee Administration.” (7-1-21)T~~

~~**02. Scope.** This rule clarifies the procedures for administering registration and permit fees and provides for temporary vehicle clearance (TVC) procedures in Idaho. (7-1-21)T~~

002. -- 009. (RESERVED)

010. DEFINITIONS.

01. Combination of Vehicles. A tractor or truck tractor and one (1) or more trailers and/or semitrailers. (7-1-21)T

~~**02. Customer.** The individual or entity that is registering/permitting the vehicle. The following terms; customer, individual, company or registrant are interchangeable in this rule. (7-1-21)T~~

023. Insufficient Funds (INSF). INSF will be the abbreviation as it pertains to checks written on personal and/or business checking accounts without sufficient funds to cover the check, for payment to the department. (7-1-21)T

034. Non-Reducible Load. Defined in IDAPA 39.03.01, Rules Governing Definitions Regarding Special Permits. (7-1-21)T

~~**05. Probable Cause.** Information sufficient to create a reasonable belief that the registrant of a motor vehicle(s) has either not paid fees due or has under reported miles traveled or has underpaid fees due. (7-1-21)T~~

046. Quarterly Report. The form for registrants to report the laden miles traveled on Idaho highways during the preceding three (3) months when transporting non-reducible vehicles/loads under annual overweight/oversize permits. (7-1-21)T

057. Revocation of Registration. The termination of a registrant’s vehicle registrations and authority to operate on Idaho highways for failure to comply with requirements specified by the Department and Idaho Code. (7-1-21)T

068. Registrant. A person, firm, or corporation in whose name a vehicle or vehicles are registered, with an Idaho account number assigned by the department. (7-1-21)T

079. Road Use Fee. The fee per mile paid for non-reducible vehicles or combinations of vehicles hauling non-reducible loads. The fees are based on the number of axles on the vehicle or combination of vehicles and the total gross weight, in addition to the registration fee. (7-1-21)T

0840. Suspension of Registration. The temporary withdrawal of a registrant’s vehicle registrations and authority to operate on Idaho highways for failure to comply with requirements specified by the ~~I~~D department and

~~11. Third Party Checks. Checks payable to one entity, and endorsed over to another entity for payment. (7-1-21)T~~

011. -- 099. (RESERVED)

100. QUARTERLY ROAD USE FEE REPORTS FOR ANNUAL OVERWEIGHT PERMITS.

To comply with Section 49-1001, Idaho Code, the customer will make quarterly reports of laden only mileage to the department for the movements of non-reducible vehicle/loads, at the appropriate permitted weight level of the annual ~~overweight/oversize~~ **special** permits. These fees are in addition to the registration fees ~~required to be paid to the department~~. Mileage and road use fees for single trip ~~overweight/oversize~~ **special** permits are calculated and collected at the time of issuance and are not reported quarterly. (7-1-21)T

101. QUARTERLY ROAD USE FEE REPORTING.

01. Quarterly Reporting Forms Issued. The department will generate an online quarterly report form for each valid annual ~~overweight/oversize~~ **special** permit issued to them. ~~Customers can choose to opt-in and receive a printed form via mail.~~ (7-1-21)T

02. Use of Quarterly Reporting Form. The customer ~~is required to~~ **will** report each quarter's information on the ~~Department's~~ form ~~with all requested information completed~~ **provided online or on a Department printed copy that will be mailed** on or before the ~~specified~~ due date ~~specified on the quarterly report form~~, even when reporting zero (0) miles traveled. (7-1-21)T

a. If the customer does not receive a quarterly report form or report their information online, it is the customer's responsibility to notify the ~~d~~Department allowing adequate time to submit the report before the due date. (7-1-21)T

b. Any report transmitted through the US Postal Service ~~shall be~~ **is** considered filed and received by the department on the date shown by the post office cancellation mark stamped on the envelope or wrapper containing the report. A postage meter cancellation ~~shall is~~ **is** not ~~be~~ considered as a post office cancellation mark. (7-1-21)T

c. If the quarterly report form due date falls on a Saturday, Sunday, or legal holiday, the due date will be extended to the next business day. (7-1-21)T

d. Quarterly reports not submitted will result in the account being suspended. (7-1-21)T

~~**03. Information Required on the Quarterly Report Form.** Customers must report the following:~~

~~(7-1-21)T~~

~~**a.** The number of laden miles traveled on Idaho highways when operating under an annual overweight/oversize permit with non-reducible vehicles and/or load that exceed eighty thousand (80,000) pounds and/or legal axle weights for the appropriate weight category for the quarter specified on the quarterly report form, rounded to the next full mile; and the road use fee due; and penalty, if the report is filed after the due date. (7-1-21)T~~

~~**b.** Total amount due. (7-1-21)T~~

~~**c.** Signature and title of company official, and date of report. All reports filed with the department must be signed by an authorized representative of the company/individual in order to be considered a valid report even if zero (0) miles are being reported. (7-1-21)T~~

~~**d.** Address change, if different from quarterly report form. (7-1-21)T~~

~~**e.** Customer telephone number (7-1-21)T~~

102. -- 199. (RESERVED)

200. INSTALLMENT PAYMENTS FOR COMMERCIAL VEHICLE REGISTRATION.

The department offers a Payment Plan for registrants in compliance with Sections 49-434, Idaho Code. (7-1-21)T

01. Requirements to Participate in Installment Payments. (7-1-21)T

a. Participant must sign participation contract agreement. (7-1-21)T

b. Only Full Fee and Idaho IRP registration fees are included in the payment plan. Other jurisdictions' IRP fees ~~shall~~ will not be included. (7-1-21)T

c. Only full annual registration fees ~~shall~~ will be included in payment plan. Registrations for less than one full year ~~shall~~ will not be included. (7-1-21)T

d. Vehicles not registered within thirty (30) days after the previous year registration has expired ~~shall~~ will not be eligible for the installment payment option. Submitted applications for registration that have been invoiced, but not paid for, by the last day of the registration effective month ~~shall~~ will not be eligible for the installment payment option.

e. Installment contract requirements do not provide opportunity for registrant to opt out of any remaining installment payments. The balance of the payment plan ~~shall~~ may continue to be paid even if the truck is not being operated. (7-1-21)T

f. If registrant meets the criteria in Section 300 of this rule, the prorated portion of the Idaho fee ~~shall~~ will be credited toward the installment plan or refunded if the plan has been paid in full. (7-1-21)T

g. Registrant ~~shall~~ may not participate in installment payment plan if the registrant's account has previously been suspended as stated in Subsection 200.06 of this rule. (7-1-21)T

h. The contract ~~shall~~ will stipulate the payment periods and the installment payment vouchers ~~shall~~ will stipulate the due dates of each subsequent payment. (7-1-21)T

i. An installment payment plan fee of fifty dollars (\$50) ~~shall~~ will be required and collected at the time of setup for each installment payment plan created. (7-1-21)T

02. Billings, Payments and Due Dates of Installment Plan. (7-1-21)T

a. The department ~~shall~~ will upon acceptance of the contract by the registrant, receive one-quarter of the annual registration fee along with the installment payment plan fee, and then ~~shall~~ will bill the registrant for three (3) equal installments based upon the previously set payment periods outlined in the contract, which are due by the end of the third, sixth, and ninth months after the effective date of the registration. (7-1-21)T

b. Installment payment vouchers will be provided with the initial invoice. (7-1-21)T

c. US Postal Service postmark ~~shall~~ may be used to determine if payment is received on time. If the envelope is postmarked on or before the last day of the month, the payment ~~shall~~ will be considered "on time." (7-1-21)T

d. If the last day of the month falls on a Saturday, Sunday or legal holiday, the next business day ~~shall~~ will be considered the due date. (7-1-21)T

e. Failure to retain provided payment vouchers does not relieve the burden of the registrant to pay the installment amount by the due date. (7-1-21)T

03. Failure to Pay Installment Payment by Due Date. (7-1-21)T

a. The department ~~shall~~ may send out courtesy pre-suspension notices approximately five (5) days after the due date to registrants who have failed to remit payment by the due date printed on the quarterly billing.(7-1-21)T

b. The pre-suspension letter ~~shall~~ will contain a late penalty fee of ten percent (10%) of the amount due and an additional one percent (1%) for each month or portion of a month that the payment is past due. (7-1-21)T

c. Registrant ~~shall~~ will pay installment amount portion that is due, plus assessed penalties and interest. (7-1-21)T

04. Suspension of Registrant's Account Due to Non-Payment of Payment Plan. Approximately two (2) weeks after pre-suspension notices are mailed to the registrant, the department ~~shall~~ may suspend accounts of registrant's that have failed to remit installment payment and/or interest and penalty. (7-1-21)T

05. Reinstatement Fee for Payment Plan Registration. (7-1-21)T

a. A forty dollar (\$40) reinstatement fee ~~shall~~ will be applied to all payment plan accounts that have been suspended. (7-1-21)T

b. Registrant must pay quarterly payment portion, penalty and interest, if applicable, and reinstatement fee before suspension ~~shall~~ will be cleared from account. (7-1-21)T

06. Repetitive Suspensions Result. (7-1-21)T

a. After the registrant's account has been suspended for delinquent installment payments two (2) or more times, the registrant ~~shall~~ will not be allowed to participate in future payment plan programs unless; (7-1-21)T

i. Customer has twelve (12) consecutive months of no suspensions related to the account starting from the month the account is cleared; and (7-1-21)T

ii. Customer requests in writing to the department to participate in future installment payment plans and will be allowed to do so. (7-1-21)T

201. -- 299. (RESERVED)

300. REFUNDS.

01. Fees Eligible for Refund. Registrants may make a request for refunds if appropriate information is submitted to the Department in the following instances: (7-1-21)T

a. Commercial vehicle registration is eligible for refund when the criteria in Section 49-434, Idaho Code, are met. (7-1-21)T

b. If account has been overpaid, and no other fees are owed to the department. (7-1-21)T

c. Unexpired portion of Idaho based fees are refundable for: (7-1-21)T

i. A vehicle that has been sold or repossessed; (7-1-21)T

ii. A vehicle that has been damaged beyond repair; or (7-1-21)T

iii. A vehicle on which the lease has been terminated. (7-1-21)T

iv. Other refund requests will be reviewed and approved or denied on a case by case basis. (7-1-21)T

02. Fees Not Eligible for Refunds. Other jurisdiction's fees are not refundable by Idaho. (7-1-21)T

- ~~03. Request for Refunds: (7-1-21)T~~
- ~~a. Registrant can make a request for refund of fees from the department. The refund request must include: (7-1-21)T~~
- ~~i. Proof of sale or repossession of the vehicle; (7-1-21)T~~
- ~~ii. Proof from the insurance company or law enforcement agency that the vehicle has been damaged beyond repair; or (7-1-21)T~~
- ~~iii. Proof of lease termination from the leasing company. (7-1-21)T~~
- ~~b. Request shall may be subject to audit as provided in Idaho Code. (7-1-21)T~~
- ~~c. All refund requests shall may be reviewed to ensure that all requests are valid and eligible. The Revenue Operations supervisor shall will also approve/disapprove refunds. If the refund amount is greater than or equal to one thousand (\$1,000) dollars, a Financial Services manager shall will also review and approve/disapprove the request before refund is processed. (7-1-21)T~~
- ~~d. Approval/disapproval shall may be indicated by either signature, or electronic approval by means of the department's financial management system. (7-1-21)T~~

301. -- ~~53~~99. (RESERVED)

~~64~~00. ~~INS~~UFFICIENT FUNDS.

~~Insufficient Funds will be indicated by the abbreviation ISF. (7-1-21)T~~

01. Payment With ~~INS~~ufficient Fund Check. If a customer pays a fee by check and the check is returned to the department as ~~INS~~ufficient, the transaction will be cancelled. The department reserves the right to not accept checks from a customer who has written two (2) or more ~~INS~~ufficient checks within four (4) years to the department. That customer will have to pay with cash, or verifiable check, or credit card. (7-1-21)T

02. Suspension of Account. The department will suspend the customer's account until the customer has paid the amount of the ~~INS~~ufficient check, along with the twenty dollar (\$20) ~~INS~~ufficient fee. (7-1-21)T

03. No Further Transactions. The department will not complete further transactions with the customer until the customer has paid the amount of the ~~INS~~ufficient check along with the twenty dollar (\$20) ~~INS~~ufficient fee. (7-1-21)T

~~601. ACCEPTANCE OF CHECKS.~~

~~The department will accept personal checks as form of payment with sufficient proof of identification. If check payment is received by mail, the check will be accepted unless the customer has written two (2) or more ISF checks within four (4) years to the department, per Subsection 600.01 of this rule. (7-1-21)T~~

~~602. CREDIT CARD PAYMENTS.~~

~~The department will accept only Visa, Discover, American Express, or Mastercard for any fees due to or purchases from the department. (7-1-21)T~~

~~401~~603. -- ~~4~~699. (RESERVED)

~~75~~00. SUSPENSION OF REGISTRATION.

The department ~~shall~~ will suspend the vehicle registration(s) by notifying the registrant in writing sent via first class pre-paid mail to the registrant's last known address if: (7-1-21)T

01. Failure to Comply. The registrant fails to comply with a billing letter requesting payment of fees and penalties. (7-1-21)T

02. Non-Filing by the Registrant. The registrant does not file quarterly reports or make installment payments to the department. (7-1-21)T

~~75~~01. REVOCATION OF REGISTRATION.

The department ~~shall~~ may revoke the vehicle registration(s) if the registrant fails to comply with a suspension notice within fifteen (15) days of receipt of the notice. (7-1-21)T

~~75~~02. REQUIREMENTS FOR REINSTATEMENT OF REVOKED OR SUSPENDED VEHICLE REGISTRATION.

01. Revocation. In the case of a revocation, a registrant must pay all fees due and a forty dollar (\$40) reinstatement fee to be reinstated and must also re-register to resume operating. (7-1-21)T

02. Suspension. In the case of a suspension all fees, reports, and records required prior to the suspension must be provided to the department, including a forty dollar (\$40) reinstatement fee. (7-1-21)T

~~75~~03. REQUIREMENTS FOR COLLECTIONS.

All unpaid amounts owed to the department may be sent to an external collection agency. Collection agencies may charge a fee for their efforts in collection of a debt as per Section 67-2358, Idaho Code. Accounts that have been assigned to a collection agency must pay the collection agency all fees due. The department will not accept the payment once assigned to the collection agency. (7-1-21)T

~~75~~04. -- ~~75~~99. (RESERVED)

~~86~~00. ENFORCEMENT.

01. Delayed Movement. If the registration of a vehicle is suspended the Ports of Entry ~~shall~~ may delay movement of the vehicle until such time as the registrant complies with the condition(s) that caused the suspension. (7-1-21)T

02. Revoked Registrations. If a registrant's registrations are revoked for failure to respond to a suspension notice, the motor vehicle cannot be operated on Idaho highways until the registrant complies with Section 702 of this rule. Registrants with outstanding balances owed to the department or revoked registrations are not eligible to purchase trip permits. (7-1-21)T

~~86~~01. -- ~~86~~99. (RESERVED)

~~97~~00. APPEAL PROCEDURE.

01. Filing of Appeal. A registrant wishing to contest a penalty or suspension of a registration or an account may file an appeal within ten (10) days of receipt of the notice. (7-1-21)T

~~**02. Delivery of Appeal.** The appeal must be either hand delivered or mailed to Compliance Manager, Idaho Transportation Department, P.O. Box 7129, Boise, Idaho 83707-1129. (7-1-21)T~~

~~**03. Delivery of Decision.** A copy of the final decision in response to the request will be sent to the registrant. (7-1-21)T~~

~~97~~01. -- ~~97~~99. (RESERVED)

**SUBCHAPTER A – RULES GOVERNING TEMPORARY VEHICLE
CLEARANCE FOR CARRIERS**

800. ADMINISTRATION.

Temporary Vehicle Clearances are valid for a maximum of forty-five (45) days or to the registration year expiration date and may be issued to a carrier whose account is in good standing upon payment of the fee. If self-issued by the carrier online, the temporary vehicle clearance fee is waived. (7-1-21)T

801. -- 899. (RESERVED)

900. ISSUANCE OF VEHICLE REGISTRATION (CAB CARD) AND LICENSE PLATE(S).

01. Issuance of Vehicle Registration & License Plate(s). The vehicle registration and license plate(s) may be issued when: (7-1-21)T

a. The online application is received by the Department, all applicable fees are paid and all licensing requirements are met. (7-1-21)T

02. Permanent Identification. When all criteria are met, a registration, license plate and sticker (if applicable) will be issued.

901. -- 999. (RESERVED)

39.02.70 – RULES GOVERNING RESTRICTED DRIVING PERMITS

000. LEGAL AUTHORITY.

Under authority of Sections 18-8002A, 49-325, and 49-326, Idaho Code, the Idaho Transportation Board adopts the following Rule for the issuance of Restricted Driving Permits for licensed drivers who face certain suspension or revocation of driving privileges in the state of Idaho. (7-1-21)T

~~001. TITLE AND SCOPE.~~

~~01. Title. This rule is titled IDAPA 39.02.70 “Rules Governing Restricted Driving Permits,” IDAPA 39, Title 02, Chapter 70. (7-1-21)T~~

~~02. Scope. This rule contains guidelines for issuance of non-commercial restricted driving privileges for those individuals whose driving privileges have been suspended or revoked under authority of Idaho law; and establishes minimum standards for the issuance, denial and cancellation of non-commercial Restricted Driving Permits pursuant to Sections 18-8002A, 49-325 and 49-326, Idaho Code. (7-1-21)T~~

002. -- 099. (RESERVED)

100. ELIGIBILITY.

~~In establishing these standards, the Idaho Transportation Board has determined that i~~Individuals eligible for restricted driving privileges in the state of Idaho ~~must will~~ meet ~~three two~~ (32) general criteria: (7-1-21)T

01. Need. ~~It must be shown~~ Show that driving privileges are essential to maintain a livelihood and/or to provide necessities of life; (7-1-21)T

02. Safety. ~~It must be shown~~ Show that restricted driving privileges will not jeopardize the safety of the traveling public; and (7-1-21)T

~~03. Rehabilitation. It must be shown that restrictions upon a person’s driving privileges would improve the person’s driving skills and habits. (7-1-21)T~~

101. -- 199. (RESERVED)

200. DURATION AND EXPIRATION OF RESTRICTED DRIVING PERMIT.

01. Duration and Expiration. The Restricted Driving Permit ~~shall will~~ remain in effect for the period of time the driver’s privileges have been suspended or revoked unless canceled by the department or otherwise provided by law. (7-1-21)T

02. Reinstatement Action. Satisfactory completion of the terms and conditions of the Restricted Driving Permit will be noted in the driving records of the participant as maintained by the Department, and the Department ~~shall will~~ reinstate the applicant’s regular driving privileges at the expiration of the Restricted Driving Permit if he has complied with all conditions of the Restricted Driving Permit and reinstatement requirements. Any convictions or notices of suspension or revocation ~~shall will~~ remain a part of the driver’s file. (7-1-21)T

201. -- 299. (RESERVED)

~~300. RESTRICTED DRIVING PERMITS MAY BE ISSUED.~~

~~The Department may only issue Restricted Driving Permits to individuals whose driving privileges have been suspended or revoked for: (7-1-21)T~~

~~01. Reckless Driving. Conviction of reckless driving per Sections 49-1401 and 49-326(1)(f), Idaho~~

Code. (7-1-21)T

~~02. Fleeing or Eluding an Officer.~~ Conviction of fleeing or attempting to elude a peace officer per Sections 49-1404 and 49-326(1)(f), Idaho Code. (7-1-21)T

~~03. Points.~~ Accumulation of excessive “point” violations per Sections 49-326(1)(i) and (j), Idaho Code. (7-1-21)T

~~04. Leaving Scene of Accident.~~ Conviction of leaving the scene of an accident involving damage to a vehicle per Sections 49-1301, and 49-326(1)(l), Idaho Code. (7-1-21)T

~~05. Using Motor Vehicle.~~ Conviction of using a motor vehicle in the commission of a felony per Section 49-325(1)(b), Idaho Code. (7-1-21)T

~~06. Offense in Another State.~~ Conviction of an offense in another state that would be grounds for suspension/revocation in this state per Section 49-326(1)(e), Idaho Code. (7-1-21)T

~~07. Restricted License.~~ Conviction of violation of a restricted license per Sections 49-317 and 49-326(1)(k), Idaho Code. (7-1-21)T

~~08. Administrative License Suspension.~~ An administrative suspension of driving privileges for a first-time failure of an evidentiary test for the last sixty (60) days of that suspension, for Class D privileges only per Section 18-8002A, Idaho Code. (7-1-21)T

301. -- 399. (RESERVED)

400. RESTRICTED DRIVING PERMITS ~~SHALL~~ WILL NOT BE ISSUED.

Restricted Driving Permits ~~shall~~will not be issued by the Department to: (7-1-21)T

01. **Privileges Suspended.** Individuals who have had their driving privileges suspended or revoked by the Court and/or Department three (3) or more times during the three (3) year period prior to the effective date of the current suspension. (7-1-21)T

02. **Like Offense.** Individuals who have been issued a Restricted Driving Permit by the Department or by an Idaho Court for a like offense within a previous two (2) year period prior to the effective date of the current suspension or revocation. (7-1-21)T

03. **Violation of Restrictions.** An individual found to be in violation of restrictions on any court or Department-issued restricted driving permit. (7-1-21)T

04. **Revoked Out-of-State Drivers.** An individual who was an out-of-state resident at the time driving privileges were revoked or suspended in that state or any other state other than Idaho. (7-1-21)T

05. **Under Seventeen.** An individual who is not at least seventeen (17) years of age at the time of issuance of the permit. (7-1-21)T

401. -- 499. (RESERVED)

500. GENERAL APPLICATION PROCEDURE FOR A NON-COMMERCIAL RESTRICTED DRIVING PERMIT.

01. **Applicant Submissions.** Applicant ~~must~~will submit the following before their suspension or revocation is stayed: (7-1-21)T

a. Completed Form No. ITD-3227, Application for Restricted Driving Permit; (7-1-21)T

- b. Completed Form No. ITD-3208, Work Verification; (7-1-21)T
- c. Proof of motor vehicle liability insurance coverage in the amount ~~required~~ directed by Idaho law to cover any and all vehicles to be used by the applicant; (7-1-21)T
- d. All applicable reinstatement requirements ~~must~~ will be satisfied; (7-1-21)T
- e. A non-refundable application fee pursuant to Section 49-306, Idaho Code; (7-1-21)T

02. Written Agreement. If the Department determines that an applicant is eligible for a non-commercial Restricted Driving Permit, the applicant must then sign written agreements, prepared by the Department, affirming ~~that~~ all the information requested by the Department. (7-1-21)T

- ~~a. Cause exists to suspend or revoke the driver's license or privileges of the applicant and that the driver's license of the applicant is suspended or revoked; (7-1-21)T~~
- ~~b. The applicant shall obey all motor vehicle laws; (7-1-21)T~~
- ~~c. The applicant shall provide and maintain adequate motor vehicle liability insurance; (7-1-21)T~~
- ~~d. The applicant shall notify the Department within one (1) business day following arrest, citation, accident or warnings by any law enforcement officer with regard to motor vehicle violations or alleged violations, and any change of address, telephone number, place of employment; (7-1-21)T~~
- ~~e. The applicant shall not operate any motor vehicle after consuming any alcohol, drugs, or other intoxicating substances (7-1-21)T~~
- ~~f. The applicant shall submit to any evidentiary testing to determine alcohol concentration at any time at the request of any peace officer; (7-1-21)T~~
- ~~g. The applicant shall operate a motor vehicle only for those reasons specified on the Restricted Driving Permit (See Section 600); (7-1-21)T~~
- ~~h. The applicant shall abide by all rules and regulations concerning the Restricted Driving Permit; (7-1-21)T~~
- ~~i. The applicant's Restricted Driving Permit may be cancelled by the Department without a hearing for violation of the terms of the agreement or other conditions specified on the Restricted Driving Permit; and (7-1-21)T~~
- ~~j. The applicant understands that if, while driving on a Restricted Driving Permit, he/she receives an additional Department or court suspension that results in cancellation of the restricted permit, the applicant will not be eligible to receive another Restricted Driving Permit for said suspension. (7-1-21)T~~

03. Restricted Driving Permit Approval. Approval will be given and a Restricted Driving Permit ~~shall~~ will be issued if the following conditions are met: (7-1-21)T

- a. Submission and approval of all requirements ~~listed in Subsection 500.01~~; and (7-1-21)T
- b. No other suspensions or revocations are in effect which preclude issuance of a Restricted Driving Permit. (7-1-21)T

501. -- 599. (RESERVED)

600. DRIVING RESTRICTIONS SPECIFIED.

The Department may impose the following restrictions upon an applicant's driving privileges and such restrictions

~~shall~~ will be specified on the Restricted Driving Permit: (7-1-21)T

01. Operation of Vehicle. Time of operation of a motor vehicle, i.e. restricted to certain days, or hours of a day. (7-1-21)T

02. Geographic Area. Geographic limitations within limits of states, counties, cities. (7-1-21)T

03. ~~Purpose of Permitted Travel.~~ ~~The purpose of travel is to~~ To and from work, school, medical appointments, treatment programs, and to provide for basic life necessities of the applicant and/or their dependents such as to and from employment, to and from counseling sessions, to and from medical appointments, to and from grocery store, church, etc. (7-1-21)T

~~**04. Purpose of Permit Administrative License Suspension.** To travel to and from work and for work purposes, to attend an alternative high school, work on a GED, for post-secondary education, or to meet the medical needs of the person or their family.~~ (7-1-21)T

601. -- 699. (RESERVED)

700. CANCELLATION OF RESTRICTED DRIVING PERMIT.

The Department may cancel a Restricted Driving Permit and ~~shall~~ will re-activate the suspension or revocation order which will expire according to the original order if: (7-1-21)T

01. Violation of Terms. There is a violation of terms of the written driver's agreement ~~set forth in Section 500.02. herein.~~ (7-1-21)T

02. Violation of Restrictions. There is a violation of any of the restrictions set forth in the applicant's Restricted Driving Permit, ~~see Section 600.~~ (7-1-21)T

701. -- 999. (RESERVED)

39.02.71 – RULES GOVERNING DRIVER’S LICENSE VIOLATION POINT SYSTEM AND ACCIDENT PREVENTION COURSES

000. LEGAL AUTHORITY.

~~Under authority of~~ Sections 41-2515, 49-201 and 49-326, Idaho Code, ~~the Department adopts the following rule.~~(3-31-22)

001. ~~TITLE AND SCOPE.~~

~~01. Title. This rule is titled IDAPA 39.02.71, “Rules Governing Driver’s License Violation Point System.”~~ (3-31-22)

~~02. Scope.~~ These rules establish a driver’s license violation point system for drivers convicted of moving traffic violations and convictions. Subchapter A establishes minimum standards for approval of a motor vehicle accident prevention course. (3-31-22)

002. ADMINISTRATIVE APPEALS.

Administrative appeals under this chapter will be governed by the rules of administrative procedure of the Attorney General, IDAPA 04.11.01, “Idaho Rules of Administrative Procedure of the Attorney General.”

003.-- 099. (RESERVED)

100. VIOLATION POINT COUNT SYSTEM.

01. **Points for ~~Moving~~ Traffic Violations.** Idaho Code authorizes and directs the Department to establish a violation point count system for drivers convicted of various moving traffic violations and infractions occurring either within the state of Idaho, or outside the state of Idaho. ~~Moving traffic violations and infractions are violations that occur while operating a motor vehicle, hereinafter, referred to collectively as traffic violations. Therefore, a schedule of violation points for traffic violations has been established.~~ (3-31-22)

02. **Violation Point Count List.** The following violation point count list includes traffic violations in Idaho Code, and the appropriate code section reference. Convictions of traffic violations not herein listed which are violations of a state law or municipal ordinance will receive three (3) violation points, except those for which mandatory withdrawal of driving privileges is required by Idaho Code or the Idaho Code provides a point exemption. (3-31-22)

03. **Points Assessed.** Each traffic violation conviction will be assessed from one (1) point for less serious violations to a maximum of four (4) points for more serious violations. The degree of seriousness of traffic violations has been determined by considering the possibility of bodily injury or property damage resulting from such violation. (3-31-22)

04. **Dual Violation.** In cases where the driver is convicted of more than one (1) violation arising from one (1) occasion of arrest or citation, only one (1) conviction will be counted and assessed points against the driver’s record. The conviction counted will be the one with the greater amount of points. (3-31-22)

05. **Speeding Violation.** Drivers convicted of traveling sixteen (16) miles per hour or more over the posted maximum speed limit or exceeding the speed limit in a work zone will receive four (4) points. Driving convictions of other speeding violations will receive three (3) points. (3-31-22)

06. **Distracted Driving.** A first offense of Section 49-1401A, Idaho Code, will not be assessed points pursuant to code. Subsequent offenses will be assessed points as shown in Section 200. Third and subsequent offenses in a three-year period may also be subject to a court suspension. (3-31-22)

101. -- 199. (RESERVED)

200. LIST OF TRAFFIC CONVICTIONS AND VIOLATION POINT COUNT.

| Idaho Code | Convictions Reported by Court | Point Count |
|-------------------|--|--------------------|
| 49-603 | Starting Parked Vehicle | Two (2) |
| 49-604 | Limitations on Backing | One (1) |
| 49-605 | Driving Upon Sidewalk | Three (3) |
| 49-606 | Coasting Prohibited | Two (2) |
| 49-612 | Obstruction to Driver's View or Driving Mechanism | Three (3) |
| 49-614 | Stopping When Traffic Obstructed | One (1) |
| 49-615 | Drivers to Exercise Due Care | Three (3) |
| 49-616 | Driving through Safety Zone Prohibited | Two (2) |
| 49-619 | Slow Moving Vehicles | Two (2) |
| 49-623(4) | Authorized Emergency or Police Vehicles | Three (3) |
| 49-624 | Duty Upon Approaching a Stationary Police Vehicle or an Emergency Vehicle Displaying Flashing Lights | Three (3) |
| 49-625 | Operation of Vehicles on Approach of Authorized Emergency or Police Vehicles | Three (3) |
| 49-626 | Following Fire Apparatus Prohibited | Three (3) |
| 49-627 | Crossing Fire Hose | One(1) |
| 49-630 | Drive on Right Side of Roadway - Exceptions | Three (3) |
| 49-631 | Passing Vehicles Proceeding in Opposite Directions | Two (2) |
| 49-632 | Overtaking a Vehicle on Left | Three (3) |
| 49-633 | When Passing on the Right Is Permitted | Two (2) |
| 49-634 | Limitations on Overtaking on the Left | Three (3) |
| 49-635 | Further Limitations on Driving on Left of Center of Highway | Three (3) |
| 49-636 | One-Way Highways | One (1) |
| 49-637 | Driving on Highways Laned for Traffic | One (1) |
| 49-638 | Following Too Closely | Three (3) |
| 49-639 | Turning Out of Slow Moving Vehicles | Two (2) |

| | | |
|-----------|--|-----------------------|
| 49-640 | Vehicles Approaching or Entering Unmarked or Uncontrolled Intersection | Three (3) |
| 49-641 | Vehicle Turning Left | Three (3) |
| 49-642 | Vehicle Entering Highway | Three (3) |
| 49-643 | Highway Construction and Maintenance | Three (3) |
| 49-644 | Required Position and Method of Turning | Three (3) |
| 49-645 | Limitations on Turning Around | Three (3) |
| 49-648 | Obedience to Signal Indicating Approach of Train | Four (4) |
| 49-649 | Compliance with Stopping Requirement at All Railroad Grade Crossings | Four (4) |
| 49-650 | Moving Heavy Equipment at Railroad Grade Crossings | Three (3) |
| 49-651 | Emerging from Alley, Driveway or Building | Three (3) |
| 49-652 | School Safety Patrols – Failure to Obey Unlawful | Three (3) |
| 49-654 | Basic Rule and Maximum Speed Limits | Three (3) Four (4) |
| 49-655 | Minimum Speed Regulation | Three (3) |
| 49-656 | Special Speed Limitations | Three (3) Four (4) |
| 49-657 | Work Zone Speed Limits | Four (4) |
| 49-658 | School Zone Speed Limit | Three (3) |
| 49-663 | Restricted Use of Neighborhood Electric Vehicles on Highways | Two (2) |
| 49-702 | Pedestrians' Right of Way in Crosswalks | Three (3) |
| 49-706 | Blind and/or Hearing Impaired Pedestrian Has Right-of-Way | Three (3) |
| 49-707 | Pedestrians' Right-of-Way on Sidewalks | Three (3) |
| 49-801 | Obedience to and Required Traffic Control Devices | Three (3) |
| 49-802 | Traffic Control Signal Legend | Three (3) |
| 49-804 | Flashing Signals | Three (3) |
| 49-806 | Lane Use Control Signals | Three (3) |
| 49-807(2) | Stop Signs | Three (3) |
| 49-807(3) | Failure to Yield – Signed Intersection | Three (3) |
| 49-808 | Turning Movements and Required Signals | Three (3) |

| | | |
|------------|--|-----------|
| 49-1302 | Duty to Give Information in Accident Involving Damage to a Vehicle | Four (4) |
| 49-1303 | Duty Upon Striking Unattended Vehicle | Four (4) |
| 49-1304 | Duty Upon Striking Fixtures Upon or Adjacent to a Highway | Four (4) |
| 49-1401(3) | Inattentive Driving | Three (3) |
| 49-1401A | Distracted Driving (second and subsequent offenses) | Three (3) |
| 49-1419 | Obedience to Traffic Direction | Two (2) |
| 49-1421(1) | Driving on Divided Highways | One (1) |
| 49-1421(2) | Restricted Access | One (1) |
| 49-1422 | Overtaking and Passing School Bus | Four (4) |
| 49-1424 | Racing on Public Highways | Four (4) |

(3-31-22)

201. -- 299. (RESERVED)

300. SUSPENSION OF DRIVER LICENSE.

01. Twelve Points. When a driver accumulates twelve (12) or more points in any twelve (12) month period of time, the suspension period ~~shall~~ will be for thirty (30) days. (3-31-22)

02. Eighteen Points. When a driver accumulates eighteen (18) or more points within any twenty-four (24) month period of time, the suspension period ~~shall~~ will be for ninety (90) days. (3-31-22)

03. Twenty-Four Points. When a driver accumulates twenty-four (24) or more points within any thirty-six (36) month period of time, the suspension period ~~shall~~ will be for six (6) months. (3-31-22)

301. -- 399. (RESERVED)

400. COMPLETION OF A DEFENSIVE DRIVING CLASS OR TRAFFIC SAFETY EDUCATION PROGRAM.

01. Removal of Points Upon Completion of Defensive Driving Class or Traffic Safety Education Program. Three (3) points may be removed from an Idaho driving record upon the driver's completion of an approved defensive driving class or points may be removed from a traffic violation upon the driver's completion of an approved traffic safety education program. Points may only be removed from a driver's record once every three (3) years. The three-year period begins on the completion date of either a defensive driving class or traffic safety education program. (3-31-22)

a. For completion of a defensive driving class, points are only removed from the violation point count total on the driving record. (3-31-22)

b. For completion of a traffic safety education program as provided in Section 50-336, Idaho Code, points are removed from the conviction for which the traffic safety education program was offered and taken. (3-31-22)

02. Driving Conviction Cannot Be Removed. A driver may not remove a traffic conviction from

their record by attending a defensive driving class or a traffic safety education program. (3-31-22)

03. Suspension for Excessive Points. Once the department has suspended a driver for excessive points, that driver may not have the suspension action rescinded by attending a defensive driving class or traffic safety education program. (3-31-22)

04. Driver May Not Reserve Point Reduction. When a driver completes a defensive driving class or traffic safety education program but has no violation points on their driver record, the driver may not reserve a point reduction for use on a future traffic violation that points are assessed. (3-31-22)

401. -- ~~94~~99. (RESERVED)

SUBCHAPTER A – RULES GOVERNING ACCIDENT PREVENTION COURSE

500. ACCIDENT PREVENTION COURSE.

A structured course of study, either in a traditional classroom setting, field driving or internet based format, with curriculum focusing on becoming a safer driver and avoiding accidents, by being cautious, aware, responsible, and respectful of other drivers while abiding by Idaho's rules of the road. The terms "accident prevention course" and "defensive driving class" are interchangeable, and the course standards established for the accident prevention course in this rule are the same standards for the defensive driving class for violation point count reduction as established above. (7-1-21)T

501. -- 549. (RESERVED)

550. CRITERIA.

01. Instructor Certification. For classroom and field driving instruction, instructors will be certified by the Idaho Department of Education as a Driver and Traffic Safety Education instructor, or the National Safety Council, American Automobile Association's program (AAA), American Association of Retired Persons (AARP), or an equivalent program, as determined by the Department. (7-1-21)T

02. Contents of Course. Other than courses provided by the National Safety Council, AAA, or AARP, all accident prevention course outlines will be approved by the Department. (7-1-21)T

03. Length of Class. The course will be a minimum of six (6) hours, which may include any combination of classroom instruction, field driving instruction, or on-line instruction time. (7-1-21)T

04. Proof of Insurance. For any field driving instruction, the course provider will confirm adequate proof of insurance. (7-1-21)T

05. Provider Location. The course provider will confirm location(s) of established place of business, and a telephone number or e-mail address of a contact person who can be reached during regular working hours 8 a.m. to 5 p.m. (7-1-21)T

06. Participant Certification. Each participant will be issued a certificate of completion by the instructor or course provider. (7-1-21)T

651. -- 599. (RESERVED)

600. COURSE REVIEW.

Accident Prevention Courses are subject to periodic review by the Department. As a part of the review process, the provider may be asked to confirm course and instructor information and resubmit instruction materials. (7-1-21)T

601. WITHDRAWAL OF COURSE APPROVAL.

The Department may withdraw course approval if minimum standards are no longer met or if course providers have failed to respond to a course review. (7-1-21)T

602. -- 999. (RESERVED)

39.02.72 – RULES GOVERNING ADMINISTRATIVE LICENSE SUSPENSIONS

000. LEGAL AUTHORITY.

~~In accordance with~~ Section 18-8002A, Idaho Code, ~~the Idaho Transportation Board adopts the following rule governing Administrative License Suspensions (ALS).~~ (7-1-21)T

~~001. TITLE AND SCOPE.~~

~~01. Title. This rule is titled IDAPA 39.02.72, “Rules Governing Administrative License Suspensions.” (7-1-21)T~~

~~02. Scope. The purpose of this Rule is to~~ This rule establishes driver’s license suspension procedures for persons driving under the influence of alcohol or other intoxicating substances as indicated by an evidentiary test of blood, breath, or urine, ~~pursuant to Section 18-8002A, Idaho Code. This rule also includes the procedures for administrative hearings to review the propriety of administrative license suspensions.~~ (7-1-21)T

002. -- 009. (RESERVED)

010. DEFINITIONS.

01. Petitioner. A person who has been served with a Notice of Suspension pursuant to Section 18-8002A, Idaho Code. (7-1-21)T

~~02. Received by the Department. A document that has been:~~ (7-1-21)T

~~a. Personally delivered to the Department’s Driver Services Section at 3311 W. State Street, Boise, Idaho; or (7-1-21)T~~

~~b. Delivered by mail and addressed to P.O. Box 7129, Boise, ID 83707-1129; or (7-1-21)T~~

~~c. Transmitted by facsimile machine to telephone number (208) 332-4124. (7-1-21)T~~

~~d. Sent by e-mail to driverrecords@itd.idaho.gov. (7-1-21)T~~

~~03. Business Days. All days of the week except Saturday, Sunday, and legal holidays as defined by Section 73-108, Idaho Code. (7-1-21)T~~

04. Certified Copy. A reproduction of an original record that has been certified by a custodian of such record to be a true and accurate copy. (7-1-21)T

05. Duplicate Original. A counterpart produced by the same impression as the original, or from the same matrix. (7-1-21)T

06. Evidentiary Test. An analysis of blood, breath, or urine to determine the presence of alcohol, drugs, or other intoxicating substances. (7-1-21)T

011. -- 099. (RESERVED)

100. HEARING REQUESTS.

01. Written Requests. Hearing requests ~~must~~ will be made in writing and ~~. Hearing requests must~~ contain the following information: (7-1-21)T

- a. The petitioner's full name, complete mailing address, and telephone number where hearing will be conducted; (7-1-21)T
- b. The driver's license number; (7-1-21)T
- c. The petitioner's date of birth; (7-1-21)T
- d. The date of arrest; (7-1-21)T
- e. A brief statement of the issues the petitioner proposes to raise at the hearing; and (7-1-21)T
- f. Any dates or times that the petitioner or attorney cannot be available for the hearing. (7-1-21)T

02. Timely Requests. Hearing requests ~~must~~ will be received by the Department no later than 5 p.m. of the seventh business day following the service of the Notice of Suspension. Hearing requests received after that time will be considered untimely. The Department ~~shall~~ will deny an untimely hearing request unless the petitioner can demonstrate that a request should be granted. (7-1-21)T

03. Request Withdrawal. Petitioners may withdraw their hearing requests at any time. (7-1-21)T

101. HEARING NOTICES.

01. Notification. Upon timely receipt of hearing requests, the Department will notify petitioners of the time and date of the hearing as soon as practicable, but no later than seven (7) days prior to the hearing. Hearing notices will be mailed or e-mailed to the address provided in the hearing requests, or if no address was provided, notices will be mailed to the most current address contained in the petitioner's driver's license records. (7-1-21)T

02. Hearings Conducted by Telephone. Hearings will be conducted by telephone unless the hearing officer will determine that the petitioner or other participant would be denied the opportunity to participate in the entire hearing if held by telephone. Face to face hearings will be held in Ada County (or other locations within the state as may be determined by the Department). (7-1-21)T

~~**03. Hearing Date.** Hearings shall be conducted within twenty (20) days of receipt of the hearing request. However, the Hearing Officer may extend the hearing date for one (1) ten (10) day period upon a showing of good cause. Such extension shall not stay the suspension. (7-1-21)T~~

102. -- 199. (RESERVED)

200. DOCUMENT SUBMISSION.

~~**01. Forwarding Documents to the Department.** Upon service of a Notice of Suspension, a law enforcement agency shall, in accordance with Section 18-8002A, Idaho Code, forward the following documents to the Department within five (5) business days: (7-1-21)T~~

~~a. Notice of Suspension. (7-1-21)T~~

~~b. The sworn statement of the officer incorporating any arrest or incident reports relevant to the arrest and evidentiary testing. (7-1-21)T~~

~~c. A certified copy or duplicate original of the test results or log of test results if the officer has directed an evidentiary test of the petitioner's breath. (7-1-21)T~~

~~**02. Compliance.** The documents ~~shall~~ will be considered forwarded in a timely manner if they are postmarked within five (5) business days of the date of service of the Notice of Suspension or are accompanied by a certificate, certifying the documents were deposited with: (7-1-21)T~~

- a. The United States mail or overnight delivery service; or (7-1-21)T
- b. Hand delivered, within five (5) business days of the date of service of the suspension notice. (7-1-21)T

032. Blood and Urine Tests. If an evidentiary test of blood or urine was administered rather than a breath test, the Notice of Suspension ~~shall~~ will not be served until the results of the test are obtained. In such cases, the peace officer may forward the sworn statement and accompanying reports to the Department and the Department ~~shall~~ will have the responsibility of serving the Notice of Suspension, if necessary. (7-1-21)T

201. -- 299. (RESERVED)

300. SUBPOENAS.

01. Request. The Hearing Officer assigned to the matter may, upon written request, issue subpoenas requiring the attendance of witnesses or the production of documentary or tangible evidence at a hearing. (7-1-21)T

02. Serving Subpoenas. Parties requesting subpoenas ~~shall~~ will be responsible for having the subpoenas served. Witnesses ~~shall~~ will not be compelled to attend and testify at hearings unless served with subpoenas at least one hundred and twenty (120) hours prior to the time of hearing. (7-1-21)T

03. Proof of Service. Parties responsible for service of the subpoena ~~shall~~ will provide proof of service of the subpoena prior to the scheduled hearing. (7-1-21)T

301. -- 399. (RESERVED)

400. DOCUMENT DISCOVERY.

01. Obtaining Photocopies. To obtain a photocopy of a document which is public record, relates to the petitioner hearing, and is in the possession of the Department, petitioners ~~shall~~ will make a written request to the Department. The Department ~~shall~~ will attempt to provide the requested copies prior to the hearing date, but failure to do so ~~shall~~ will not be grounds for staying or rescinding a suspension. (7-1-21)T

02. Further Document Discovery. Further discovery ~~shall only~~ will be conducted in accordance with IDAPA 04.11.01.521, "Idaho Rules of Administrative Procedure of the Attorney General." (7-1-21)T

401. -- 499. (RESERVED)

500. RECORDS OF PROCEEDINGS.

01. Required Records. The Hearing Officer ~~shall~~ will make a record of hearing proceedings. ~~This record shall~~ consisting of: (7-1-21)T

a. An audio recording of the hearing, except in instances where the Hearing Officer authorizes a different method of reporting the hearing. (7-1-21)T

b. Exhibits and other items of evidentiary nature. (7-1-21)T

02. Requesting Copies. Any party may make a written request for a copy of the audio recording of the hearing from the Department. The requesting party ~~shall~~ will reimburse the Department for the actual cost of providing the copy. (7-1-21)T

501. -- 599. (RESERVED)

600. FINAL ORDER REQUEST FOR RECONSIDERATION.

The Hearing Officer ~~shall~~ will make Findings of Fact, Conclusions of Law and Order either sustaining or vacating

the license suspension in question ~~following the hearing. The Findings of Fact, Conclusions of Law and Order shall be the final order of the Department.~~ A request for reconsideration ~~must~~ will be made within fourteen (14) days of the issuance of the Findings of Fact, Conclusions of Law and Order. The request for reconsideration ~~shall~~ will contain a request to submit new evidence if the party wishes the hearing officer to consider any new evidence.(7-1-21)T

01. ~~Issuing Facts and Findings.~~ ~~The Hearing Officer shall issue the Findings of Fact, Conclusions of Law and Order following the hearing.~~ (7-1-21)T

~~02. Mailing Final Order.~~ The Findings of Fact, Conclusions of Law and Order is issued when a copy is deposited in the United States Mail addressed to the petitioner or the petitioner's attorney or e-mailed to the petitioner or the petitioner's attorney. (7-1-21)T

601. -- 699. (RESERVED)

700. FAILURE TO APPEAR.

01. Proposed Order of Default. Should the petitioner fail to appear at the scheduled hearing, either in person or through an attorney, the Hearing Officer ~~shall~~ will promptly issue a notice of proposed order of default. This notice is deemed served when mailed or e-mailed to the petitioner or petitioner's attorney at the address shown in the request for hearing, or if no address was provided, the notice ~~shall~~ will be mailed to the most current address contained in the petitioner's driver's license records. (7-1-21)T

02. Filing Petition. The petitioner may, within seven (7) days of service of the notice of proposed order of default, file a petition requesting that the order of default not be entered and stating the grounds for such a request. If the Hearing Officer grants the petitioner's request, the hearing ~~shall~~ will be rescheduled. Granting the petitioner's request ~~shall~~ will not stay or vacate the suspension. (7-1-21)T

03. Denied Petitions. If the Hearing Officer denies the petitioner's request that the default order not be entered, the Hearing Officer ~~shall~~ will make a determination to sustain or vacate the suspension based upon the documentary record submitted by the Department. (7-1-21)T

04. Attending a Hearing. A petitioner or witness ~~shall~~ will be deemed to have appeared if present within fifteen (15) minutes after the time the Hearing Officer is ready to begin the hearing. In the case of a telephone hearing, the petitioner or witness ~~shall~~ will be deemed to have appeared if contacted by telephone on the second attempt to do so within a fifteen (15) minute period from the commencement of the hearing. (7-1-21)T

701. -- 799. (RESERVED)

800. FORMS.

~~The Department shall develop appropriate forms to be used throughout the state including, but not limited to, forms for Notice of Suspension and officer's sworn statement.~~ Each law enforcement agency ~~shall~~ will use the forms supplied by the Department in carrying out the requirements of Section 18-8002A, Idaho Code, and this Rule. However, the sworn statement may be in the form of a law enforcement agency's affidavit of probable cause or equivalent document, so long as it contains the elements ~~required~~ directed by Section 18-8002A, Idaho Code.(7-1-21)T

801. -- 999. (RESERVED)

39.03.44 – RULES GOVERNING HIGHWAY RELOCATION ASSISTANCE FOR PERSONS DISPLACED BY PUBLIC PROGRAMS

000. LEGAL AUTHORITY.

~~The Idaho Transportation Board adopts this rule under the authority of~~ Chapters 1 and 20, Title 40, and Chapter 11, Title 58, Idaho Code, ~~and any amendments thereto.~~ ()

001. TITLE AND SCOPE.

~~This rule is titled IDAPA 39.03.44, “Rules Governing Highway Relocation Assistance for Person Displaced by Public Programs.”~~ The purpose of this rule is to ensure that persons displaced as a result of all state, federal or federally assisted projects are treated fairly, consistently and equitably, so that such persons will not suffer disproportionate injuries as a result of projects designed for the benefit of the public as a whole and further that displaced persons are dealt with in a manner that is efficient and cost effective. ()

002. INCORPORATION BY REFERENCE.

01. Regulations Incorporated. 49 CFR Part 24 Uniform Relocation Assistance and Real Property Acquisition Regulations dated March 2, 1989 and amendments thereto. ()

02. Availability of Records. Copies of the 49 CFR Part 24 Uniform Relocation Assistance and Real Property Acquisition Regulations can be obtained from the Superintendent of Documents, U.S. Government Printing Office, Washington, D.C. 20402. ()

003. -- 999. (RESERVED)

FY23 Word Counts

ZBR Rulemakings (effective *sine die* 2023)

| IDAPA Chapter | Added Words | Deleted Words | Total Words | Deleted Restrictions |
|-------------------------------------|-------------|---------------|---------------|----------------------|
| 39.02.02 | +13 | -196 | -183 | -2 |
| 39.02.22 (Fee Rule) | +167 | -562 | -395 | -36 |
| 39.02.26 (Repeal)* | 0 | -328 | -328 | 0 |
| 39.02.70 | +33 | -458 | -425 | -19 |
| 39.02.71 | +380 | -59 | +321 | -3 |
| 39.02.72 | +7 | -244 | -237 | -34 |
| 39.02.73 (Repeal)* | 0 | -499 | -499 | -7 |
| 39.03.44 (Hwys.) | 0 | -32 | -32 | 0 |
| Total | | | -1,778 | -101 |

*Complete chapter repeal/deletion

Snapshot of Overall Cuts

| 2018 Totals | | FY19 – FY22 | FY23 Cuts | Total Overall Cuts | Remaining Totals |
|-------------|------------------------|------------------|-----------|--------------------|------------------|
| 80 | # of Chapters | -38 (-47.5%) | -2 | -40 (-50%) | 40 |
| 121,995 | # of Words | -22,690 (-18.6%) | -1,778 | -24,468 (-20.1%) | 97,527 |
| 1,809 | # of Restrictive Words | -567 (-31.3%) | -101 | -668 (-37%) | 1,141 |



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date October 20, 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 COMPASS Transit Project to the approved FY 2023 – 2029 ITIP

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

Background Information

The purpose of this consent item is to request approval to add a transit project to FY 2023, per policy 5011 *Idaho Transportation Investment Program* (ITIP) at the request of the COMPASS and the sponsor Valley Regional Transit.

The **Transit-Replacement Vehicles, Boise Area, VRT** project is to procure eight electric expansion vehicles, four depot chargers, install eight on-route chargers at Main Street Station and associated electrical infrastructure, and workforce training for the transit system in the Boise Urbanized Area. The project is funded with a nationally competitive grant. The cost of the project is **\$20,000,000**, the federal portion of **\$17,000,000** is from the FTA Section 5339c LowNo Grant and the local match of **\$3,000,000** will be paid by Valley Regional Transit.

COMPASS updated their Transportation Improvement Program on October 17, 2022 to add these projects.

Staff requests approval to add this project as detailed above to the approved FY 2023 – 2029 ITIP.

Recommendations

Approve the addition of the **Transit-Replacement Vehicles, Boise Area, VRT** to the approved FY23-FY29 ITIP at a project cost of **\$20,000,000**.

Board Action

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



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date October 20, 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

| | | |
|---|---------------|-------------------------|
| Amend COMPASS Transit Project in the approved FY 2023 – 2029 ITIP | | |
| Key Number 23179 | District 3 | Route Number Transit |

Background Information

The purpose of this consent item is to request approval to amend a transit project to FY 2023 (KN 23179), per policy 5011 Idaho Transportation Investment Program (ITIP) at the request of COMPASS and the sponsor Valley Regional Transit.

The **Transit – State Street Premium Corridor, Part 2, Boise Area, VRT** project, Key Number 23179, is to procure deployment of real-time information, off-board fare payment, raised platforms, and necessary pullouts to accommodate all bus stops along State Highway 44 (State Street) between State Highway 55 (Eagle Road) in the City of Eagle and downtown Boise. Improvements will also include bus stop and vehicle branding. The cost of the project was **\$5,882,000** and was slated to be paid by funds through the City of Boise.

The amended **Transit – State Street Premium Corridor, Part 2, Boise Area, VRT** project, Key Number 23179, is to construct transit, pedestrian, and bicycle facilities along a 6.5 mile section of State Street (State Highway 44) from Bogart Lane to Downtown Boise in the Cities of Boise and Garden City. The project includes accessible bus stops, on-route charging, real-time bus arrival displays, ticketing machines, lighting, a multiuse pathway, wheelchair ramps and access, and bicycle and additional street crossings. The project will benefit vulnerable populations by improving transit speed and reliability, enhancing accessibility and safety near transit stops, and increasing the comfort and ease of non-motorized and transit travel. The project is funded with a nationally competitive grant. The cost of the project is \$10,571,000, the federal portion of \$8,457,000 is from the FTA FY2022 Raise Grant, and the local match of \$2,114,000 will be paid by Valley Regional Transit.

COMPASS updated their Transportation Improvement Program on October 17, 2022 to add these projects.

Staff requests approval to amend this project as detailed above to the approved FY 2023 – 2029 ITIP.

Recommendations

Approve the amendment of the **Transit – State Street Premium Corridor, Part 2, Boise Area, VRT** in the approved FY23-FY29 ITIP at a project cost of **\$10,571,000**.



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date October 20, 2022

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

| | | | |
|------------------------------------|--|----------------|-------------|
| Presenter's Name Scott Luekenga | Presenter's Title Planning Services Manager | Initials SL | Reviewed By |
| Preparer's Name Barbara Waite | Preparer's Title Railroad/Utility Manager | Initials BW | |

Subject

Modify the **RAIL-HIGHWAY CROSSING PROGRAM** in the approved FY 2023 – 2029 ITIP

| | | |
|-----------------------|---------------------|-------------------------|
| Key Number Various | District Various | Route Number Various |
|-----------------------|---------------------|-------------------------|

Background Information

The purpose of this consent item is to request removal of three projects and addition of one project from the Rail-Highway Crossing Program. The projects to be removed and added are:

| Dist | Program Year | Key No. | Project (Removal Justification) | Budget |
|----------------|--------------|------------|---|---------------|
| 3 | 2020 | 22034 | STC-8233, Midland Blvd UPRR RRX, Nampa (Unresolved project scope issues) | <\$75,000> |
| 4 | 2023 | 23382 | Offsys, S 1800 E, UPRR RRX 812937Y, Gooding County (Union Pacific Railroad completed project) | <\$250,000> |
| 5 | 2022 | 23393 | Offsys, Quigley Rd RRX, UPRR 812658D, Near American Falls (Union Pacific Railroad completed project) | <\$152,000> |
| 3 | 2023 | NEW | Offsys, S. Cole Rd RRX, UPRR 819327P, Ada County | \$477,000 |
| Balance | | | | \$0.00 |

Unexpended funds on these projects will be re-allocated to a new project in FY2023, S. Cole Rd UPRR DOT#819327P to install safety features and improve the southerly roadway approach.

Community Planning Association of Southwest Idaho will be updating their Transportation Improvement Program to remove Key No.: 22034, Midland Blvd, Nampa project and add this new project.

Staff requests removal and addition of these projects from the **RAIL-HIGHWAY CROSSING PROGRAM** in the approved ITIP.

Recommendations

Approve the removal of the three mentioned projects and addition of one new project in the **RAIL-HIGHWAY CROSSING PROGRAM** in the approved FY 2023 – 2029 ITIP.

Board Action

☐ Approved ☐ Deferred _____

☐ Other _____



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date October 20, 2022

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

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

Subject

| | | |
|--|----------|--------------|
| REQUEST TO APPROVE CONSULTANT AGREEMENTS | | |
| Key Number | District | Route Number |

Background Information

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

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

Recommendations

Approve: (see attached sheet for additional detail)

- KN 20674 – FY24, Roadway and ADA Improvements, Boise, (ACHD, District 3) - for design services of approximately \$1,233,000
- KN 23342 – SH-75, Timmerman to Timber Way, Blaine County (District 4) - for design services of approximately \$4,500,000
- KN20083- I-15, Fort Hall IC #80, Bannock Co (District 5) - for construction engineering and inspection services of approximately \$2,500,000.

Board Action

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



DATE: September 26, 2022

Program Number(s)A020(674)

TO: Monica Crider, PE
Contracting Services Engineer

Key Number(s) 20674

FROM: Rachel Speer, PE
ACHD Project Manager

Program ID, County, Etc. FY24, Roadway and
ADA Improvements, Boise

RE: Request to Increase Professional Services Agreement Amount to Over \$1,000,000 for
Design Services

The purpose of this project is to improve safety by improving pavement conditions and pedestrian safety along Overland Rd from Vista Ave to Orchard Street.

A Request for Proposal (RFP) for roadway design services has been advertised and consultant selection will be finalized within the next couple months. Services will include National Environmental Policy Act (NEPA) process, pavement analysis, pavement design and multiuse pathway design.

The project currently has available obligated funds to cover this request.

The purpose of this board item is to request approval to exceed the \$1M threshold and authorize up to \$1,233,000 for design services.



DATE: September 1, 2022

Program Number(s)A023(342)

TO: Monica Crider, PE
State Design Engineer

Key Number(s)23342

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

Program ID, County, Etc.SH-75, Timmerman to
Timber Way, Blaine County

RE: Request to exceed professional services agreement amount - Design by AECOM

The purpose of this project is to widen SH-75 from Hailey north to East Fork Road, from Bellevue to Hailey, and intersection improvements at Gannett Road. The project will reconstruct and widen the roadway to two lanes in each direction with turn lanes where needed, from Bellevue to Hailey, and two lanes in each direction with a continuous center turn lane between Hailey and East Fork Road. The project will also include signaling Ohio Gulch and will construct pedestrian improvements that include bus pull-outs and pedestrian underpasses.

The Board approved funding for the initial phases of work on various TECM projects in July 2021. The project was awarded to AECOM through a request for proposals in August of 2021. The initial agreements allowed fieldwork to proceed on an accelerated schedule last fall and has provided clarity on scope of work for these projects.

ITD, in conjunction with Mountain Ride Transportation Authority, was awarded a \$12.4 million RAISE Grant for public transportation improvements within the SH-75 corridor. Some of these improvements are outside of the SH-75 TECM project (KN 23342). However, ITD intends to include these improvements in the open house and public outreach materials to solicit input on the location and scope of the public transit options along with the roadway widening options.

Developing the options for the transit improvements will require additional scope and costs that will exceed the threshold previously approved by the Board.

This board item is to request approval to further exceed the \$4,000,000 limit previously approved by the Board by an additional \$500,000, for a total not to exceed amount of \$4.5 million.

Additional funding to cover the agreement cost is being obtained through the TECM program.



Your Safety • Your Mobility
Your Economic Opportunity

Department Memorandum

Idaho Transportation Department

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

DATE: August 31, 2022

Program Number(s)A020(083)

TO: Monica Crider, PE
Contracting Services Engineer

Key Number(s)20083

FROM: Todd Hubbard, PE
District 5 Engineer

Todd Hubbard

Program ID, County, Etc.I-15, Fort Hall IC Exit
80 (Bannock and Bingham County)

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

The purpose of this project is to replace the I-15 IC #80 overpass bridge at Fort Hall (I-15 MP 79.9) and other structures. The interchange will be updated to meet current geometrical standards including ramps.

ITD has selected Horrocks to perform a CE&I for the construction of this project. Horrocks will provide staff augmentation for ITD and will perform all the necessary inspection, sampling, and testing.

Negotiations have already been completed, and the total negotiated agreement for Horrocks is \$2,103,963. This total estimate will provide service through the entire project.

The purpose of this board item is to request approval to exceed the \$1,000,000 consultant services agreement amount to a total of \$2,500,000.



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date October 20, 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 Contracts for Award

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

Background Information

INFORMATION

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

| Year to Date Bid Summary 10/01/22 to 09/30/22 | | | | | |
|---|-------|---|-------|--|-------|
| Contracts Bid | | Contracts Requiring Board Approval to Award | | Contracts Requiring Board Approval to Reject | |
| ITD | Local | ITD | Local | ITD | Local |
| 79 | 21 | 15 | 10 | 8 | 2 |

ACTION

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

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

| Contract requiring Board Approval to Award -Justification received 09/01/22 to 09/30/22 | |
|---|-------|
| ITD | Local |
| 0 | 1 |

Recommendations

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

Board Action

☐ Approved ☐ Deferred _____☐ Other _____

Monthly Status Report to the Board

CONTRACT(S) FOR BOARD APPROVAL

| District | Key No. | Route | Opening Date | No. of Bids | Eng. Est. | Low Bid | Net +/- |
|---|--------------------|--------|--------------|-------------|--------------|--------------|--------------|
| | | | | | | | |
| LHTAC(1) | 21994/21996 | OF SYS | 8/30/2022 | 3 | \$712,321.00 | \$835,164.90 | \$122,843.90 |
| OFF SYS Guardrail Upgrade, Near Bonners Ferry | | | | | | | 117% |
| Contractor: Frank Gurney Inc | | | | | Federal | | |

DATE OF BID OPENING - AUGUST 30, 2022

IDAHO FEDERAL AID FINANCED PROJECT
OFF SYS GUARDRAIL UPGRADE, NR BONNERS FERRY
Clearwater & Boundary County
Key No. 21994 & 21996

DESCRIPTION: The work on this project consists of (Boundary County) installation of guardrail along outside curves at multiple locations along Deep Creek Loop, Highland Flats Rd and Moyie River Rd; (Clearwater County) and installation of roughly 7,000 feet of steel post guardrail adjacent to steepest embankments

BIDDERS:

FRANK GURNEY, INC. \$835,164.90
SPOKANE VALLEY, WA

J7 CONTRACTING, INC. \$1,062,625.25
BONNERS FERRY, ID

2 BIDS ACCEPTED (1 BID IRREGULAR-DBE)

ENGINEER'S ESTIMATE - \$712,321.00

LOW BID - 117% Percent of the Engineer's Estimate

NET +/- OF EE \$122,843.90

(AWARD)

(REJECT)

(REQUIRES BOARD APPROVAL)

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

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

Monica Crider

Monica Crider, P.E.

State Design Engineer

Digitally signed by Monica
Crider
Date: 2022.09.26 14:42:51
-06'00'

Local Highway Technical Assistance Council

3330 Grace Street
Boise, Idaho 83703
Phone 208.344.0565
Fax 208.344.0789
www.lhtac.org



Neal Gier
Chairman
Phil Lampert
Vice Chairman
Mac Pooler
Secretary/Treasurer
Laila Kral, P.E.
Administrator

Date: September 26, 2022

Project No: A021(994) and A021(996)

To: Monica Crider, P.E.

State Design Engineer *MC*

Key No: 21994 and 21996

From: Laila Kral, P.E.

LHTAC Administrator *LK*

Project Identifications, County

Guardrail Upgrade, Boundary County

Old Ahsahka Grade, Clearwater County

RE: Justification of Bid for Award

Bids were opened on August 30, 2022 for the Guardrail Improvement, Boundary County and Old Ahsahka Grade, Clearwater County companioned projects. LHTAC, Boundary County, Clearwater County, and the design engineering consultant have reviewed the bid results. Three bids were submitted for the project. Frank Gurney, Inc. submitted the low bid at \$835,164.90 which was \$122,843.90 (117.2%) over the Engineer's Estimate.

The Engineer's Estimate (EE) was based on recent pricing for similar projects with same quantities. The most significant differences between the Engineer's Estimate and the low bid are shown in the following list:

| Item | Description | Quantity | Estimated Price | Bid Price | \$ Difference |
|----------|--|----------|-----------------------------|--------------|---------------|
| 675-005A | SURVEY - KN21994 | 1 LS | \$6,125 | \$44,000 | \$37,875 |
| 675-005A | SURVEY - KN21996 | 1 LS | \$9,750 | \$66,665 | \$56,915 |
| S912-05A | SP - GRADING FOR GUARDRAIL TERMINAL - KN21994 | 359 SY | \$17,950 | \$43,080 | \$25,130 |
| | | | | Total | \$119,920 |
| | | | % Difference From EE | | 97.6% |

These projects are in remote locations of Boundary County and Clearwater County. Bids received recently for similar small projects in remote areas indicate an increased cost associated with 675-005A-Survey. The other two bids received both submitted unit cost that more closely matched the estimated price, however, the total for these bids exceeded the estimate by almost 150%. This indicates the volatility and variations in bidding this Lump Sum (LS) item. Evaluation will be conducted for how to better estimate the cost of this item to more closely estimate the current upward trend in this item. Construction of these safety projects will benefit Boundary County and Clearwater County and it is unlikely that alternations to the plans or specifications would provide savings to the project.

LHTAC recommends the contract be awarded to the low bidder. This project is 100% Federal-aid funded. Funds to cover the additional cost have been designated.

Association of Idaho Cities

Mayor Mac Pooler
City of Kellogg
Mayor Robert (BJ) Berlin
City of Roberts
Councilwoman Kari Peterson
City of Fruitland

Idaho Association of Highway Districts

Commissioner Neal Gier
Buhl Highway District
Commissioner Kevin Renfrow
South Latah Highway District
Commissioner Gilbert Hofmeister
Power County Highway District

Idaho Association of Counties

Commissioner Phil Lampert
Benewah County
Commissioner Mark Rekow
Gem County
Commissioner Todd Smith
Madison County

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Kelley Packer, Executive Director
Association of Idaho Cities
Nick Veldhouse, Executive Director
Idaho Association of Highway Districts
Seth Grigg, Executive Director
Idaho Association of Counties

Clearwater County
Road Department
Rudy Knapik
Road Supervisor



Post Office Box 812
Orofino, ID 83544
Phone (208) 476-4813
Fax (208) 476-9553
E-mail rknapik@clearwatercounty.com

September 22, 2023

Monica Crider, P.E.
State Design Engineer
Idaho Transportation Department
PO Box 7129
Boise, ID 83707

Dear Ms. Crider:

Clearwater County agrees with awarding the Guardrail Improvement Project #A021(96), Key #21996. We have received the bid amount and agree with LHTAC's assessment. It is unlikely that additional alterations to the plans or specifications would reduce the bid results or provide other benefits from re-bidding this project. Nor is it likely that construction costs will be going down any time soon; thus bidding the project at a later date will unlikely result in improved bids.

Like ITD, Clearwater County prioritizes improving safety for the traveling public and making these improvements now rather than later is a decision we support.

Clearwater County appreciates ITD and LHTAC's partnership on this project and we look forward to seeing these improvements constructed.

Sincerely,

A handwritten signature in blue ink, appearing to read "R. J. Winick".

Boundary County Commissioners

*Dan R. Dinning, Chairman
Wally Cossairt, Commissioner
Tim Bertling, Commissioner*



Telephone (208) 267-7723
Fax: (208) 267-7814
commissioners@boundarycountyid.org

**BOUNDARY COUNTY
P. O. Box 419
Bonners Ferry, ID 83805**

September 26, 2022

Monica Crider, P.E.
State Design Engineer
Idaho Transportation Department
PO Box 7129
Boise, ID 83707

RE: Guardrail Improvement Project A021(994), Key #21994

Dear Ms. Crider:

Boundary County agrees with proceeding with awarding the bid for the above referenced Guardrail Improvement project. We have received the bid amount and agree with LHTAC's assessment, it is unlikely that additional alterations to the plans or specifications would reduce the bid results or provide other benefits from re-bidding this project. Nor is it likely that construction costs will be going down anytime soon and thus bidding the project at a later date will unlikely result in improved bids.

Like ITD, Boundary County prioritizes improving safety for the traveling public and making these improvements now rather than later is a decision we support.

Boundary County appreciates ITD and LHTAC's partnership on this project and we look forward to seeing these improvements constructed and the resulting safety benefits.

Respectfully,

Boundary County
Board of Commissioners

A blue ink signature of Dan R. Dinning, written over a horizontal line.

Dan R. Dinning, Chairman

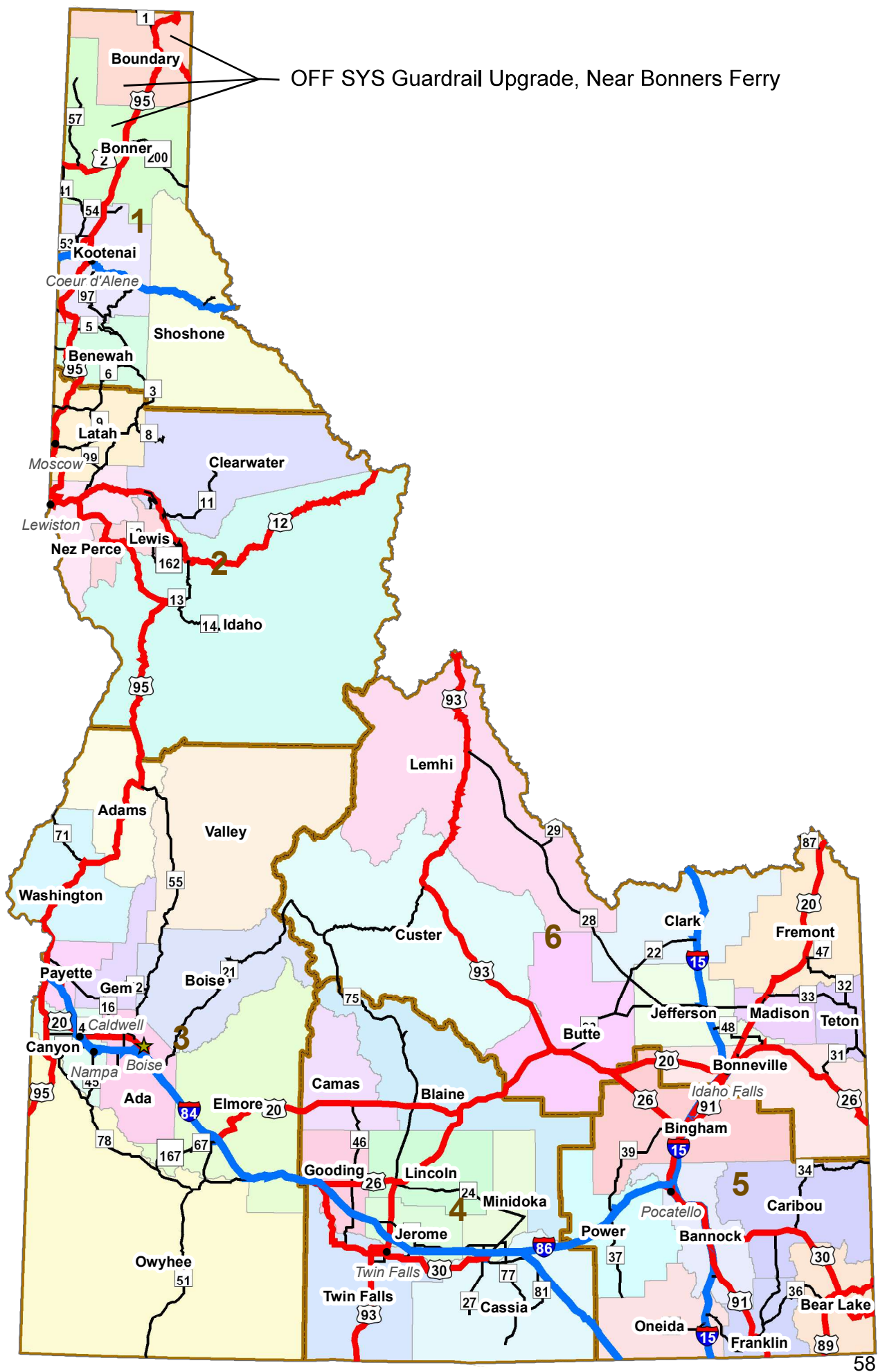
A blue ink signature of Wally Cossairt, written over a horizontal line.

Wally Cossairt, Commissioner



Tim Bertling, Commissioner

Cc: Boundary County Road and Bridge





Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date October 20, 2022

Consent Item ☒

Information Item ☐

Amount of Presentation Time Needed _____

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

Subject

Board Approval of Contracts for Rejection

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

Background Information

INFORMATION

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

| Year to Date Bid Summary 10/01/22 to 09/30/22 | | | | | |
|---|-------|---|-------|--|-------|
| Contracts Bid | | Contracts Requiring Board Approval to Award | | Contracts Requiring Board Approval to Reject | |
| ITD | Local | ITD | Local | ITD | Local |
| 79 | 21 | 15 | 10 | 8 | 2 |

ACTION

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

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

| Contracts requiring Board Approval to Reject -Justification received 09/01/22 to 09/30/22 | |
|--|-------|
| ITD | Local |
| 1 | 1 |

Recommendations

In accordance with board policy 4001, the construction contracts on the attached report are 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 +/- |
|---|------------------|-------|--------------|-------------|--------------|--------------|-------------|
| 5 | 21892 SIA | US-91 | 9/13/2022 | 1 | \$299,696.00 | \$397,495.00 | \$97,799.00 |
| US-91, US-30, FY22 D5 Wetlands Mitigation | | | | | | | 133% |
| Contractor: Snake River Reclamation LLC | | | | | State | | |

| District | Key No. | Route | Opening Date | No. of Bids | Eng. Est. | Low Bid | Net +/- |
|---|--------------|---------|--------------|-------------|----------------|----------------|--------------|
| LHTAC)1) | 22397 | OFF SYS | 9/20/2022 | 1 | \$1,380,899.63 | \$1,865,000.00 | \$484,100.37 |
| Guardrail Improvements, Lakes Highway District | | | | | | | 135% |
| Contractor: Knife River Corporation-Mountain West | | | | | Federal | | |

DATE OF BID OPENING – SEPTEMBER 13, 2022

IDAHO STATE FINANCED PROJECT
US-91, US-30, FY22 D5 Wetlands Maintenance
Bannock County
Key No. 21892

DESCRIPTION: The work on this project consists of wetland maintenance in Portneuf River, Cub River and Dingle Pond Wetlands

BIDDERS: Snake River Reclamation LLC \$397,495.00
Blackfoot, Idaho

1 BIDS ACCEPTED

BUDGET - \$299,696.00

NET +/- OF EE \$97,799.00

LOW BID – 133% 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. Highway Design concurs with the recommendation.

Monica Crider
Digitally signed by Monica Crider
Date: 2022.09.26 13:43:48 -06'00'

Monica Crider, P.E.
State Design Engineer



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

IDAHO TRANSPORTATION DEPARTMENT

5151 South 5th Ave. • Pocatello, ID 83204-2202
(208) 239-3300 • itd.idaho.gov

Date: September 27, 2022

Project No.: A021(892)

To: Monica Crider, P.E.
State Design Engineer

Key No.: 21892

From: Todd Hubbard
D5 District Engineer

Todd
Hubbard

Digitally signed by
Todd Hubbard
Date: 2022.09.27
13:16:23 -06'00'

Project Name: US-91, US-30, FY22 D5 Wetlands
Maintenance, Bannock, CO

RE: Rejection of Bid

Bids were opened for KN21892 US-91, US-30, FY22 D5 Wetlands Maintenance project on Sept 13, 2022. One (1) bid was received from Snake River Reclamation LLC at \$397,495.00. The low bid was 133% higher than the Engineer's Estimate of \$299,696.00.

The Engineer's Estimate was based on recent pricing for similar projects with similar quantities. The most significant differences between the Engineer's Estimate and the low bid are summarized in the table below:

| Item | Description | Quantity | Estimated Price | Bid Price | \$ Difference |
|--|----------------------------|----------|-----------------|--------------|---------------|
| S610-05A | SP Removal of Fence | 9239 FT | \$36,956.00 | \$ 46,195.00 | \$ 9,239.00 |
| S904-05A | SP Tree Removal | 1 LS | \$80,000.00 | \$125,000.00 | \$45,000.00 |
| S911-05A | SP Wildlife Fence Type 9-B | 5020 FT | \$60,240.00 | \$125,500.00 | \$65,260.00 |
| | | | | | |
| | | | | | |
| Total: | | | | | \$119,499.00 |
| % Difference from Engineer's Estimate : | | | | | 122% |

The bid prices likely reflect the work window at the end of the busy 2022 construction season and small quantities of specialized work. This job includes two distinct types of work: Fence Replacement and Tree Removal. This project has been bid two times prior with no bidders.

The District will re-evaluate the project scope and timing. District 5 recommends that the bid for the US-91, US-30 FY22 D5 Wetlands Maintenance, Bannock CO project be rejected.

DATE OF BID OPENING - [SEPTEMBER 20, 2022](#)

IDAHO FEDERAL AID FINANCED PROJECT
GUARDRAIL IMPROVEMENTS, LAKES HIGHWAY DISTRICT
Kootenai County
Key No. 22397

DESCRIPTION: The work on this project consists of [Installing guardrail and improving shoulders along three roadways](#)

BIDDERS:

KNIFE RIVER CORPORATION - MOUNTAIN WEST \$1,865,000.00
Boise, ID

1 BIDS ACCEPTED

ENGINEER'S ESTIMATE - [\\$1,380,899.63](#)

LOW BID - [135%](#) Percent of the Engineer's Estimate

NET +/- OF EE [\\$484,100.37](#)

(AWARD)

(REJECT)

(REQUIRES BOARD APPROVAL)

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

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

Monica Crider

Digitally signed by Monica
Crider
Date: 2022.09.26 13:56:14
-06'00'

Monica Crider, P.E.
State Design Engineer

Local Highway Technical Assistance Council

3330 Grace Street
Boise, Idaho 83703
Phone 208.344.0565
Fax 208.344.0789
www.lhtac.org



Neal Gier
Chairman

Phil Lampert
Vice Chairman

Mac Pooler
Secretary/Treasurer

Laila Kral, P.E.
Administrator

Date: September 26, 2022

Project No: A022(397)

To: Monica Crider, P.E.
State Design Engineer *MC*

Key No: 22397

From: Laila Kral, PE
LHTAC Administrator *LK*

Project Identification, County:
Guardrail Improvements, Lakes HD

RE: Rejection of Bid

Bids were opened for KN 22397 Guardrail Improvements, Kootenai project on September 20, 2022. One (1) bid was received and was 35% more than the Engineer's Estimate (EE). The apparent low bidder is Knife River Corporation-Mountain West at \$1,865,000.00 which is \$484,100.37 (35%) over the EE.

Several bid items exceeded the EE by 30%. The Retaining wall (31% over EE) and mobilization (49% over EE) account for most of (58%) the overage when compared to the EE. The bid prices likely reflect the remote nature of the project as well as the work window at the end of the busy 2022 construction season. The EE was based on the latest ITD bid tabulation data for ITD Districts 1, 2 and LHTAC along with local input from the Lakes Highway District.

The Lakes Highway District and LHTAC recommend rejecting the project, revising the project scope and rebidding the project for construction in the Spring of 2023. The lack of bidders indicates the timing of the project may be competing with already scheduled work and that a rebid would likely be successful in getting more bidders. Moving construction to the beginning of the 2023 season may allow more schedule flexibility for additional contractors to bid on the project as well.

Association of Idaho Cities

Mayor Mac Pooler
City of Kellogg

Mayor Robert (BJ) Berlin
City of Roberts

Councilwoman Kari Peterson
City of Fruitland

Idaho Association of Highway Districts

Commissioner Neal Gier
Buhl Highway District

Commissioner Kevin Renfrow
South Latah Highway District

Commissioner Gilbert Hofmeister
Power County Highway District

Idaho Association of Counties

Commissioner Phil Lampert
Benewah County

Commissioner Mark Rekow
Gem County

Commissioner Todd Smith
Madison County

Ex-Officio Members

Kelley Packer, Executive Director
Association of Idaho Cities

Nick Veldhouse, Executive Director
Idaho Association of Highway Districts

Seth Grigg, Executive Director
Idaho Association of Counties



September 29, 2022

Monica Crider, PE
State Design Engineer
Idaho Transportation Department
11331 W. Chinden Blvd.
Bldg. 8
Boise ID 83714

RE: Key No: 22397, Local Guardrail Improvements, **Rejection of Bids**

Dear Monica:

This letter is to confirm that Lakes Highway District concurs with LHTAC's recommendation to reject all bids for the above referenced project under the Local Highway Safety Improvement Program (LHSIP). We also concur that the project should be re-bid to allow for work to proceed in spring 2023, which will likely allow local contractors to bid.

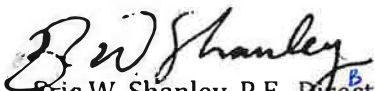
Unfortunately, no local contractors bid the project, and it is our belief based on communications with local contractors, not only informing them of the project, but also the schedule changes allowing for the work next year will provide an improved bidding environment allowing them to bid and also be much more cost effective.

Lakes Highway District would like to implement an optional addition bid setup to potentially eliminate the cost of some of the guardrail and retaining wall work rather than a straight reduction of the scope based on the current bid prices. Having a portion of the work in the current PS&E that was bid as an optional addition rather than removed from the scope completely would give us the necessary flexibility to award the project after the next bid, without needlessly eliminating much of the work.

Lakes Highway District acknowledges that ITD processes may require the scope be reduced using the current bid prices and we are committed to the project either way. If the scope must be reduced that far, we hope that eliminated work deemed necessary during the original design might be added back in once bids come in lower than the budgeted amount. Lakes HD is also committed to contribute additional local funding to facilitate the full project after the re-bid.

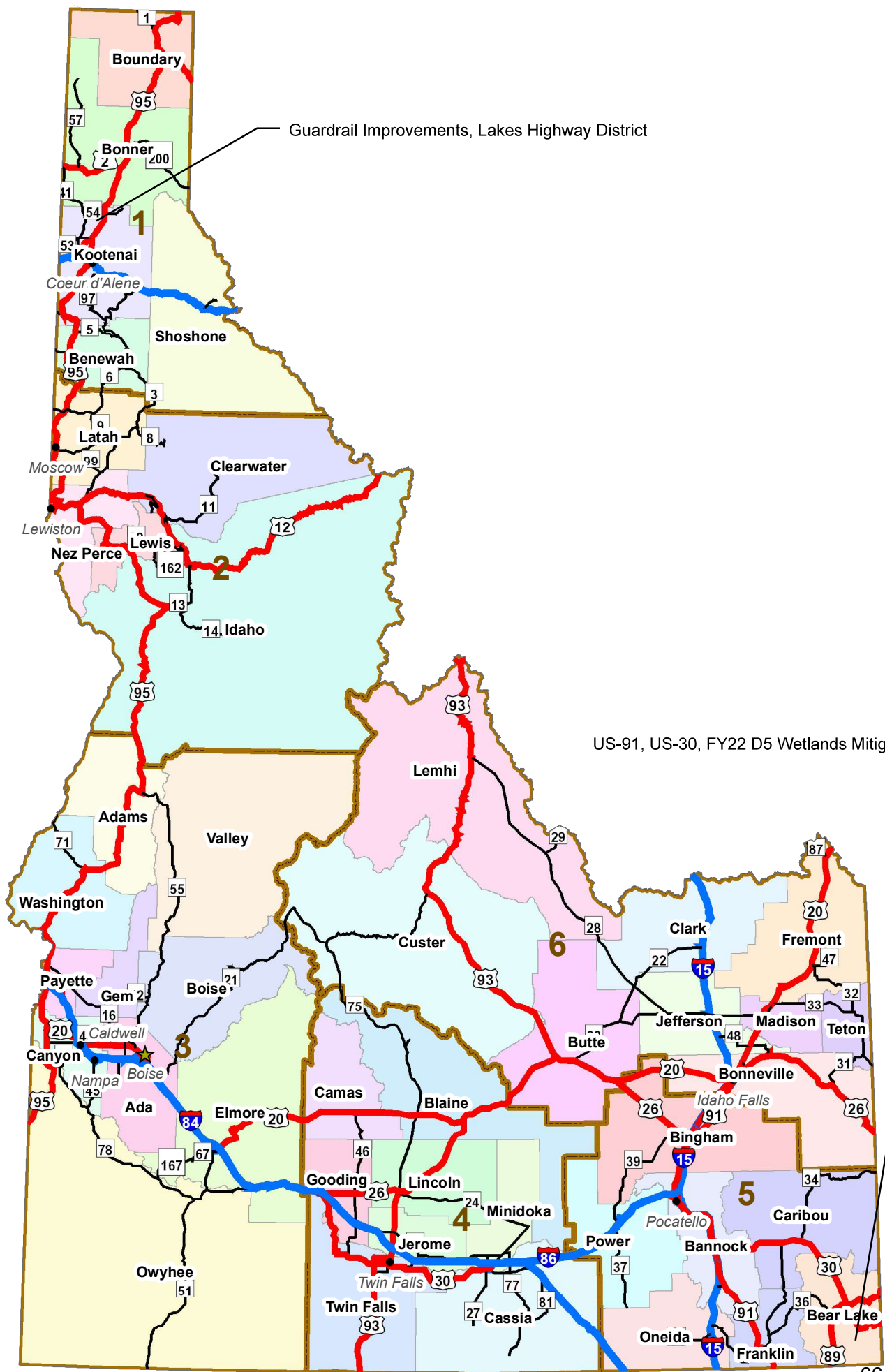
If you have any questions or need additional information, please contact the District at (208)772-7527.

Sincerely,


Eric W. Shanley, P.E., Director
Lakes Highway District

EWS/bf

Cc: LHTAC Kevin Kuther, Brian Wright, via email only
Shawn Metts, HMH Engineering, via email only





Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date October 20, 2022

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

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

Subject

| | | |
|------------------------------------|----------|--------------|
| Contract Awards and Advertisements | | |
| Key Number | District | Route Number |

Background Information

INFORMATION

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

NOTE:

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

| Year to Date Bid Summary 10/01/21 to 09/30/22 | | | | | |
|---|-------|---|-------|--|-------|
| Contracts Bid | | Contracts Requiring Board Approval to Award | | Contracts Requiring Board Approval to Reject | |
| ITD | Local | ITD | Local | ITD | Local |
| 79 | 21 | 15 | 10 | 8 | 2 |

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 09/01/22 to 09/30/22 | |
|---|-------|
| ITD | Local |
| 2 | 1 |

FUTURE ACTIONS

The Current Advertisement Report is attached.

Recommendations

For Information Only.

Board Action

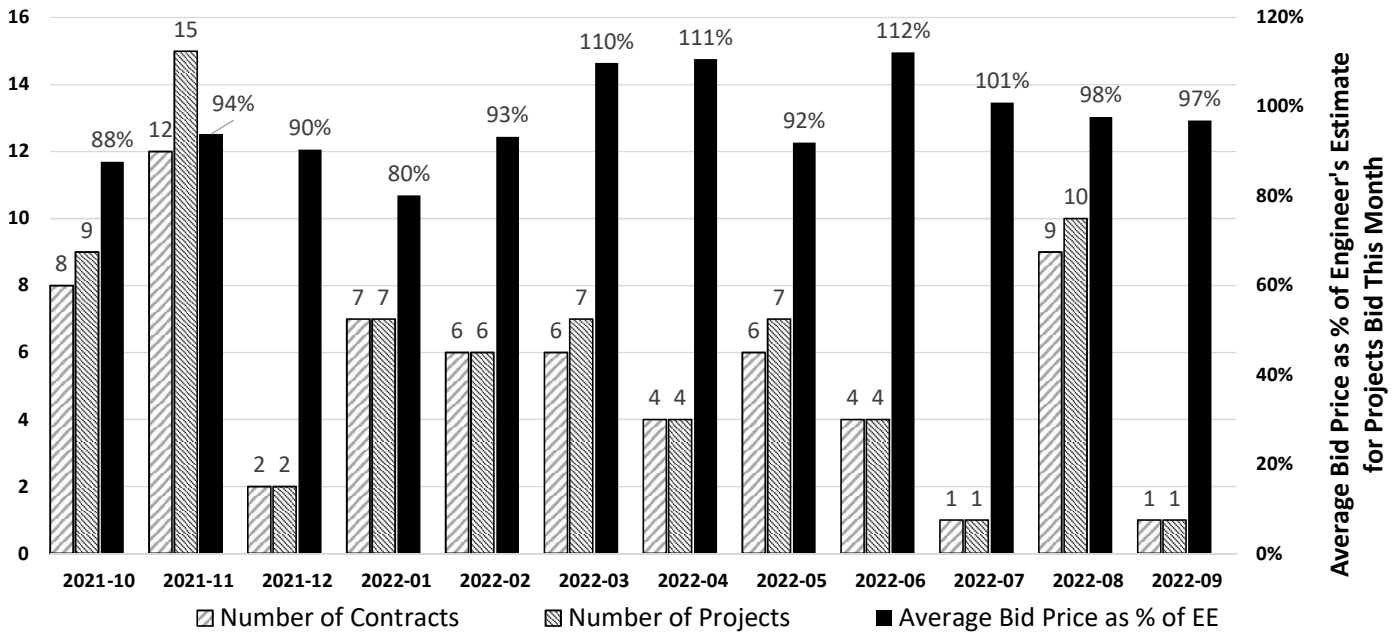
☐ Approved ☐ Deferred _____
☐ Other _____

FFY22 State Infrastructure Project Bid Results: YTD Summary By Cost

73 Projects YTD through September 30, 2022

YTD Total for all 73 projects:

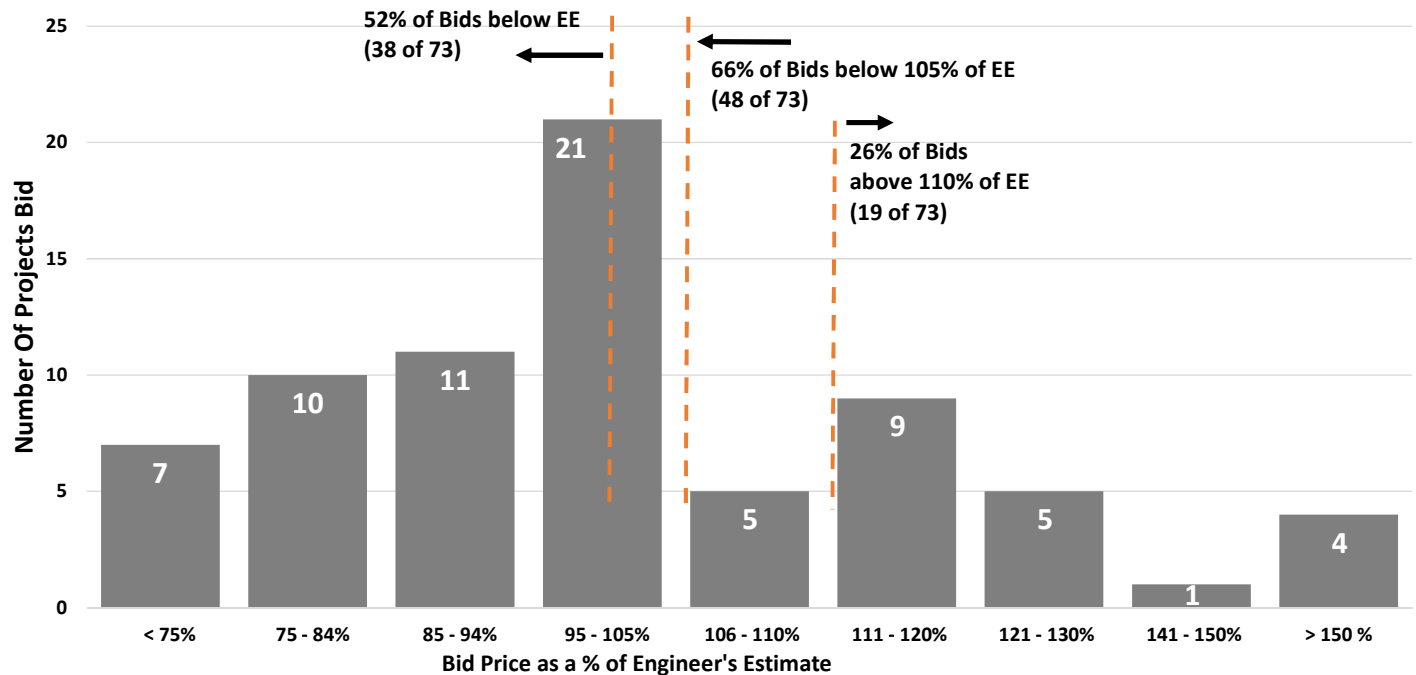
Ratio of Bid Costs / Engineer's Estimates = \$770.4 / \$784.5 M = 98.2%



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

73 Projects YTD through September 30, 2022



Note: Local and SIA Projects are not included

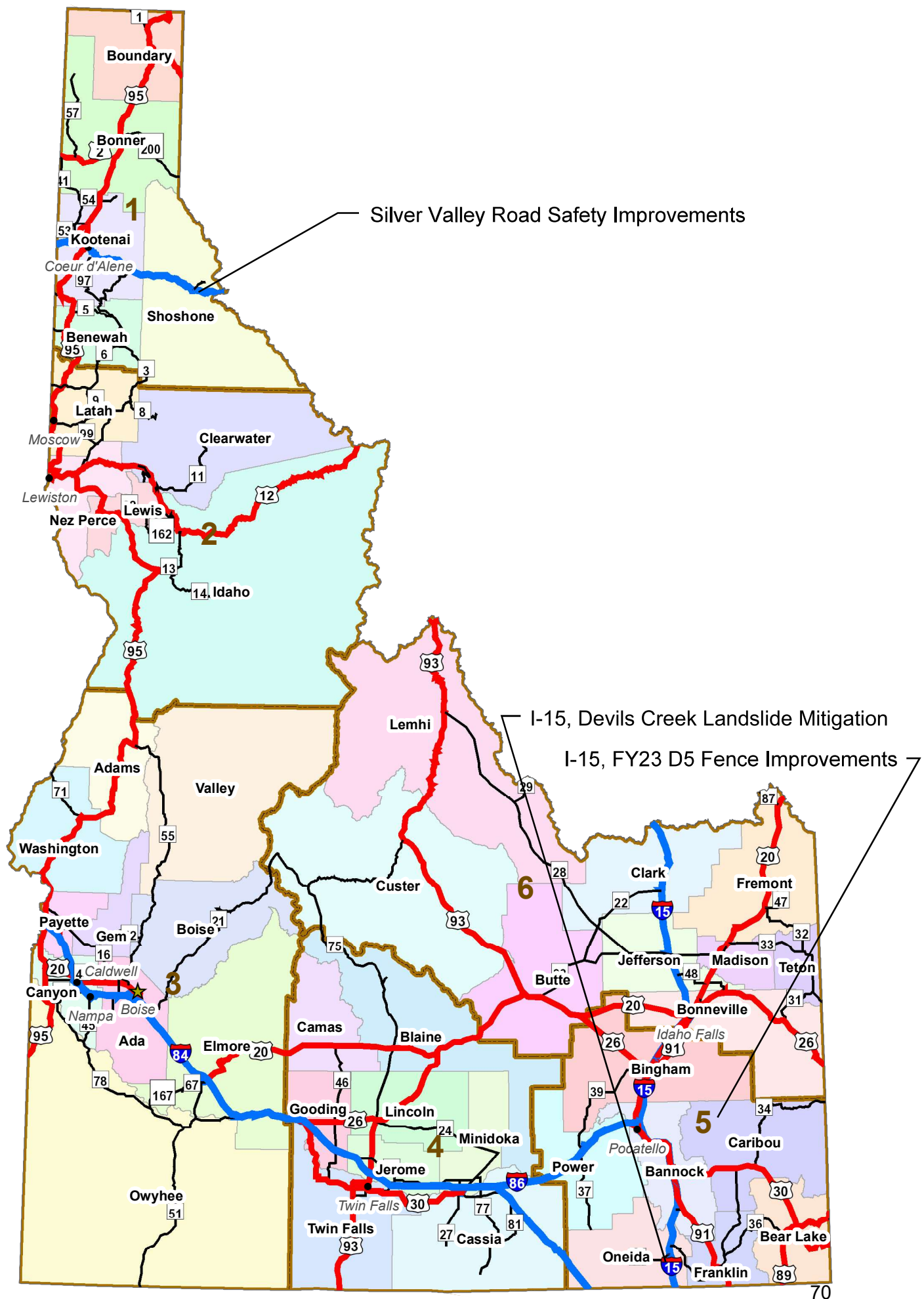
Monthly Status Report to the Board

CONTRACT(S) ACCEPTED BY STAFF SINCE LAST BOARD MEETING

| District | Key No. | Route | Opening Date | No. of Bids | Eng. Est. | Low Bid | Net +/- |
|---|--------------|-------|--------------|-------------|----------------|----------------|---------------|
| | | | | | | | % of EE |
| 5 | 23471 | I-15 | 9/13/2022 | 2 | \$1,279,950.00 | \$1,241,000.00 | (\$38,950.00) |
| I-15, Devils Creek Landslide Mitigation | | | | | | | 97% |
| Contractor: Ralph L. Wadsworth Construction Company LLC | | | | | State | | |

| District | Key No. | Route | Opening Date | No. of Bids | Eng. Est. | High Bid | Net +/- |
|---------------------------------------|------------------|-------|--------------|-------------|-----------|-----------|---------|
| | | | | | | FPVQ | % of EE |
| 5 | 22489 SIA | I-15 | 9/13/2022 | 2 | 40,363 FT | 41,104 FT | 741 FT |
| I-15, FY23 D5 Fence Improvements | | | | | | | 102% |
| Contractor: All Rail Construction LLC | | | | | State | | |

| District | Key No. | Route | Opening Date | No. of Bids | Eng. Est. | Low Bid | Net +/- |
|--|--------------|---------|--------------|-------------|--------------|--------------|----------------|
| | | | | | | | % of EE |
| LHTAC(1) | 22399 | OFF SYS | 9/27/2022 | 2 | \$676,248.80 | \$457,914.48 | (\$218,334.32) |
| Silver Valley Road Safety Improvements | | | | | | | 68% |
| Contractor: North Fork Enterprises | | | | | Federal | | |



Monthly Contract Advertisement As of 09-30-2022

| District | Key No. | Route | Bid Opening Date |
|---|--------------|---------|------------------|
| LHTAC(2) | 22404 | OFF SYS | 10/4/2022 |
| Lake Road Safety Improvements, Grangeville Highway District \$1,000,000.00 to \$2,500,000.00 | | | |

| District | Key No. | Route | Bid Opening Date |
|--|--------------|---------|------------------|
| LHTAC(4) | 19028 | OFF SYS | 10/4/2022 |
| Golden Valley Road; 1500 W to 1100 W & 950 W to 900 W \$5,000,000.00 to \$10,000,000.00 | | | |

| District | Key No. | Route | Bid Opening Date |
|--|--------------|---------|------------------|
| LHTAC(4) | 18973 | OFF SYS | 10/18/2022 |
| 1700 S Road Bridge, Gooding Highway District \$1,000,000.00 to \$2,500,000.00 | | | |

| District | Key No. | Route | Bid Opening Date |
|--|--------------|-------|------------------|
| 6 | 22349 | SH-33 | 10/18/2022 |
| SH-33, S Fork Teton RV Bridge Repair \$250,000.00 to \$500,000.00 | | | |

| District | Key No. | Route | Bid Opening Date |
|--|--------------|---------|------------------|
| LHTAC(1) | 22872 | OFF SYS | 10/18/2022 |
| Canyon Road & Fernan Lake Road Guardrail, East Side Highway District \$500,000.00 to \$1,000,000.00 | | | |

| District | Key No. | Route | Bid Opening Date |
|---|--------------|---------------------|------------------|
| 4 | 20423 | I-84, US-93 & US-30 | 10/18/2022 |
| FY23 D4 Seal Coats \$5,000,000.00 to \$10,000,000.00 | | | |

| District | Key No. | Route | Bid Opening Date |
|---|--------------|---------|------------------|
| LHTAC(3) | 20019 | OFF SYS | 10/25/2022 |
| STC-3857, Sand Hollow; Oasis to Black Canyon Road \$2,500,000.00 to \$5,000,000.00 | | | |

| District | Key No. | Route | Bid Opening Date |
|--|--------------|-------|------------------|
| 4 | 22254 | I-84 | 10/25/2022 |
| I-84, FY23b D4 Bridge Repair \$1,000,000.00 to \$2,500,000.00 | | | |

| District | Key No. | Route | Bid Opening Date |
|---|--------------|---------------------|------------------|
| 5 | 20415 | US-91, I-15 & SH-39 | 10/25/2022 |
| FY23 E. Bingham County Pavement Preservation \$5,000,000.00 to \$10,000,000.00 | | | |

| District | Key No. | Route | Bid Opening Date |
|---|--------------|----------------------------|------------------|
| 6 | 20458 | I-15, US-20, SH-33 & SH-31 | 10/25/2022 |
| FY23 D6 Bridge Repair \$2,500,000.00 to \$5,000,000.00 | | | |

| District | Key No. | Route | Bid Opening Date |
|---|--------------|---------|------------------|
| LHTAC(3) | 14024 | OFF SYS | 10/25/2022 |
| SMA-7406, Int. E. 17th Street & Woodruff Ave. Idaho Falls \$2,500,000.00 to \$5,000,000.00 | | | |

| District | Key No. | Route | Bid Opening Date |
|---|--------------|-------|------------------|
| LHTAC(3) | 20182 | SH-30 | 11/1/2022 |
| Old Hwy. 30; Old Oregon Trail Road to E. 54th S. Street \$1,000,000.00 to \$2,500,000.00 | | | |

| District | Key No. | Route | Bid Opening Date |
|--|--------------|---------|------------------|
| LHTAC(1) | 20215 | OFF SYS | 11/1/2022 |
| Deep creek Loop; Jct. US-95 to Lions Den \$1,000,000.00 to \$2,500,000.00 | | | |



Board Agenda Item

ITD 2210 (Rev. 10-13)

Date October 20, 2022

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

| | | | |
|---|--|----------------|-------------------|
| Presenter's Name Monica Crider, P.E. | Presenter's Title State Design Engineer | Initials MC | Reviewed By MC |
| Preparer's Name Holly McClure | Preparer's Title Contracts Officer | Initials HM | 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 nineteen (19) new professional services agreements and work tasks totaling **\$6,932,233** and four (4) supplemental agreements to existing professional services agreements totaling **\$1,150,573** from August 27, 2022 through September 25, 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 | 1 | 1 | | | | 4 |
| Environmental | | 1 | | | | 1 | | | 2 |
| Materials/Geotechnical | | | | | 1 | | | | 1 |
| Surveying | | | | | 1 | | | | 1 |
| Construction | 1 | 2 | | | | | 1 | | 4 |
| Planning | | 1 | | | | | | | 1 |
| Hydraulics | | | | | 1 | | | | 1 |
| Public Involvement | | | 2 | | | | | | 2 |
| Bridge Inspection | | | | | | | 1 | | 1 |
| | | | | | | | | | |
| | | | | | | | | | |
| Local Public Agency Projects | | 1 | | 1 | | | | | 2 |
| | | | | | | | | | |
| | | | | | | | | | |
| Total | 1 | 5 | 4 | 2 | 4 | 1 | 2 | | 19 |



Board Agenda Item

ITD 2210 (Rev. 10-13)

For ITD District Projects:

Seventeen (17) new professional services agreements and work tasks were processed during this period totaling **\$6,778,949**. Three (3) supplemental agreements totaling **\$1,123,676** 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> |
|--------------------------------|---------------------------------------|---|---------------------------------|----------------------------|---|
| FY21 District 1 Bridge Repairs | Resources not available: Construction | Construction Engineering, Inspection, Sampling and Testing Services | Individual Project Solicitation | David Evans and Associates | Prev: \$552,264 This: \$392,548 Agreement Total to Date: \$944,812 |

District 2

| <i>Project</i> | <i>Reason Consultant Needed</i> | <i>Description</i> | <i>Selection Method</i> | <i>Consultant</i> | <i>Amount</i> |
|--|--|---|---------------------------------|--------------------|---|
| SH 11, Top of Greer Grade to Weippe | Resources not available: Construction | Construction Engineering, Inspection, Sampling and Testing Services | Individual Project Solicitation | HMH, LLC | \$432,450 |
| SH 8, Moscow to Troy PEL Study | Resources not available: Planning | Planning & Environmental Linkage Study | Individual Project Solicitation | Kimley-Horn | \$1,866,168 Total Budget \$1.9M approved in September 2022 |
| US 95, Thorn Creek Road to Moscow | Resources not available: Environmental | Environmental Services | Direct from Term Agreement | Jacobs Engineering | \$169,597 |
| US 95, FY22 District 2 Soft Spot Repairs | Resources not available: Construction | Construction Engineering, Inspection, Sampling and Testing Services | RFI from Term Agreement | J-U-B Engineers | \$63,379 |



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, I 84 to US 20/26 & SH 44 Interchange | Resources not available: Roadway Design | Technical Review Services | Individual Project Solicitation | Murraysmith, Inc. | \$537,358 |
| I 84, Meridian Road Interchange to Eagle Road Interchange | Resources not available: Roadway Design | Roadway Design Services | Individual Project Solicitation | T-O Engineers | \$1,495,478 Total Budget \$1.5M approved in August 2022 |
| US 20/26, I 84 to Middleton Road | Resources not available: Public Involvement | Public Involvement Services | Individual Project Solicitation | HDR Engineering | \$168,844 |
| SH 55, Eagle Road; I 84 to SH 44 | Resources not available: Public Involvement Services | Public Involvement Services during Construction | Direct from Term Agreement | Rosemary Brennan Curtin, Inc. | \$99,927 |

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, Heyburn Interchange | Resources not available: Roadway Design | Technical Review Services | Individual Project Solicitation | Murraysmith, Inc. | \$730,388 |

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, Intersection Pocatello Avenue | Resources not available: Roadway Design | Roadway Design Services | Direct from Term Agreement | Horrocks Engineers | \$99,954 |



Board Agenda Item

ITD 2210 (Rev. 10-13)

| | | | | | |
|---|--|--|----------------------------|-----------------|--|
| US 91, Gibson Lateral Canal | Resources not available: Hydraulics | Additional Hydraulics Services | Direct from Term Agreement | J-U-B Engineers | Prev: \$67,792 This: \$10,394 Agreement Total to Date: \$78,186 |
| FY18 District 5 Monument Preservation | Resources not available: Surveying | Continuation of Monument Preservation Services | RFI from Term Agreement | Dioptra | Prev: \$150,000 This: \$100,000 Agreement total to Date: \$250,000 |
| I 15, West Inkom Interchange, North and South Bound Lanes | Resources not available: Materials/ Geotechnical | Materials/ Geotechnical Services | Direct from Term Agreement | GeoEngineers | \$98,305 |

District 6

| <i>Project</i> | <i>Reason Consultant Needed</i> | <i>Description</i> | <i>Selection Method</i> | <i>Consultant</i> | <i>Amount</i> |
|-----------------------------|--|--|----------------------------|-------------------|---------------|
| District 6 Materials Source | Resources not available: Environmental | Cultural Survey Services for materials source site | Direct from Term Agreement | Parametrix | \$26,304 |

Headquarters

| <i>Project</i> | <i>Reason Consultant Needed</i> | <i>Description</i> | <i>Selection Method</i> | <i>Consultant</i> | <i>Amount</i> |
|----------------------------------|--|--|---------------------------------|----------------------------------|---------------|
| TECM Planning and Administration | Resources not available: Construction | Drone Flyovers for the 13 TECM Corridors | Individual Project Solicitation | David Evans and Associates | \$199,745 |
| FY22 State Bridge Inspection | Resources not available: Bridge Inspection | Bridge Inspection Services | RFI from Term Agreement | Wiss, Janney, Elstner Associates | \$288,110 |



Board Agenda Item

ITD 2210 (Rev. 10-13)

Supplemental Agreements to Existing ITD Professional Service Agreements

| <i>District</i> | <i>Project</i> | <i>Consultant</i> | <i>Original Agreement Date/Description</i> | <i>Supplemental Agreement Description</i> | <i>Total Agreement Amount</i> |
|-----------------|--|--------------------------|--|---|---|
| 1 | SH 3, Goosehaven Road to Round Lake Road | Ruen-Yeager & Associates | 1/2022, Construction Inspection and Project Close-out Services | Continuation of inspection and project close-out services | Prev: \$313,638 This: \$56,207 Agreement Total to Date: \$369,845 |
| 4 | SH 75, Timmerman Junction to Timber Way | AECOM Technical Services | 12/2021, Roadway Design, Phase 1 | Continuation of Preliminary Design | Prev: \$2,998,156 This: \$1,000,015 Agreement Total to Date: \$3,998,171 Total Budget \$4M approved in April 2022 |
| 6 | US 20, Junction I 15 Connector | HDR Engineering | 3/2021, Preliminary Design and Environmental Services | Continuation of Preliminary Design and Environmental Services | Prev: \$3,293,574 This: \$67,454 Agreement Total to Date: \$3,361,028 Total Budget \$5.2M approved in November 2020 |

For Local Public Agency Projects:

Two (2) new professional services agreements totaling **\$153,284** were processed during this period. One (1) supplemental agreement totaling **\$26,897** were processed.

| <i>Project</i> | <i>Sponsor</i> | <i>Description</i> | <i>Selection Method</i> | <i>Consultant</i> | <i>Amount</i> |
|--|-------------------|--------------------|-------------------------|-------------------|---------------|
| Signing and Guardrail, Clearwater County | Clearwater County | Roadway Design | RFI from Term Agreement | J-U-B Engineers | \$99,300 |
| Buhl School Pedestrian Pathway | City of Buhl | Roadway Design | RFI from Term Agreement | HMH, LLC | \$53,984 |



Board Agenda Item

ITD 2210 (Rev. 10-13)

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 | Public Avenue Corridor Safety Improvements, Moscow | HMH, LLC | 8/2021, Roadway Design Services | Develop right-of-way plans | Prev: \$96,078 This: \$26,897 Agreement Total to Date: \$122,975 |

Recommendations

For Information Only

Board Action

☐ Approved ☐ Deferred _____
☐ Other _____



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date October 20, 2022

Consent Item ☐

Information Item ☒

Amount of Presentation Time Needed N.A.

| | | | |
|----------------------------------|---|----------------|--------------------|
| Presenter's Name Kevin Sablan | Presenter's Title Traffic Operations Manager | Initials ks | Reviewed By LSS |
| Preparer's Name Mona Hunt | Preparer's Title Technical Engineer 2 | Initials mh | |

Subject

| | | |
|----------------------------------|----------|--|
| 80 MPH Speed Zones (2022 Update) | | |
| Key Number | District | Route Number Interstates 15, 84, & 86 |

Background Information

In July of 2014, the Idaho Transportation Department raised the speed limit on rural sections of Interstate Highways 15, 84, & 86 from 75 mph to 80 mph based on observed 85th percentile speeds of all vehicles. Since implementation, Traffic Operations (previously Design/Traffic Services) has been monitoring these 80 MPH corridors, keeping check on operating speeds and crashes. The following observations have been made since the speed limits were changed:

- During the period immediately following implementation of the 80 MPH speed limits, 85th percentile speeds increased to around 82.5 MPH, representing a 3 MPH rise from the 79.5 MPH conditions when posted at 75 MPH. Since that initial transition period, the observed 85th percentile speeds indicate a flat (I-86) to slightly increasing (I-15 & I-84) trend with operational speeds now averaging around 85 MPH for I-84 and I-15 and 84 MPH for I-86.
- The before and after differential speeds between light and heavy vehicles has remained relatively unchanged with a 11 MPH average under 80 MPH conditions as opposed to 10 MPH with the speed limit at 75 MPH.
- In the eight years since implementation of 80 MPH speeds, fatal and serious injury crash rates have remained relatively constant ranging between 1 and 6 fatal and serious injury crashes per one hundred million vehicle-miles of travel. Which matches the fatal and serious injury crash performance of the interstate prior to raising the speed limit from 75 to 80 MPH.
- Compared to national rates, operations along these 80 MPH corridors are comparable if not slightly better.

The observed vehicle speeds and crash experience, since raising the speed limit on these routes, indicate operations has remained relatively unchanged from prior conditions and that the higher 80 mph speed limit is appropriate and should remain unchanged at this time.

Recommendations

For information only

Board Action

☐ Approved ☐ Deferred _____
☐ Other _____



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

Speed Limits on Idaho Interstate Highways

*Effects of the 80 mph Speed Limit Change on
Interstates 15, 84, and 86*

Updated 9/30/2022



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Executive Summary

In July of 2014, the Idaho Transportation Department raised the speed limit on rural sections of Interstate Highways 15, 84, & 86 from 75 mph to 80 mph based on observed 85th percentile speeds of all vehicles. Since implementation, Traffic Operations (previously Design/Traffic Services) has been monitoring these 80 MPH corridors, keeping check on operating speeds and crashes. The following observations have been made since the speed limits were changed:

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- Compared to national rates, operations along these 80 MPH corridors are comparable if not slightly better.

The observed vehicle speeds and crash experience, since raising the speed limit on these routes, indicate operations has remained relatively unchanged from prior conditions and that the higher 80 mph speed limit is appropriate and should remain unchanged at this time.

Interstate Speed Zones and Monitored Locations

In 2014, the Idaho Legislature modified state statute to allow the Idaho Transportation Board to raise Interstate speed limits up to 80 miles per hour (mph) and other highways to 70 mph. With the new legislation, the Idaho Transportation Department (ITD) initiated engineering studies to evaluate data collected on rural segments of Interstate highways. The results of the study indicated that an 80mph speed limit was appropriate for Interstate highways 15, 84, and 86. The speed limits were not changed on Interstate 90 and the data indicated that a speed limit increase on that highway was not necessary. In July 2014, with the approval of the Idaho Transportation Board, the posted speed limits on the rural sections of Interstate highways 15, 84, and 86 were raised to 80 mph with truck speed limits of 70 mph.

Since the change, vehicle speeds have been continuously monitored by automatic traffic recorder stations at seventeen locations covering sections of the Interstate Highways where the speed limit was raised. Speed data has been collected for all vehicles and has been further separated into speed data for passenger cars and heavy vehicles. Speed data for all vehicles on Interstate 90 has also been collected and monitored.

Interstate 15

80 mph speed limit signs are posted from the Utah border to milepost 66.78 in Pocatello, from milepost 73.655 near Chubbuck to milepost 117.757 in Idaho Falls, and from milepost 119.69 in Idaho Falls to the Montana border at milepost 196.

Vehicle speeds in the sections signed with 80 mph speed limits are continuously being monitored by the following automatic traffic recorder stations along Interstate 15:

- Malad – Milepost 1.965, 0.6 miles south of Woodruff Interchange
- Marsh Valley – Milepost 24.37, 6.5 miles south of the junction with SH-40
- South Pocatello – Milepost 61.87, 1.2 miles southeast of Portneuf Interchange
- Rose Road – Milepost 96.06, 1.6 miles south of Rose-Firth Interchange
- New Sweden – Milepost 114.645, 0.15 miles north of New Sweden School Road underpass
- Roberts – Milepost 132.78, 1.8 miles south of the junction with SH-48
- Spencer – Milepost 176, 4.4 miles south of Spencer Interchange

Interstate 84

80 mph speed limit signs are posted on Interstate 84 from the Oregon border to mileposts 25.5 near Caldwell and then from milepost 55 in southeast Boise to the Utah border at milepost 275.65.

Vehicle speeds in the sections signed with 80 mph speed limits are continuously being monitored by the following automatic traffic recorder stations along Interstate 84:

- Black Canyon – Milepost 15.1, 2.2 miles southeast of Black Canyon Interchange
- Sand Hollow – Milepost 19.1, 1.8 miles southeast of Sand Hollow Interchange
- Jerome – Milepost 159.23, 2.6 miles east of the junction with SH-46
- East Jerome – Milepost 170.88, 2.133 miles west of US-93 overpass

- Eden – Milepost 186.315, 0.02 miles E of Eden Road
- Yale Road – Milepost 227.58, 0.4 miles northwest of SH-8
- Sweetzer – Milepost 257.424, 3.6 miles southeast of Sweetzer Road Interchange

Interstate 86

80 mph speed limit signs are posted for nearly the length of Interstate 86 from its interchange with Interstate 84 to milepost 61.288 in Chubbuck.

Vehicle speeds in the sections signed with 80 mph speed limits are continuously being monitored by the following automatic traffic recorder stations along Interstate 86:

- Raft River – Milepost 14.41, 0.4 miles east of Raft River Interchange
- Arbon Valley – Milepost 50.859, 1.63 miles west of Arbon Valley Interchange
- Pocatello Airport – Milepost 56.4, 1.7 miles west of US-30 Interchange

Interstate 90

The speed limits on Interstate 90 have remained between 55 and 75 mph. Vehicle speeds are continuously being monitored by the following automatic traffic recorder stations along Interstate 90:

- Post Falls – Milepost 6.16, 1.0 mile west of the junction with SH-41
- Huetter – Milepost 8.62, 1.0 mile east of the junction with SH-41
- Dudley – Milepost 35.59, 1.6 miles east of the junction with SH-3
- Mullan – Milepost 69.31, 0.4 miles east of East Mullan Interchange

Eighty-fifth Percentile Speeds of All Vehicles

The most commonly used method to set speed limits is to perform an engineering study where the eighty-fifth percentile speed is determined by observing free-flowing traffic speeds. The speed limit is then set at the eighty-fifth percentile speed. The eighty-fifth percentile speed means that eighty-five percent of all vehicles are traveling at that speed or slower. The speed limits on rural sections of Interstates 15, 84, and 86 were raised based on observations of the eighty-fifth percentile speeds.

Figures 1 through 3 show the observed monthly eighty-fifth percentile speeds for all vehicles on Interstates 15, 84, and 86 before and after the change in the posted speed limit. The before speeds were observed between January 2011 and June 2014. The after speeds were from the current 2021-2022 year. The observed speeds have been averaged where more than one year of data are available. Figure 4 shows the observed monthly eighty-fifth percentile speeds for all vehicles observed on Interstate 90 in the current year.

The monthly eighty-fifth percentile speeds for all vehicles on Interstates 15, 84, and 86 have thus far been observed to increase by approximately five mph.

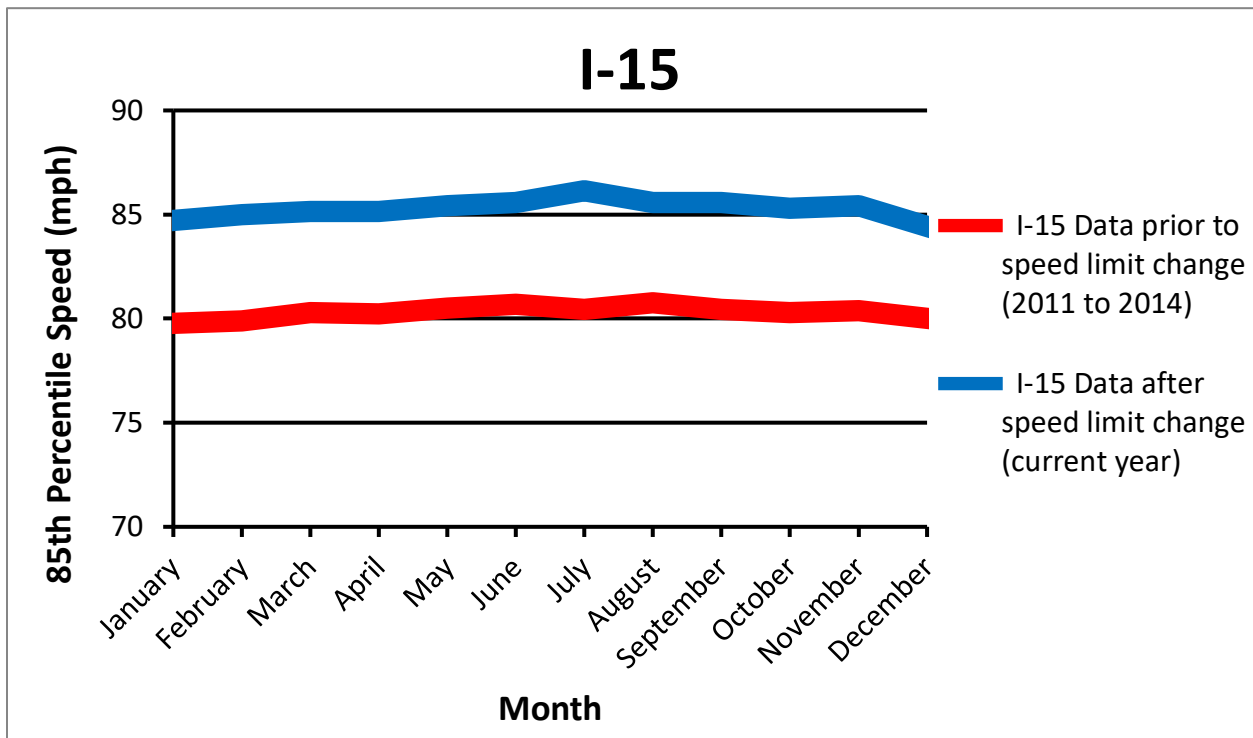


Figure 1 Interstate 15 Speeds

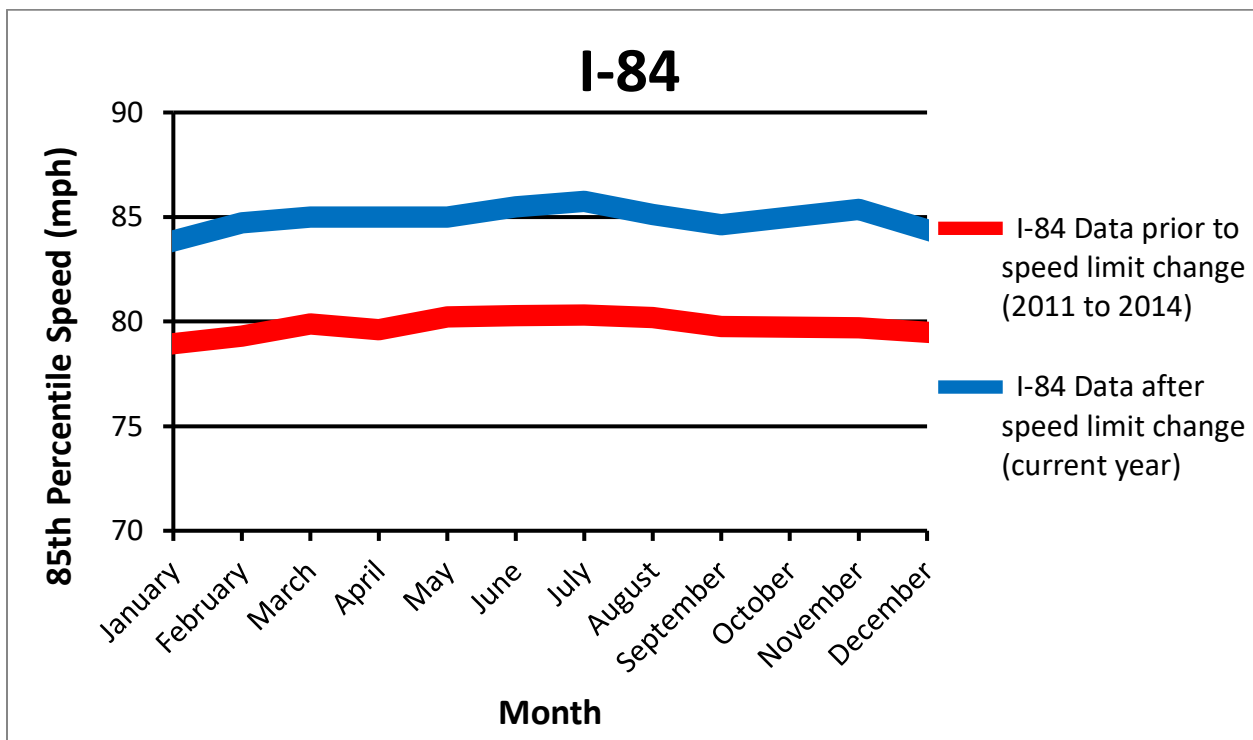


Figure 2 Interstate 84 Speeds

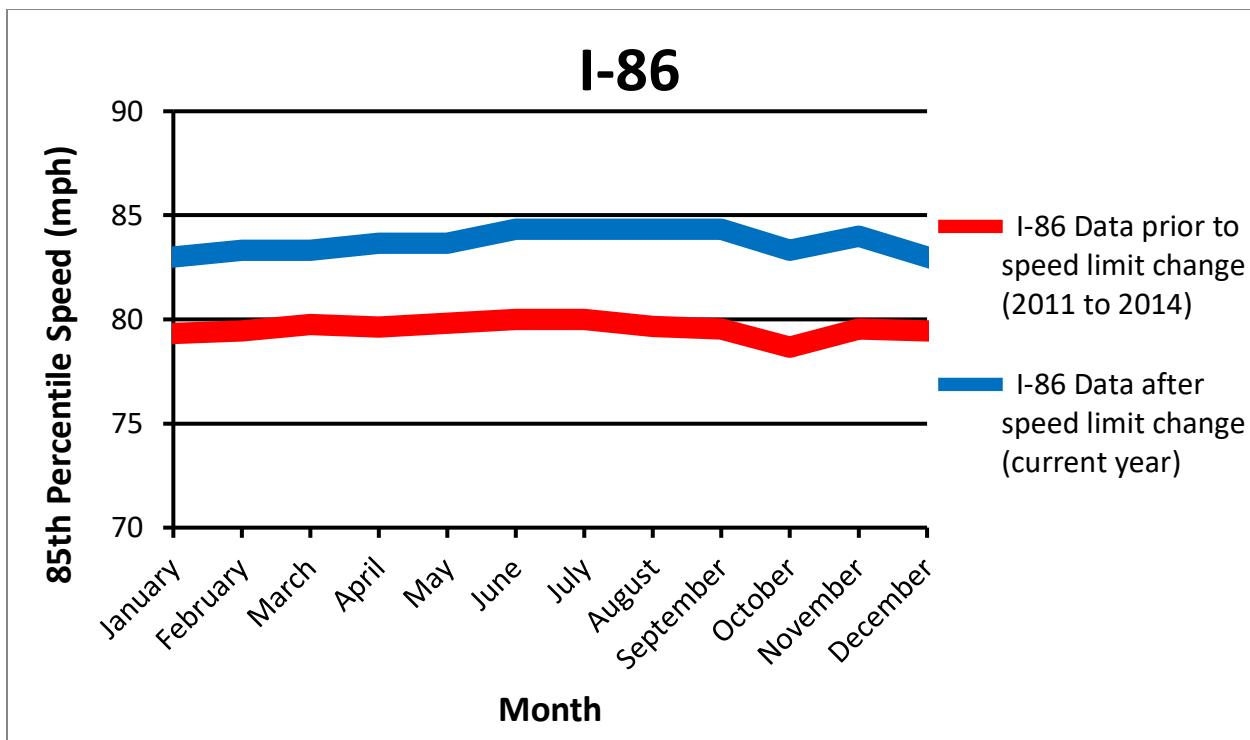


Figure 3 Interstate 86 Speeds

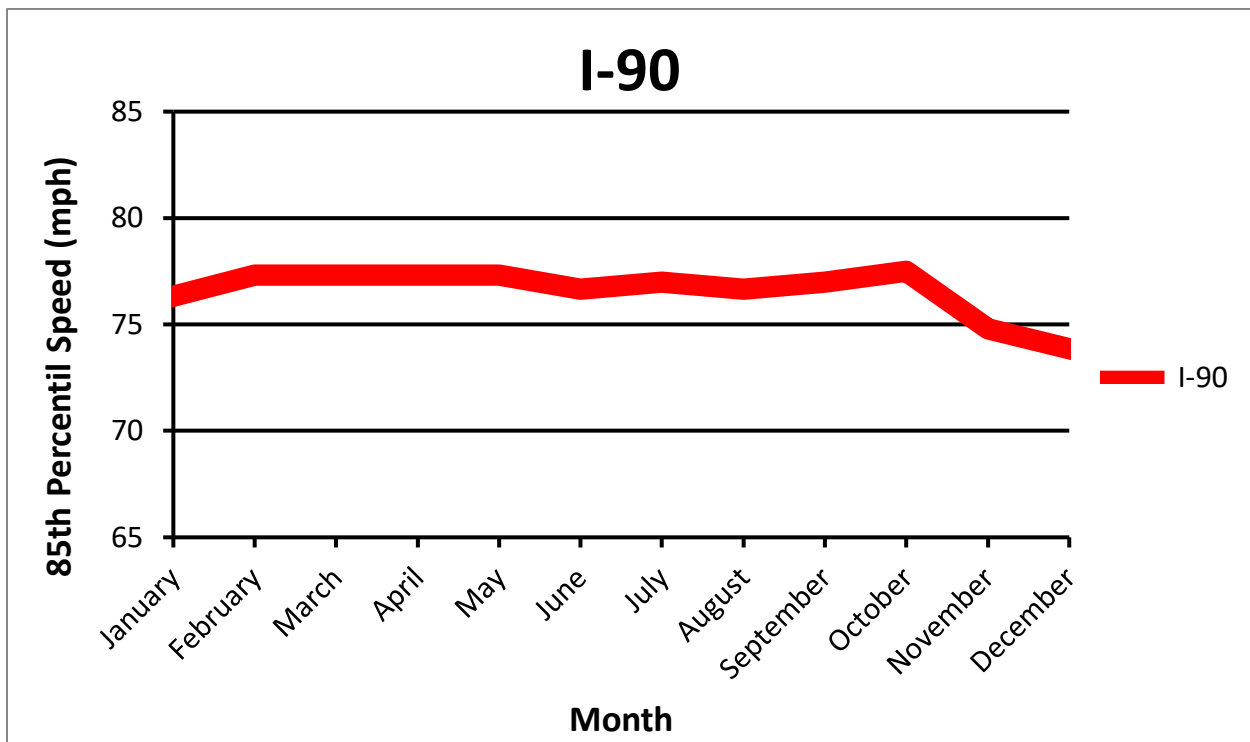


Figure 4 Interstate 90 Speeds

Figure 5 through 7 show a chronology of interstate speeds since January 2011. The break in the line at July 2014 indicates when the posted speed limit was changed. The statewide winter storms in December 2016 and January 2017 influenced a temporary drop in the eighty-fifth percentile speeds.

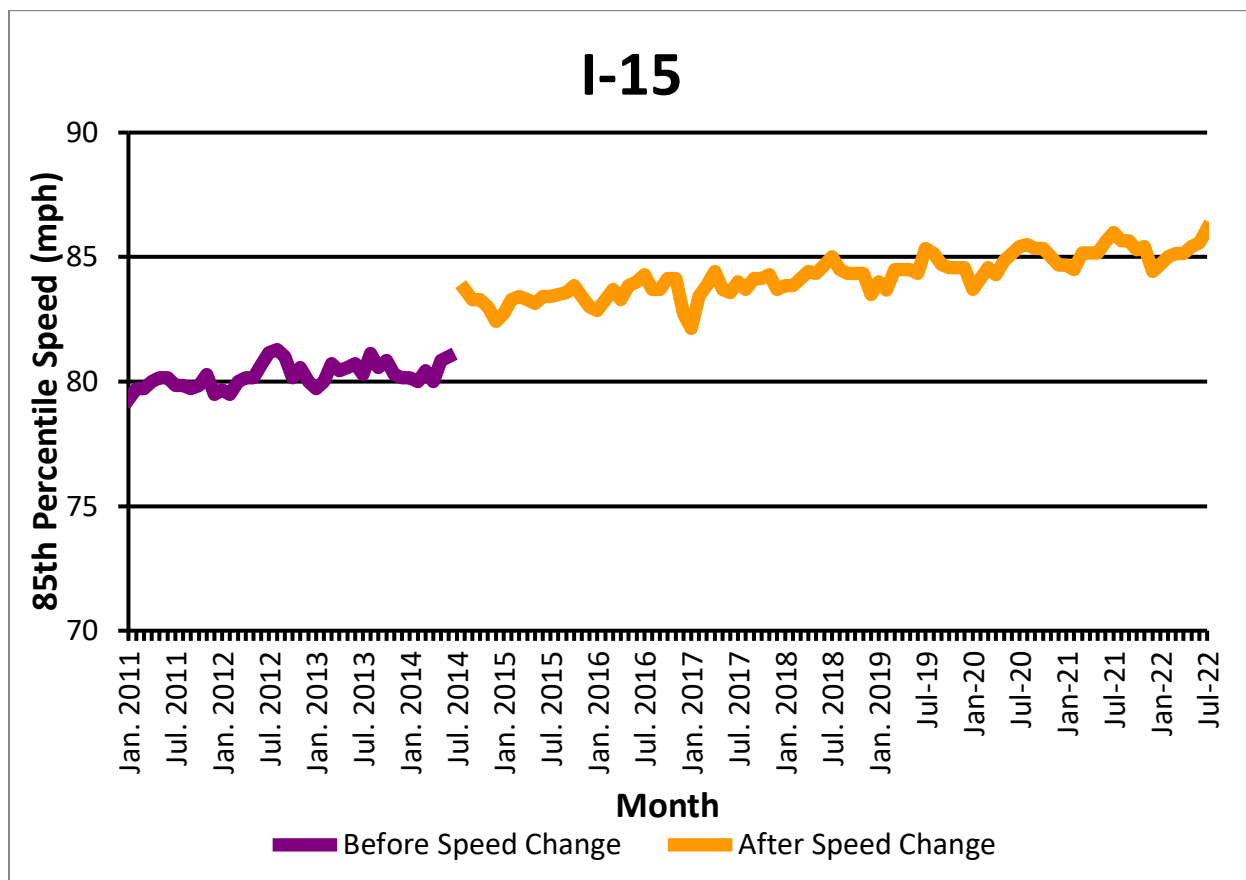


Figure 5 Chronology of Interstate 15 Speeds

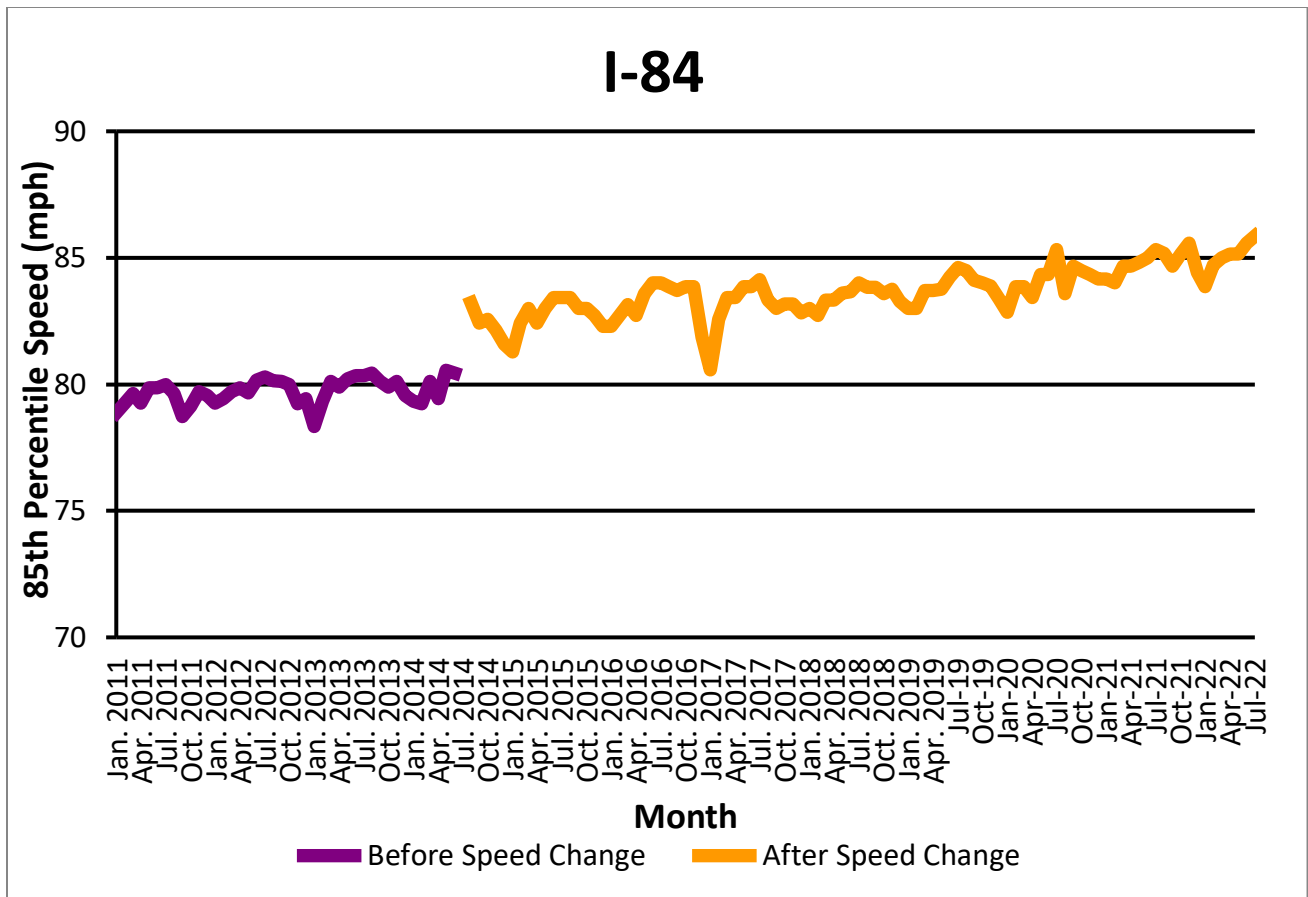


Figure 6 Chronology of Interstate 84 Speeds

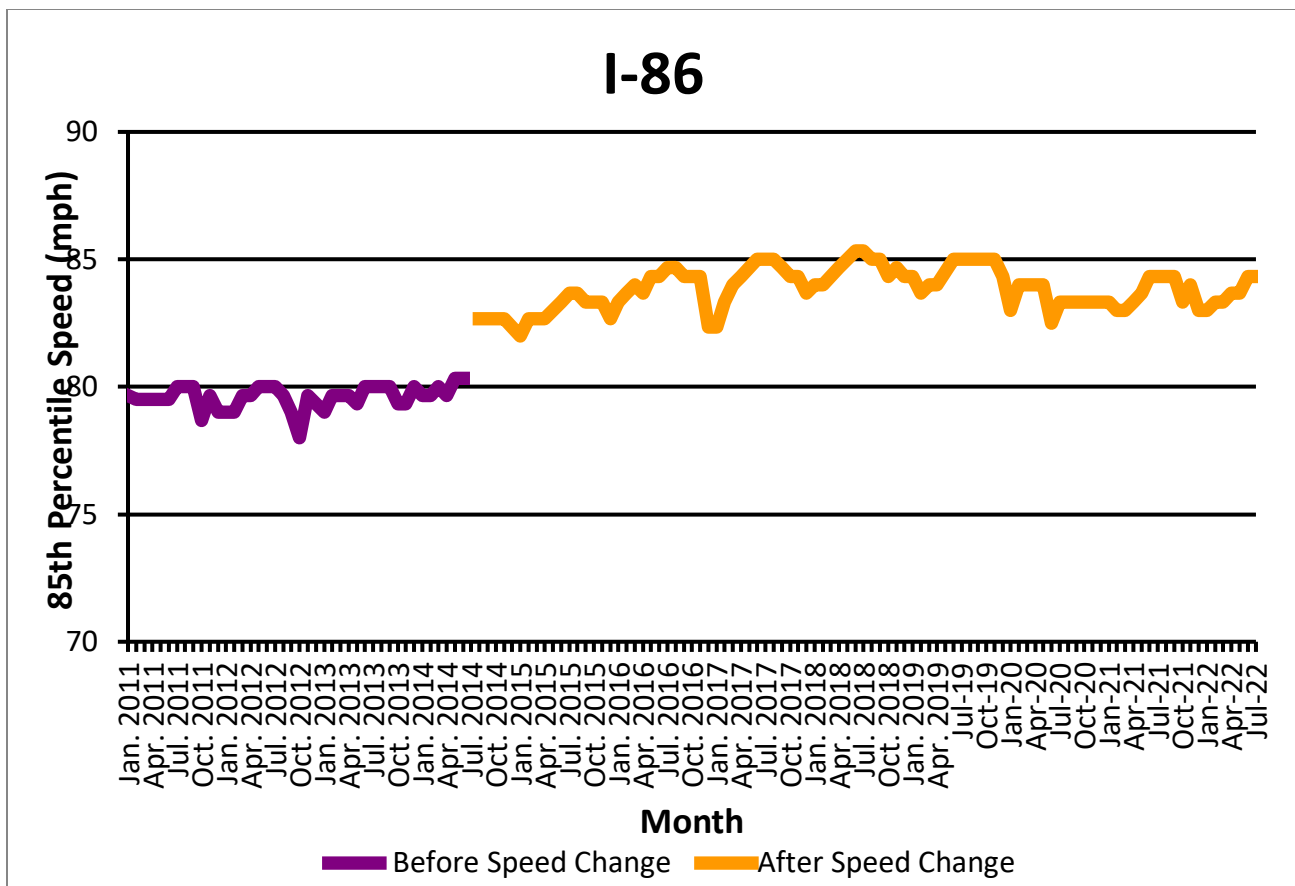


Figure 7 Chronology of Interstate 86 Speeds

Differential Speeds Between Light and Heavy Vehicles

By statute, different speed limits may be posted for heavy and light vehicles. The speed differential between these classifications of vehicles has been observed before and after the change to 80 mph posted speed limits for light vehicles and 70 mph for heavy vehicles. The data representing the before condition was collected from August 2013 through June 2014. The data representing after condition was collected in August 2014 through August 2021. The differentials in observed speeds have been averaged where more than one year of data are available.

The differential in average speeds between light and heavy vehicles has remained relatively unchanged. On average, a one mph increase in the differential since the 80 mph speed limits were implemented has been observed. See Figure 8 through Figure 10.

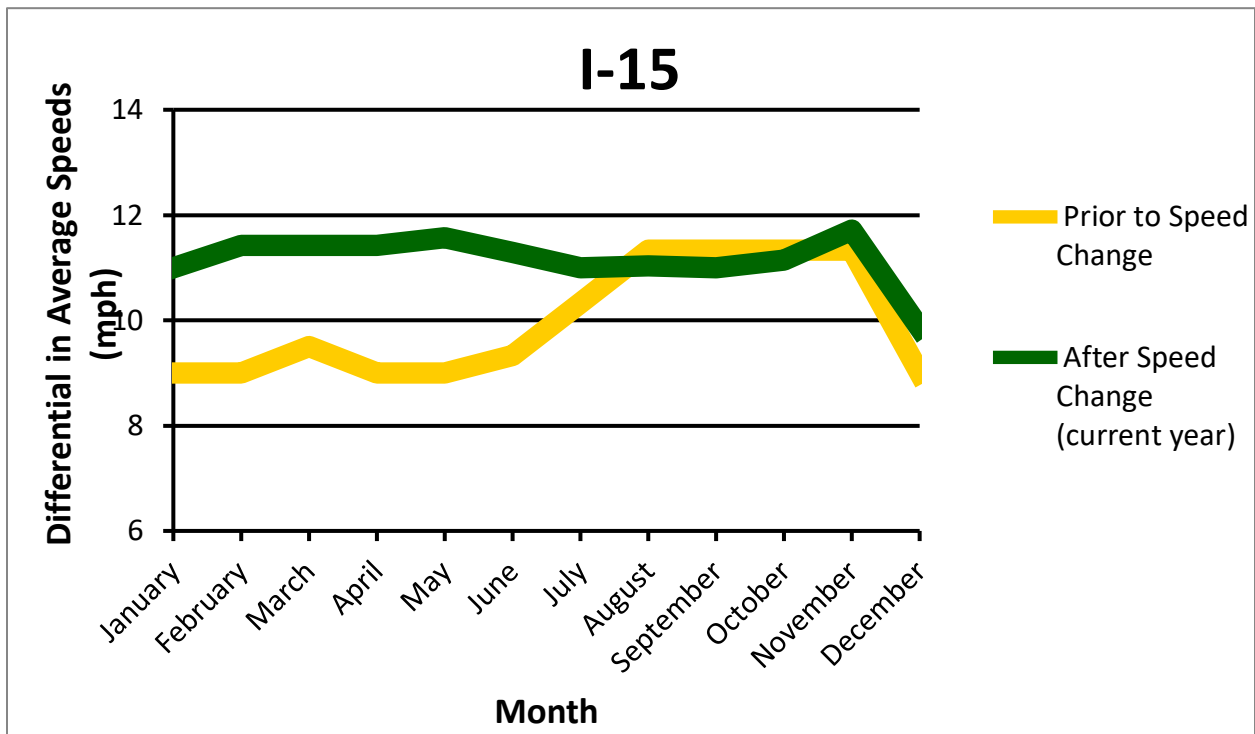


Figure 8 Differential in Average Speeds Between Light and Heavy Vehicles on Interstate 15

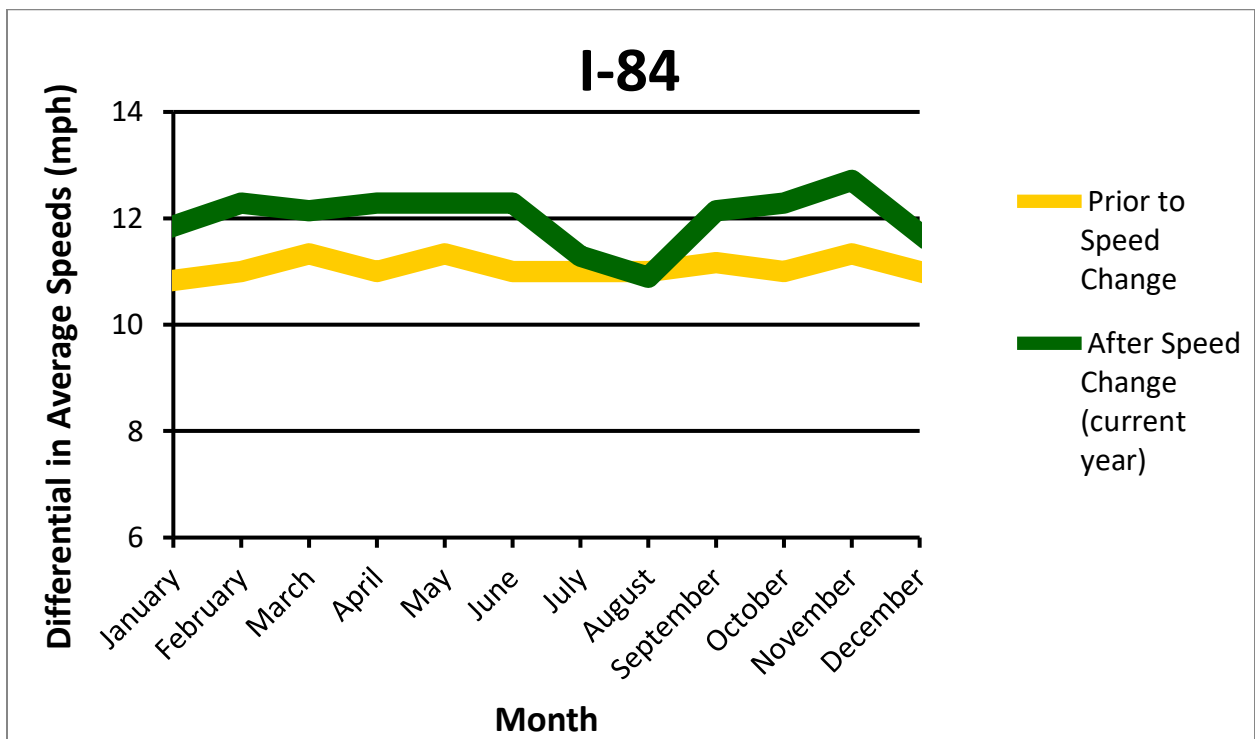


Figure 9 Differential in Average Speeds Between Light and Heavy Vehicles on Interstate 84

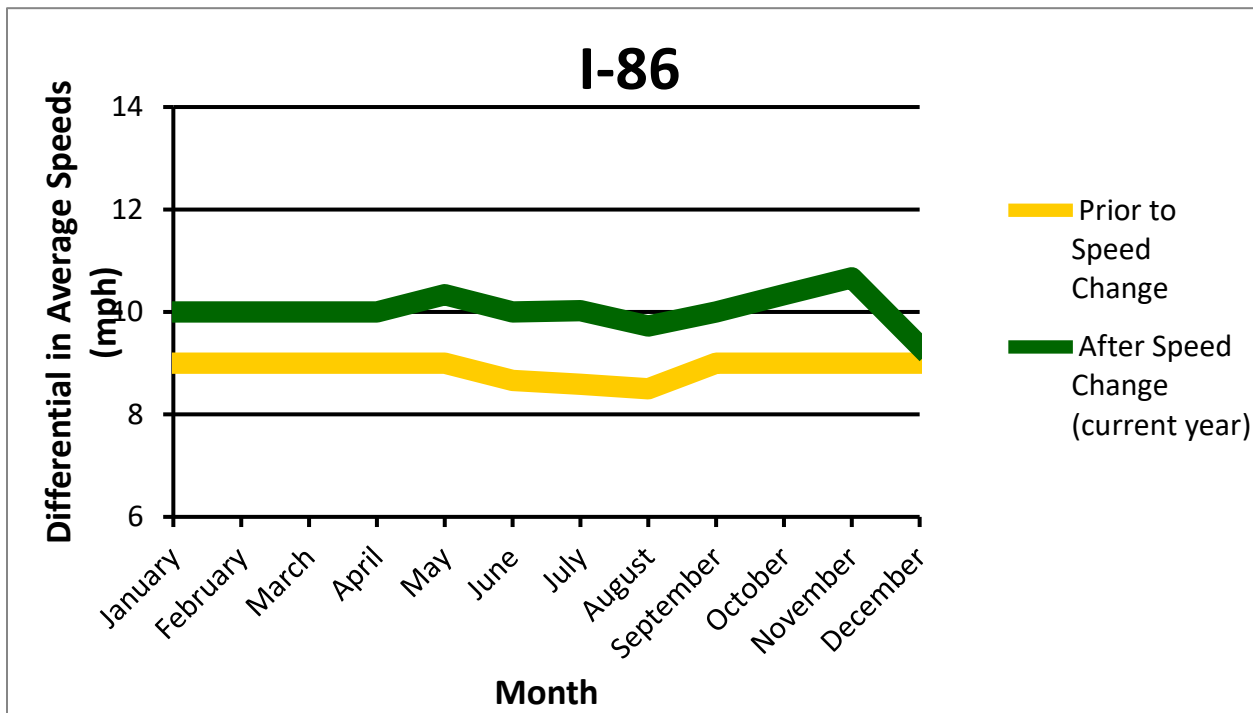


Figure 10 Differential in Average Speeds Between Light and Heavy Vehicles on Interstate 86

Crash Information

Number of Crashes

Some comparison can be made between the number of crashes reported before and after the speed limit change. The total number of crashes on a monthly average are similar when comparing crash data from the 75 mph speed limit period with the number of crashes from the 80 mph period. Table 1 shows a comparison of the monthly average of crashes before and after the speed limit change. The data for the 75 mph speed limit period is from between January 1, 2011 and June 30, 2014. The data for the 80 mph speed limit period is from August 1, 2014 to December 31, 2020.

| | | Crash Comparison (Monthly Average) | |
|----------------------|-----------------|------------------------------------|-------|
| | | Before | After |
| I-15 (187 mi.) | A Injury | 1 | 2 |
| | B Injury | 3 | 4 |
| | C Injury | 3 | 5 |
| | Fatal | 0 | 1 |
| | Property Damage | 19 | 25 |
| | All | 26 | 36 |
| I-84 (246 mi.) | A Injury | 4 | 4 |
| | B Injury | 5 | 7 |
| | C Injury | 8 | 11 |
| | Fatal | 1 | 1 |
| | Property Damage | 23 | 27 |
| | All | 41 | 50 |
| I-86 (61 mi.) | A Injury | 0 | 1 |
| | B Injury | 1 | 1 |
| | C Injury | 1 | 2 |
| | Fatal | 0 | 0 |
| | Property Damage | 4 | 5 |
| | All | 6 | 9 |

Table 1 Before and After Crash Comparison

Figure 11 shows the total of all crashes on Interstate Highways 15, 84, and 86 since 2011. Figure 12 shows the number of fatal and injury crashes and Figure 13 shows the number of fatal and serious injury (A injury) crashes on Interstate Highways 15, 84, and 86. Overall, there is an increase in total number of crashes on I-15, I-84 and I-86 since 2014. Compared to 2019, there is a decrease in total number of crashes

in 2020; likely due to the decrease in travel during the pandemic.

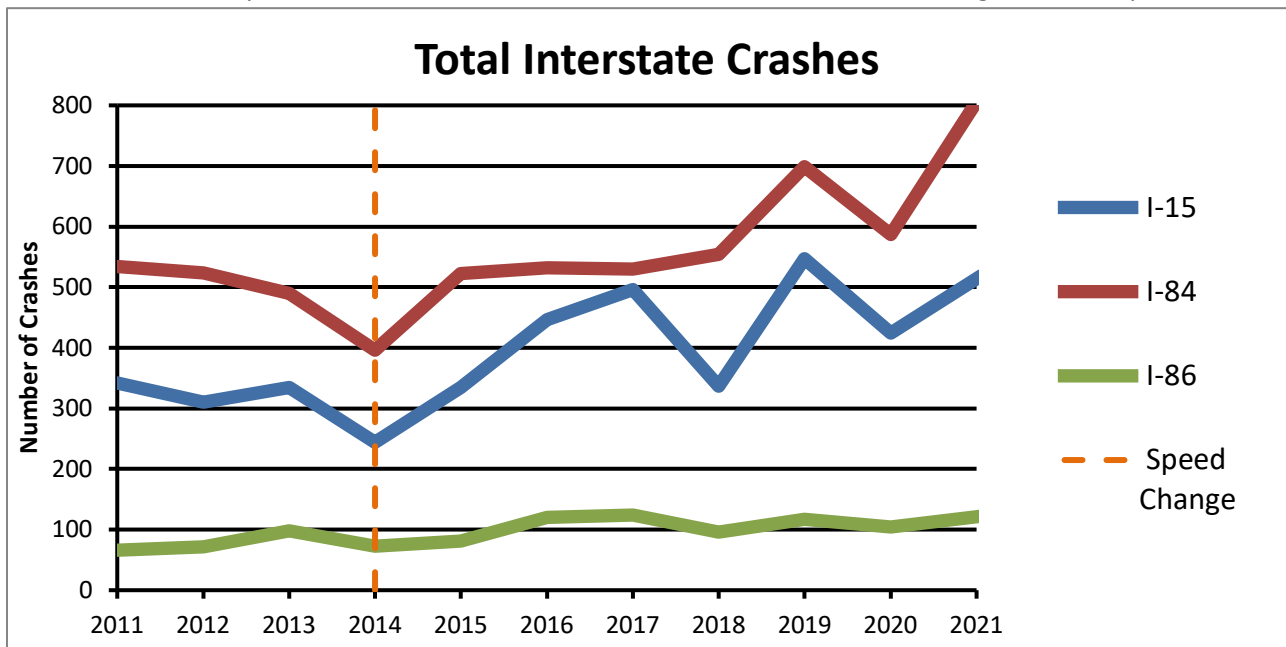


Figure 11 Total of All Crashes on Interstates 15, 84, and 86

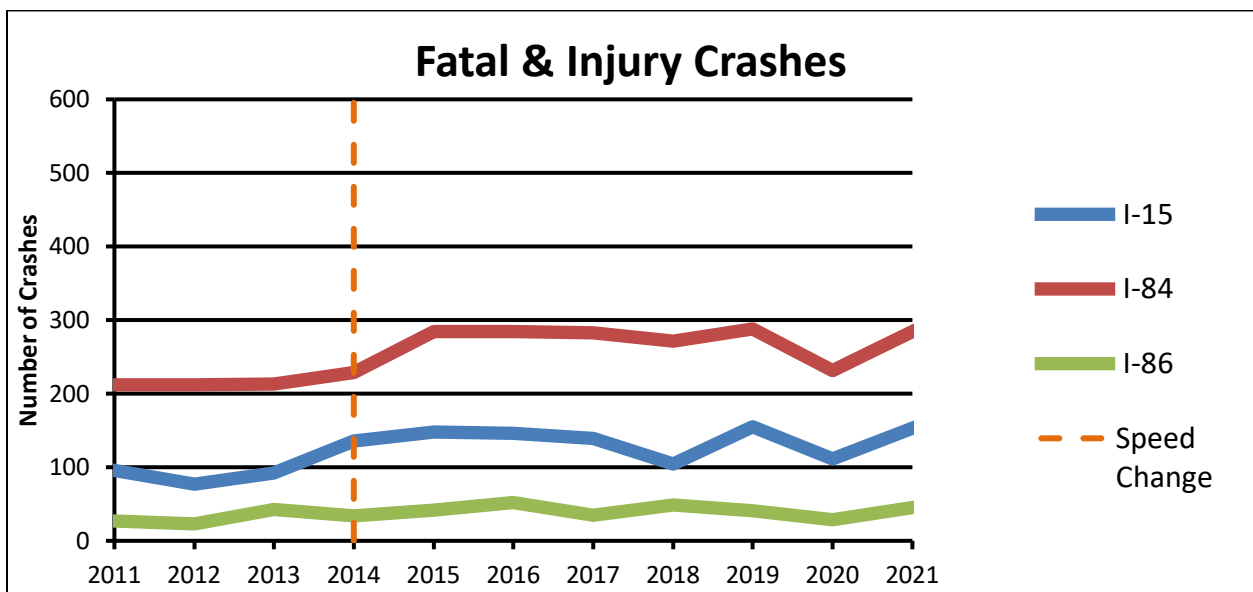


Figure 12 Total of Fatal and Injury Crashes on Interstates 15, 84, and 86

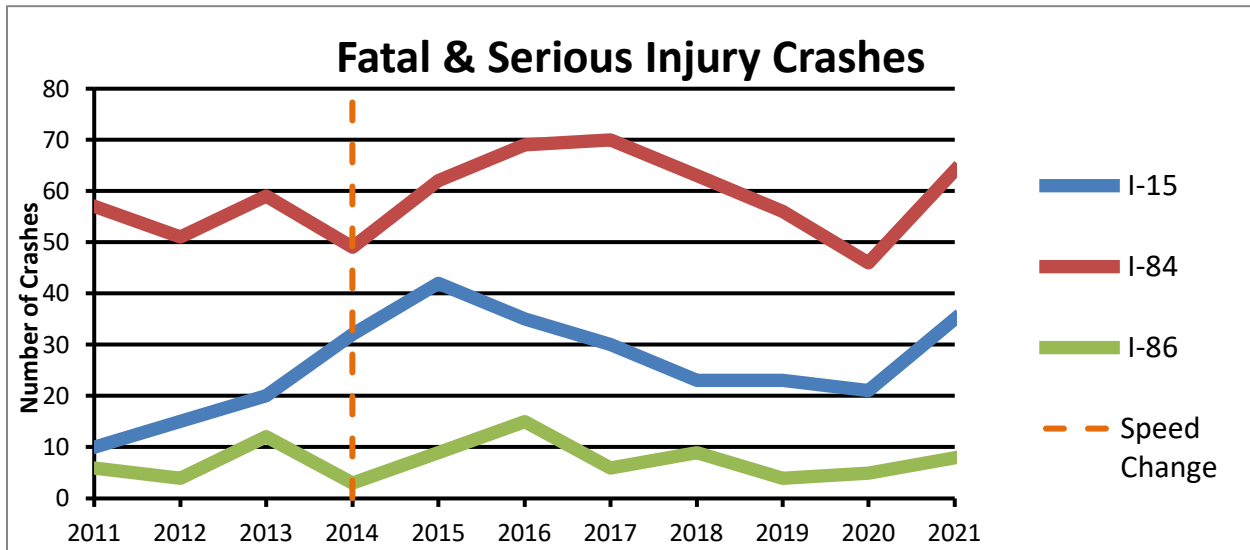


Figure 13 Total of Fatal and Serious Injury Crashes on Interstates 15, 84, and 86

In addition to the increase in crashes on rural I-15, I-84 and I-86, there has also been increasing traffic volumes along these routes since 2014. Although the number of crashes has increased, the frequency that they occur remains relatively flat, though increasing, as supported in the crash rates discussion below.

Crash Rates

Crash rate is the number of crashes for each 100 million vehicle-miles of travel (VMT) and is calculated using the following equation where C is total number of crashes, V is traffic volumes in AADT, N is number of years and L is length of roadway segment in miles.

$$R = \frac{C \times 100,000,000}{V \times 365 \times N \times L}$$

By factoring in traffic volumes with number of crashes, the rate can tell us the probability of a crash occurring on that particular route. Figure 14 shows the crash rates for all crashes,

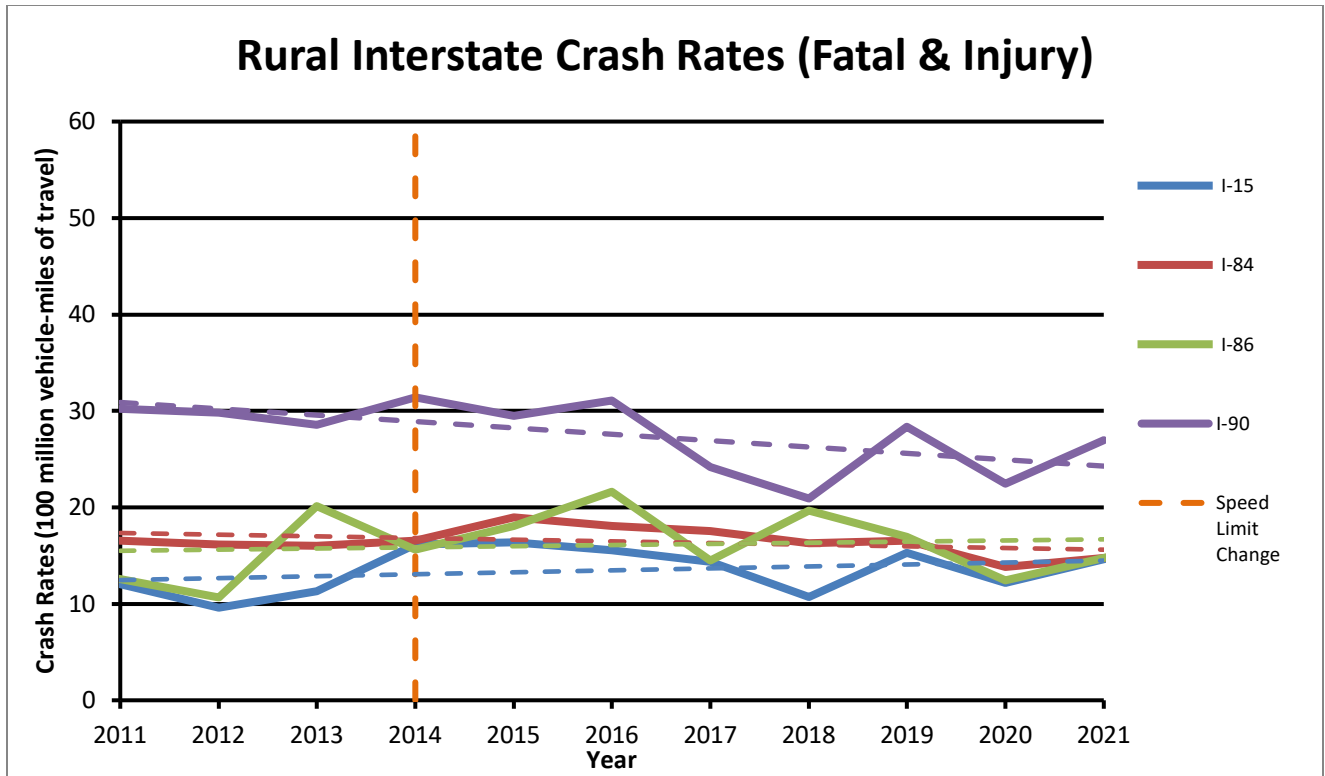


Figure 15 shows the crash rates for fatal and injury crashes and Figure 16 shows the crash rates for fatal and serious injury crashes on Interstate Highways 15, 84, and 86. Additionally, crash rates for rural I-90 are included in Figure 14, 15 and 16 as a comparison since it's the only interstate highway in Idaho without an 80 mph speed limit. The interstate crash rates for all crashes on I-15, I-84 and I-86 vary between 30 and 50 VMT before the speed limit change to between 30 and 54 VMT after the speed limit change. Crash rates for all crashes on rural I-90 vary between 74 and 113 VMT since 2011. The interstate crash rates on I-15, I-84 and I-86 for fatal and injuries vary between 10 and 22 VMT before the speed limit change to between 10 and 23 VMT after the speed limit change. Crash rates for fatal and injury crashes on rural I-90 vary between 20 and 31 VMT since 2011. The interstate crash rates on I-15, I-84 and I-86 for fatal and serious injury vary between 1 and 5.5 VMT before the speed limit change to between 1 and 6.3 VMT after the speed limit change. Crash rates for fatal and serious injury crashes on rural I-90 vary between 2.5 and 6.3 VMT since 2011. Overall, the crash rates on I-15, I-84 and I-86 have not fluctuate much when comparing the before and after of the speed limit change. With exception to fatal and serious injury crashes, rates for all crashes and fatal & injury crashes on I-90 are happening at a higher level than rates for the other interstates along the 80 mph corridors.

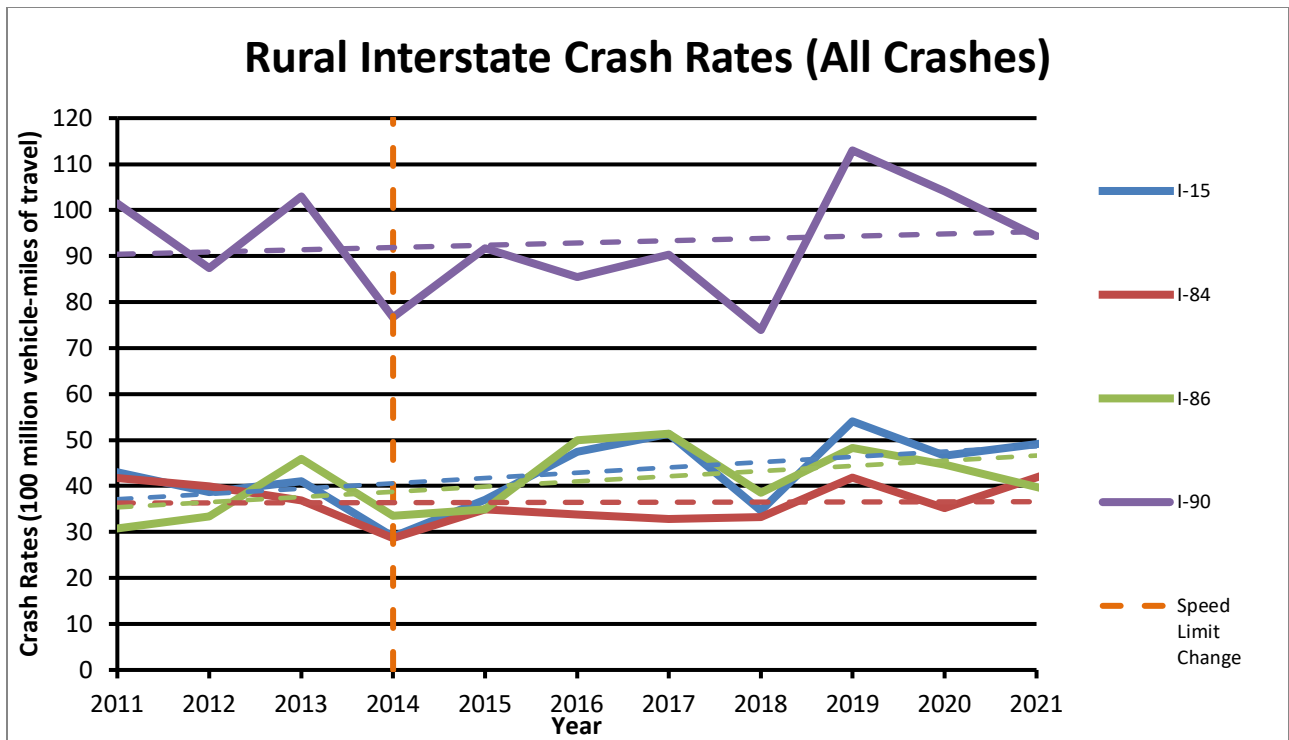


Figure 14 Crash Rates for All Crashes on Interstates 15, 84, 86 and 90

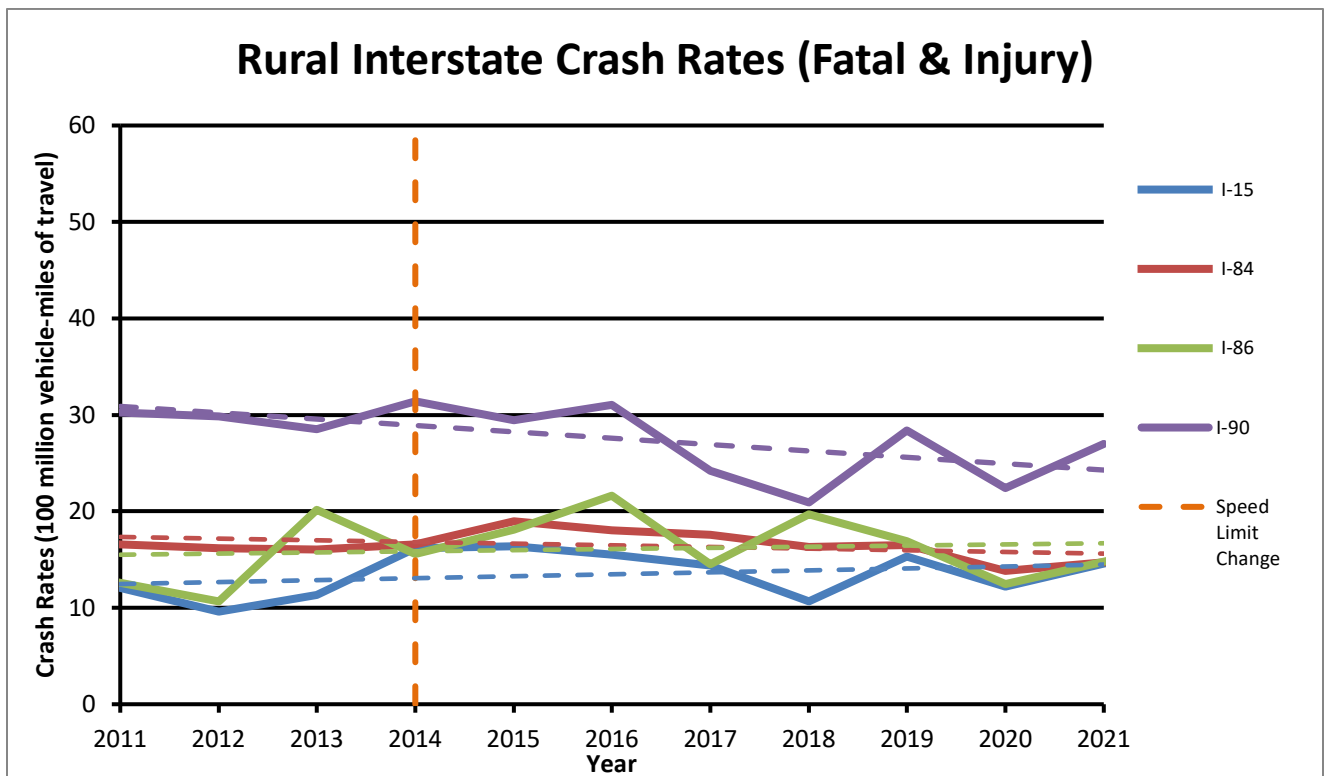


Figure 15 Crash Rates for Fatal & Injury Crashes on Interstates 15, 84, 86 and 90

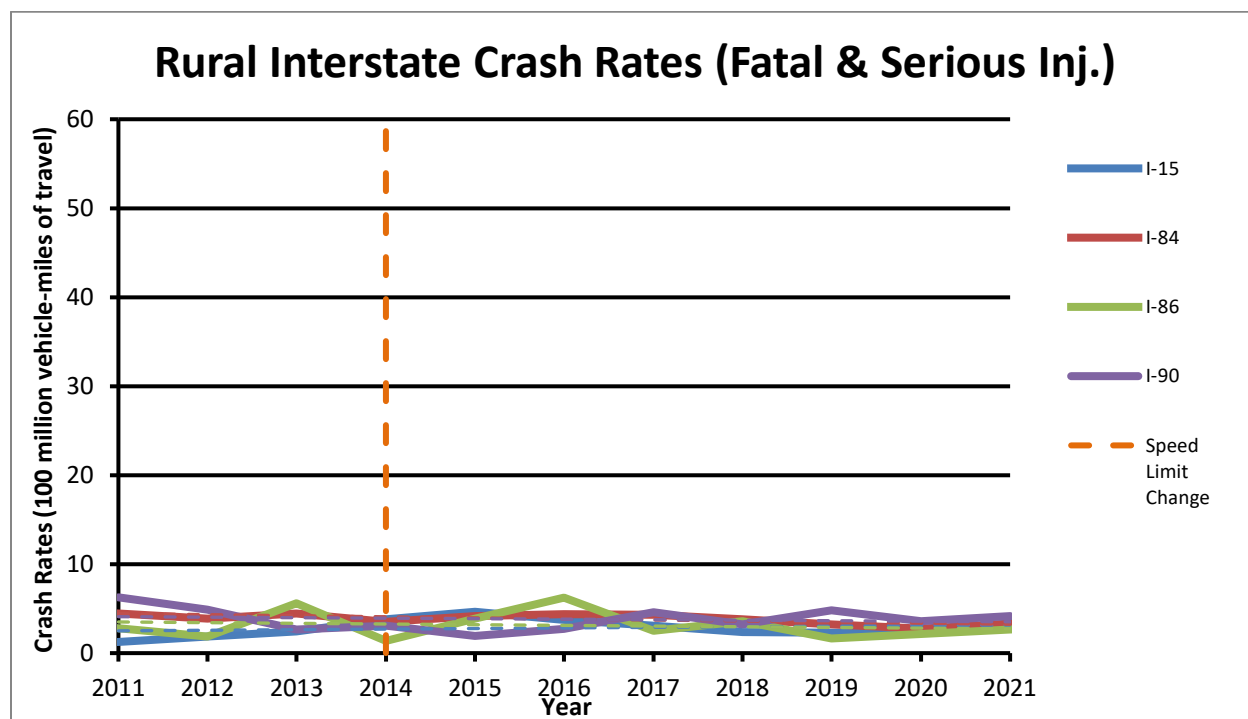


Figure 16 Crash Rates for Fatal & Serious Injury Crashes on Interstates 15, 84, 86 and 90

Trend lines are included in Figures 14, 15 and 16 for better indication of the crash rates. Interstate crash rates for all crashes on rural I-15, I-86 and I-90 show an increasing trend. While crash rates for fatal & injury crashes on all rural interstates show a relatively flat and decreasing trend. Crash rates for fatal & serious injury crashes also show a relatively flat and decreasing trend for all rural interstates. As seen in Figure 17 below, fatal crash rates for I-15, I-84 and I-86 are within 0 and 1.7 VMT while the national fatal crash rates are between 1.1 and 1.34 VMT (Figure 18). On average, fatal crash rates along the 80 mph corridor are similar to, if not better than, national fatal crash rates.

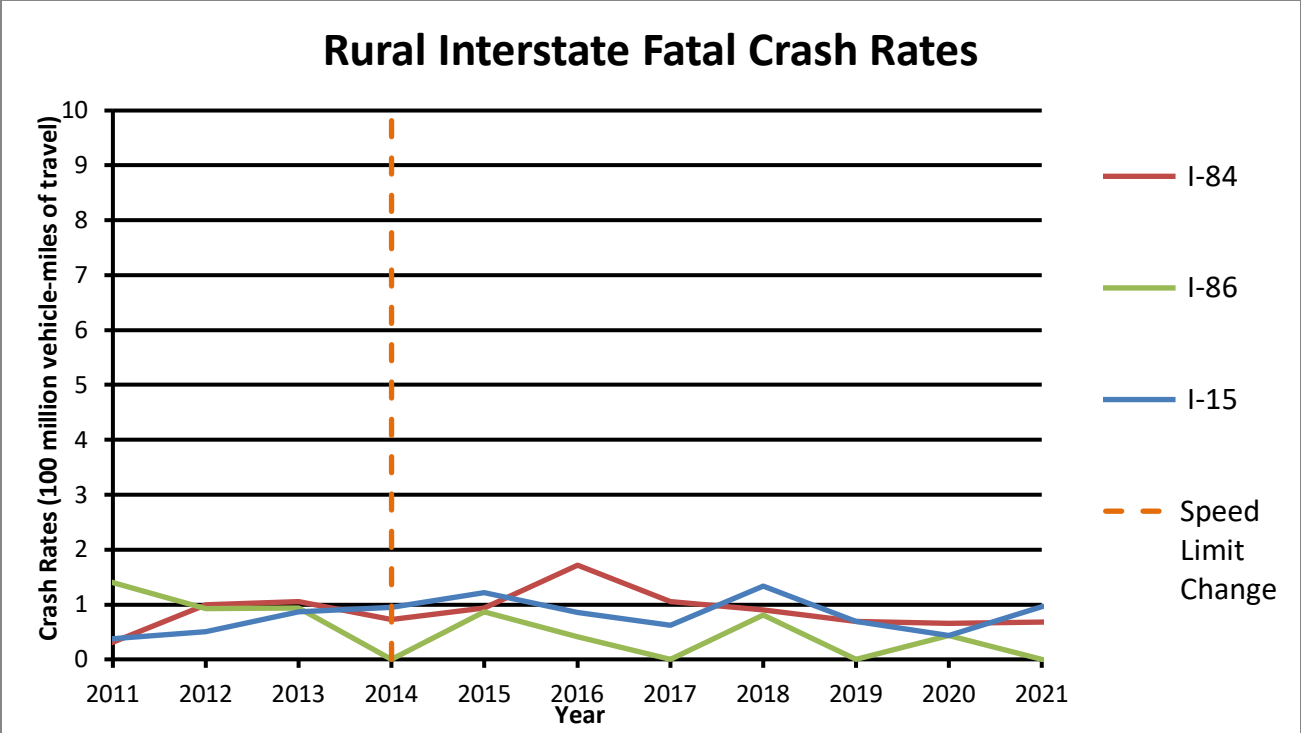


Figure 17 Crash Rates for Fatal Crashes on Interstates 15, 84, and 86

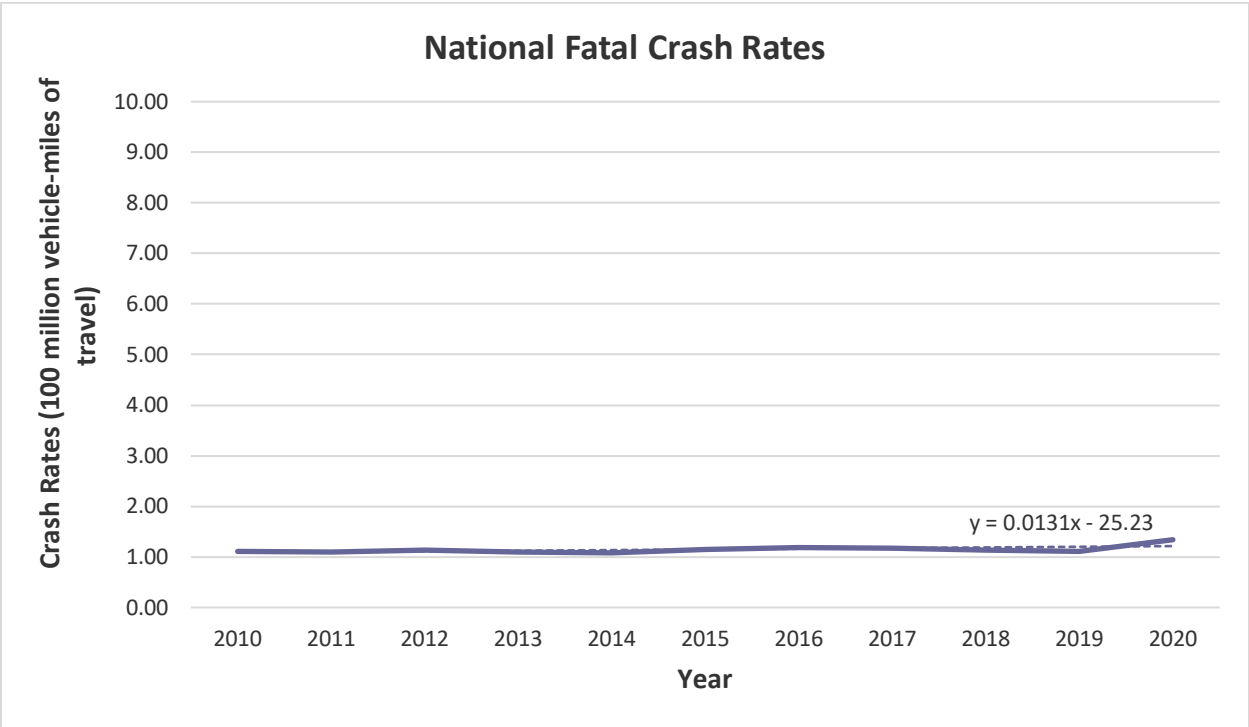


Figure 18 National Crash Rates (National Highway Traffic Safety Administration)



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date October 20, 2022

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

| | | | |
|----------------------------------|--------------------------|----------------|-------------|
| Presenter's Name David Tolman | Presenter's Title CAO | Initials DT | Reviewed By |
| Preparer's Name David Tolman | Preparer's Title CAO | Initials DT | |

Subject

| | | |
|---|----------|--------------|
| State Fiscal Year 2023 Financial Statements | | |
| Key Number | District | Route Number |

Background Information

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

The financial operations of the Department as of August 31, 2022 begin this fiscal year with revenue coming in essentially on forecast year-to-date for the State Highway Account (SHA). Revenue is ahead of forecast for the Aeronautics Fund after two months. Expenditures in these two funds are following projected budgets.

- Revenues to the State Highway Account from all state sources as shown on the financial statements are behind forecast by -15.4%. However, the final transfer of funds from the Highway Distribution Account (H.D.A) were posted in error to the month of September instead of August. Had the entry been posted correctly, totals state revenue to the State Highway Account would be ahead of forecast by 4.4%. Of that total, receipts from the H.D.A. (after adjustment) are ahead forecast by \$1.2M. State revenues to the State Aeronautics Fund are ahead of forecast by 73% or \$383,000. While only two months of the fiscal year have passed, the revenue picture will need to be monitored very close.
- Expenditures are within planned budgets YTD. The differences after two months are timing between planned and actual expenditures plus encumbrances. Personnel costs have savings of \$1.2M or 5.5% is due to vacancies and timing between a position becoming vacant and filled. Management is working diligently to keep vacancies as low as possible.
- Contract construction cash expenditures in the State Highway Account for July - August of this fiscal year are \$82.2M. This is less than the amounts for the first two months of the previous 3 years as shown: FY22= \$88.1M; FY21= \$107.8M; FY20= \$112.6M. Traditionally, August and September are ITD's highest construction payout months.

It is important to note that contract construction projects are funded from a total of five different funds. The State Highway Account, Strategic Initiatives Program Fund, Transportation Expansion and Congestion Mitigation Fund (TECM), TECM Bond Proceeds and GARVEE Bond Proceeds. The total construction expenditures for the first two months from these funding sources was \$154M or \$24M higher than any of the previous three years.

The balance of the long-term investments as of the end of August is \$174.5 Million. These funds are obligated against both construction projects and encumbrances. The long-term investments plus the cash balance (\$137.9M) totals \$312.4M.

Expenditures in the Strategic Initiatives Program Fund (GF Surplus), for the first two months, were \$17.4M. Projects obligated from these funds are now in the construction season and higher payouts will occur over the next few months. This is the fund where the Governor's "Leading Idaho" transfer of \$120M completed in July was deposited. There are no additional receipts other than interest earned of \$298k based on the cash balance.

Deposits into the Transportation Expansion and Congestion Mitigation Fund of \$20.9M is the first two months of the sales tax of 4.5%. The initial receipts into this fund for FY23 of \$13.1M is committed to debt service on the TECM 2022 Series Bonds. Expenditures in this fund for construction expenses on projects were \$10.9M.



Board Agenda Item

ITD 2210 (Rev. 10-13)

As part of the CARES Act, ITD received a federal grant from the Federal Transit Administration of \$27M. The activity during July and August for this grant had expenses of \$580,600.

Expenditures from the two active bond programs were \$26.1M for the TECM Capital Projects fund and \$18.4M for the GARVEE Capital Projects fund. Both programs are very active and advancing as planned.

Recommendations

Board Action

☐ Approved ☐ Deferred _____
☐ Other _____

**OCTOBER
ITD BOARD PACKET**

**AUGUST
FY23
FINANCIAL STATEMENTS**

User ID: ddecker
 Report ID: AD-FN-GL-010
 Run Date: 9 Sep 2022
 % of Time
 Remaining: 83.33

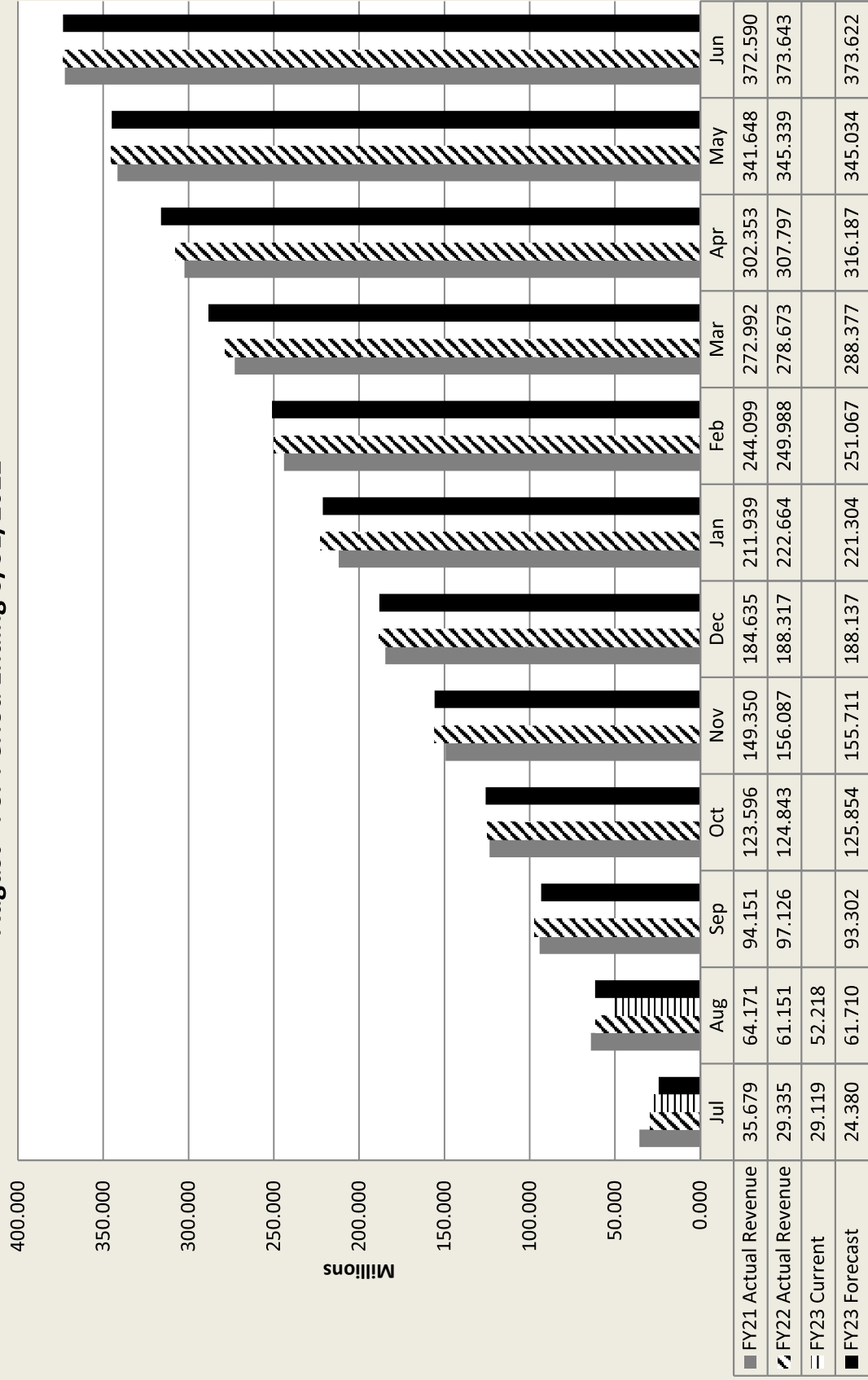
Idaho Transportation Department

SUMMARY OF RECEIPTS AND DISBURSEMENTS
 STATE HIGHWAY ACCOUNT AND STATE AERONAUTICS FUND
 BUDGET TO ACTUAL
 FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDING 8/31/2022
 (all amounts in '000)

Fiscal Year: 2023

| Funds Received | | | | | |
|---------------------------------------|--------------------|--------------------|-------------------------|------------------------|----------------------|
| | FY22 Actual YTD | FY23 Actual YTD | FY23 Forecast YTD | FY23 to FY22 Actual | FY 23 to Forecast |
| <u>State Highway Account</u> | | | | | |
| Federal Reimbursements | 64,905 | 52,149 | 71,583 | -19.7% | -27.1% |
| State (Inc. H.D.A.) | 61,151 | 52,218 | 61,710 | -14.6% | -15.4% |
| Local | 1,885 | 146 | 845 | -92.2% | -82.7% |
| Total State Highway Account: | 127,942 | 104,512 | 134,138 | -18.3% | -22.1% |
| <u>State Aeronautics Fund</u> | | | | | |
| Federal Reimbursements | 9 | 19 | 35 | 113.7% | -44.8% |
| State | 820 | 907 | 524 | 10.6% | 73.1% |
| Total State Aeronautics Fund: | 829 | 926 | 559 | 11.7% | 65.7% |
| Total Fund Received: | 128,771 | 105,438 | 134,697 | -18.1% | -21.7% |
| | | | | | |
| Disbursements (includes Encumbrances) | | | | | |
| | FY22 Actual YTD | FY23 Actual YTD | FY23 Budget YTD | FY23 to FY22 Actual | FY 23 to Budget |
| Construction Payouts | 88,966 | 83,694 | 94,953 | -5.9% | -11.9% |
| <u>Operations Expenses</u> | | | | | |
| Highways | 45,639 | 45,410 | 44,859 | -0.5% | 1.2% |
| DMV | 9,579 | 5,380 | 9,164 | -43.8% | -41.3% |
| Administration | 6,190 | 5,428 | 6,107 | -12.3% | -11.1% |
| Facilities | 4,490 | 5,127 | 0 | 14.2% | 0.0% |
| Aeronautics | 461 | 1,368 | 1,324 | 196.6% | 3.4% |
| Total Operations Expenses: | 66,360 | 62,714 | 61,454 | -5.5% | 2.0% |
| <u>Transfers</u> | | | | | |
| Debt Service | 109 | 0 | 0 | -100.0% | 0.0% |
| Total Transfers: | 109 | 0 | 0 | -100.0% | 0.0% |
| Total Disbursements: | 155,435 | 146,408 | 156,408 | -5.8% | -6.4% |
| | | | | | |
| | FY22 Actual YTD | FY23 Actual YTD | FY23 Budget YTD | FY23 to FY22 Actual | FY 23 to Budget |
| <u>Expenditures by Type</u> | | | | | |
| Personnel | 20,269 | 21,361 | 22,604 | 5.4% | -5.5% |
| Operating | 24,627 | 19,358 | 26,863 | -21.4% | -27.9% |
| Capital Outlay | 18,001 | 19,013 | 8,290 | 5.6% | 129.3% |
| Sub-Grantee | 3,462 | 2,982 | 3,697 | -13.9% | -19.3% |
| Totals Operations Expenses: | 66,360 | 62,714 | 61,454 | -5.5% | 2.0% |
| Contract Construction | 88,966 | 83,694 | 94,953 | -5.9% | -11.9% |
| Totals (excluding Transfers): | 155,326 | 146,408 | 156,408 | -5.7% | -6.4% |

State Highway Fund 0260
Fiscal Year 2023
State Revenue Source Forecast vs Actual
August - For Period Ending 8/31/2022

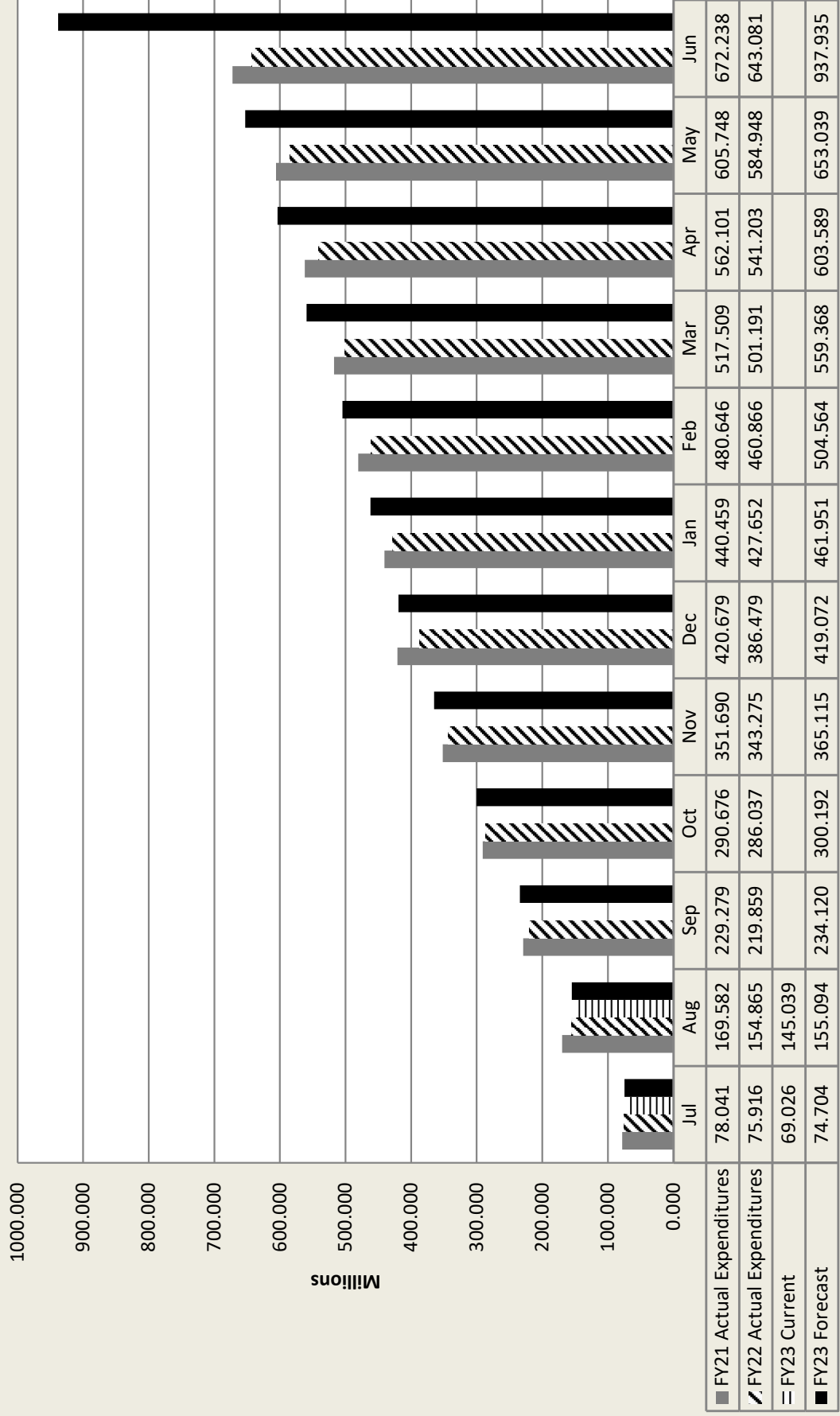


State Highway Fund 0260

Fiscal Year 2023

Expenditures

August - For Period Ending 8/31/2022



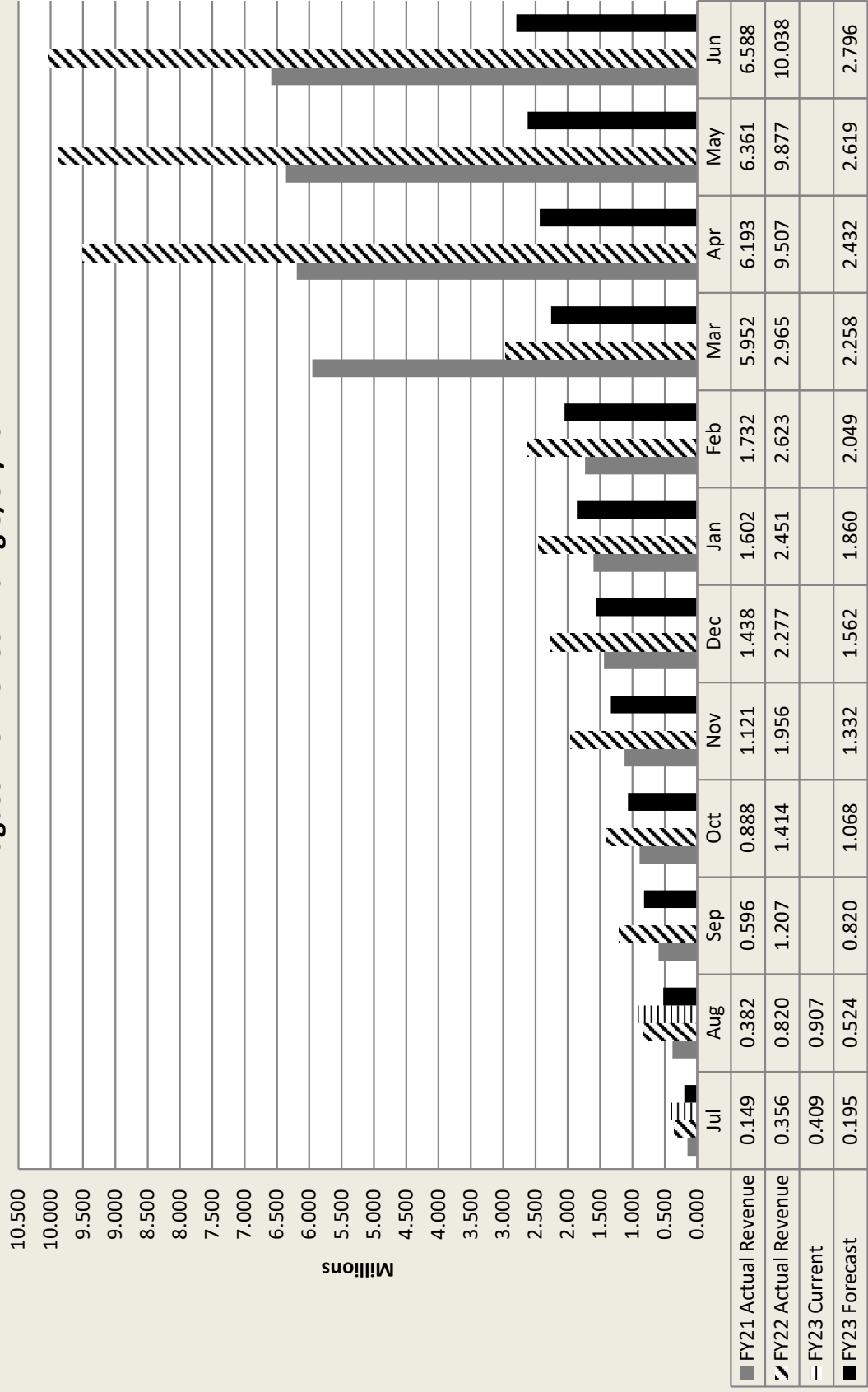
Current = Actual Payments and Encumbrances

Aeronautics Fund 0221

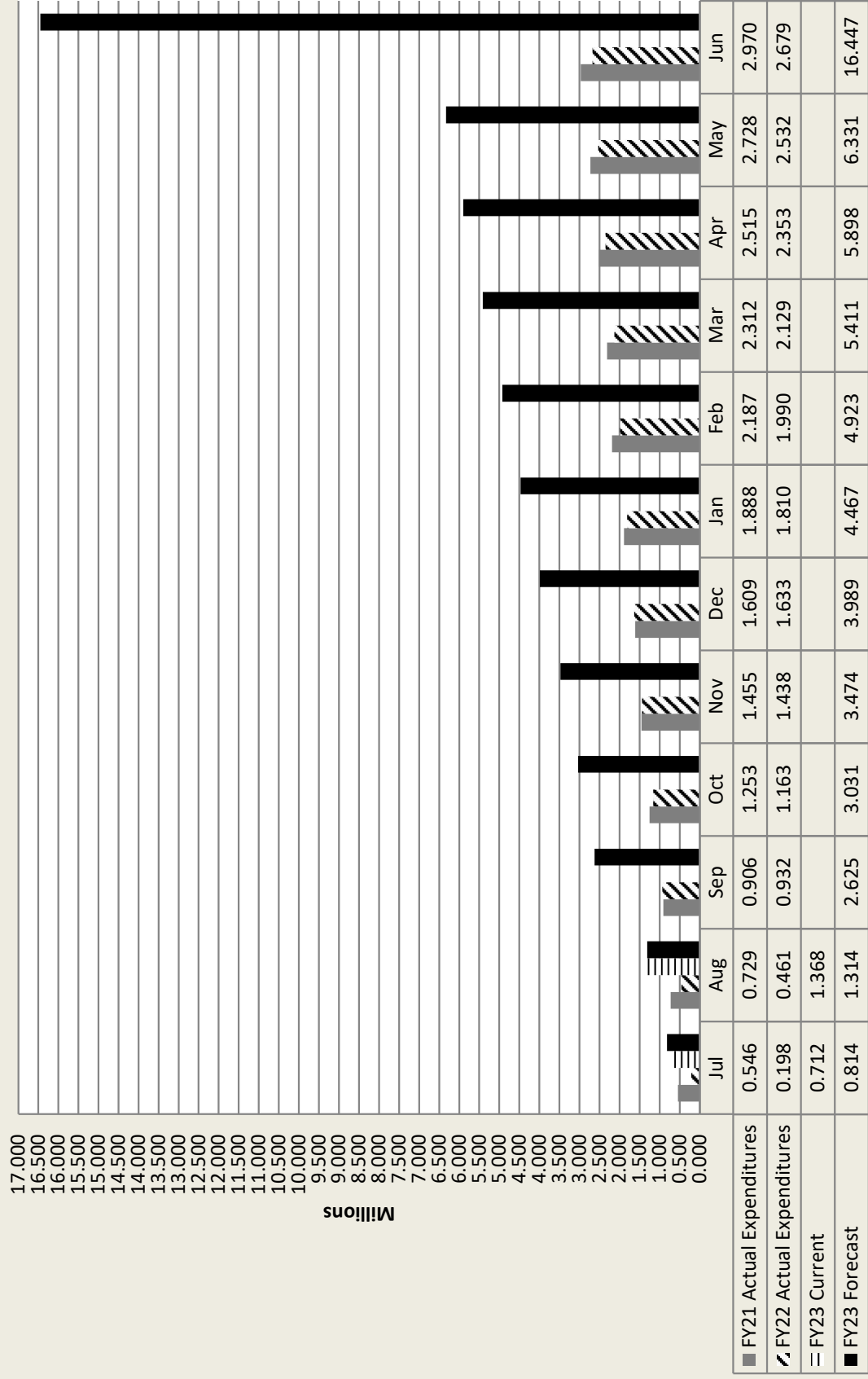
Fiscal Year 2023

State and Interagency Revenue Sources Forecast vs Actual

August - For Period Ending 8/31/2022



Aeronautics Fund 0221
Fiscal Year 2023
Expenditures
August - For Period Ending 8/31/2022



UserID: ddecker
Report ID: AD-FN-GL-002
Run Date: 09 Sep 2022

Idaho Transportation Department

OPERATING FUND BALANCE SHEET
FOR THE PERIOD ENDED 8/31/2022

| | State Aeronautics Fund 0221 | | State Highway Fund 0260 | | Transportation Expansion and Congestion Mitigation Fund 0269 | |
|--|--------------------------------|------------|----------------------------|-------------|--|-------------|
| | Jul-22 | Aug-22 | Jul-22 | Aug-22 | Jul-22 | Aug-22 |
| ASSETS | | | | | | |
| Cash on Hand (Change Fund) | 0 | 0 | 5,495 | 5,495 | 0 | 0 |
| Cash in Bank (Daily Operations) | 12,849,562 | 12,711,061 | 160,397,784 | 137,881,291 | 191,322,974 | 181,737,810 |
| Investments (Long Term: STO - Diversified Bond Fund) | 1,894,364 | 1,896,820 | 174,255,958 | 174,483,117 | 0 | 0 |
| Total Cash & Investments | 14,743,926 | 14,607,881 | 334,659,237 | 312,369,903 | 191,322,974 | 181,737,810 |
| Receivables - Other | 5,827 | 5,827 | 1,230,639 | 1,162,783 | 0 | 0 |
| - Due From Locals (Project Overruns) | 0 | 12,575 | 1,377,462 | 1,410,064 | 0 | 0 |
| - Inter Agency | 21,207 | 19,732 | 57,585 | 35,488 | 0 | 0 |
| Total Receivables | 27,034 | 38,135 | 2,665,685 | 2,608,334 | 0 | 0 |
| Inventory on Hand | 0 | 0 | 18,258,219 | 21,060,900 | 0 | 0 |
| Total Assets: | 14,770,960 | 14,646,016 | 355,583,141 | 336,039,137 | 191,322,974 | 181,737,810 |
| LIABILITIES | | | | | | |
| Vouchers Payable | 0 | 0 | 150 | 81 | 0 | 0 |
| Sales Tax Payable | 0 | 0 | 8,191 | 19,999 | 0 | 0 |
| Deferred Revenue (Local Projects Match) | 0 | 0 | 39,900,229 | 40,502,261 | 0 | 0 |
| Accounts Receivable Overpayment | 0 | 0 | 16,019 | 16,019 | 0 | 0 |
| Contractor Retained % (In Lieu Of Performance Bond) | 0 | 0 | 139,629 | 143,890 | 0 | 0 |
| Total Liabilities: | 0 | 0 | 40,064,217 | 40,682,249 | 0 | 0 |
| FUND BALANCE | | | | | | |
| Reserve for Encumbrance | 179,066 | 199,738 | 62,513,201 | 64,449,213 | 0 | 0 |
| Fund Balance | 14,591,894 | 14,446,278 | 253,005,723 | 230,907,675 | 191,322,974 | 181,737,810 |
| Total Fund Balance: | 14,770,960 | 14,646,016 | 315,518,923 | 295,356,888 | 191,322,974 | 181,737,810 |
| Total Liabilities and Fund Balance | 14,770,960 | 14,646,016 | 355,583,141 | 336,039,137 | 191,322,974 | 181,737,810 |

UserID: ddecker
Report ID: AD-FN-GL-002
Run Date: 09 Sep 2022

Idaho Transportation Department

OPERATING FUND BALANCE SHEET FOR THE PERIOD ENDED 8/31/2022

| | Strategic Initiatives Fund (State Share) 0270.02 | | Strategic Initiatives Fund (Local Share) 0270.05 | | Total Strategic Initiatives Fund 0270 | | CARES Act Covid-19 0345 | |
|--|---|-------------|---|-------------|---|-------------|-------------------------------|-----------|
| | Jul-22 | Aug-22 | Jul-22 | Aug-22 | Jul-22 | Aug-22 | Jul-22 | Aug-22 |
| ASSETS | | | | | | | | |
| Cash on Hand (Change Fund) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Cash in Bank (Daily Operations) | 199,732,035 | 189,312,689 | 210,419,990 | 200,648,928 | 410,152,025 | 389,961,617 | (55,106) | (76,994) |
| Investments (Long Term: STO - Diversified Bond Fund) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Cash & Investments | 199,732,035 | 189,312,689 | 210,419,990 | 200,648,928 | 410,152,025 | 389,961,617 | (55,106) | (76,994) |
| 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: | 199,732,035 | 189,312,689 | 210,419,990 | 200,648,928 | 410,152,025 | 389,961,617 | (55,106) | (76,994) |
| 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 | 207,432 | 207,432 |
| Fund Balance | 199,732,035 | 189,312,689 | 210,419,990 | 200,648,928 | 410,152,025 | 389,961,617 | (262,539) | (284,427) |
| Total Fund Balance: | 199,732,035 | 189,312,689 | 210,419,990 | 200,648,928 | 410,152,025 | 389,961,617 | (55,106) | (76,994) |
| Total Liabilities and Fund Balance | 199,732,035 | 189,312,689 | 210,419,990 | 200,648,928 | 410,152,025 | 389,961,617 | (55,106) | (76,994) |

User ID: ddecker
Report ID: AD-FN-GL-003
Run Date: 09 Sep 2022
% of Time
Remaining: 83.3

Fund: 0260 State Highway Fund

Fiscal Year: 2023
Budget Fiscal Year: 2023
REVENUES

Federal Sources

| | | | | | | | | | |
|---------------------------|------------|------------|------------|---|--------------|----------|-------------|-------------|----------|
| FHWA - Highway | 68,802,100 | 43,329,502 | 21,545,975 | 0 | (25,472,598) | -37.02% | 440,921,200 | 397,591,698 | 90.17 % |
| FHWA - COVID Relief | 0 | 6,347,657 | 4,594,076 | 0 | 6,347,657 | 0.00 % | 0 | (6,347,657) | 0.00 % |
| FHWA - Indirect Cost | 0 | (129,892) | (65,138) | 0 | (129,892) | 0.00 % | 0 | 129,892 | 0.00 % |
| Federal Transit Authority | 1,900,000 | 1,481,793 | 1,248,178 | 0 | (418,207) | -22.01% | 16,372,600 | 14,890,807 | 90.95 % |
| NHTSA - Highway Safety | 650,000 | 1,119,472 | 184,386 | 0 | 469,472 | 72.23 % | 6,430,400 | 5,310,928 | 82.59 % |
| Other Federal Aid | 230,834 | 0 | 0 | 0 | (230,834) | -100.00% | 4,700,000 | 4,700,000 | 100.00 % |

Total Federal Sources:

| | | | | | | | | |
|------------|------------|------------|---|--------------|---------|-------------|-------------|---------|
| 71,582,934 | 52,148,531 | 27,507,477 | 0 | (19,434,402) | -27.15% | 468,424,200 | 416,275,668 | 88.87 % |
|------------|------------|------------|---|--------------|---------|-------------|-------------|---------|

State Sources

| | | | | | | | | | |
|------------------------|-----------|-----------|-----------|---|-----------|---------|------------|------------|----------|
| Equipment Buy Back | 0 | 0 | 0 | 0 | 0 | 0.00 % | 10,194,200 | 10,194,200 | 100.00 % |
| Miscellaneous Revenues | 5,255,754 | 6,558,659 | 3,192,591 | 0 | 1,302,905 | 24.79 % | 29,966,862 | 23,408,203 | 78.11 % |

Total State Sources:

| | | | | | | | | |
|-----------|-----------|-----------|---|-----------|---------|------------|------------|---------|
| 5,255,754 | 6,558,659 | 3,192,591 | 0 | 1,302,905 | 24.79 % | 40,161,062 | 33,602,403 | 83.67 % |
|-----------|-----------|-----------|---|-----------|---------|------------|------------|---------|

Local Sources

| | | | | | | | | | |
|--------------------------|---------|---------|---------|---|-----------|---------|-----------|-----------|---------|
| Match For Local Projects | 845,276 | 138,758 | 461,867 | 0 | (706,518) | -83.58% | 6,323,300 | 6,184,542 | 97.81 % |
| Other Local Sources | 0 | 7,500 | 0 | 0 | 7,500 | 0.00 % | 0 | (7,500) | 0.00 % |

Total Local Sources:

| | | | | | | | | |
|---------|---------|---------|---|-----------|---------|-----------|-----------|---------|
| 845,276 | 146,258 | 461,867 | 0 | (699,018) | -82.70% | 6,323,300 | 6,177,042 | 97.69 % |
|---------|---------|---------|---|-----------|---------|-----------|-----------|---------|

TOTAL REVENUES:

| | | | | | | | | |
|------------|------------|------------|---|--------------|---------|-------------|-------------|---------|
| 77,683,964 | 58,853,448 | 31,161,935 | 0 | (18,830,515) | -24.24% | 514,908,562 | 456,055,113 | 88.57 % |
|------------|------------|------------|---|--------------|---------|-------------|-------------|---------|

TRANSFERS-IN

| | | | | | | | | | |
|------------------------------|------------|------------|------------|---|-------------|---------|-------------|-------------|---------|
| Highway Distribution Account | 40,027,500 | 30,739,775 | 12,616,112 | 0 | (9,287,725) | -23.20% | 240,640,000 | 209,900,225 | 87.23 % |
| Fuel/Registration Direct | 12,872,400 | 11,371,816 | 5,262,070 | 0 | (1,500,584) | -11.66% | 73,121,400 | 61,749,584 | 84.45 % |
| Ethanol Fuels Tax | 3,554,600 | 3,547,271 | 2,027,608 | 0 | (7,329) | -0.21% | 19,700,000 | 16,152,729 | 81.99 % |

TOTAL TRANSFERS-IN:

| | | | | | | | | |
|------------|------------|------------|---|--------------|---------|-------------|-------------|---------|
| 56,454,500 | 45,658,862 | 19,905,791 | 0 | (10,795,638) | -19.12% | 333,461,400 | 287,802,538 | 86.31 % |
|------------|------------|------------|---|--------------|---------|-------------|-------------|---------|

TOTAL REV AND

| | | | | | | | | |
|-------------|-------------|------------|---|--------------|---------|-------------|-------------|---------|
| 134,138,464 | 104,512,310 | 51,067,725 | 0 | (29,626,153) | -22.09% | 848,369,962 | 743,857,651 | 87.68 % |
|-------------|-------------|------------|---|--------------|---------|-------------|-------------|---------|

TRANSFERS-IN:

| | | | | | | | | |
|--|--|--|--|--|--|--|--|--|
| | | | | | | | | |
|--|--|--|--|--|--|--|--|--|

User ID: ddecker
Report ID: AD-FN-GL-003
Run Date: 09 Sep 2022
% of Time
Remaining: 83.3

Fund: 0260 State Highway Fund

Idaho Transportation Department
STATEMENT OF REVENUES AND EXPENDITURES
BUDGET TO ACTUAL
FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 8/31/2022

Fiscal Year: 2023
Budget Fiscal Year: 2023
EXPENDITURES

Operations Expense

| | | | | | | | | | |
|-------------------------------|------------|------------|------------|------------|-------------|-----------|-------------|-------------|---------|
| Permanent Staff Salaries | 15,121,394 | 14,413,592 | 7,155,694 | 0 | 707,802 | 4.68 % | 101,032,904 | 86,619,312 | 85.73 % |
| Board, Hourly, OT, Shift Diff | 218,444 | 141,877 | 69,612 | 0 | 76,567 | 35.05 % | 1,703,966 | 1,562,089 | 91.67 % |
| Fringe Benefits | 7,029,309 | 6,592,055 | 3,280,567 | 0 | 437,255 | 6.22 % | 45,109,930 | 38,517,876 | 85.39 % |
| Travel Expense | 457,303 | 368,106 | 187,506 | 0 | 89,197 | 19.51 % | 2,397,385 | 2,029,279 | 84.65 % |
| Operating Expense | 18,638,791 | 7,084,522 | 5,307,703 | 7,808,525 | 3,745,745 | 20.10 % | 73,614,058 | 58,721,012 | 79.77 % |
| Technology Operating Expense | 7,350,261 | 1,460,062 | 1,333,841 | 2,466,337 | 3,423,861 | 46.58 % | 22,260,406 | 18,334,006 | 82.36 % |
| Capital Equipment Expense | 6,733,662 | 35,445 | 6,056 | 14,142,367 | (7,444,149) | -110.55 % | 30,489,312 | 16,311,501 | 53.50 % |
| Technology Equipment Expense | 1,333,800 | 0 | 0 | 727 | 1,333,073 | 99.95 % | 3,248,550 | 3,247,823 | 99.98 % |
| Capital Facilities Expense | 0 | 727,736 | 679,708 | 3,990,795 | (4,718,531) | 0.00 % | 24,947,034 | 20,228,503 | 81.09 % |
| Capital Projects | 0 | 490 | 490 | 0 | (490) | 0.00 % | 0 | (490) | 0.00 % |
| Trustee & Benefit Payments | 3,257,492 | 2,113,067 | 964,326 | 0 | 1,144,425 | 35.13 % | 23,185,200 | 21,072,133 | 90.89 % |
| Total Operations Expense: | 60,140,457 | 32,936,951 | 18,985,502 | 28,408,751 | (1,205,245) | -2.00 % | 327,988,746 | 266,643,044 | 81.30 % |

Contract Construction

| | | | | | | | | | |
|------------------------------|-------------|-------------|------------|------------|-------------|---------|-------------|-------------|---------|
| Operating Expense | 1,972,877 | 397,935 | 177,002 | 736,356 | 838,586 | 42.51 % | 10,600,000 | 9,465,709 | 89.30 % |
| Technology Operating Expense | 0 | 414,969 | 366,147 | 779,808 | (1,194,777) | 0.00 % | 0 | (1,194,777) | 0.00 % |
| Capital Facilities Expense | 0 | 7,342 | 0 | 0 | (7,342) | 0.00 % | 0 | (7,342) | 0.00 % |
| Capital Projects | 92,780,293 | 81,228,084 | 49,107,851 | 729 | 11,551,480 | 12.45 % | 597,246,253 | 516,017,440 | 86.40 % |
| Trustee & Benefit Payments | 200,221 | 128,405 | 120,270 | 0 | 71,816 | 35.87 % | 2,100,000 | 1,971,595 | 93.89 % |
| Total Contract Construction: | 94,953,391 | 82,176,736 | 49,771,269 | 1,516,892 | 11,259,763 | 11.86 % | 609,946,253 | 526,252,625 | 86.28 % |
| TOTAL EXPENDITURES: | 155,093,848 | 115,113,686 | 68,756,771 | 29,925,644 | 10,054,518 | 6.48 % | 937,934,999 | 792,895,669 | 84.54 % |

TRANSFERS OUT

| | | | | | | | | | |
|-----------|---|---|---|---|---|--------|------------|------------|----------|
| Operating | 0 | 0 | 0 | 0 | 0 | 0.00 % | 58,340,402 | 58,340,402 | 100.00 % |
|-----------|---|---|---|---|---|--------|------------|------------|----------|

TOTAL TRANSFERS OUT:

| | | | | | | | | | |
|-------------------------------|-------------|-------------|------------|------------|------------|--------|-------------|-------------|---------|
| TOTAL EXPD AND TRANSFERS OUT: | 155,093,848 | 115,113,686 | 68,756,771 | 29,925,644 | 10,054,518 | 6.48 % | 996,275,401 | 851,236,071 | 85.44 % |
|-------------------------------|-------------|-------------|------------|------------|------------|--------|-------------|-------------|---------|

Net for Fiscal Year 2023:

(20,955,384) (10,601,376) (17,689,046) (19,571,635) (147,905,439) (107,378,420)

User ID: ddecker
Report ID: AD-FN-GL-003
Run Date: 09 Sep 2022
% of Time
Remaining: 83.3

Idaho Transportation Department

STATEMENT OF REVENUES AND EXPENDITURES

BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 8/31/2022

Fund: 0260 State Highway Fund

Fiscal Year: 2023

Budget Fiscal Year: 2023

| | | 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) |
|----------------------------------|--------------|-------------------------------------|----------------------------------|-------------------------------------|------------------------------------|---|------------------------------------|--------------------------------|---|-------------------------------------|
| Contract Construction | | | | | | | | | | |
| Operating Expenditures | | | | | | | | | | |
| Operating Expenditures | Dedicated | 170,144 | 125,332 | 60,602 | 191,191 | (146,379) | -86.03% | 2,500,000 | 2,183,477 | 87.34 % |
| Operating Expenditures | Federal | 1,800,028 | 686,935 | 482,360 | 1,324,972 | (211,879) | -11.77% | 8,000,000 | 5,988,093 | 74.85 % |
| Operating Expenditures | Local | 2,705 | 638 | 186 | 0 | 2,067 | 76.42 % | 100,000 | 99,362 | 99.36 % |
| Total Operating Expenditures | | 1,972,877 | 812,904 | 543,149 | 1,516,164 | (356,191) | -18.05% | 10,600,000 | 8,270,932 | 78.03 % |
| Capital Outlay | | | | | | | | | | |
| Capital Outlay | Dedicated | 41,793,802 | 28,783,593 | 18,968,663 | 56 | 13,010,152 | 31.13 % | 260,950,853 | 232,167,203 | 88.97 % |
| Capital Outlay | Federal | 49,820,338 | 42,531,329 | 23,114,940 | 673 | 7,288,336 | 14.63 % | 329,929,600 | 287,397,598 | 87.11 % |
| Capital Outlay | FICR | 0 | 2,894,511 | 2,048,696 | 0 | (2,894,511) | 0.00 % | 0 | (2,894,511) | 0.00 % |
| Capital Outlay | Local | 1,166,153 | 814,338 | 357,857 | 0 | 351,815 | 30.17 % | 6,365,800 | 5,551,462 | 87.21 % |
| Capital Outlay | COVID Relief | 0 | 6,204,312 | 4,617,695 | 0 | (6,204,312) | 0.00 % | 0 | (6,204,312) | 0.00 % |
| Total Capital Outlay | | 92,780,293 | 81,228,084 | 49,107,851 | 729 | 11,551,480 | 12.45 % | 597,246,253 | 516,017,440 | 86.40 % |
| Capital Facilities Expense | | | | | | | | | | |
| Capital Facilities Expense | Dedicated | 0 | 7,342 | 0 | 0 | (7,342) | 0.00 % | 0 | (7,342) | 0.00 % |
| Total Capital Facilities Expense | | 0 | 7,342 | 0 | 0 | (7,342) | 0.00 % | 0 | (7,342) | 0.00 % |
| Trustee & Benefit Payments | | | | | | | | | | |
| Trustee & Benefit Payments | Dedicated | 34,685 | 0 | 0 | 0 | 34,685 | 100.00 % | 500,000 | 500,000 | 100.00 % |
| Trustee & Benefit Payments | Federal | 144,252 | 128,405 | 120,270 | 0 | 15,847 | 10.99 % | 1,500,000 | 1,371,595 | 91.44 % |
| Trustee & Benefit Payments | Local | 21,284 | 0 | 0 | 0 | 21,284 | 100.00 % | 100,000 | 100,000 | 100.00 % |
| Total Trustee & Benefit Payments | | 200,221 | 128,405 | 120,270 | 0 | 71,816 | 35.87 % | 2,100,000 | 1,971,595 | 93.89 % |
| Total Contract Construction: | | 94,953,391 | 82,176,736 | 49,771,269 | 1,516,892 | 11,259,763 | 11.86 % | 609,946,253 | 526,252,625 | 86.28 % |

User ID: ddecker
Report ID: AD-FN-GL-003
Run Date: 09 Sep 2022
% of Time
Remaining: 83.3

Idaho Transportation Department

STATEMENT OF REVENUES AND EXPENDITURES BUDGET TO ACTUAL FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 8/31/2022

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 |
|---|------------------------------|------------------------|------------------------------|-----------------------------|--|---------------------|-------------------------|--------------------------|----------------------|
| Budget Fiscal Year: 2023 | (A) | (B) | (C) | (D) | (E = A - B - D) | (F = E / A) | (G) | (H = G - B - D) | (I = H / G) |
| REVENUES | | | | | | | | | |
| Miscellaneous Revenues | 183,334 | 356,495 | 197,974 | 0 | 173,161 | 94.45 % | 1,100,000 | 743,505 | 67.59 % |
| TOTAL REVENUES: | 183,334 | 356,495 | 197,974 | 0 | 173,161 | 94.45 % | 1,100,000 | 743,505 | 67.59 % |
| TRANSFERS-IN | | | | | | | | | |
| Sales Tax | 21,600,000 | 20,878,269 | 10,134,431 | 0 | (721,731) | -3.34% | 80,000,000 | 59,121,731 | 73.90 % |
| TOTAL TRANSFERS-IN: | 21,600,000 | 20,878,269 | 10,134,431 | 0 | (721,731) | -3.34% | 80,000,000 | 59,121,731 | 73.90 % |
| TOTAL REV AND TRANSFERS-IN: | 21,783,334 | 21,234,764 | 10,332,405 | 0 | (548,570) | -2.52% | 81,100,000 | 59,865,236 | 73.82 % |
| EXPENDITURES | | | | | | | | | |
| Contract Construction - Operating Expenditures | 0 | 0 | 0 | 0 | 0 | 0.00 % | 0 | 0 | 0.00 % |
| Contract Construction - Capital Projects | 12,682,466 | 10,865,604 | 9,173,730 | 0 | 1,816,862 | 14.33 % | 248,414,773 | 237,549,169 | 95.63 % |
| TOTAL EXPENDITURES: | 12,682,466 | 10,865,604 | 9,173,730 | 0 | 1,816,862 | 14.33 % | 248,414,773 | 237,549,169 | 95.63 % |
| TRANSFERS OUT | | | | | | | | | |
| Operating | 0 | 10,743,838 | 10,743,838 | 0 | (10,743,838) | 0.00 % | 0 | (10,743,838) | 0.00 % |
| TOTAL TRANSFERS OUT: | 0 | 10,743,838 | 10,743,838 | 0 | (10,743,838) | 0.00 % | 0 | (10,743,838) | 0.00 % |
| TOTAL EXPD AND TRANSFERS OUT: | 12,682,466 | 21,609,442 | 19,917,569 | 0 | (8,926,976) | -70.39% | 248,414,773 | 226,805,331 | 91.30 % |
| Net for Fiscal Year 2023: | 9,100,868 | (374,678) | (9,585,164) | | (9,475,546) | | (167,314,773) | (166,940,095) | |

User ID: ddecker
Report ID: AD-FN-GL-003
Run Date: 09 Sep 2022
% of Time
Remaining: 83.3

Idaho Transportation Department
STATEMENT OF REVENUES AND EXPENDITURES
BUDGET TO ACTUAL
FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 8/31/2022

| Fund: 0270 | | Strategic Initiatives Program Fund (State 60%) | | | | | | | | | |
|--|------|--|------------------------|--------------------------|----------------------------------|------------------|----------------------|-----------------------|-------------------|-------------|--|
| Fiscal Year: | 2023 | Year to Date Actual | Current Month Activity | Year to Date Encumbrance | Variance Favorable / Unfavorable | Percent Variance | Annual Appropriation | Appropriation Balance | Percent Remaining | | |
| Budget Fiscal Year: | 2023 | (A) | (B) | (C) | (D) | (E = A - B - D) | (F = E / A) | (G) | (H = G - B - D) | (I = H / G) | |
| REVENUES | | | | | | | | | | | |
| State Sources - Miscellaneous Revenues | | 120,000 | 298,521 | 222,208 | 0 | 178,521 | 148.77 % | 720,000 | 421,479 | 58.54 % | |
| TOTAL REVENUES: | | 120,000 | 298,521 | 222,208 | 0 | 178,521 | 148.77 % | 720,000 | 421,479 | 58.54 % | |
| TRANSFERS-IN | | | | | | | | | | | |
| Statutory | | 120,000,000 | 120,000,000 | 0 | 0 | 0 | 0.00 % | 120,000,000 | 0 | 0.00 % | |
| TOTAL TRANSFERS-IN: | | 120,000,000 | 120,000,000 | 0 | 0 | 0 | 0.00 % | 120,000,000 | 0 | 0.00 % | |
| TOTAL REV AND TRANSFERS-IN: | | | | | | | | | | | |
| | | 120,120,000 | 120,298,521 | 222,208 | 0 | 178,521 | 0.15 % | 120,720,000 | 421,479 | 0.35 % | |
| EXPENDITURES | | | | | | | | | | | |
| Contract Construction - Capital Projects | | 12,868,982 | 17,417,720 | 10,641,555 | 0 | (4,548,738) | -35.35% | 197,213,893 | 179,796,173 | 91.17 % | |
| TOTAL EXPENDITURES: | | 12,868,982 | 17,417,720 | 10,641,555 | 0 | (4,548,738) | -35.35% | 197,213,893 | 179,796,173 | 91.17 % | |
| TOTAL EXPD AND TRANSFERS OUT: | | 12,868,982 | 17,417,720 | 10,641,555 | 0 | (4,548,738) | -35.35% | 197,213,893 | 179,796,173 | 91.17 % | |
| Net for Fiscal Year 2023: | | 107,251,018 | 102,880,801 | (10,419,346) | | (4,370,217) | | (76,493,893) | (179,374,694) | | |

User ID: ddecker
Report ID: AD-FN-GL-003
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% of Time
Remaining: 83.3

Idaho Transportation Department

STATEMENT OF REVENUES AND EXPENDITURES

BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 8/31/2022

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

| | Year to Date Allotment (A) | Year to Date Actual (B) | Current Month Activity (C) | Year to Date Encumbrance (D) | Variance Favorable / Unfavorable (E = A - B - D) | Percent Variance (F = E / A) | Annual Appropriation (G) | Appropriation Balance (H = G - B - D) | Percent Remaining (I = H / G) |
|--|-------------------------------------|-------------------------------|-------------------------------------|------------------------------------|---|------------------------------------|--------------------------------|---|-------------------------------------|
| Fiscal Year: 2023 | | | | | | | | | |
| Budget Fiscal Year: 2023 | | | | | | | | | |
| REVENUES | | | | | | | | | |
| State Sources - Miscellaneous Revenues | 80,000 | 410,886 | 228,938 | 0 | 330,886 | 413.61 % | 480,000 | 69,114 | 14.40 % |
| TOTAL REVENUES: | 80,000 | 410,886 | 228,938 | 0 | 330,886 | 413.61 % | 480,000 | 69,114 | 14.40 % |
| TOTAL REV AND TRANSFERS-IN: | 80,000 | 410,886 | 228,938 | 0 | 330,886 | 413.61 % | 480,000 | 69,114 | 14.40 % |

EXPENDITURES

| | | | | | | | | | |
|--|------------|------------|------------|---|-----|--------|-------------|-------------|---------|
| Contract Construction - Trustee & Benefit Payments | 10,000,781 | 10,000,000 | 10,000,000 | 0 | 781 | 0.01 % | 210,000,781 | 200,000,781 | 95.24 % |
| TOTAL EXPENDITURES: | 10,000,781 | 10,000,000 | 10,000,000 | 0 | 781 | 0.01 % | 210,000,781 | 200,000,781 | 95.24 % |
| TOTAL EXPD AND TRANSFERS OUT: | 10,000,781 | 10,000,000 | 10,000,000 | 0 | 781 | 0.01 % | 210,000,781 | 200,000,781 | 95.24 % |

Net for Fiscal Year 2023: (9,920,781) (9,589,114) (9,771,062) 331,667 (209,520,781) (199,931,667)

User ID: ddecker
Report ID: AD-FN-GL-003
Run Date: 09 Sep 2022
% of Time
Remaining: 83.3

Idaho Transportation Department

STATEMENT OF REVENUES AND EXPENDITURES
BUDGET TO ACTUAL
FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 8/31/2022

Fund: 0345 CARES Act Covid-19

Fiscal Year: 2023
Budget Fiscal Year: 2023

| Year to Date Allotment | Year to Date Actual | Current Month Activity | Year to Date Encumbrance | Variance Favorable / Unfavorable | Percent Variance | Annual Appropriation | Appropriation Balance | Percent Remaining |
|------------------------|---------------------|------------------------|--------------------------|----------------------------------|------------------|----------------------|-----------------------|-------------------|
| (A) | (B) | (C) | (D) | (E = A - B - D) | (F = E / A) | (G) | (H = G - B - D) | (I = H / G) |
| 30,000 | 503,668 | 277,636 | 0 | 473,668 | 1578.89 % | 9,000,000 | 8,496,332 | 94.40 % |
| 30,000 | 503,668 | 277,636 | 0 | 473,668 | 1578.89 % | 9,000,000 | 8,496,332 | 94.40 % |
| 30,000 | 503,668 | 277,636 | 0 | 473,668 | 1578.89 % | 9,000,000 | 8,496,332 | 94.40 % |

REVENUES

Federal Sources - Federal
Transit Authority

TOTAL REVENUES:
TOTAL REV AND
TRANSFERS-IN:

EXPENDITURES

Operating Expenditures
Trustee & Benefit Payments

TOTAL EXPENDITURES:
TOTAL EXPD AND
TRANSFERS OUT:

Net for Fiscal Year 2023:

(1,463,328) (76,978) (21,888) 0 76,978

User ID: ddecker
Report ID: AD-FN-GL-003
Run Date: 09 Sep 2022
% of Time
Remaining: 83.3

Idaho Transportation Department

STATEMENT OF REVENUES AND EXPENDITURES
BUDGET TO ACTUAL
FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 8/31/2022

Fund: 0372 TECM Debt Service Fund

Fiscal Year: 2023
Budget Fiscal Year: 2023

| | 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) |
|---|-------------------------------------|-------------------------------|-------------------------------------|------------------------------------|---|------------------------------------|--------------------------------|---|-------------------------------------|
| REVENUES | | | | | | | | | |
| State Sources - Miscellaneous Revenues | 0 | 2,469 | 1,040 | 0 | 2,469 | 0.00 % | 0 | (2,469) | 0.00 % |
| TOTAL REVENUES: | 0 | 2,469 | 1,040 | 0 | 2,469 | 0.00 % | 0 | (2,469) | 0.00 % |
| TRANSFERS-IN | | | | | | | | | |
| Operating | 0 | 10,743,838 | 10,743,838 | 0 | 10,743,838 | 0.00 % | 0 | (10,743,838) | 0.00 % |
| TOTAL TRANSFERS-IN: | 0 | 10,743,838 | 10,743,838 | 0 | 10,743,838 | 0.00 % | 0 | (10,743,838) | 0.00 % |
| TOTAL REV AND TRANSFERS-IN: | 0 | 10,746,308 | 10,744,879 | 0 | 10,746,307 | 0.00 % | 0 | (10,746,307) | 0.00 % |

EXPENDITURES

| | | | | | | | | | |
|----------------------------------|---|-----------|---------|---|-------------|--------|---|-------------|--------|
| Bond Principal / Interest | 0 | 1,595,165 | 797,583 | 0 | (1,595,165) | 0.00 % | 0 | (1,595,165) | 0.00 % |
| TOTAL EXPENDITURES: | 0 | 1,595,165 | 797,583 | 0 | (1,595,165) | 0.00 % | 0 | (1,595,165) | 0.00 % |
| TOTAL EXPD AND TRANSFERS OUT: | 0 | 1,595,165 | 797,583 | 0 | (1,595,165) | 0.00 % | 0 | (1,595,165) | 0.00 % |

Net for Fiscal Year 2023:

9,151,142 0 (9,151,142)

User ID: ddecker
Report ID: AD-FN-GL-003
Run Date: 09 Sep 2022
% of Time
Remaining: 83.3

Idaho Transportation Department

STATEMENT OF REVENUES AND EXPENDITURES

BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 8/31/2022

Fund: 0373 TECM Capital Project Fund

| | Year to Date Allotment (A) | Year to Date Actual (B) | Current Month Activity (C) | Year to Date Encumbrance (D) | Variance Favorable / Unfavorable (E = A - B - D) | Percent Variance (F = E / A) | Annual Appropriation (G) | Appropriation Balance (H = G - B - D) | Percent Remaining (I = H / G) |
|--|-------------------------------------|-------------------------------|-------------------------------------|------------------------------------|---|------------------------------------|--------------------------------|---|-------------------------------------|
| REVENUES | | | | | | | | | |
| State Sources - Miscellaneous Revenues | 0 | 25,990,515 | 19,320,181 | 0 | 25,990,515 | 0.00 % | 0 | (25,990,515) | 0.00 % |
| TOTAL REVENUES: | 0 | 25,990,515 | 19,320,181 | 0 | 25,990,515 | 0.00 % | 0 | (25,990,515) | 0.00 % |
| TOTAL REV AND TRANSFERS-IN: | 0 | 25,990,515 | 19,320,181 | 0 | 25,990,515 | 0.00 % | 0 | (25,990,515) | 0.00 % |
| EXPENDITURES | | | | | | | | | |
| Capital Projects | 0 | 26,071,781 | 19,317,763 | 302 | (26,072,083) | 0.00 % | 0 | (26,072,083) | 0.00 % |
| TOTAL EXPENDITURES: | 0 | 26,071,781 | 19,317,763 | 302 | (26,072,083) | 0.00 % | 0 | (26,072,083) | 0.00 % |
| TOTAL EXPD AND TRANSFERS OUT: | 0 | 26,071,781 | 19,317,763 | 302 | (26,072,083) | 0.00 % | 0 | (26,072,083) | 0.00 % |
| Net for Fiscal Year 2023: | 0 | (81,266) | 2,418 | | (81,568) | | 0 | 81,568 | |

User ID: ddecker
Report ID: AD-FN-GL-003
Run Date: 09 Sep 2022
% of Time
Remaining: 83.3

Idaho Transportation Department

STATEMENT OF REVENUES AND EXPENDITURES
BUDGET TO ACTUAL
FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 8/31/2022

Fund: 0374 GARVEE Capital Project Fund

Fiscal Year: 2023
Budget Fiscal Year: 2023

| 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) |
|----------------------------|-------------------------|----------------------------|------------------------------|--|------------------------------|--------------------------|---------------------------------------|-------------------------------|
| 0 | 18,822,575 | 13,503,091 | 0 | 18,822,575 | 0.00 % | 0 | (18,822,575) | 0.00 % |
| 0 | 18,822,575 | 13,503,091 | 0 | 18,822,575 | 0.00 % | 0 | (18,822,575) | 0.00 % |
| 0 | 18,822,575 | 13,503,091 | 0 | 18,822,575 | 0.00 % | 0 | (18,822,575) | 0.00 % |

REVENUES

State Sources - Miscellaneous Revenues

TOTAL REVENUES:

TOTAL REV AND

TRANSFERS-IN:

EXPENDITURES

Operating Expenditures

Capital Projects

TOTAL EXPENDITURES:

TOTAL EXPD AND

TRANSFERS OUT:

Net for Fiscal Year 2023:

375,340 0 (375,340)

User ID: ddecker
Report ID: AD-FN-GL-003
Run Date: 09 Sep 2022
% of Time
Remaining: 83.3

Idaho Transportation Department

STATEMENT OF REVENUES AND EXPENDITURES
BUDGET TO ACTUAL
FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 8/31/2022

Fund: 0375 GARVEE Debt Service Fund

| | Year to Date Allotment (A) | Year to Date Actual (B) | Current Month Activity (C) | Year to Date Encumbrance (D) | Variance Favorable / Unfavorable (E = A - B - D) | Percent Variance (F = E / A) | Annual Appropriation (G) | Appropriation Balance (H = G - B - D) | Percent Remaining (I = H / G) |
|---|-------------------------------------|-------------------------------|-------------------------------------|------------------------------------|---|------------------------------------|--------------------------------|---|-------------------------------------|
| REVENUES | | | | | | | | | |
| State Sources - Miscellaneous Revenues | 0 | 21,028 | 13,679 | 0 | 21,028 | 0.00 % | 0 | (21,028) | 0.00 % |
| TOTAL REVENUES: | 0 | 21,028 | 13,679 | 0 | 21,028 | 0.00 % | 0 | (21,028) | 0.00 % |
| TRANSFERS-IN | | | | | | | | | |
| Operating | 0 | 3,314,337 | 1,532,521 | 0 | 3,314,337 | 0.00 % | 0 | (3,314,337) | 0.00 % |
| TOTAL TRANSFERS-IN: | 0 | 3,314,337 | 1,532,521 | 0 | 3,314,337 | 0.00 % | 0 | (3,314,337) | 0.00 % |
| TOTAL REV AND TRANSFERS-IN: | 0 | 3,335,364 | 1,546,200 | 0 | 3,335,365 | 0.00 % | 0 | (3,335,365) | 0.00 % |
| EXPENDITURES | | | | | | | | | |
| Bond Principal / Interest | 0 | 48,178,935 | 406,614 | 0 | (48,178,935) | 0.00 % | 0 | (48,178,935) | 0.00 % |
| TOTAL EXPENDITURES: | 0 | 48,178,935 | 406,614 | 0 | (48,178,935) | 0.00 % | 0 | (48,178,935) | 0.00 % |
| TOTAL EXPD AND TRANSFERS OUT: | 0 | 48,178,935 | 406,614 | 0 | (48,178,935) | 0.00 % | 0 | (48,178,935) | 0.00 % |
| Net for Fiscal Year 2023: | 0 | (44,843,571) | 1,139,587 | | (44,843,570) | | 0 | 44,843,570 | |

User ID: ddecker
Report ID: AD-FN-GL-003
Run Date: 09 Sep 2022
% of Time
Remaining: 83.3

Idaho Transportation Department
STATEMENT OF REVENUES AND EXPENDITURES
BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 8/31/2022

Fund: 0221 State Aeronautics Fund

Fiscal Year: 2023
Budget Fiscal Year: 2023

| Year to Date Allotment | Year to Date Actual | Current Month Activity | Year to Date Encumbrance | Variance Favorable / Unfavorable | Percent Variance | Annual Appropriation | Appropriation Balance | Percent Remaining |
|------------------------|---------------------|------------------------|--------------------------|----------------------------------|------------------|----------------------|-----------------------|-------------------|
| (A) | (B) | (C) | (D) | (E = A - B - D) | (F = E / A) | (G) | (H = G - B - D) | (I = H / G) |
| REVENUES | | | | | | | | |
| 35,000 | 19,327 | 12,575 | 0 | (15,673) | -44.78% | 668,500 | 649,173 | 97.11 % |
| 12,824 | 59,222 | 30,637 | 0 | 46,398 | 361.81 % | 341,000 | 281,778 | 82.63 % |
| 69,000 | 40,167 | 18,843 | 0 | (28,833) | -41.79% | 254,900 | 214,733 | 84.24 % |
| 116,824 | 118,716 | 62,056 | 0 | 1,892 | 1.62 % | 1,264,400 | 1,145,684 | 90.61 % |
| TRANSFERS-IN | | | | | | | | |
| 441,983 | 807,409 | 448,162 | 0 | 365,426 | 82.68 % | 2,200,000 | 1,392,591 | 63.30 % |
| 441,983 | 807,409 | 448,162 | 0 | 365,426 | 82.68 % | 2,200,000 | 1,392,591 | 63.30 % |
| 558,807 | 926,125 | 510,218 | 0 | 367,318 | 65.73 % | 3,464,400 | 2,538,275 | 73.27 % |

EXPENDITURES

| | | | | | | | | | |
|-------------------------------|-----------|-----------|---------|---------|-----------|----------|------------|------------|----------|
| Permanent Staff Salaries | 144,070 | 127,579 | 56,928 | 0 | 16,492 | 11.45 % | 936,843 | 809,264 | 86.38 % |
| Board, Hourly, OT, Shift Diff | 26,800 | 28,481 | 12,495 | 0 | (1,681) | -6.27% | 77,700 | 49,219 | 63.34 % |
| Fringe Benefits | 63,668 | 57,520 | 27,228 | 0 | 6,148 | 9.66 % | 388,157 | 330,637 | 85.18 % |
| Travel Expense | 24,133 | 11,933 | 7,844 | 0 | 12,200 | 50.55 % | 114,511 | 102,578 | 89.58 % |
| Technology Operating Expense | 6,273 | 14,903 | 7,309 | 293 | (8,924) | -142.26% | 47,934 | 32,737 | 68.30 % |
| Operating Expense | 386,415 | 142,944 | 119,743 | 203 | 243,268 | 62.96 % | 1,554,955 | 1,411,808 | 90.79 % |
| Technology Equipment Expense | 5,000 | 0 | 0 | 0 | 5,000 | 100.00 % | 14,000 | 14,000 | 100.00 % |
| Capital Equipment Expense | 30,000 | 0 | 0 | 0 | 30,000 | 100.00 % | 226,000 | 226,000 | 100.00 % |
| Capital Facilities Expense | 187,500 | 6,380 | 6,380 | 108,660 | 72,460 | 38.65 % | 1,283,682 | 1,168,642 | 91.04 % |
| Trustee & Benefit Payments | 440,000 | 869,374 | 391,616 | 0 | (429,374) | -97.59% | 11,803,469 | 10,934,095 | 92.63 % |
| TOTAL EXPENDITURES: | 1,313,859 | 1,259,115 | 629,544 | 109,156 | (54,411) | -4.14% | 16,447,251 | 15,078,980 | 91.68 % |
| TOTAL EXPD AND TRANSFERS OUT: | 1,313,859 | 1,259,115 | 629,544 | 109,156 | (54,411) | -4.14% | 16,447,251 | 15,078,980 | 91.68 % |

Net for Fiscal Year 2023:

(755,052) (332,989) (119,326)

312,907

(12,982,851) (12,540,705)



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date October 20, 2022

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

| | | | |
|-------------------------------------|---|----------------|--------------------|
| Presenter's Name Justin Collins | Presenter's Title Controller | Initials JC | Reviewed By LSS |
| Preparer's Name Colleen Wonacott | Preparer's Title Sr. Planner - Programming | Initials CW | |

Subject

| | | |
|---|-----------------|---------------------|
| Monthly Reporting of Federal Formula Program Funding Through September 30th | | |
| Key Number N/A | District N/A | Route Number N/A |

Background Information

Idaho received full-year obligation authority via an Appropriations Act signed on March 15, 2022. Obligation authority through September 30th was \$512.6 million after receipt of \$79.5 million *Redistribution of Obligation Authority Not Used By Other States* on August 29th. This included \$2 million of *Highway Infrastructure General Funds* carried over from FY21 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 FY21 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 received apportionments of \$467 million. Final FY22 obligation authority was 109.4% of apportionments.

We closed out the year ending September 30, 2022 at the levels shown in the exhibit on the following page.

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 | \$382,419 |
| Including Match | \$412,846 |
| Per Apportionments + COVID + Hwy Infra. | |
| Federal Aid Only | \$467,044 |
| Including Match | \$473,748 |
| Obligation Limits through 9/30/2022 | |
| Federal Aid Only | \$512,628 |
| Including Match | \$552,130 |

- Notes:
1. All dollars in Thousands
 2. 'Approved Program' amounts from the Sept/Oct (final) 2022 Highway Funding Plan.
 3. Apportionment and Obligation Authority amounts reflect available funds via federal notices received through 9/30/2022

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

| Program | Allotted Program Funding through 9/30/2022 | Program Funding Remaining as of 9/30/2022 |
|---|--|---|
| All Other SHS Program | \$366,500 | (\$814) |
| GARVEE Formula Debt Service* | \$78,037 | \$0 |
| State Planning and Research* | \$8,278 | (\$120) |
| Metropolitan Planning* | \$3,040 | \$0 |
| Railroad Crossings | \$4,860 | \$0 |
| Transportation Alternatives (Urban/Rural) | \$5,287 | \$0 |
| Recreational Trails | \$1,711 | \$926 |
| STBG - Local Urban+ | \$15,304 | (\$1) |
| STBG - Transportation Mgt. Area | \$16,103 | \$0 |
| Transportation Alternatives (TMA) | \$1,074 | \$0 |
| STBG – Local Rural | \$21,637 | (\$4,937) |
| Local Bridge* | \$12,662 | \$5,460 |
| Off System Bridge* | \$7,063 | (\$516) |
| Local Safety | \$10,574 | \$0 |
| Total | \$552,130 | \$0 |
| | | |

- Notes:
1. All dollars in Thousands.
 2. Allotments based on the Sept/Oct (final) 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 September 30th.
- * These programs are provided 100% Obligation Authority. Other programs are reduced accordingly.



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date October 20, 2022

Consent Item ☐

Information Item ☐

Amount of Presentation Time Needed 20 Min

| | | | |
|--|-------------------------------|-------------------|-------------|
| Presenter's Name Brenda Williams/David Tolman | Presenter's Title CIEO/CAO | Initials BW/DT | Reviewed By |
| Preparer's Name David Tolman | Preparer's Title CAO | Initials dt | |

Subject

| | | |
|---|----------|--------------|
| Innovate ITD! ITD 2022 Best of the Best Winners | | |
| Key Number | District | Route Number |

Background Information

CIEO Williams and CAO Tolman will provide an overview of Innovate ITD and share a video of the 2022 Best of the Best Winners.

Cost Savings: Traffic Speed Deflectometer For Pavement Evaluation

Jim Poorbaugh, John Arambarri, Caleb Lakey, Amanda Laib, and Ned Parrish

Economic Opportunity: Improved Truck Routes

Kevin Sonico, Evan Snow, Dan Daniels, and Jerry Bauer

Ideal Workplace: Milepost Marker Stencil

Nic Huggins and David Mitchem

Mobility: Temporary Signal with Bicyclist Button

Shayna Sutton, Styles Salek, and Shawna King

Safety: Mobile Eyewash Station

Preston Elliott, Noah Hoven, and Tyler Carrico

Customer Service: Registration of Vehicles Purchased from Idaho Dealers

Lisa West, Kristall Gutierrez, Ravi Patel, Vijay Chillamcharla, Mayank Dhulekar, Abhinav Gandhi, Mike Wees, Surya Gutti, Aruna Bandanadam, Giri Vankayapati, and Manohar Dugana

Time Savings: DMV Centralizes Registration Renewals

Doan Gibson, Cole Hudman, Travis Oakes, Mary Anne Thorpe, Lisa West, Ravi Patel, Vijay Chillamcharla, Mayank Dhulekar, Abhinav Gandhi, Mike Wess, and Surya Gutti

Recommendations

| |
|--|
| |
|--|



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date October 20, 2022

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

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

Subject

| | | |
|--|----------|--------------|
| Status: FY2024 Revision #1 Appropriation Request | | |
| Key Number | District | Route Number |

Background Information

The Department's FY24 Appropriation Request Revision #1 will be submitted to the Department of Financial Management and the Legislative Services Office on October 21, 2022.

The FY2024 Revision #1 Appropriation Request carries these changes from the Original Request reviewed with the Board in September 2022:

| FTP's | Spending Authority | |
|----------------|------------------------|---|
| 1,648.0 | \$1,143,739,600 | FY24 Proposed Revision Request reviewed with the Board (09-22-22) |
| | | TBD Administration: Statewide Cost Allocation Plan |
| | (490,000) | Highways Operations: Local Interest (Leading Idaho) removed from fund 0270 (SIPF) moved to 0259 (HDA) |
| | 1,402,600 | Highways Operations: Economic Development Administration Tourism Grant |
| | (500,000) | Highways Operations: Supplemental Removal of iNet |
| | 19,519,400 | Contract Construction and Right of Way (Dedicated State Funding Addition) |
| 0.0 | \$19,932,000 | Net Change |
| 1,648.0 | \$1,163,671,600 | FY24 Revision #1 Appropriation Request (10-20-22) |

Summary values carried in the FY24 Appropriation Request

| | |
|------------------|-------------------------------|
| \$ 759,826,800 | FY24 Base |
| 51,115,200 | Base Adjustments |
| \$ 810,942,000 | Adjusted FY24 Base |
| 352,729,600 | Line Items |
| \$ 1,163,671,600 | Total FY24 Spending Authority |
| 84,882,900 | Debt Service |
| \$ 1,248,554,500 | FY24 Total Program Funding |

Exhibits

- Comparison: FY24 Original Request Board Update (9-22-22) to Revision #1 (10-21-22)
- Appropriation Request Summary

Recommendations

| |
|--------------------------------|
| Information Item for the Board |
|--------------------------------|

IDAHO TRANSPORTATION DEPARTMENT
Original Submission FY24 - September 2022 Board Meeting
as of: 10-20-22
(\$ in millions, rounded)

| | | September Board Meeting 2022 | September Board Meeting | | Description of Change from Sept Board Meeting 9/22/22 to Revision #1 Submission 10/21/22 |
|----|-------------------------|---------------------------------|--|-----------|---|
| | | | Revision #1 Submission Oct 21, 2022 | \$ Change | |
| 1 | CASH, Beginning | 101.9 | 102.4 | 0.5 | + \$500,000 Removal of Hwys Supplemental for iNet / ITS |
| 2 | Revenue | | | - | |
| 3 | Federal | 503.0 | 504.4 | 1.4 | + \$1,402,600 Highways: Economic Development Administration Tourism Grant |
| 4 | Fed - Obligated Unspent | - | - | - | |
| 5 | State | 439.6 | 439.6 | - | |
| 6 | Interagency | 0.3 | 0.3 | - | |
| 7 | Local | 7.5 | 7.5 | - | |
| 8 | TECM | 81.2 | 81.2 | - | |
| 9 | SIPF | 124.8 | 124.3 | (0.5) | - \$490,000 Contract Construction and Right of Way: Fund Shift from 0270 to 0259 for Local Interest |
| 10 | Total Revenue | 1,156.4 | 1,157.4 | 0.9 | Total Decrease in Net Revenue |
| 11 | Expenditures | | | - | |
| 12 | Personnel | 152.1 | 152.1 | - | |
| 13 | Operating | 118.4 | 119.3 | 0.9 | + \$1,402,600 Highways: Economic Development Administration Tourism Grant - \$500,000 iNet / ITS Item Removal from Hwys Supplemental |
| 14 | Capital Facilities | 73.4 | 73.4 | - | |
| 15 | Equipment | 56.9 | 56.9 | - | |
| 16 | Trustee & Benefits | 35.8 | 35.8 | - | |
| 17 | Contract Construction | 707.1 | 726.1 | 19.0 | + \$19,519,400 Contract Construction and Right of Way: State Dedicated Increase to Reduce Cash Balance - \$490,000 Contract Construction and Right of Way: Fund Shift from 0270 to 0259 for Local Interest |
| 18 | Total Expenditures | 1,143.7 | 1,163.7 | 19.9 | Total Increase in Expenditures |
| 19 | Anticipated Holdback | - | | - | |
| 20 | Debt Service | 84.9 | 84.9 | - | |
| 21 | Total Program Funding | 1,228.6 | 1,248.6 | 19.9 | Total Increase in Program Funding |
| 22 | Projected CASH, Ending | 29.7 | 11.2 | (18.5) | Total Decrease in Projected Cash Balance |

IDAHO TRANSPORTATION DEPARTMENT

October 2022 Board Meeting

Rev 1 Submission FY24 Appropriation

| | <u>Funding</u> | <u>FTE's</u> |
|--|----------------------|----------------|
| FY24 BASE | 759,826,800 | 1,648.0 |
| Adjustments | | |
| Change in Employee Compensation (1.0%) | \$1,257,200 | |
| Replacement Equipment | \$47,965,900 | |
| Statewide Cost Allocation Program (SWCAP) | \$150,000 | |
| ETS Base Increase | \$96,500 | |
| Variable Benefits | \$1,591,700 | |
| Advantage Inflation | \$53,900 | |
| | <hr/> | |
| | \$51,115,200 | |
| FY24 ADJUSTED BASE | 810,942,000 | 1,648.0 |
| Line Items (Grouped by Division) | | |
| Administration | \$4,270,600 | |
| Aeronautics | \$320,500 | |
| Capital Facilities | \$66,213,000 | |
| Contract Construction & Right of Way | \$252,396,800 | |
| Highways | \$29,528,700 | |
| | <hr/> | |
| | \$352,729,600 | |
| FY24 TOTAL APPROPRIATION (Spending Authority) | 1,163,671,600 | 1,648.0 |
| GARVEE Bond Debt Service | \$64,882,900 | |
| TECM Bond Debt Service | \$20,000,000 | |
| FY24 TOTAL PROGRAM FUNDING (Rounded) | 1,248,554,500 | 1,648.0 |



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date October 20, 2022

Consent Item ☐

Information Item ☒

Amount of Presentation Time Needed 10 minutes

| | | | |
|-----------------------------------|--|----------------|--------------------|
| Presenter's Name Angie Heuring | Presenter's Title Program Specialist, OOC | Initials AH | Reviewed By LSS |
| Preparer's Name Angie Heuring | Preparer's Title Program Specialist, OOC | Initials AH | |

Subject

| | | |
|--|----------|--------------|
| Idaho Transportation Department FY2022 Annual Report | | |
| Key Number | District | Route Number |

Background Information

Section 40-316, Idaho Code, requires the Idaho Transportation Board to submit, in writing to the Governor, an annual report on the financial condition and management of the Idaho Transportation Department.

Attached you will find this year's draft of the Fiscal Year 2022 Annual Report. Staff will solicit your feedback during this meeting (October 20, 2022) and present a final draft for Board Approval at the November 2022 meeting.

The attached report is simplified into four pages:

Page 1: Addresses the Leading Idaho investments and board actions to date, highlights ITD's commitment to delivering on our mission of safety, mobility, and economic opportunity and provides a five-year comparison of Idaho growth rates.

Page 2: Reports on ITD's customer service and partnership efforts, performance measures and employee-driven innovations.

Page 3: Details financial information from FY19-22, including expenditures, strategic initiatives funds and the GARVEE and TECM program.

Page 4: Provides an outlook on what ITD is focusing on for the next five years (2023–2027), ITD's five focus areas, and aging infrastructure and funding needs.

Recommendations

| |
|--|
| |
|--|

Board Action

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



IDAHO TRANSPORTATION DEPARTMENT FISCAL YEAR 2022 ANNUAL REPORT

LEADING IDAHO

In Fiscal Year 2022, the Idaho Transportation Board voted to accelerate the construction of four major bond-funded projects beginning in Spring 2022 including the highly anticipated SH-16 from I-84 to US-20/26, the I-86/I-15 interchange in Pocatello, the I-90/SH-41 interchange replacement in Post Falls, and construction on US-20/26 from I-84 to Middleton Road.

These major roadway advancements will modernize infrastructure, improve safety, reduce congestion and enhance quality of life in Idaho.

In addition, Governor Little and the legislature invested an additional \$200 million a year as an ongoing investment to address transportation needs in Idaho. These funds will be split 60/40 between ITD and local entities. ITD's portion of \$120 million is already being used to address a backlog of highway projects throughout the state.



SH-16 Groundbreaking, Treasure Valley

DELIVERING ON OUR MISSION

SAFETY

ITD deployed variable speed limit signs for the I-84 construction zone in Canyon County to enhance safety. The dynamic signs with driver speed feedback allow for adjustments during peak times and as work changes, improving safety for crews and minimizing delays for the traveling public.




MOBILITY

ITD maximized mobility on the heavily congested US-95 corridor through Coeur d'Alene and Hayden. With the addition of new turn lanes, curbed medians, and spacing signals to be one-half mile apart, traffic flow improved throughout the corridor.

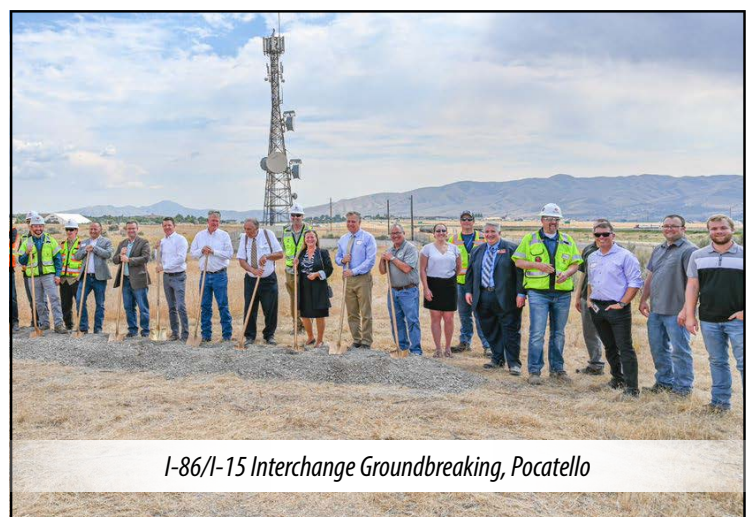
ECONOMIC OPPORTUNITY

ITD reduced three major restrictions on vital trucking routes located on SH-36 and SH-34 in Southeast Idaho. This greatly improved commerce and allowed for more freedom of movement for interstate commercial carriers in the area.

FIVE-YEAR IDAHO GROWTH RATES

| |  Idaho Population 6.9% |  Licensed Drivers 10.8% |  Annual Miles Driven¹ 11.5% |
|-------------|---|--|---|
| 2022 | 1.84 Million | 1.38 Million | 19.30 Billion |
| 2018 | 1.72 Million | 1.23 Million | 17.30 Billion |

1) Traffic reflects prior year traffic volumes (Example: 2022 reflects 2021 traffic volumes)



I-86/I-15 Interchange Groundbreaking, Pocatello

CUSTOMER SERVICE & PARTNERSHIP EFFORTS

1M
Transactions

The DMV exceeded one million online transactions, which was more than five times what was completed in 2016. DMV staff created options to allow customers to "Skip the Trip" by renewing drivers license, titles, etc. via QR code and online which significantly reduced wait times and lowered costs.

108
Trainees

ITD enhanced the size of its construction apprentice program in 2022, adding more trades and expanding the number of people trained. To date, ITD and partners have added 108 trainees to the workforce to support jobs in the construction industry.

2.2k
Landings

The Division of Aeronautics managed a runway improvement project at Malad City Airport by utilizing \$1.6 million in Leading Idaho funding. The runway allowed for more than 2,200 landings in 2021 and supported critical activities including Life Flight access, firefighting, and agricultural spraying.



2022 Training Program Graduates, Idaho Falls

PERFORMANCE MEASURES

| Calendar Year | 2018 | 2019 | 2020 | 2021 |
|---|---------------|---------------|---------------|-------------------------|
| PERCENT OF PAVEMENT IN GOOD/FAIR CONDITION <i>Goal: 80%</i> | 91% | 92% | 90% | 89%¹ |
| PERCENT OF BRIDGES IN GOOD CONDITION <i>Goal: 80%</i> | 75% | 75% | 77% | 79% |
| DMV TRANSACTIONS PROCESSED ONLINE <i>Goal: 650,000</i> | 305.5k | 582.4k | 860.2k | 1.12M |
| FIVE-YEAR FATALITY RATE <i>(per 100 million miles driven)</i> <i>Goal: 1.35</i> | 1.33 | 1.35 | 1.34 | 1.32² |
| 1) Pavement condition methodology has been updated based on FHWA asset management guidelines 2) Estimate and subject to change | | | | |
| Fiscal Year | 2019 | 2020 | 2021 | 2022 |
| PERCENT OF TIME HIGHWAYS CLEAR OF SNOW/ICE DURING WINTER STORMS <i>Goal: 73%</i> | 86% | 85% | 84% | 82% |

EMPLOYEE-DRIVEN INNOVATION

Innovate ITD! is an award-winning, employee-driven innovation program launched in 2014 to harness the creative thinking of employees at every level to find solutions that save time and money and streamline processes. Examples in Fiscal Year 2022 include:

- When supply chain disruptions caused delays in the shipment of envelopes for the Drive Insured program mailings, DMV employees converted mailings to postcards with generic QR Codes, eliminating the need for envelopes and saving approximately 30,000 envelopes per month and half a day in time savings.
- The Division of Aeronautics Airfield Maintenance team re-purposed broken portable road signs to extend the existing weed sprayer bar from 15 feet to 45 feet wide. The updated weed sprayer bar allows the team to save several hours per location and ensure the 30 backcountry airfields we maintain receive timely maintenance, improving customer service to the various groups who rely upon them.



Innovate ITD!

Innovation Scorecard

- Employee Ideas: 1,858
- Implemented Innovations: 1,315
- Savings/efficiencies: \$40.4 million
- Hours Saved: 572,485
- Customer-service improvements: 787

From 2014 inception thru Sept 30, 2022

FINANCIAL INFORMATION

Includes the State Highway Account, State Aeronautics Fund, & GARVEE Debt Service
(Disbursements from bond proceeds not shown)

| Funds Received | FY19 Actual | FY20 Actual | FY21 Actual | FY22 Actual |
|------------------------------|-----------------|----------------------|-----------------|-----------------|
| Federal Reimbursements | \$ 355.0 | \$ 397.1 | \$ 399.1 | \$ 370.0 |
| State (SHA & Aero) | \$ 352.7 | \$ 350.0 | \$ 383.9 | \$ 388.4 |
| Local | \$ 10.4 | \$ 22.3 ¹ | \$ 8.5 | \$ 8.8 |
| Total Funds Received: | \$ 718.1 | \$ 769.4 | \$ 791.5 | \$ 767.2 |

1) In FY20, ITD received 3rd Party reimbursements for STAR financed projects and a joint project with Washington on the State system.

| Expenditures | FY19 Actual | FY20 Actual | FY21 Actual | FY22 Actual |
|---------------------------------------|-----------------|-----------------|-----------------------|----------------------------|
| Construction Payouts | \$ 452.1 | \$ 451.8 | \$ 401.5 | \$ 369.9 ² |
| Operations Expenses | | | | |
| Highways | \$ 186.4 | \$ 189.0 | \$ 211.2 ³ | \$ 209.1 |
| DMV | \$ 32.1 | \$ 29.9 | \$ 30.2 | \$ 29.7 |
| Administration | \$ 27.4 | \$ 28.4 | \$ 26.8 | \$ 29.1 |
| Facilities | \$ 3.5 | \$ 3.2 | \$ 2.5 | \$ 5.3 |
| Aeronautics | \$ 5.0 | \$ 3.3 | \$ 3.0 | \$ 2.7 |
| Total Operations Expenses: | \$ 254.4 | \$ 253.8 | \$ 273.7 | \$ 275.9 |
| Total Const. & Oper. Exp.: | \$ 706.5 | \$ 705.6 | \$ 675.2 | \$ 645.8 |
| GARVEE Debt Service | | | | |
| Federal | \$ 52.6 | \$ 56.6 | \$ 57.6 | \$ 60.5 |
| State | \$ 4.2 | \$ 4.0 | \$ 4.0 | \$ 22.7 |
| Total Debt Service: | \$ 56.8 | \$ 60.6 | \$ 61.6 | \$ 83.2⁴ |
| Total Expenditures: | \$ 763.3 | \$ 766.2 | \$ 736.8 | \$ 729.0 |

2) Construction Payouts were impacted by timing of delivery to contract awards.

3) Increased payouts for public transportation grants, updated road equipment, and road maintenance repair material.

4) The 2022 Legislature authorized a General Fund Transfer to pay the callable portion of the 2012 Series Garvee Bonds of \$18.5M.

ADDITIONAL STATE FUNDS

| Strategic Initiatives Program Fund (SIPF) | | | | |
|---|----------------|----------------|----------------|----------------|
| | FY19 Actual | FY20 Actual | FY21 Actual | FY22 Actual |
| Beginning Balance | \$ 25.0 | \$ 44.6 | \$ 19.9 | \$ 76.2 |
| Receipts | \$ 37.3 | \$ 0.7 | \$ 73.1 | \$ 18.3 |
| Construction Payout | \$ 17.7 | \$ 25.4 | \$ 16.7 | \$ 8.1 |
| Ending Balance | \$ 44.6 | \$ 19.9 | \$ 76.2 | \$ 86.4 |

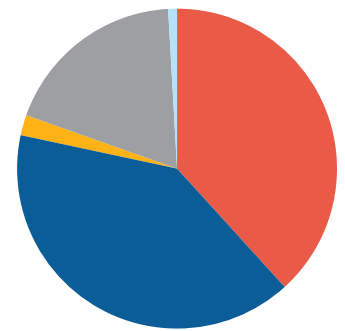
Excludes Local share of this fund

| Transportation Expansion & Congestion Mitigation (TECM) Fund | | | | |
|--|----------------|----------------|----------------|-----------------------|
| | FY19 Actual | FY20 Actual | FY21 Actual | FY22 Actual |
| Beginning Balance | \$ 22.7 | \$ 41.4 | \$ 42.0 | \$ 30.4 |
| Receipts | \$ 19.8 | \$ 22.4 | \$ 24.4 | \$ 180.6 ⁵ |
| Construction Payout | \$ 1.1 | \$ 21.8 | \$ 36.0 | \$ 25.7 |
| TECM Debt Service | \$ - | \$ - | \$ - | \$ 1.6 ⁶ |
| Ending Balance | \$ 41.4 | \$ 42.0 | \$ 30.4 | \$ 183.7 |

5) \$80M was transferred into TECM from sales tax due to a law change. \$100M was transferred to TECM from the General Fund to reduce the size of the initial TECM Bond series.

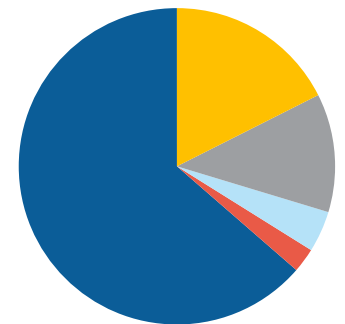
6) In April 2022 ITD & Id Housing & Finance Authority issued the 2022 Series TECM bonds with total construction proceeds of \$216M.

TOTAL FUNDS RECEIVED \$966.1M



40% Federal Reimbursements
38% State (SHA & Aero)
19% TECM
2% SIPF
1% Local

TOTAL EXPENDITURES \$764.4M



63.9% Contract Construction Includes Debt Service
17.6% Personnel
12.0% Operating
4.2% Capital Outlay
2.3% Sub Grantee

TECM Bond Program

(In millions as of June 30, 2022)

| | |
|------------------|-----------------------|
| Total Authorized | \$ 225.0 ⁷ |
| Total Bonded | \$ 216.0 |
| Total Expended | \$ 1.6 |

7) The Idaho Transportation Board authorized up to \$325M in bonds. In lieu of bonding the full \$325M, \$100M provided by HB787 resulted in a net of \$225M bonds authorized.

ITD FOCUS AREAS

As we prepare for the challenges that lie ahead of us such as supply chain disruptions, growth, attracting and retaining our workforce, and the fundamental need to modernize - the key to our success will be leveraging our strengths and continuing to focus on what makes ITD a great organization.

We have identified **five focus areas** that we believe will have the greatest positive impact on our employees and customers.

INVEST WITH PURPOSE

We will modernize the transportation system by investing with purpose the funds provided by the governor and legislature to enhance the quality of life in Idaho. We will be responsible stewards to the public and expend taxpayer dollars wisely and with accountability for the betterment of Idaho.

EXTERNAL ENGAGEMENT

We will continue to emphasize and be intentional in our public outreach, engagement, and customer service and work together with the private sector, local communities, law enforcement, and other partners.

INNOVATION

Innovation is the biggest tool we can rely upon to respond to changing demands in our work. We will elevate innovators across the organization and leverage employee ideas to make ITD better every day.

EMPLOYEE SAFETY

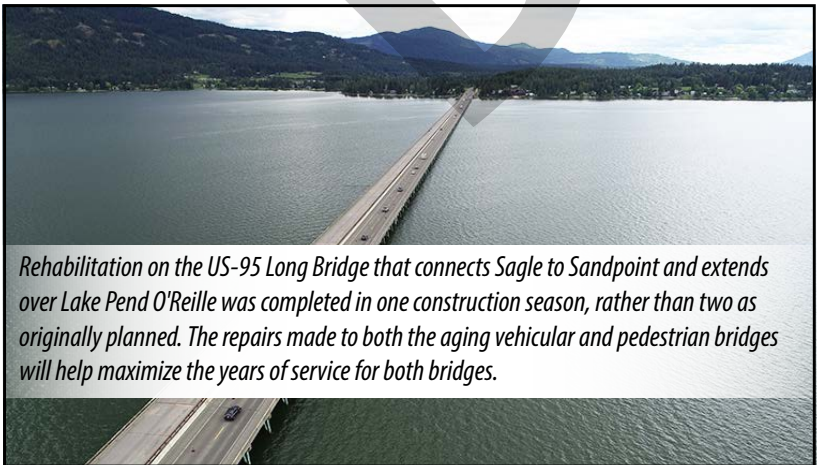
We will stay vigilant about employee safety and renew efforts to maintaining a safe work environment because we want everyone to return home to their families every day.

IDEAL WORKPLACE

ITD is made up of a very talented and loyal workforce. We will continually seek out ways to foster a rewarding employee experience by listening and engaging with one another and showing appreciation to our employees.

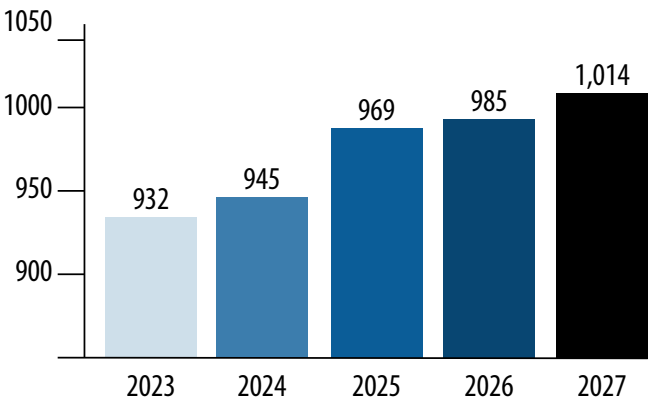
INFRASTRUCTURE AND FUNDING NEEDS

An efficient transportation system is essential to our economy and helping Idahoan's achieve a high quality of life. Investments in transportation made in recent years have helped close the funding gap, however additional investments will be needed to continue to replace aging bridges (see bar chart), improve safety and capacity, and further modernize Idaho's transportation infrastructure to support our growing population.



State-System Bridges 50 Years and Older

(reflects all bridges in the Statewide Transportation Improvement Program or STIP)





Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date October 20, 2022Consent Item ☐Information Item ☒Amount of Presentation Time Needed 20 minutes

| | | | |
|-----------------------------------|---------------------------|----------|-------------|
| Presenter's Name | Presenter's Title | Initials | Reviewed By |
| Bill Kotowski/Josephine Middleton | Grants Officer/HS Manager | BK/JM | LSS |
| Preparer's Name | Preparer's Title | Initials | |
| Josephine Middleton | OHS Manager | JM | |

Subject

| | | |
|---------------------------|----------|--------------|
| OHS Public Opinion Survey | | |
| Key Number | District | Route Number |

Background Information

In 2022, the Office of Highway Safety (OHS) conducted a follow-up survey to its online benchmark survey from June 2021 to gauge progress on driving and highway practices among Idahoans and assess awareness, recall, and perceptions of public communications over the past year. The survey is designed to gauge current driving and highway safety practices, perceptions of policies, and legal consequences among Idahoans and determine awareness and opinion of the OHS paid media campaign messaging. Grants Officer Bill Kotowski will provide the Board with a brief overview of the results of the 2022 survey.

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 October 20, 2022Consent Item ☐Information Item ☐Amount of Presentation Time Needed 5 Minutes

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

Subject

5311 CARES Funding agreement for City of Twin Falls

| | | |
|-------------------|---------------|---------------------|
| Key Number N/A | District 4 | Route Number N/A |
|-------------------|---------------|---------------------|

Background Information

BACKGROUND: On September 30, 2022, Trans IV, the public transit service provider in Twin Falls, ceased operations. The City of Twin Falls has agreed to manage a turn-key transit contract as ITD's sub-recipient of Federal Transit Authority (FTA) funds.

This project can be funded using a portion of the \$6.4 million dollars of unallocated 5311 CARES funds.

On October 6, 2022, the Public Transportation Advisory Council gave their unanimous recommendation to use the unallocated 5311 CARES funds to fund a pilot project.

This pilot project entails the City of Twin Falls entering a transit service contract with the responsive, competitively selected third party for micro-transit services in and around the surrounding area of Twin Falls. ITD will remain the direct recipient of the Federal Transit Administration funds and will enter into a funding agreement with the City of Twin Falls to execute the direct oversight and management of the transit service contract.

Recommendations

The Public Transportation Office hereby requests the Idaho Transportation Board approve the execution of a funding agreement in the amount of \$3 million for the Twin Falls pilot project. Resolution on page 132.

Board Action

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

WHEREAS, the Public Transportation Office is charged with programming public transportation projects in the rural area of Twin Falls, Idaho; and

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

WHEREAS, the funding source for the proposed Twin Falls Transit Pilot Project is a FTA 5311 CARES grant; and

WHEREAS, the Public Transportation Office has reviewed and collaborated with the City of Twin Falls on the proposed project.

NOW THEREFORE BE IT RESOLVED, that the Board acknowledges the project proposed and approves the rural funding agreement in the amount of \$3,000,000; and

BE IT FURTHER RESOLVED, that this project is submitted for inclusion in the FY23-29 Statewide Transportation Investment Program and programmed in FY23.



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date October 20, 2022Consent Item ☐Information Item ☐Amount of Presentation Time Needed 5 min.

| | | | |
|------------------|----------------------|----------|-------------|
| Presenter's Name | Presenter's Title | Initials | Reviewed By |
| Justin Pond | Right of Way Manager | JP | |
| 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 |
| 20788 | 3 | SH-16 |

Background Information

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

Recommendations

Approve:

KN 20788, Project No. A020(788) SH-16, I-84 to US 20/26 & SH-44 IC, Ada & Canyon Counties - for administrative settlement in the amount of \$393,237.00. Resolution on page 134.

Board Action

☐ Approved ☐ Deferred _____

☐ Other _____

RES. NO. WHEREAS, the Idaho Transportation Department is acquiring right-
ITB _____ of-way for SH-16, I-84 to US 20/26 & SH-44 IC, Ada & Canyon
Counties, for Project No. A020(788); and

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

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

NOW THEREFORE BE IT RESOLVED, that the Idaho Transportation Board approves an administrative settlement for in the amount of \$393,237.00