



## A G E N D A

### District 4 Tour, Workshop, and Regular Meeting of the Idaho Transportation Board

June 20-21, 2018

**KEY:**

A = Action

D = Discussion

I = Information

ADM = Administration

CD = Chief Deputy

DIR = Director

OP = Operations

### **June 20, 2018**

### **Time\***

#### **1. DISTRICT 4 TOUR**

Depart La Quinta Inn, 539 Pole Line Road, Twin Falls, US-93 north.....	<b>8:30</b>
Arrive 400/500 South construction project near Jerome.....	<b>8:45</b>
Depart construction project, US-93 south and local roads .....	<b>9:30</b>
Arrive Eagle View Farm/Dairy, 970 East 3700 North, Castleford .....	<b>10:15</b>
Depart Eagle View Farm/Dairy, local roads .....	<b>11:55</b>
Arrive Old Home Cooking & Crafts, 1000 Burley Avenue, Buhl .....	<b>12:15</b>
- no-host lunch -	
Depart Buhl, US-30 east.....	<b>1:45</b>
Arrive Glanbia Nutritional Research, 450 Falls Avenue, Twin Falls .....	<b>2:15</b>
Depart Glanbia Nutritional Research, .....	<b>3:45</b>
Arrive La Quinta Inns & Suites, Twin Falls, tour ends.....	<b>4:00</b>

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



June 20-21, 2018  
Page 2 of 4

**June 21, 2018**  
District 4  
216 South Date Street  
Shoshone, Idaho

Page #      **Time\***

**Workshop**

- |   |              |
|---|--------------|
| <b>2. BUDGET BRIEFING</b>   |              |
| Trends and state revenue – Economics and Research Mgr. Thompson   | <b>8:00</b>  |
| Draft FY20 budget request – Finan. Analysis & Planning Mgr. Drake | <b>8:10</b>  |
| <br>  |              |
| <b>3. BREAK</b>   | <b>8:55</b>  |
| <br>  |              |
| <b>4. PROGRAM BRIEFING</b>  |              |
| FY19-25 Draft Idaho Transportation Investment Program             |              |
| - Senior Transportation Planner Hesterman                         | <b>9:10</b>  |
| Next Steps – Public Involvement Coordinator Rush                  | <b>9:55</b>  |
| <br>  |              |
| <b>5. FINAL DISCUSSION AND QUESTIONS</b>                          | <b>10:00</b> |
| <br>  |              |
| <b>6. BREAK</b>   | <b>10:30</b> |

**Business Session**

**Pre-meeting agenda review**

- |   |   |           |              |
|---|---|-----------|--------------|
| A | <b>7. BOARD MINUTES – May 16-17, 2018 .....</b> | <b>7</b>  | <b>10:45</b> |
| A | <b>8. BOARD MEETING DATES .....</b>             | <b>19</b> |              |
|   | July 18-19, 2018 – District 3                   |           |              |
|   | August 15-16, 2018 – District 1                 |           |              |
|   | September 12-13, 2018 – District 6              |           |              |

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June 20-21, 2018  
Page 3 of 4

**June 21, 2018**  
District 4  
216 South Date Street  
Shoshone, Idaho

Page      **Time\***  
#

	<b>A</b>	<b>9. CONSENT CALENDAR</b> .....	20	
DIR	A ____	FY18-22 Strategic Plan for the Division of Financial Management.....	21	
CD	A ____	GARVEE Program annual legislative report .....	35	
OP	A ____	Modifications to the Transportation Alternatives Program-Transportation Management Area.....	38	
OP	A ____	Addition of two wetland monitoring projects to the Local Rural Program.....	39	
OP	A ____	Advance Main Street Pedestrian Improvements, Lewiston .....	40	
OP	A ____	Annual update of the Idaho state highway functional classification map .....	43	
OP	A ____	Request to exceed work task agreement on US-93, 200 S. Road .....	45	
OP	A ____	Request to approve consultant agreements .....	46	
OP	A ____	Approval of contract awards .....	48	
OP	A ____	Approval of contracts for rejection .....	57	
	<b>I</b>	<b>10. INFORMATIONAL CALENDAR</b> .....		
ADM	I ____	State FY18 financial statements .....	64	
ADM	I ____	Monthly report of federal formula program funding through May .....	81	
ADM	I ____	Non-construction professional service contracts.....	83	
OP	I ____	Contract award information and current advertisements .....	87	
OP	I ____	Professional services agreements and term agreement work tasks report.....	91	
		<b>11. AGENDA ITEMS</b>		
ADM Drake	A ____	Review draft FY19-25 Idaho Transportation Investment Program and release for public comment ( <i>Resolution on page 101</i> ) .....	100	<b>10:50</b>
OP Awusie	I ____	Toward Zero Deaths Award: Camas County .....	102	<b>10:55</b>
	<b>I</b>	<b>12. ADOPT-A-HIGHWAY PRESENTATION:</b> Northwest Farm Credit Services		<b>11:05</b>
	<b>I</b>	<b>13. BOARD SUBCOMMITTEE ON AUDITS' REPORT:</b> Member DeLorenzo		<b>11:10</b>
	<b>I</b>	<b>14. DIRECTOR'S MONTHLY REPORT ON ACTIVITIES</b>		<b>11:15</b>

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June 20-21, 2018  
Page 4 of 4

**June 21, 2018**  
District 4  
216 South Date Street  
Shoshone, Idaho

			Page #	Time*
		<b>15. AGENDA ITEMS, continued</b>		
OP Awusie	A	___ FYI9 Highway Safety Plan..... <i>(Resolution on page 104)</i>	103	<b>11:45</b>
	D	<b>16. EXECUTIVE SESSION</b> (working lunch**) PERSONNEL ISSUES [SECTION 74-206(a), (b)] LEGAL ISSUES [SECTION 74-206(c), (d), (f)]		<b>11:55</b>
	I	<b>17. DISTRICT 4 REPORT:</b> District Engineer Devin Rigby		<b>1:30</b>
		<b>18. AGENDA ITEMS, continued</b>		
OP Revis	A	___ Relinquishment of a portion of US-95 to the City of Council ..... <i>(Resolution on page 113)</i>	105	<b>1:50</b>
OP Kanownik	D	___ Idaho Transportation Department Long-Range Transportation Plan.....	114	<b>2:00</b>
CD Statham	A	___ FY19 Idaho Airport Aid Program ..... <i>(Resolution on page 118)</i>	115	<b>2:20</b>
CD Bristol-Hogue	I	___ Division of Motor Vehicles' modernization update.....	119	<b>2:25</b>
DIR Hobdey-Sanchez	A	___ 2019 ITD IDAPA Rules ..... <i>(Resolution on page 142)</i>	120	<b>2:35</b>
DIR Hobdey-Sanchez	D	___ Proposed legislative ideas – 2019 legislative session .....	143	<b>2:45</b>
		<b>19. DELEGATION:</b> City of Twin Falls, City Engineer Jackie Fields		<b>2:55</b>

*\*\*The meal will be served and reimbursed by the department. Meal reimbursement will not be claimed by any employee participating in the working lunch. Attendance is mandatory.*

SSH:June2018agenda;6/08/18

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**JUNE 20-21, 2018**  
**BOARD MEETING IN DISTRICT 4**

Travel and Lodging Accommodations

Tuesday – June 19, 2018

4:00 PM	Boise	Depart Headquarters in state vehicle: Higgins, Rindlisbacher, & Stokes
6:00 PM	Twin Falls	State vehicle arrives
	“	Personal vehicles arrive: DeLorenzo (with Vassar), Horsch, Kempton, and Whitehead
	“	Overnight at La Quinta, 359 Pole Line Road; phone 208-736-9600 DeLorenzo - #221263 Horsch - #221265 Higgins - #221266 Kempton - #221267 McGrath - #221269
		Rindlisbacher - #221270 Stokes - #221268 Vassar - #221271 Whitehead - #221307

Wednesday – June 20, 2018

8:30 AM	Twin Falls	Tour bus departs La Quinta
4:00 PM	“	Arrive La Quinta; tour ends
	“	Overnight at La Quinta Coleman - #221262

Thursday – June 21, 2018

7:15 AM	Twin Falls	Depart hotel for meeting
8:00 AM	Shoshone	Workshop/business meeting at District 4 Office: 216 S. Date St.
3:00 PM	“	Estimated time of adjournment; depart
5:15 PM	Boise	State vehicle arrives



REGULAR MEETING AND DISTRICT FIVE TOUR  
OF THE IDAHO TRANSPORTATION BOARD

May 16-17, 2018

The Idaho Transportation Board met at 8:00 AM on Wednesday, May 16, 2018 in Pocatello, Idaho. The following principals were present:

Jerry Whitehead, Chairman  
Jim Coleman, Member – District 1  
Janice B. Vassar, Member – District 2  
Jim Kempton, Member – District 4  
Dwight Horsch, Member – District 5  
Brian W. Ness, Director  
Larry Allen, Deputy Attorney General  
Sue S. Higgins, Executive Assistant and Secretary to the Board

District 5 Tour. The Board traveled north on I-15 to Fort Hall. Shoshone-Bannock tribal officials presented short- and long-term development plans. ITD staff also summarized plans to replace the I-15 interchange at the Fort Hall exit.

The Board traveled south on I-15 to Eaton Metals, where it toured the facility and heard about its transportation needs. The tour continued south on I-15 and US-91 to the Downey Maintenance Shed. The maintenance crews gave presentations on their various activities and innovations.

The Board returned to Pocatello on local roads and I-15 north. It toured the new Idaho State Policy facility and heard presentations from District staff members on future needs and plans to replace the I-15/I-86 interchange. It also recognized Terry Jacobson for 60 years of service.

WHEREUPON, the tour ended at 5:00 PM.

May 17, 2018

The Idaho Transportation Board convened at 8:00 AM on Thursday, May 17, 2018 in Pocatello, Idaho. Chairman Whitehead, and Members Coleman, Kempton, and Vassar were present.

Executive Session on Personnel and Legal Issues. Member Coleman made a motion to meet in executive session at 8:00 AM to discuss personnel and legal issues as authorized in Idaho Code Section 74-206(b) and (f). Member Vassar seconded the motion and it passed 3-0 by individual roll call vote.

Member Horsch joined the meeting at this time.

May 17, 2018

The discussions on legal matters related to operations. The personnel items related to the performance of employees.

The Board came out of executive session at 10:00 AM.

Preview Meeting Agenda. Member Coleman made a motion to add the election of a vice chairman to the meeting agenda. Member Vassar seconded the motion and it passed unopposed.

Board Minutes. Member Vassar made a motion to approve the minutes of the regular Board meeting held on April 18-19, 2018 as submitted. Member Kempton seconded the motion and it passed unopposed.

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

June 20-21, 2018 – District 4

July 18-19, 2018 – District 6

August 15-16, 2018 – District 1

Election of Vice Chairman. Member Kempton made a motion to elect Member Coleman as vice chairman. Member Vassar seconded the motion and it passed unanimously.

Consent Items. Vice Chairman Coleman made a motion, seconded by Member Vassar, and passed unopposed, to approve the following resolution:

RES. NO. WHEREAS, consent calendar items are to be routine, non-controversial, self-  
ITB18-12 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 FY19 out-of-state travel budget; modifications to the Public Transit Program; adjustments to the Local Highway Programs; funding additional projects for Children Pedestrian Safety Program; advancing the US-95, Windfall Pass Curve, Benewah County project to FY18; delaying obligation authority loan payback to develop Hawthorne and West Quinn Roads, Chubbuck in 2019-2020; the HDR term agreement extension on the Union Pacific Railroad bridge project; consultant agreements; contracts for award; and a contract for rejection.

1) FY19 Out of State Travel. The FY19 out-of-state travel request is \$368,200, which is equal to the FY18 out-of-state travel budget.

2) Modifications to Public Transit Program. Staff requests the following modifications to the Public Transit Program from the Federal Transit Administration 5310 Rural and Small Urban Program and authority to amend the Idaho Transportation Improvement Program (ITIP) accordingly: add Seniors and Individuals with Disabilities for \$176,948 in FY18, FY19, FY20, FY21, and FY22; add Transportation Services for Disabled Veterans and Seniors for \$156,000



and Mobility Enhancements for Disabled and Seniors for \$66,000 to FY18; and add Elva Street Mobility Enhancements for Disabled and Seniors for \$123,000 in FY19.

3) Adjust the Local Highway Programs. The Local Highway Technical Assistance Council (LHTAC) and local sponsors request a number of changes to the Local Highway Program and authority to adjust the ITIP accordingly. The following projects are requested for delay from FY18 to FY19: 10<sup>th</sup> Avenue Bridge in Caldwell, key #13055, for \$1,367,000 and Post Falls Highway District's Riverview Drive Guardrail Installation, key #19749, for \$346,000; and delay the design to FY19 for the \$383,000 Main Street/Silver Valley Road Bridge in Pinehurst, key #19292; Pine Creek Road Bridge in Shoshone County, key #19718, for \$250,000; and the \$281,000 West Fork Pine Creek Road Bridge in Shoshone County, key #20039. The City of Wallace requests advancing the design of the 6<sup>th</sup> Street South Fork Coeur d'Alene River Bridge, key #20383 to FY18 for \$358,000. Boundary County is requesting increasing the preliminary engineering by consultant on the Ruby Creek #2 Bridge project, key #19046 to \$238,000 in FY20. An increase in obligation is requested for the following: East Oneida Street, Preston, key #11244 - \$1,500,000; Southwick and Coyote Guardrail, key #18873, Nez Perce - \$112,531; and Clear Creek Road Guardrail, Idaho County, key #19015 - \$180,800.

4) Funding Additional Projects for 2017 Children Pedestrian Safety Program. Due to previous actions, over \$41,000 is uncommitted in the 2017 Children Pedestrian Safety Program. Staff requests the addition of the following projects totaling \$38,017: Main Street School Crossing in the City of Oakley for \$15,000; Blinking Signage for a Pedestrian Crosswalk on US-20/26/93 in Butte County for \$4,715; and Solar Powered School Area Speed Limit Signs in the City of Tetonia for \$17,926.

5) Advance US-95, Windfall Pass Curve, Benewah County. Staff requests the advancement of US-95, Windfall Pass Curve, key #18999 from FY21 to FY18 using prior year closeout funds. The \$2,852,637 safety project has been delivered for advertisement and companioned with the Mottilime Creek Bridge project.

6) Delay Obligation Authority Loan Payback to Develop Hawthorne and West Quinn Roads. In 2015 District 5 delayed its \$1.67 million FY15 District 5 Bridge Repair project to advance the \$1.3 million Turner Road Penstock Bridge project in Caribou County. Staff was able to deliver the FY15 Bridge Repair project via bid savings. Staff requests using the \$1.3 million obligation authority loan payback from LHTAC to District 5 to advance development of the Intersection Hawthorne and West Quinn Roads, Chubbuck project, key #12099 within the FY19 draft Local Urban Program.

7) HDR Term Agreement Extension. HDR was selected to complete the roadway design for US-30 near Bliss, key #13397 for \$178,300. A supplemental agreement is requested for additional work to update the bridge design and additional utility coordination. The supplemental agreement will be for \$18,500. HDR is also the engineer of record for the bridge design, which is expected to cost \$69,000. The total term agreement amount will be \$1,657,850, exceeding the \$1,500,000 term agreement limit.

8) Request to Approve Consultant Agreements. In accordance with Board Policy 4001 Authority to Sign Contracts, Agreements, and Grants and Requirement to Report Certain Contracts, staff requests approval to exceed the \$1 million agreement limit for the following projects: I-84/I-86 Salt Lake System Interchange, key #18881 for construction engineering and inspection services with Horrocks Engineers for \$1.7 million; and I-84/I-86, Salt Lake System Interchange, key #18881 for engineer of record services with Stanley Consultants for \$560,000.

9) Contracts for Award. The low bids on the following projects were more than ten percent over the engineer's estimate, requiring justification. The largest discrepancy between the bid price and engineer's estimate on key #12311 – I-90, Seltice Way Congestion Mitigation, District 1, was in the Adaptive Central Control System item. The variance was due to the engineer's estimate based on a 2015 price, the price did not include all of the necessary hardware for the system to connect, and the estimate did not account for several modifications and upgrades that the manufacturer had made to the specified system. The Special Install 2" PVC Conduit; Special Pan, Tilt, Zoom Videosystem with Lowering; Curb Ramp; and Special Multiple Approach Advance Detection Systems were also bid higher than the engineer's estimate presumably due to the small quantities, working in a congested part of town, and a lack of competition in traffic signal work in the area. The City of Post Falls recommends awarding the contract and the Kootenai Metropolitan Planning Organization will provide additional funding. Low bidder: Thorco, Inc. - \$2,098,750.

The major differences in the engineer's estimate versus the low bid on key #13444 – Vineyard Drive Guardrail, Lewiston, District 2, were in the Pavement, Guardrail, and Guardrail Terminal items. Staff presumes the paving width of one foot to eight feet was the reason for the high pavement bids and the guardrail items were higher due to the small quantity. District 2 recommends awarding the contract. The Lewis-Clark Valley Metropolitan Planning Organization will provide the additional funding. Low bidder: M L Albright & Sons, Inc. - \$160,000.

The primary differences between the engineer's estimate and low bid on key #19772 – Meridian Maintenance Yard Replacement Facilities, District 3 were in the Ten Lane Construction, Facility Site Development, and Mobilization items. Upon review of the engineer's estimate for the site development work, it was noted that several items were significantly underestimated, presumably due to the small nature of the site and small quantities involved. The Ten Lane Construction work was underestimated considering the tight work area, small quantities, and low production expected. The project is a high priority, as the maintenance site needs to be operational prior to winter 2018 for effective and efficient winter maintenance operations. This site replaces the old Meridian maintenance site. Staff recommends awarding the project. Low bidder: Staker & Parson Companies dba Idaho Materials & Construction - \$1,243,362.

Structure Excavation Schedule No. 1, Bridge Tunnel Liner Plate Culvert, and Mobilization accounted for the majority of difference between the engineer's estimate and low bid on key #19019 – US-30, Portneuf River Bridge, Bannock County, District 5. The first item was presumably bid higher because it involves working in a small and restrictive area. The method for the Special Bridge Tunnel Liner Plate Culvert item has only been used a few times a year in the continental United States. Due to the unique nature of the work, no previous estimate

was available and the consultant relied on industry contacts to develop the estimate. The Mobilization item was probably bid higher in order to mobilize a subcontractor that specializes in this type of work. No obvious errors were discovered in the engineer's estimate and the District recommends awarding the project. Low bidder: DL Beck, Inc. - \$3,325,502.

The difference between the engineer's estimate and low bid is due to the remote location, small quantity, and project advancement for key #20155 – US-89, 12<sup>th</sup> Street Overpass to Junction US-30, Montpelier, District 5. The District believes the low bid is reasonable and recommends awarding the contract to address the deteriorating pavement. Low bidder: Staker & Parson Companies dba Jack B. Parson Companies - \$1,656,596.

The Mobilization item was the main difference between the engineer's estimate and low bid on key #18811 – South Boulevard Corridor Rectangular Rapid Flashing Beacon Light, Idaho Falls, District 6. The low bidder included working drawings and details associated with the LED Flasher item. This was the second time bids were received on this project. LHTAC does not believe re-bidding the project again will result in better bids, so it recommends awarding the safety project. It has identified funds to cover the additional cost. Low bidder: DL Beck, Inc. - \$229,868.

10) Contract for Rejection. The low bid on key #13946 – US-95, Little Rainbow Bridge, Adams County, District 3, was more than ten percent over the engineer's estimate, requiring justification. The items with the biggest difference between the engineer's estimate and the low bid were Girders, Bridge Removal, Mobilization, Soil Nail Walls, and Temporary Traffic Control. Staff recommends rejecting the low bid because the proposed construction schedule was constrained due to the time of bidding and completing prior to winter weather, the lack of detailed geotechnical information, and environmental constraints. Low bidder: Knife River Corporation – Northwest - \$4,892,061.

Informational Items. 1) State FY18 Financial Statement. Revenues to the State Highway Account from all state sources were ahead of projections by 2.8% at the end of March. Of that total, receipts from the Highway Distribution Account were 1.8% or \$2.8 million more than forecast. State revenues to the State Aeronautics Fund were ahead of projections by 9.7%, or \$209,000. Expenditures were within planned budgets. Personnel costs had savings of \$13.9 million or 14.4% due to reserves for horizontal career path increases, vacancies, and timing between a position becoming vacant and being filled. ITD had 89 vacancies at the end of March. Contract construction cash expenditures of \$321 million through March exceeded any from the past three years.

The balance of the long term investments was \$164.6 million at the end of March. These funds are obligated against construction projects and encumbrances. The long term investments plus the cash balance of \$81.6 million were \$31 million less than the end of June. Expenditures in the Strategic Initiatives Program Fund through March were \$7.1 million. Deposits into the new Transportation Expansion and Congestion Mitigation Fund were \$14.6 million year-to-date.

2) Monthly Reporting of Federal Formula Program Funding through April. Idaho received obligation authority of \$276.4 million through September 30 via the Appropriations Act

signed in March. This amount corresponds to \$272.7 million with match after a reduction for indirect costs. Idaho also received notice of the receipt of \$14.4 million of Highway Infrastructure Funds from the General Fund within Surface Transportation Block Grant population categories. Idaho has received apportionments via notices through April 17 of \$302.2 million, which includes Redistribution of Certain Authorized Funds. Currently, obligation authority is 91.5% of apportionments. Of the \$272.7 million allotted, \$84 million remains.

3) Non-Construction Professional Service Contracts Issued by Business and Support Management (BSM). The BSM Section did not execute any professional service agreements in the previous month.

4) Contract Awards and Advertisements. Key #20582 – US-95, North Mottville to North of Plummer, Benewah County, District 1. Low bidder: Poe Asphalt Paving, Inc. - \$2,822,708.

Key #19415 – US-20, District 3 Intersection Improvements. Low bidder: Knife River Corporation – Northwest – \$205,747.

Key #19947 – SH-51, Mountain Home South Restoration, District 3. Low bidder: Knife River Corporation – Northwest - \$869,024.

Key #20108 – SH-77, Cassia County Seal Coats, District 4. Low bidder: Knife River Corporation – Northwest - \$769,000.

Key #19901 – US-20, FY19 District 4 Sealcoats, Blaine/Camas Counties. Low bidder: Kloepper, Inc. - \$729,062.

Key #13585 – 17<sup>th</sup> Street; Holmes to South Woodruff, Idaho Falls, District 6. Low bidder: H-K Contractors, Inc. - \$1,520,769.

The list of projects currently being advertised was provided.

5) Professional Services Agreements and Term Agreement Work Tasks Report. From March 28 through April 26, 38 new professional services agreements and work tasks were processed, totaling \$15,376,667. Two supplemental agreements to existing professional services agreements were processed during this period in the amount of \$174,950.

Adopt-A-Highway (AAH) Presentation. District 5 AAH Coordinator Sharon Short thanked Itafos Conda Phosphate Operations for participating in the AAH Program. The group has been picking up litter along a two-mile section of SH-34 since 2006.

Director's Report. Director Ness reported on the recent Leaders Conference that brought about 200 supervisors and managers together to clarify and align the Department's organizational messages. The Division of Aeronautics published the 2016 Idaho Aviation Accident Scorecard. Seventy-three percent of the aviation accidents were due to pilot error. He also mentioned awards the Department received recently, employee visits, the work zone safety campaign, and employee commendations.



The entire Director's Board Report can be viewed at <http://itd.idaho.gov/Board>.

Driving Under the Influence (DUI) Enforcement. Chad Morgan and Cameron Stanford with the Bingham County and Madison County Sheriff Offices, respectively, elaborated on the collaboration to address DUIs in Districts 5 and 6. Seven counties in the region have a memorandum of understanding to work within each other's counties. This task force and Idaho State Police conducted a couple of DUI enforcement campaigns. The task force intends to expand to include municipalities. The group is also conducting no refusal weekends when suspected impaired drivers cannot refuse to have blood drawn. Law enforcement works with judges to secure warrants. Officers Morgan and Stanford also expressed appreciation for the good partnership with and assistance it receives from the Office of Highway Safety.

Chairman Whitehead thanked Officers Morgan and Stanford for the informative report and for their valuable service to the state.

Idaho Traffic Safety Commission (ITSC) Annual Report. Highway Safety Manager (HSM) John Tomlinson summarized the ITSC, which is established in Idaho Code. Its members have varied backgrounds, including law enforcement, education, and medical. It meets twice a year to identify the problem areas to focus on and approve projects for funding.

Highway Safety Plan. HSM Tomlinson presented the draft FY19 Highway Safety Plan totaling over \$6 million for projects to help reduce traffic crashes, deaths, and injuries. The document, required by the National Highway Traffic Safety Administration, was approved by the ITSC earlier this month. Staff will also apply for incentive grants.

Chairman Whitehead thanked HSM Tomlinson for the highway safety reports.

Update of Safety Rest Areas and Oasis Partnerships. Mobility Services Engineer (MSE) Nestor Fernandez said District 4 has requested the closure of the Jerome Rest Area. It is working with two local truck stops on Oasis Public/Private Partnerships at the I-84 Twin Falls and Exit 50 interchanges. The plans also include expanding the Bliss Rest Areas to accommodate additional parking.

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

RES. NO. ITB18-13 WHEREAS, Safety Rest Areas are an integral part of the transportation system; and

WHEREAS, the Idaho Transportation Department is committed to providing safe, secure, and sanitary rest area facilities at strategic locations on the state highway system; and

WHEREAS, the truck stops at the I-84 Twin Falls Interchange and at the I-84 SH-50 Interchange provide an Oasis partnership that would increase services available to motorists and save ITD maintenance costs.

*NOW THEREFORE BE IT RESOLVED*, that the Idaho Transportation Board approves the revisions to the Idaho Transportation Department Safety Rest Areas and Oasis Partnership Program map, as shown as Exhibit #494, which is made a part hereof with like effect, updating the current status of all facilities and identifying future public/private partnerships; and

*BE IT FURTHER RESOLVED*, that the Board directs District 4 to enter into an Oasis partnership with the truck stops at the Twin Falls Interchange and at the SH-50 Interchange and close the Jerome Rest Area.

Relinquishment of I-84 Hammett Business Loop. District 3 Staff Engineer (SE) Marc Danley said the District has been working with the Board Subcommittee on State Highway System Adjustments to relinquish the I-84 Business Loop in Hammett. The 2.1-mile business loop separates two sections of road maintained by the Glenns Ferry Highway District. The Highway District has agreed to assume jurisdiction of the business route to provide a connection between its roadways. As part of the agreement, the Department is improving the roadway, including rehabilitating the pavement, replacing the bridge that crosses over Union Pacific Railroad's tracks, and realigning an intersection.

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

RES. NO. WHEREAS, the Glenns Ferry Highway District is willing to assume jurisdiction  
ITB18-14 for the I-84 Business Loop in Hammett upon construction completion and acceptance of project A013(390) and A013(947); and

WHEREAS, the Idaho Transportation Department will remove all signs designating the existing I-84B route; and

WHEREAS, the Glenns Ferry Highway District and District 3 have negotiated the Road Closure and Maintenance Agreement; and

WHEREAS, during the March 14, 2018 meeting, the Idaho Transportation Board Subcommittee on Adjustments to the State Highway System voted to recommend to this Board the approval of the District's request to relinquish jurisdiction of I-84B in Hammett to the Glenns Ferry Highway District.

*NOW THEREFORE BE IT RESOLVED*, that the Board accepts the Subcommittee's recommendation and approves the Director to sign the agreements referenced above; and

*BE IT FURTHER RESOLVED*, that the Department shall relinquish jurisdiction of those portions of roadways described above, by transferring the roadways to the Glenns Ferry Highway District by means of Road Closure and Maintenance Agreement, thereby removing the roadways from the State Highway System.

Chairman Whitehead thanked SE Danley for the presentation and his work on this relinquishment.

Sales Tax Anticipation Revenue (STAR) Agreement for US-20/26, Linder Road to SH-16. District 3 Engineering Manager (EM) Caleb Lakey said the expansion of US-20/26 from Linder Road to SH-16 is funded in the approved ITIP in FY24. Costco Corporation and District 3 have drafted an agreement allowing Costco to build the improvements using private funds and then seek reimbursement for qualifying expenses under the STAR legislation. The estimated cost of the improvements on the state system is \$15.5 million, including right-of-way, design, and construction. If ITD can acquire the needed right-of-way in a timely manner, Phase 1 is expected to be completed in calendar year 2020. Phase 1 includes Linder Road to Tree Farm Way. Phase 2, Tree Farm Way to SH-16, is expected to be completed in calendar year 2022. Costco Corporation is also working with Ada County Highway District on improvements to the local system.

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

RES. NO. WHEREAS, it is in the public's interest for the Idaho Transportation Department  
ITB18-15 to publish and accomplish a current, realistic, and fiscally constrained Capital Investment Program; and

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

WHEREAS, the safe and efficient movement of people and goods on US-20/26 is both nationally and regionally significant to commerce; and

WHEREAS, Sales Tax Anticipation Revenue (STAR) legislation has been enacted by the Legislature which permits reimbursement, within established limits, of private funding of highway improvement construction projects with future sales tax reimbursements by the State; and

WHEREAS, discussion with Costco Corporation indicates a willingness on its part to utilize such legislative provisions to finance in its entirety the design, right-of-way acquisition, and construction for the improvement to US-20/26 (Chinden Road); and

WHEREAS, any such agreements with the Department will be reviewed by the Board; and

WHEREAS, the Department has already committed in the approved 2018 Statewide Transportation Improvement Program to build these improvements in FY24; and

WHEREAS, the project is to be designed and constructed beginning in FY19 under the STAR Agreement.

*NOW THEREFORE BE IT RESOLVED*, that the Idaho Transportation Board approves the STAR Agreement between the Department and Costco Corporation for the improvement of US-20/26, Linder Road to SH-16.

Chairman Whitehead expressed appreciation to EM Lakey and Costco Corporation for their partnership on this important project.

District 5 Report. District 5 Engineer (DE) Ed Bala reported on performance metrics: staff achieved a winter mobility metric of roads being clear of ice and snow 89% of the time; and 92% of the FY18 projects and 100% of the FY19 projects were delivered on time. He commended staff for its innovations and outlined various partnerships, including with the Department of Fish and Game to address wildlife issues.

The Board thanked DE Bala for the District's accomplishments and his leadership.

FHWA Performance Measures. Research Analyst Principal (RAP) Chapman Munn said the federal Fixing America's Surface Transportation Act requires reporting on performance measures. He elaborated on the FHWA requirements and how they differ from what ITD has been measuring. The FHWA-required safety targets are 188 fatalities, a fatality rate of 1.14, 1,239 serious injuries, a serious injury rate of 7.49, and 120 non-motorized fatalities and serious injuries. The FHWA targets for bridges are 19% in good condition and 3% in poor condition. For pavement, staff established a target of 50% of interstate pavement in good condition and 4% in poor condition, and 50% of non-interstate National Highway System (NHS) pavement in good condition and 8% in poor condition. FHWA is also requiring a system performance metric to measure travel time and the reliability of the system. ITD's targets are interstate level of travel time reliability of 90%; non-interstate NHS level of travel time reliability of 70%; interstate truck travel time reliability of 1.30, and congestion mitigation air quality zero.

Member Kempton noted that the performance metrics and goals are different from what ITD has been measuring and reporting. He cautioned that the FHWA requirements may be confusing.

Chairman Whitehead thanked RAP Munn for the presentation.

Long-Range Transportation Plan. Planning Services Manager (PSM) Ken Kanownik said a number of technical reports have been developed by subject matter experts as part of the process to update the long-range plan. These reports provide high-level summaries of programs, activities, and best practices. Seven workshops were also held throughout the state. The 81 professional stakeholders identified leadership and partnerships and quality of life as the main themes.

Chairman Whitehead thanked PSM Kanownik for the update on the long-range plan.

Distribution of FY18 Highway Infrastructure Program Funds. Joel Drake, Financial Manager – Financial Planning & Analysis elaborated on the FY18 federal Omnibus Appropriation Act that provided \$14,392,143 to Idaho as part of the Highway Infrastructure



Program. He emphasized that the funding is one-time from the General Fund and a match is required. It is not subject to obligation limitation and can be obligated anytime between April 2018 and September 2021. Funds are to be obligated on projects within specific areas of the state. Staff recommends providing funds to local public agencies; although the recommended allocation deviates from the distribution formula in Board Policy 4028 Allocation of Federal Formula Highway Apportionments to Local Public Agencies.

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

RES. NO. WHEREAS, the Department of Transportation Appropriations Act, 2018, title  
ITB18-16 I of division L, Public Law 115-141, apportioned \$1,980,000,000 nationally for the Highway Infrastructure Program in federal fiscal year 2018 for activities eligible under section 133(b)(1)(a) of title 23, United States Code; and

WHEREAS, Idaho's federal fiscal year 2018 apportionment in the Highway Infrastructure Program is \$14,392,143; and

WHEREAS, intent of the increased funding is to target critical investments in infrastructure to boost economic growth; and

WHEREAS, it is the intent of the Idaho Transportation Board to effectively utilize all available federal funding; and

WHEREAS, Highway Infrastructure Program funding provided in federal fiscal year 2018 is available one-time, sourced from general funds appropriated in the federal FY18 Omnibus appropriation act; is available for obligation until September 30, 2021; is limited to the construction of highways, bridges, and tunnels on a federal-aid highway system above minor collector, local road or rural minor collector classification; requires specified amounts be obligated on projects within specific population-based areas of the state; and falls outside the operational limits of existing policy for the allocation of federal formula highway apportionments to local public agencies; and

WHEREAS, staff has analyzed requirements of federal fiscal year 2018 Highway Infrastructure Program funding, available flexibility, and existing allocation policy to develop a plan for distribution that provides increased funding to all local public agencies that receive allocations of federal formula highway apportionments under existing policy.

*NOW THEREFORE BE IT RESOLVED*, that Idaho's \$14,392,143 apportionment of federal FY18 Highway Infrastructure Program funding be distributed as follows:

\$1,701,558 (11.8%) Transportation Management Area, COMPASS, population >200K

\$906,705 (6.3%) Urban Balancing Committee, members being the five MPOs with 50K - 200K population, and LHTAC for populations between 5K and 50K  
\$906,705 (6.3%) LHTAC, administrator for Rural areas with populations <5K  
\$10,877,175 (75.6%) Idaho Transportation Department  
\$14,392,143 (100%) Total Distribution of FY18 Highway Infrastructure Program funding

Policy Approval. Contracting Services Engineer (CSE) Monica Crider presented revisions to Board Policy 4001 Authority to Sign Contracts, Agreements, and Grants and Requirement to Report Certain Contracts. Minor changes were made based on last month's discussion. She requested approval of the revised policy and the deletion of Board Policy 4010 Authority to Sign Agreements, Compacts, or Arrangements with other States on Behalf of Idaho because it has been incorporated into 4001.

Member Kempton made a motion to approve revisions to Board Policy 4001 Authority to Sign Contracts, Agreements, and Grants and Requirement to Report Certain Contracts and to delete Board Policy 4010 Authority to Sign Agreements, Compacts, or Arrangements with other States on Behalf of Idaho. Vice Chairman Coleman seconded the motion and it passed unopposed.

CSE Crider also presented new Administrative Policy 5001 Authority to Sign Contracts, Agreements, and Grants and Requirement to Report Certain Contracts. It was developed to correspond with Board Policy 4001. Because it combines A-01-09, Authority to Sign Contracts, Agreements, or Grants and their Registration; A-06-08, Professional Services Agreements; A-14-06, Approval of Plans/Specifications/Estimates and the Award of Construction Projects; and A-30-02, Authority to Sign Agreements, Compacts, or Arrangements with other States on behalf of Idaho, she recommended deleting those four policies.

Member Kempton made a motion to concur with Administrative Policy 5001 and to support deleting the four referenced policies. Member Vassar seconded the motion and it passed unanimously.

WHEREUPON, the Idaho Transportation Board's regular monthly meeting adjourned at 2:00 PM.

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JERRY WHITEHEAD, Chairman  
Idaho Transportation Board

Read and Approved  
\_\_\_\_\_, 2018  
\_\_\_\_\_, Idaho





## IDAHO TRANSPORTATION BOARD

### RESOLUTION FOR CONSENT ITEMS

**Pages 20-63**

RES. NO. ITB18-17      WHEREAS, consent calendar items are to be routine, non-controversial, self-explanatory items that can be approved in one motion; and

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

*NOW THEREFORE BE IT RESOLVED*, that the Board approves the FY18-22 Strategic Plan for the Division of Financial Management; the GARVEE Program annual legislative report; modifications to the Transportation Alternatives Program-Transportation Management Area; the addition of two wetland monitoring projects to the Local Rural Program; advancing the Main Street Pedestrian Improvements, Lewiston; the annual update of the Idaho State Highway Functional Classification map; the request to exceed the work task agreement on the US-93, 200 South Road, Jerome County project; consultant agreements; contracts for award; and contracts for rejection.





# Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date June 20-21, 2018

Consent Item ☐

Information Item ☒

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

Presenter's Name Reed Hollinshead	Presenter's Title Public Information Specialist	Initials RH	Reviewed By LSS
Preparer's Name Reed Hollinshead	Preparer's Title Public Information Specialist	Initials RH	

## Subject

FY 2018 - 2022 Strategic Plan for the Division of Financial Management (DFM)		
Key Number	District	Route Number

## Background Information

Idaho Code 67-19701 – 67-1904 requires all state agencies to annually submit a Strategic Plan covering a minimum of four years forward to DFM by July 1<sup>st</sup>. The format, structure and required elements for the Strategic Plan are set by DFM inclusive of the following:

- Vision and/or Mission Statement
- Goals
- Objective
- External Factors
- Performance Measures & Benchmarks

## Recommendations

Staff is requesting Board members review and approve the attached Strategic Plan.

## Board Action

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

# FY19-22 Strategic Plan



***Your Safety. Your Mobility. Your Economic Opportunity.***

## Mission and Vision

The mission of the Idaho Transportation Department is:

***Your Safety. Your Mobility. Your Economic Opportunity.***

The department's vision, representing how we exceed the expectations of Idahoans:

***Becoming the best transportation department in the country.***

We do that by:

- Being transparent, accountable, and reliable.
- Being more efficient and saving costs.
- Providing remarkable customer service.
- Leveraging partnerships effectively.
- Valuing teamwork and using it as a means to improve.
- Placing a high value on employees, their development, and their retention.

## Goals

To achieve this mission, ITD has set three primary goals

- Commit to having the safest transportation system possible.

- Provide a mobility focused transportation system that drives economic opportunity.
- Become the best organization by continually developing employees and implementing innovative business practices for long-term success.

## Objectives

The department has set measurable objectives for each primary goals detailed below:

- Commit to having the safest transportation system possible.
  - o Reduce fatalities
- Provide a mobility focused transportation system that drives economic opportunity.
  - o Maintain pavement in good or fair condition
  - o Maintain bridges in good or fair condition
  - o Keep highways clear of snow and ice during winter storms
- Become the best organization by continually developing employees and implementing innovative business practices.
  - o Keep administration and planning expenditures stable.
  - o Complete project designs on time
  - o Hold construction cost at award to programmed budget
  - o Hold final construction cost to contract award amount
  - o Reduce time to process vehicle titles
  - o Increase DMV transactions processed via the internet

## Key External Factors

### Political

- ITD has already begun allocating more than \$300 million in transportation funding passed into law in 2017. The widening of Interstate 84 between Nampa and Caldwell represents the biggest expenditure at \$150 million, and an additional \$64 million has been earmarked for US-95 corridor improvements in north Idaho. GARVEE bonding allows for the acceleration of highway projects.
- The department continues to work within new federal funding via the Fixing America's Surface Transportation (FAST) Act, signed into law in early December 2015. It expires in 2020, and allows ITD more surety as we plan for the next five years in regard to federal revenues.
- ITD is engaged in alternative transportation funding options. Idaho is participating in a Washington State Transportation Commission pilot program to test a pay-per-mile tax system. Motorists have a unique opportunity to experience road-usage charging and provide feedback on the future of transportation funding.

### Social & Economic

- Idaho's population is booming — Idaho is the fast-growing state in the nation, and Boise is the fastest-growing city in the nation. Areas in northern Idaho also are rapidly expanding. This results in significantly increased demands on the transportation system

as miles traveled increase, registrations increase, and alternative transit and non-motorized demands also increase.

- Statistics from Idaho's Office of Highway Safety and the National Highway Traffic Safety Administration show a strong correlation between increased traffic volumes and a spike in fatalities.
- Idaho's Office of Highway Safety launched a new engaged-driving program called SHIFT in early November 2017 to help Idahoans stay focused on the drive. SHIFT is designed to help share techniques and strategies to reduce distractions and grow driver engagement. The target audience is any of Idaho's licensed drivers, specifically youthful drivers who engage more frequently in distracted-driving behaviors and are responsible for 30% of accidents on Idaho roads, despite representing less than 10% of drivers.

### **Technological**

- ITD is involved in the future of transportation through a new national Autonomous & Connected Vehicle Testing & Deployment Committee. The group is looking at regional and national consistency, liability considerations, strategic partnerships, and national safety policy, among other things.
- The social climate demands attention to the security of the transportation system — security is a high priority as we make transportation decisions and investments. A measure of ITD's progress toward technological security is stated below:

### **Cyber Security**

Below is the status on five items that require ITD action in Executive Order 2017-02:

- Adopt and implement NIST Cybersecurity Framework - **Complete**
- Implement first five (5) CIS Critical Security Controls - **Complete**  
*The Gov's Office required implementation of measures 1-5. However, ITD is already substantially ahead of other state agencies in that regard, and has in fact partially implemented Critical Security Controls 1-20. For all state agencies, the average percentage for controls 1-5 is 20.7% — we are at 69.4%*
- Develop and submit employee education and training plans for mandatory cybersecurity training - **Complete**
- Require all state employees to complete annual cybersecurity training - **Complete**
- Include a link to statewide cybersecurity website on all public websites - **Complete**

### **Performance Measures**

The department's key performance measures and benchmarks are detailed as follows and can be found online at: <https://apps.itd.idaho.gov/apps/Dashboard/>



## Fatality Rate

**Goal:** Reduce fatality rate to 1.10 per 100 million vehicle miles traveled.

**Status:** 1.33

### Five Year Fatality Rate per 100 Million Vehicle Miles

**Goal:** Reduce the five-year fatality rate to 1.10 per 100 million vehicle miles traveled for the 2016-2020 period.

Five Year Fatality Rate per  
100 Million Vehicle Miles  
CY 2013 to 2017



#### Why This Is Important

Even one death on Idaho's highways is one death too many. An estimated total of 1113 people lost their lives on Idaho roads between 2013 and 2017. Each death is a personal tragedy for the individual's family and friends, and has an enormous financial cost to the community. Every life counts.

#### How We Measure It

The measure is calculated by dividing the number of fatalities that occur over a five-year period by the number of vehicle miles traveled over the same five-year period. The five-year rate for 2012 to 2016 is 1.28 fatalities per 100 million vehicle miles traveled. (Note: This rate is based on Idaho's estimate of vehicle miles traveled rather than the required Federal estimate which is not yet available.)

#### What We're Doing About It

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

### Five-Year Fatality Rate (Per 100 Million Vehicle Miles Traveled)



## Winter Road Cleaning

**Goal: Maintain at least 73% mobility during winter storms.**

**Status: 85% last winter.**

### Percent of Time Highways Clear of Snow/Ice During Winter Storms

**Goal: Maintain at least 73% unimpeded mobility for the current winter season.**

Percent of Time Highways  
Clear of Snow/Ice During  
Winter Storms  
2017/2018 Season



#### Why This Is Important

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

#### How We Measure It

Idaho's 4,984 centerline miles of highways are broken down into 217 sections. Over 46% of these highway sections, including the most heavily traveled corridors, have automated roadway condition sensors and weather information stations located where travel is deemed to be highly impacted by winter storms--high elevation summits, steep grades, bridge overpasses, etc. This measure tracks the percent of time those highway sections with automated sensors and weather information stations are clear of ice and snow during winter storms.

#### What We're Doing About It

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

### Percent of Time Highways Clear of Snow/Ice During Winter Storms

**Target: Maintain at least 73% unimpeded mobility during winter storms.**



## Pavement Condition

**Goal:** keep 80% of state highway pavements in good or fair condition.

**Status:** 88%\*

\* Percentage is unsustainable at current funding levels due to aging pavements.

### Percent of Pavement in Good or Fair Condition

**Goal:** Sustain 80% of all state highways in good or fair condition.

Percent of Pavement in  
Good or Fair Condition  
CY 2017



#### Why This Is Important

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

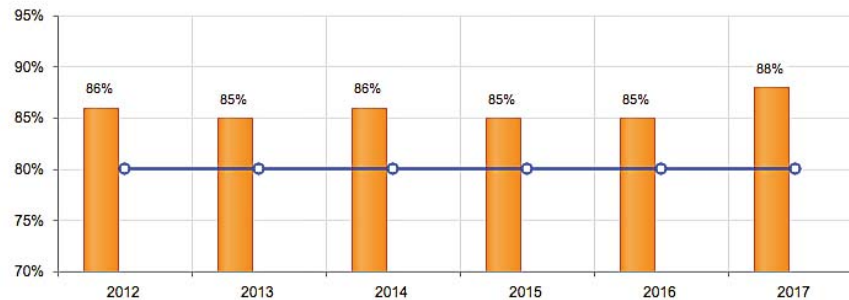
#### How We Measure It

Roughness and rutting are measured by driving a specially equipped rating van over the entire State Highway System during spring and summer. Cracking is measured in the summer and fall by a visual inspection and digital video recordings of the System. The collected data and the visual inspections are then used to rate pavement conditions as good, fair, poor or very poor.

#### What We're Doing About It

ITD focuses on internal efficiencies to maximize investments in the system. Investment decisions are prioritized to keep highways in good or fair condition to avoid costly replacement. The department has implemented new management systems to strategically schedule preventative maintenance and preservation projects at the optimal time across the state.

### Percent of Pavement in Good or Fair Condition



## Bridge Condition

**Goal:** Maintain at least 80% of bridges on state highway system in good condition.

**Status:** 74%\*

\* Percentage is unsustainable at current funding levels due to aging bridges.

### Percent of Bridges in Good Condition

**Goal:** Maintain at least 80% of all bridges in the State Highway System in good condition.

Percent of Bridges in  
Good Condition  
CY 2017



#### Why This Is Important

Ensuring that Idaho's bridges are in good condition protects transportation investments and lowers repair costs while maintaining connectivity and commerce. Commerce depends on the carrying capacity and reliability of roads and bridges.

#### How We Measure It

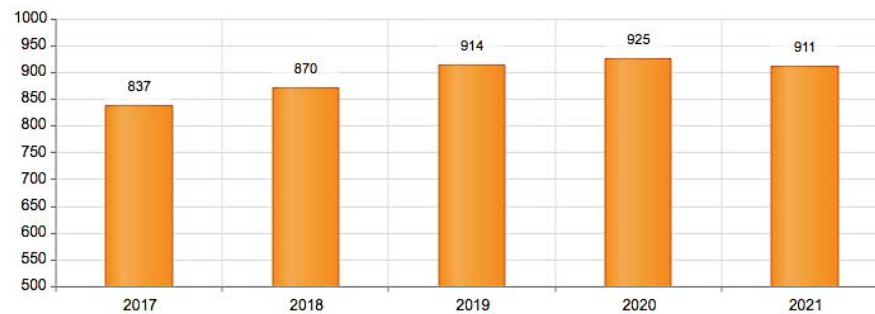
The measurement is the ratio of deck area (or plan dimension) of bridges in good condition to the deck area of the entire inventory of state bridges stated as a percentage.

#### What We're Doing About It

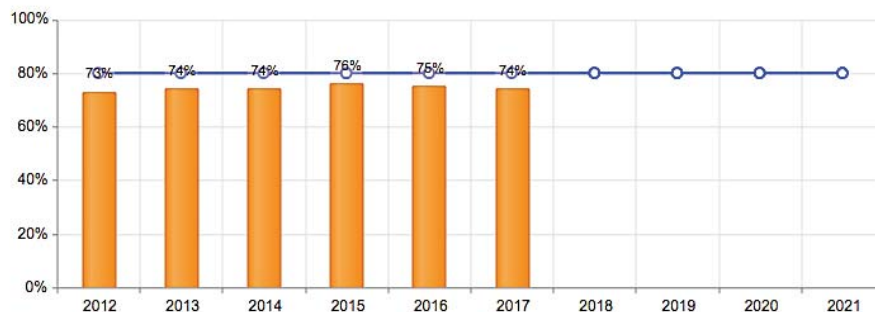
Idaho strategically schedules preservation and restoration projects to improve deteriorating bridges across the state. Over time, increased investments will be needed to achieve this goal.

### Number of State Bridges 50 Years or Older

(reflects the planned bridge replacements in the Statewide Transportation Improvement Program)



### Percent of Bridges in Good Condition





## Highway Project Delivery

**Goal: Deliver 100% of highway projects on time.**

**Status: 100%**

### Percent of Highway Project Designs Completed On or Ahead of Time Based on the 2018 ITIP

**Goal: Have 100% of the projects scheduled for construction in Federal Fiscal Year 2018 designed and ready to bid by the target date of September 30, 2017**

**Percent of Highway Project Designs Completed On or Ahead of Time Based on the 2018 ITIP  
FFY 2018**



% at start of the FFY

#### Why This Is Important

Completing highway infrastructure projects on time for Idaho's state highway system is an important aspect of credibility and customer service for ITD. Project activities include the planning, designing, environmental documentation, permitting, and securement of right-of-way to make projects bid ready. Stakeholders depend on the department to deliver projects in the year they are scheduled in the Idaho Transportation Improvement Program (ITIP).

Projects for which designs are completed on time cost less and provide ITD and the construction industry adequate lead times. This allows flexibility to plan and schedule resources for the construction phases of the projects.

#### How We Measure It

The measure monitors the dates when highway infrastructure projects are determined to be ready to bid. Infrastructure projects include highway paving, guardrails, traffic signals, signs, bridge repair, etc.

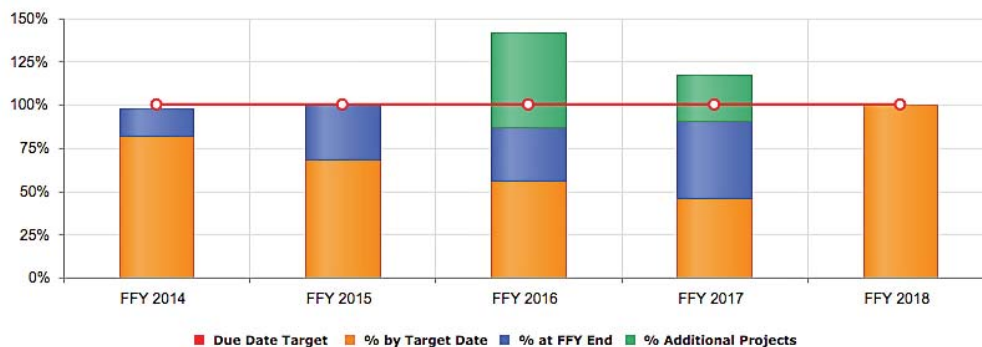
#### What We're Doing About It

ITD holds managers accountable for delivering infrastructure projects on time. Each project in the ITIP requires a Project Charter to clearly define scope, schedule and budget while utilizing ITD's Project Scheduling system to track and report on project activities and resource availability. Project management training is also ongoing to reinforce best practices and principles.

#### Note

This measure includes only infrastructure projects on the State Highway System and the design completion target dates have been set to ensure construction starts on time.

### % of Highway Project Designs Completed On or Ahead of Time (Federal Fiscal Years)





## Construction Cost vs. Award Amount

**Goal: Keep final cost at 95% to 105% of contract amount.**

**Status: 106.44%**

### Final Construction Cost as a Percent of Contract Award

**Goal: Maintain Final Cost at 95% to 105% of the Contract**

**Final Construction Cost as a Percent of Contract Award  
CY 2017**



#### Why This Is Important

Stakeholders and the public expect ITD to deliver highway projects that improve safety, enhance mobility and drive economic opportunity. This requires projects to be well designed and delivered within budget--as close to the contract award amount as possible. Projects delivered within budget allow ITD to efficiently invest limited funding and maximize benefits.

#### How We Measure It

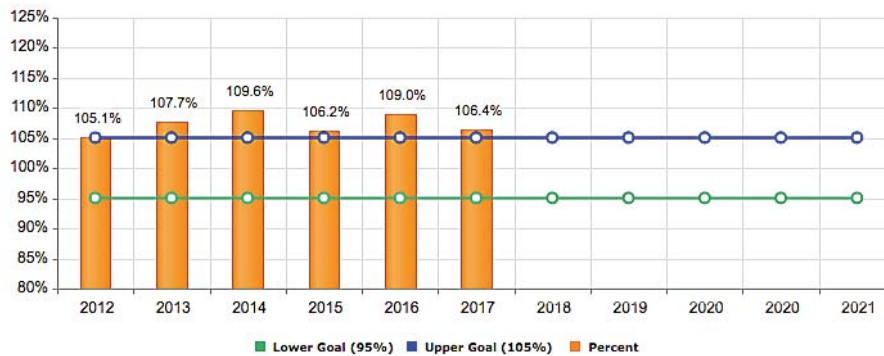
ITD totals the construction costs for projects which have had the final payment made in the given calendar year (excluding any additional costs that may have been paid for contractually specified adjustments), totals the bid amounts for these projects at contract award, and then compares the adjusted construction costs to the bid amounts at contract award.

#### What We're Doing About It

ITD uses a variety of techniques to limit cost increases due to factors within its control including enhanced risk assessment and management on complex projects, regular process reviews and improvement implementations, ongoing training of staff, and annual post-construction reviews.

### Final Construction Cost as a Percent of Contract Award

(Note: Historical percentages are subject to change following the final resolution of post-project contract claims and disputes.)



## Construction Cost

**Goal: Keep construction costs within 10% of budgeted amount.**

**Status: 100%**

### Construction Cost at Award as a Percent of Budget

**Goal: Maintain Cumulative Construction Cost at Award within 10% of Budget**

**Construction Cost at Award  
as a Percent of Budget  
Federal Fiscal Year 2017**



#### Why This Is Important

Stakeholders and the public expect ITD to deliver all highway projects to construction that are programmed each year. This requires projects to be delivered within budget. Projects on which costs at contract award are as close as possible to the project programmed amount allows ITD to better invest limited funding and maximize benefits.

#### How We Measure It

ITD totals the construction costs of projects awarded in the fiscal year and compares them to the total construction budget programmed at the beginning of the fiscal year for the same projects. GARVEE projects are not included.

#### What We're Doing About It

ITD employs value engineering and practical design principles to ensure projects provide the benefits desired at the lowest practical cost. ITD closely monitors construction bids and price trends to keep construction estimates accurate. Collectively, these methods allow more projects to be provided at or under the programmed amount.

### Construction Costs at Award as a Percent of Budget

**Federal Fiscal Year**



Note: GARVEE projects not included.

## Administration & Planning Expenditures

**Goal:** Keep administrative and planning expenditures between \$27-31 million.

**Status:** \$32.31 million.

### Administration and Planning Expenditures (\$000,000)

**Goal:** Maintain administrative and planning expenditures between \$27 and \$31 million dollars.

Administration and Planning  
Expenditures (\$000,000)  
CY 2017



#### Why This Is Important

Keeping administration and planning costs as low as possible allows more money to be spent on critical functions such as highway and bridge projects. This allows the department to make strategic investments that maximize safety, mobility and economic opportunity.

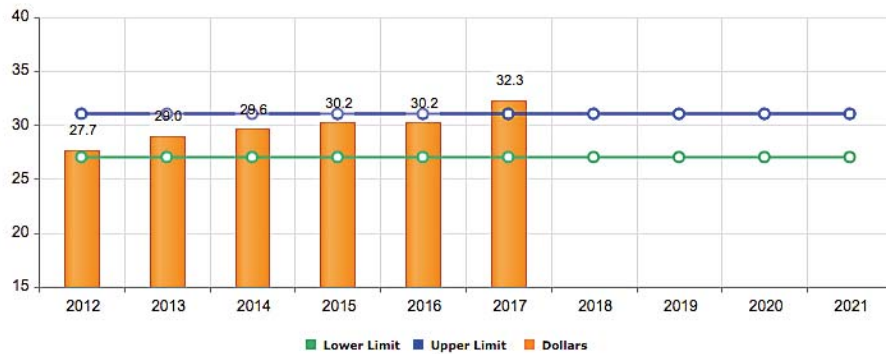
#### How We Measure It

The expenditures reflect the total administration and planning costs reported to the Federal Highway Administration's SF-4 Report.

#### What We're Doing About It

ITD has realigned its organizational structure to lower administrative costs (already among the lowest of the surrounding states) and to further maximize its ability to invest in roads and bridges.

### Administrative and Planning Expenditures (\$000,000)



## Vehicle Titles

**Goal:** Maintain a processing cycle of 6 days or less.

**Status:** 4 days.

### Days to Process Vehicle Titles

**Goal:** Maintain an average six-day processing cycle including transit time from county offices.

Days to Process Vehicle  
Titles  
2018



#### Why This Is Important

Customers need titles to be issued in a timely manner to legally conduct vehicle sales and trades or to use titles as collateral for loans. The average title turnaround time is also a measure of staff efficiency and productivity that helps managers determine the best use of limited resources.

#### How We Measure It

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

#### What We're Doing About It

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

\*White = Goal and Red = Current  
Status

### Average Days to Process Titles



## DMV Transactions

**Goal: Process 300,000 online transactions in 2018.**

**Status: 128,800 so far.**

### DMV Transactions Processed on the Internet (in thousands)

**Goal: Process 300,000 on-line transactions in 2018.**

**DMV Transactions  
Processed on the Internet  
(in thousands)  
CY 2018**



#### Why This Is Important

Online services provide the public an alternative method of payment for motor vehicle services such as licenses and permits. These services minimize staffing requirements and eliminate the need for motorists to travel and wait in line.

#### How We Measure It

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

#### What We're Doing About It

ITD is working to expand the ability of customers to obtain licenses and permits on-line, and will focus on getting the word out for these options through targeted communications.

### Number of DMV Transactions (in thousands)







# Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date June 21, 2018

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

Presenter's Name Amy Schroeder, P.E.	Presenter's Title GARVEE Program Manager	Initials ALS	Reviewed By <b>LSS</b>
Preparer's Name Amy Schroeder, P.E.	Preparer's Title GARVEE Program Manager	Initials ALS	

## Subject

GARVEE Program Annual Legislative Report		
Key Number	District	Route Number

## Background Information

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

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

All of the projects are on schedule and tracking well against their budgets. The first construction package on I-84 in Nampa will begin this fall, and construction on the US-95 projects will begin next summer.

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

-----  
ITD received notification on June 1, 2018, that the Infrastructure for Rebuilding America (INFRA) grant for I-84 between the Karcher Interchange and Franklin Boulevard in Nampa is being recommended for award. The grant is for the full amount requested - \$90.24 million, or 60% of the estimated project cost. The 40% match is a combination of non-user fees (Transportation Expansion & Congestion Mitigation, Surplus Eliminator, Cigarette Tax, and formula State Funds).

By law, the U.S. Congress (the House Committee on Transportation and Infrastructure and Senate Committee on Environment and Public Works) has 60 days to review before award can be made. Once awarded, the GARVEE Annual Report will be amended.

## Recommendations

Approval of the 2018 GARVEE Transportation Program Annual Report on page

## Board Action

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

## 2018 GARVEE Annual Report

### FUNDING

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

PROJECT	Funding Sources (in millions)			
	GARVEE	State	Federal	Local
I-84, Caldwell to Nampa Expansion	\$236	\$81	\$26.0	\$0.25
U.S. 95, Idaho 53 and Garwood Road	\$41	-	\$13.9	-
U.S. 95, Granite North	\$23	-	-	-
Idaho 16, I-84 Junction to U.S. 20/26*	-	\$6	-	-
<b>TOTAL:</b>	<b>\$300</b>	<b>\$87</b>	<b>\$39.9</b>	<b>\$0.25</b>

\*Preliminary Engineering only (no GARVEE funding, but this is in a GARVEE corridor)

### GARVEE BONDS

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

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

ITD, in partnership with the Idaho Housing and Finance Association, has issued seven bond series and refinanced two of those, with a weighted average interest rate of 3.84 percent.

Annual debt service on the \$857.6 million program is \$56.9 million (19.7% of ITD's anticipated federal funds) which is less than the 30-percent limit established in Idaho Code. The 5.0 coverage ratio is better than the committed coverage ratio of 3.33.

If ITD uses the full additional authorization of \$300 million, the debt-service payments are estimated to increase by \$24 million annually, committing approximately 27.3 percent of ITD's federal aid annually.





# GARVEE Project Information

## U.S. 95

### Granite North

Safety improvements between the Bonner County line north to Trails End Road.

\$23 million GARVEE bonds

**Construction:** Start Spring 2020, 14-month duration, now in design phase

## U.S. 95

### Idaho 53 Interchange, UPRR Bridge, Garwood Rd Bridge, Frontage Roads

Safety and capacity improvements at Idaho 53 and Garwood Road.

\$41 million GARVEE bonds, \$13.9 million Federal Aid

**Construction:** Start Spring 2020, 14-month duration, now in design phase

## I-84

### Caldwell to Nampa Expansion

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

\$236 million GARVEE bonds, \$81 million State funds,

\$26 million Federal Aid, \$250,000 local match

**Construction:** Start Fall 2018, multi-year project

## Idaho 16

### I-84 Junction to U.S. 20/26 (Chinden Blvd)

Preliminary engineering to continue on the design effort in this corridor.

\$6 million state funds



GARVEE PROGRAM CORRIDOR BUDGETS			
June 2016			
(millions of dollars, rounded)			
Project	GARVEE FUNDS	FEDERAL FUNDS	TOTAL FUNDING
US 95, Garwood to Sagle	129.0	21.4	150.4
US 95, Worley North	54.3	-	54.3
Idaho 16, JCT I-84 to Emmett	102.0	5.7	107.7
I-84, Caldwell to Meridian	268.5	8.7	277.2
I-84, Orchard to Isaacs Canyon	177.4	33.2	210.6
US 30, McCammon to Lava Hot Springs	84.3	1.4	85.7
Program Management	42.2	0.9	43.1
<b>TOTAL:</b>	<b>857.7</b>	<b>71.3</b>	<b>929.0</b>

(See legend below)

= Previous GARVEE work in authorized corridors.



# Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date June 21, 2018

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

Presenter's Name Randy Gill	Presenter's Title PMO Manager	Initials RG	Reviewed By LSS
Preparer's Name Jeanette Finch	Preparer's Title Senior Research Analyst	Initials JF	

## Subject

Modify **Transportation Alternatives Program-TMA** in the FY 2018 – 2024 approved ITIP

Key Number Various	District Local	Route Number Local
-----------------------	-------------------	-----------------------

## Background Information

This consent item requests approval to modify Community Planning Association of Southwest Idaho (COMPASS) projects, per policy 5011 *Idaho Transportation Investment Program (ITIP)*.

COMPASS has some project adjustments related to a request from Regional Transportation Advisory Committee.

The Safe Routes to School (SR2S) project (KN 13909) scheduled to cover FY16, FY17 and FY18 SR2S coordinator ended up with the sponsor, Valley Regional Transit, spending funds slower than anticipated. Therefore, a significant savings has been realized on this project and it is now being made available to fund the requests shown below.

Key No	Route, Project	TAP-TMA
		2018
13916	LOCAL, DRY CR TRAIL EAGLE	3,000
20095	LOCAL, BOISE STATE UNIVERSITY SECURE BIKE FACILITIES	37,000
20639	LOCAL, FAIRVIEW AVE GREENBELT RAMP, BOISE	51,000
New	LOCAL, BIKE/PED BR OVER NORTH CHANNEL OF BOISE RV, EAGLE	62,000
		153,000

The COMPASS Regional Transportation Improvement Program will be modified following the COMPASS Board meeting on June 18, 2018.

Staff requests that the project increases shown in the above table be made to the respective projects in the FY 2018 – FY 2024 approved ITIP.

## Recommendations

Approve the various COMPASS program changes; including three project increases and one project addition.

## Board Action

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



# Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date June 21, 2018

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

Presenter's Name Monica Crider	Presenter's Title Contracting Services Engineer	Initials MC	Reviewed By LSS
Preparer's Name Jeff Miles	Preparer's Title LHTAC Administrator	Initials JM	

## Subject

### Add Two Wetland Monitoring Projects to the Local Rural Program

Key Number 11683 & 11681	District 6	Route Number STC-6869 MP 103 Lost River HD & 5000 South MP 99 Madison Co.
-----------------------------	---------------	--

## Background Information

The purpose of this consent item is to add **STC-6869, Pence Bridge Wetland Monitoring, Lost River Highway District** and **STC-6786, 5000 South Wetland Monitoring, Madison Co.** to the Local Rural Program at the request of the Local Highway Technical Assistance Council (LHTAC) per policy 5011 *Idaho Transportation Investment Program* (ITIP).

The Army Corps of Engineers directed that wetland mitigation sites associated with **STC-6869, Pence Bridge, Lost River Highway District** (Key No. 11683) be monitored for ten years and **STC-6786, 5000 South; US-20 to Archer Lyman Highway, Madison Co.** (Key No. 11681) be monitored for five years.

These projects are near completion so are almost ready to be closed. Rather than keep these construction projects open for five to ten more years, LHTAC requests that **STC-6869, Pence Bridge Wetland Monitoring, Lost River Highway District** be added to the program for \$22,000 and **STC-6786, 5000 South Wetland Monitoring, Madison Co.** be added to the program for \$18,000 to meet wetland mitigation site monitoring requirements.

**STC-6869, Pence Bridge Wetland Monitoring, Lost River Highway District** will be funded from LHTAC's \$247,000 savings as detailed in LHTAC's consent item last month. **STC-6786, 5000 South Wetland Monitoring, Madison Co.** will be funded via savings on its parent project.

## Recommendations

Approve the addition of **STC-6869, Pence Bridge Wetland Monitoring, Lost River Highway District** for \$22,000 and **STC-6786, 5000 South Wetland Monitoring, Madison Co.** for \$18,000 to FY 2018 of the Local Rural Program.

## Board Action

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





## Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date June 21, 2018Consent Item ☒ Information Item ☐ Amount of Presentation Time Needed \_\_\_\_\_

Presenter's Name Monica Crider	Presenter's Title Contracting Services Engineer	Initials	Reviewed By LSS
Preparer's Name Jeff Miles	Preparer's Title LHTAC, Administrator	Initials	

### Subject

Advance **Main St. Pedestrian Improvements, Lewiston** to 2018 of the Local Safety Program

Key Number 20020	District 2	Route Number SMA-7414 from milepoints 0.459 to 1.312
---------------------	---------------	---

### Background Information

The purpose of this consent item is to advance **Main St. Pedestrian Improvements, Lewiston** from FY 2019 to FY 2018 at the request of the Local Highway Technical Assistance Council (LHTAC) and the city of Lewiston per policy 5011 *Idaho Transportation Investment Program* (ITIP).

This \$268,000 project will improve pedestrian crossings and signing on Main Street between Brackenbury Square (City Park) and Delsol Lane. The installations of Rectangular Rapid Flashing Beacons (RRFB) at existing pedestrian crossings are proposed at two locations. One of the locations is adjacent to Brackenbury Square. A second RRFB is proposed at Delsol Lane.

This project has been developed to the milestone of Plans, Specifications, and Estimates (PS&E) so is ready for advertisement now. LHTAC has funds available via several project close-outs. The Lewis Clark Valley Metropolitan Planning Organization (LCVMPO) has amended their Transportation Improvement Program (TIP), accordingly.

### Recommendations

Advance **Main St. Pedestrian Improvements, Lewiston** (Key No. 20020) from FY 2019 to FY 2018 of the Local Safety Program.

### Board Action

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

## Nathan Hesterman

---

**From:** Dan Shirilla <[DShirilla@lhtac.org](mailto:DShirilla@lhtac.org)>  
**Sent:** Thursday, May 31, 2018 9:48 AM  
**To:** Nathan Hesterman  
**Subject:** [EXTERNAL] FW: KN20020 Main St Ped - Advancing Funding Year

--- This email is from an external sender. Be cautious and DO NOT open links or attachments if the sender is unknown. ---

Nathan,

Here is the backup for advancing KN 20020 for the June ITD Board Item.

**G. DANIEL SHIRILLA**  
**LHTAC Federal-aid Financial Officer**  
phone (208) 344-0565  
fax (208) 344-0789

---

**From:** Kevin Kuther  
**Sent:** Thursday, May 31, 2018 9:32 AM  
**To:** Dan Shirilla <[DShirilla@lhtac.org](mailto:DShirilla@lhtac.org)>  
**Cc:** Amanda LaMott <[ALaMott@lhtac.org](mailto:ALaMott@lhtac.org)>; Brian Wright <[BWright@lhtac.org](mailto:BWright@lhtac.org)>; Craig Herndon <[CHerndon@lhtac.org](mailto:CHerndon@lhtac.org)>; Heather Parker <[HParker@lhtac.org](mailto:HParker@lhtac.org)>; JoEllen Ross-Hauer <[jhauer@lhtac.org](mailto:jhauer@lhtac.org)>; Laila Kral <[lkral@lhtac.org](mailto:lkral@lhtac.org)>; Rebecca Howell <[RHowell@lhtac.org](mailto:RHowell@lhtac.org)>  
**Subject:** FW: KN20020 Main St Ped - Advancing Funding Year

Kevin Kuther, PE  
Local Highway Technical Assistance Council  
O. (208) 344-0565  
C. (208) 412-6767  
[kkuther@lhtac.org](mailto:kkuther@lhtac.org)

---

**From:** Amanda LaMott  
**Sent:** Thursday, May 31, 2018 9:31 AM  
**To:** Kevin Kuther <[KKuther@lhtac.org](mailto:KKuther@lhtac.org)>  
**Subject:** FW: KN20020 Main St Ped - Advancing Funding Year

## Amanda LaMott, PE

**From:** Alannah Bailey [<mailto:abailey@cityoflewiston.org>]  
**Sent:** Monday, May 14, 2018 9:21 AM  
**To:** Amanda LaMott <[ALaMott@lhtac.org](mailto:ALaMott@lhtac.org)>  
**Cc:** Sandi Hagemann <[shagemann@cityoflewiston.org](mailto:shagemann@cityoflewiston.org)>  
**Subject:** KN20020 Main St Ped - Advancing Funding Year

Amanda,

As we have discussed on several occasions, the City of Lewiston approves advancing the construction funding for KN20020 Main Street Pedestrian Improvements to FY18. The PS&E is expected in June 2018 so obligating the funding in FY18 should not be a problem.

Please note we also discussed bidding later in the construction season and allowing the Contractor to complete work in Fall 2018 or Spring 2019. Providing flexibility for when the work can be completed is expected to help keep the project within budget.

I assume we need an executed S/L Agreement for CN prior to obligating funds. The S/L Agreement must be approved by City Council. Depending on when it is received, I expect it will take 2 to 4 weeks for the City to approve, sign, and return the agreement.

--

**Alannah Bailey, P.E.**

Engineering Project Supervisor : Transportation · Water  
City of Lewiston

T 208.746.1316

C 208.790.8809

F 888.397.8634

215 D Street Suite B  
P.O. Box 617  
Lewiston, ID 83501-1930  
[www.cityoflewiston.org](http://www.cityoflewiston.org)

*"To provide excellent public service with entrusted resources."*

[City of Lewiston]

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# Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date June 21, 2018

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

Presenter's Name Maranda Obray	Presenter's Title Transportation Planner	Initials MO	Reviewed By LSS
Preparer's Name Maranda Obray	Preparer's Title Transportation Planner	Initials MO	

## Subject

Annual Update of Idaho State Highway Functional Classification Map		
Key Number	District	Route Number

## Background Information

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

There have been no changes to Idaho's State Highway Systems Functional Classification map since approval by FHWA October 28, 2016.

Functional classification is the process by which "streets and highways are grouped into classes, or systems, according to the character of service they are intended to provide". Basically, this process is the recognition that individual roads and streets do not serve travel independently; rather, most travel involves movement through a network of roads.

Functional classification carries with it expectations about roadway design, including its speed, capacity and relationship to existing and future land use development. Transportation agencies often describe roadway system performance, benchmarks and targets by functional classification. As agencies continue to move towards a more performance-based planning approach, functional classification will be an increasingly important consideration in setting expectations and measuring outcomes for preservation, mobility and safety.

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

## Recommendations

Request approval of the annual update as the Idaho State Highway Functional Classification Map dated October 28<sup>th</sup>, 2016.

## Board Action

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



# Idaho

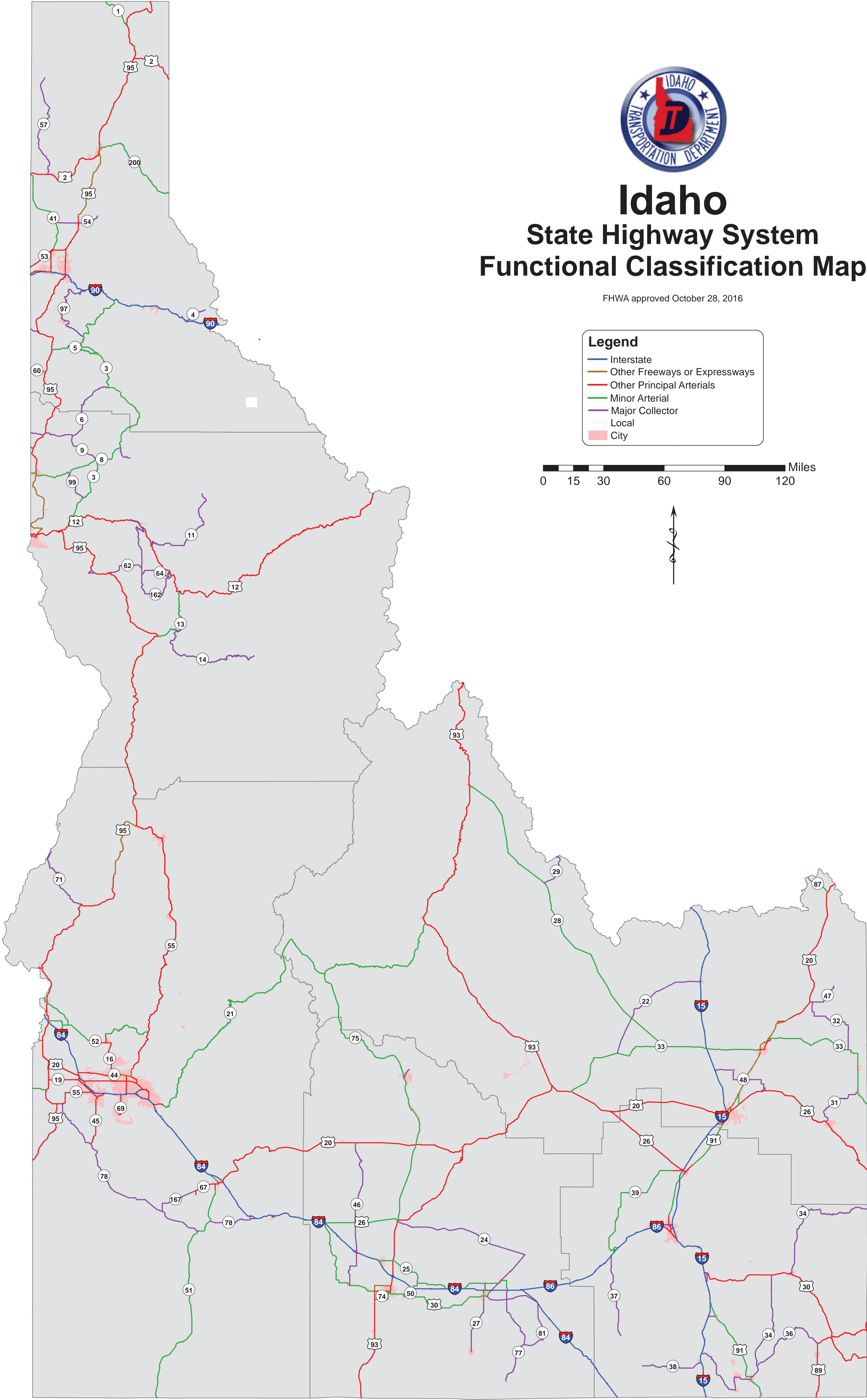
## State Highway System

### Functional Classification Map

FHWA approved October 28, 2016

**Legend**

- Interstate
- Other Freeways or Expressways
- Other Principal Arterials
- Minor Arterial
- Major Collector
- Local
- City





# Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date June 21, 2018

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

Presenter's Name Devin Rigby	Presenter's Title District Engineer	Initials DR	Reviewed By
Preparer's Name Sam Purser	Preparer's Title Project Manager	Initials SP	MC

## Subject

Exceed Keller Work Task Agreement on Project A018(737) US 93 200 South Road, Jerome County		
Key Number 18737	District 4	Route Number US-93

## Background Information

The purpose of this Board Agenda Item is to request approval to exceed Keller and Associates work task agreement threshold of \$500,000 per Board Policy 4001.

Keller was selected via RFI in December 2015 to complete the roadway design for US-93 200 South Road in Jerome County. The current agreement amount for this project is \$464,000, which covers concept through PS&E.

To date, additional tasks have been identified, in order to prevent further delays to the project schedule. Several of the new tasks include changes to right-of-way, additional noise studies, additional public hearing involvement, additional environmental revaluations, and other tasks that were unforeseeable when the original scope of work was prepared. These additional tasks are estimated at \$157,000. The total additional tasks would make their potential total near \$621K. Sufficient funds are obligated for this additional work.

At this time in order to prevent further delays to the schedule, and meet the current project delivery date, District 4 recommends and hereby requests that the agreement with Keller and Associates be allowed to proceed, exceeding the \$500,000 work task agreement limit.

## Recommendations

Please approve request to extend the consultant work task agreement threshold of \$500,000 per Board Policy 4001.

## Board Action

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





## Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date June 21, 2018Consent Item ☒ Information Item ☐ Amount of Presentation Time Needed \_\_\_\_\_

Presenter's Name Monica Crider, P.E.	Presenter's Title Contracting Services Engineer	Initials MC	Reviewed By
Preparer's Name Mike Cram	Preparer's Title Project Manager	Initials MWC	

### Subject

REQUEST TO APPROVE CONSULTANT AGREEMENTS		
Key Number N/A	District N/A	Route Number N/A

### 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 services 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 \$1 M 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.

Additional detail is attached for each of these agreements and projects.

### Recommendations

Approve KN 19682 for a supplemental agreement and for Engineer of Record services with HDR Engineering for \$0.65 M.

### Board Action

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



**DATE:** May 29, 2018

**Program Number(s)**A019(682)

**TO:** Monica Crider, PE  
Contracting Services Engineer

**Key Number(s)**19682

**FROM:** Damon Allen, PE  
District 1 Engineer

**Program ID, County, Etc.**

SH-41,  
MULLAN AVE TO E PRAIRIE AVE, POST FALLS

**RE:** Request to increase professional services agreement amount to over \$1,000,000- HDR Engineering, Inc.

*SH-41, Mullan Ave to E Prairie Ave* will reconstruct SH 41 from milepost 0.446 to milepost 2.449. Improvements include reconstructing the roadway surface and ballast section; widening the road to a divided, four lane highway; installing four new traffic signals at improved intersections; constructing storm water facilities; and adding a separated bike/pedestrian path.

The project will improve safety by making operational improvements that reconstruct the existing roadway to meet AASHTO Standards and provide continuity to the SH-41 corridor through the City of Post Falls. Additional travel lanes will provide improved safety, mobility, and increase the economic opportunity; and accommodate future needs to provide an adequate level of service for increasing traffic volumes. The increased mobility and highway capacity will provide commercial traffic with an efficient route to Interstate 90 and will facilitate economic growth and development.

An RFP for these services was originally awarded to HDR Engineering, Inc. in March 2017. The intent was always to award the design agreements for this project in phases. At the April 2017 Board Meeting, approval was granted to increase the professional services agreement amounts for Phases 1 & 2, collectively to \$2.1M.

The purpose of this board item is to request approval to extend the existing professional services agreement amount on this project to between \$2.65M and \$2.75M from the previously approved \$2.1M for a required supplemental agreement and engineer of record services during construction.

*Reason for Supplemental:*

An existing City of Post Falls sewer main caused a shift in the design alignment of SH-41 to allow for manholes to remain in the highway median vs. in the northbound lanes. This design shift occurred after preliminary design and requires additional topographical survey, major revisions to the right of way plans and major modifications to the preliminary design.

The original scope assumed coordination with up to 8 utilities and that all utilities would be relocated at utility expense requiring only utility hearing waivers. During preliminary design it was determined that coordination will be required with 12 utility companies responsible for twenty independent utilities. Six of the utilities will require agreements as their relocation will be at project expense. Two of these utilities are high pressure gas pipelines which will require extensive coordination to ensure the safety of the pipelines.



## Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date June 21, 2018Consent Item ☒ Information Item ☐ Amount of Presentation Time Needed \_\_\_\_\_

Presenter's Name Blake Rindlisbacher, PE	Presenter's Title Engineering Services Administrator	Initials BR	Reviewed By
Preparer's Name Monica Crider, P.E.	Preparer's Title Contracting Services Engineer	Initials MC	

### Subject

Board Approval of Contracts for Award		
Key Number	District	Route Number

### Background Information

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

Justification is attached for awarding of contracts.

Since the last Board Agenda report Contracting Services has Bid 10 projects, 3 of them needing Board approval to award, 2 of them needing Board approval to reject and 2 project awaiting district justification.

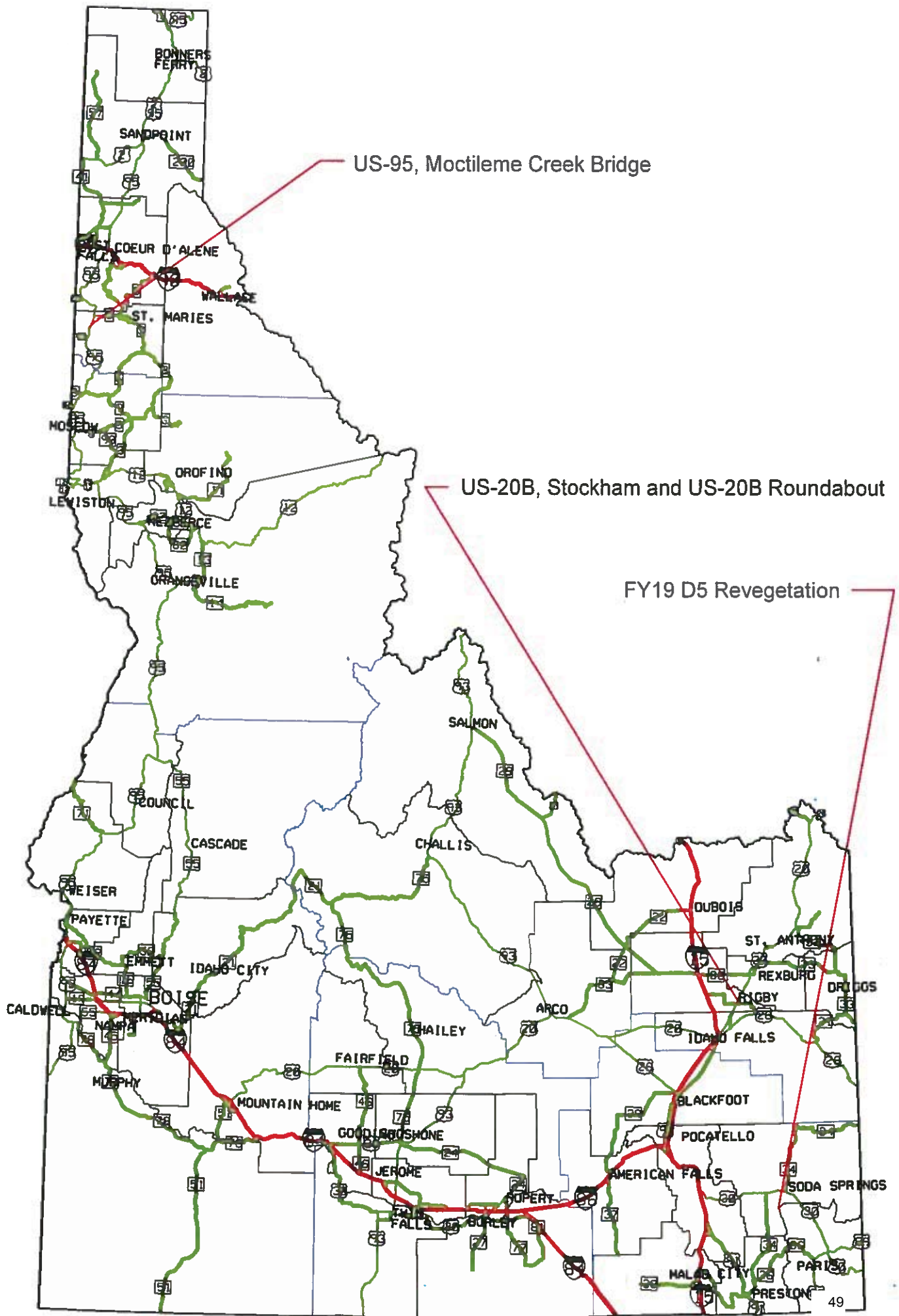
FY18 – 10/1/2017 to 4/30/2018 Contracting Services has bid 95 projects, 27 of them needing Board Approval to award, 6 needing Board approval to reject and 2 project awaiting district justification.

### Recommendations

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

### Board Action

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



## Monthly Contract Status Report to the Board

### CONTRACT(S) FOR BOARD APPROVAL

KEY	Engineer Estimate	Low Bid	Net +/-	% of Est
Dist: 1	Route: US-95	OPENING DATE: 5/22/2018	CONTRACTOR: SCARSELLA BROS., INC.	NUMBER OF BIDS: 3
13852	\$3,333,040	\$4,300,000	\$966,960	129%
13852	MOCTILEME CR BR, BENEWAH CO	BR/APPRS	State	
18999	WINDFALL PASS CURVE, SAFTY/TRAFFIC OPER BENEWAH CO		State	
Dist: 6	Route: US-20B	OPENING DATE: 5/8/2018	CONTRACTOR: DL BECK, INC.	NUMBER OF BIDS: 3
20746	\$1,336,194	\$1,629,958	\$293,765	122%
20746	STOCKHAM & US 20 ROUNDAABOUT, RIGBY	SAFTY/TRAFFIC OPER	State	
Dist: 5	Route: VARIOUS	OPENING DATE: 4/24/2018	CONTRACTOR: ADAMS RC CONSULTING LLC DBA SNAKE RIVER RECLAMATION.	NUMBER OF BIDS: 2
20221	\$95,172.00	\$117,803.00	\$22,631	124%
20221	FY 19 D5 REVEGETATION BANNOCK	ENVIRONMENTAL	State	



DATE OF BID OPENING - MAY 22, 2018 - FEDERAL & STATE FINANCED PROJECT

---

Idaho Federal Aid Project No. A013(852) & A018(999)  
US-95, MOCTILEME CR BR  
Benewah County, Key No. 13852 & 18999

---

DESCRIPTION: The work on this project consists of realigning/reconstructing approximately 3300' of US-95 and replacing two existing culverts with two 11' wide by 9' high concrete box culverts. Temporary traffic diversion is to be used to maintain two lanes of traffic

BIDDERS:

Scarsella Bros., Inc. Seattle, WA 98168-0697	\$4,300,000.00
M.A. Deatley Construction, Inc. Clarkston, WA 99403	\$4,423,465.08
N. A. Degerstrom, Inc. Spokane, WA 99216	\$5,365,436.35

3 BIDS ACCEPTED (2 IRREGULAR – DBE)

ENGINEER'S ESTIMATE - \$3,333,039.90

LOW BID - 129 Percent of the Engineer's Estimate

(AWARD)

(REJECT)

(REQUIRES BOARD APPROVAL)

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

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

  
Monica Crider, P.E.  
Contracting Services Engineer

6-7-18  
Date



# Department Memorandum

## Idaho Transportation Department

ITD 0500 (Rev 03-16)

**DATE:** June 6, 2018

**Program Number(s):** A013(852), A018(999)

**TO:** Monica Crider, P.E.  
Contracting Services Engineer

**Key Number(s):** 13852, 18999

**FROM:** Damon Allen *Damon Allen, E.M. for D.E.*  
District One Engineer

**Program Identification, County, Etc.:**  
US-95, Moctileme BR, Windfall Pass  
Curve, Benewah Co.

**RE:** Justification for Acceptance of Bid Above Engineer's Estimate

On May 22, 2018, ITD opened bids for the captioned project. Three bids ranging from \$4,300,000.00 to 5,365,436.35 were received. The engineer's estimate was \$3,333,039.90. The bid results were reviewed and the apparent low bid submitted by Scarsella Bros., Inc. of Kent, Washington was 129.01% of the engineer's estimate. The other two responsive bids received were at 132.72% and 160.98% of the engineer's estimate with the average of the 3 bidders at 141%.

The major difference between the engineer's estimate and the low bid occurred in the items listed below:

Item Number	Item	Quantity	Unit	Engineer's Unit Estimate	Lowest Bid Unit Estimate	Difference	% Difference
S914-05C	Rock Fill	59353	TON	\$ 7.00	\$ 16.25	\$ 549,015.25	232%
405-435A, 405-435D	Superpave HMA	5270	TON	\$ 75.00	\$ 110.00	\$ 184,450.00	147%
205-005A	Excavation	22604	CY	\$ 8.00	\$ 11.60	\$ 81,374.40	145%
S501-90A, S501-90B	Temp Shoring	2	Each	\$ 20,000.00	\$ 50,000.00	\$ 60,000.00	250%
S500-11A, S500-11B	Dewatering	2	Each	\$ 16,000.00	\$ 40,000.00	\$ 48,000.00	250%
S913-05A	Structural Backfill	1552	CY	\$ 22.00	\$ 47.40	\$ 39,420.80	215%
						Total	\$ 962,260.45

The variations between the apparent low bid unit costs and the estimate have been reviewed and found to be reasonable, and appear to be primarily attributable to recent price increases, and project specific complexities (i.e water level during construction). The largest discrepancy between the Engineers' Estimate and the apparent low bid was S914-05C Rockfill. The reason for this appears to be increased haul costs, equipment availability, and increased material cost. If these issues had been identifiable prior to bid, in just this one item alone, the Engineer's Estimate would have been reduced to be within 11% of the low bid.

At the time of development, the project was determined to be the number one High Accident Location (HAL). This project will increase safety within the US-95 corridor. In addition, the CMP pipe being replaced is structurally deficient, and needs to be replaced with a new box culvert immediately.

It is felt to be unlikely that re-advertising will result in a substantial bid change or increase in the number of bids. For the cited reasons, District One recommends award.

The district will request the additional funds from Statewide Balancing

cc: DE EM RE PDE D1-TRAF D1 MTCE D1 MATL

DATE OF BID OPENING - MAY 8, 2018 - STATE FINANCED PROJECT

---

Idaho Project No. A020(746)  
US-20B; Stockham and US-20B Roundabout  
Jefferson County, Key No. 20746

---

DESCRIPTION: The work on this project consists of constructing a roundabout at the intersection of Stockham and US-20B, MP 322.2 to MP 322.376

BIDDERS:

DI Beck, Inc. Rexburg, ID 83440	\$1,629,958.31
Depateco, Inc. Idaho Falls, ID 83402	\$1,800,392.03
H-K Contractors, Inc. Idaho Falls, ID 83405	\$1,916,677.00

3 BIDS ACCEPTED

ENGINEER'S ESTIMATE - \$1,336,193.79

LOW BID - 122 Percent of the Engineer's Estimate

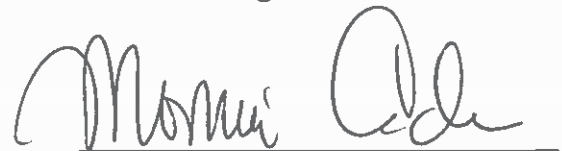
(AWARD)

(REJECT)

(REQUIRES BOARD APPROVAL)

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

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



Monica Crider, P.E.  
Contracting Services Engineer

5/21/18  
Date



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

IDAHO TRANSPORTATION DEPARTMENT

P.O. Box 97 • Rigby, ID 83442-0097  
(208) 745-7781 • [itd.idaho.gov](http://itd.idaho.gov)

DATE: May 15, 2018

TO: MONICA CRIDER, P.E.  
Contracting Services Engineer

KEY: 20746

FROM: Jason Minzghor, P.E.  
D6 Engineer

Program ID, County, Etc: US-20B, Stockham Roundabout,  
Jefferson Co.

SUBJECT: JUSTIFICATION FOR ACCEPT BID ABOVE ENGINEERS ESTIMATE

On May 8, 2018, the District received three bids for construction for the above captioned project. The engineer's estimate was \$1,336,193.79. The apparent low bid was \$1,629,958.31 which is 22% above the Engineer's Estimate. The total difference between the Engineers Estimate and the Low Bid is \$293,764.52. A review of the three bids obtained indicates that the bids were all within 9% of their average. A summary of the findings is that the engineers estimate did not account for a late season bid, and complex phasing requiring the mobilization of equipment and crews multiple times.

1. The Engineers Estimate is based on Estimator, with some adjustment and modification of pay items based on engineering judgment.
2. The primary item that contributed to this difference between the Engineers Estimate was mobilization. The apparent low bidder bid this item \$294,727.84 higher than the Engineer's Estimate. The Engineer's Estimate used a standard mobilization on the order of 10% of construction. Based on discussions with the apparent low bidder, the increased cost is related to the complex phasing of the project. The Contractor noted that the traffic control plan forced them to do the majority of the construction during the night. The phasing also causes some inconsistency in the supply of work and crews would have to mobilize multiple times as they were needed. This was also increased due to the late spring bid, causing contractors to find room in their already busy schedules, and more shuffling of equipment and crews.
3. Review of the bids received by the abstract and further review of the average unit price report indicate that there is no potential for savings if re-advertised
4. The project is recommended for award. The pay item discrepancies were discussed with the project design team.

The oversights are recognized and if the mobilization item were revised it would make the Engineer's Estimate be within \$1000 of the low bid. It is unlikely that there would be any benefit (e.g. lower price) from rebidding this project for the reasons stated. Therefore, District Six recommends the project be awarded.

DATE OF BID OPENING - APRIL 24, 2018 - STATE FINANCED PROJECT

---

Idaho Project No. A020(221)  
FY 19 D5 REVEGETATION  
Bannock, Bear Lake, Bingham, Caribou & Franklin County, Key No. 20221

---

DESCRIPTION: The work on this project consists of post construction erosion control and revegetation as directed at various project locations to include seed bed preparation; drill, broadcast and hydro-seeding; mechanical hand and chemical weed control; site stabilization and erosion control

BIDDERS:

Adams RC Consulting LLC dba Snake River Reclamation Blackfoot, ID 83221	\$117,803.00
Mountain West Hydroseeding, Inc. Swan Valley, ID 83449	\$144,774.00

2 BIDS ACCEPTED

ENGINEER'S ESTIMATE - \$95,172.00

LOW BID - 124 Percent of the Engineer's Estimate


(AWARD)

(REJECT)

(REQUIRES BOARD APPROVAL)

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

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

  
Monica Crider, P.E.  
Contracting Services Engineer  
5/23/18  
Date



# Department Memorandum

## Idaho Transportation Department

**DATE:** May 14, 2018**Program Number(s):** A020(221)
**TO:** Monica Crider, P.E. *(electronic)*  
 Contracting Services Engineer
**Key Number(s):** 20221
**FROM:** Ed Bala, P.E.  
 District 5 Engineer

**Ed  
Bala**
Digitally signed by Ed Bala  
 DN: cn=Ed Bala, o=D5, email=ed.bala@idaho.gov, c=US  
 Date: 2018.05.23 08:28:12 -0600
**Program ID, County, Etc.:** I-15 Sand Road to IC89,  
 Bannock and Bingham Counties
**RE:** 20221 FY 19 D5 Revegetation

District 5 has received and reviewed two bids for the subject project which ranged from 124 to 152 percent of the Engineer's Estimate. The source of the Engineer's Estimate was the Average Unit Price Book and his professional experience. The Engineer's Estimate and the bids received are tabulated below.

Source	Value
Engineer's Estimate	\$ 95,172.00
Apparent Low Bid	\$117,803.00
Apparent Second Bid	\$ 144,774.00

The difference between the Engineer's Estimate and the apparent low bid is largely due to differences in unit prices used for Seeding, per location, and Weed Control, per location. Work under this contract in many instances will be in an on-call and as needed basis and multiple mobilizations are anticipated. The Seeding, per location, and Weed Control, per location, items are intended to compensate the contractor for mobilizing crews to multiple locations on multiple occasions. Values used for these items by the Engineer and the bidders are tabulated below.

Item	Description	Engineer's Estimate	Apparent Low Bid	Apparent Second Bid
S901-05A	Seeding, per location	\$ 175.00	\$ 1300.00	\$ 2,150.00
S901-05B	Weeding, per location	\$ 175.00	\$ 800.00	\$ 1,250.00

These items are unique to this contract and that the values for per location mobilization used in the Engineer's Estimate were unrealistically low. It appears that the contractors chose to limit their risk of being mobilized for very small seeding or weed control quantities by including most of their costs in the per location mobilization items.

The apparent low bid for this project is reasonable and District 5 recommends award of the contract because it will allow the District to close multiple large construction projects in a timely manner and use a contractor with specialized revegetation skills to ensure successful revegetation of those projects.



## Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date June 21, 2018Consent Item ☒ Information Item ☐ Amount of Presentation Time Needed \_\_\_\_\_

Presenter's Name Blake Rindlisbacher, PE	Presenter's Title Engineering Services Administrator	Initials BR	Reviewed By
Preparer's Name Monica Crider, P.E.	Preparer's Title Contracting Services Engineer	Initials MC	

### Subject

Board Approval of Contracts for Rejection		
Key Number	District	Route Number

### Background Information

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

Justification is attached for rejecting of contract.

Since the last Board Agenda report Contracting Services has Bid 10 projects, 3 of them needing Board approval to award, 2 of them needing Board approval to reject and 2 project awaiting district justification.

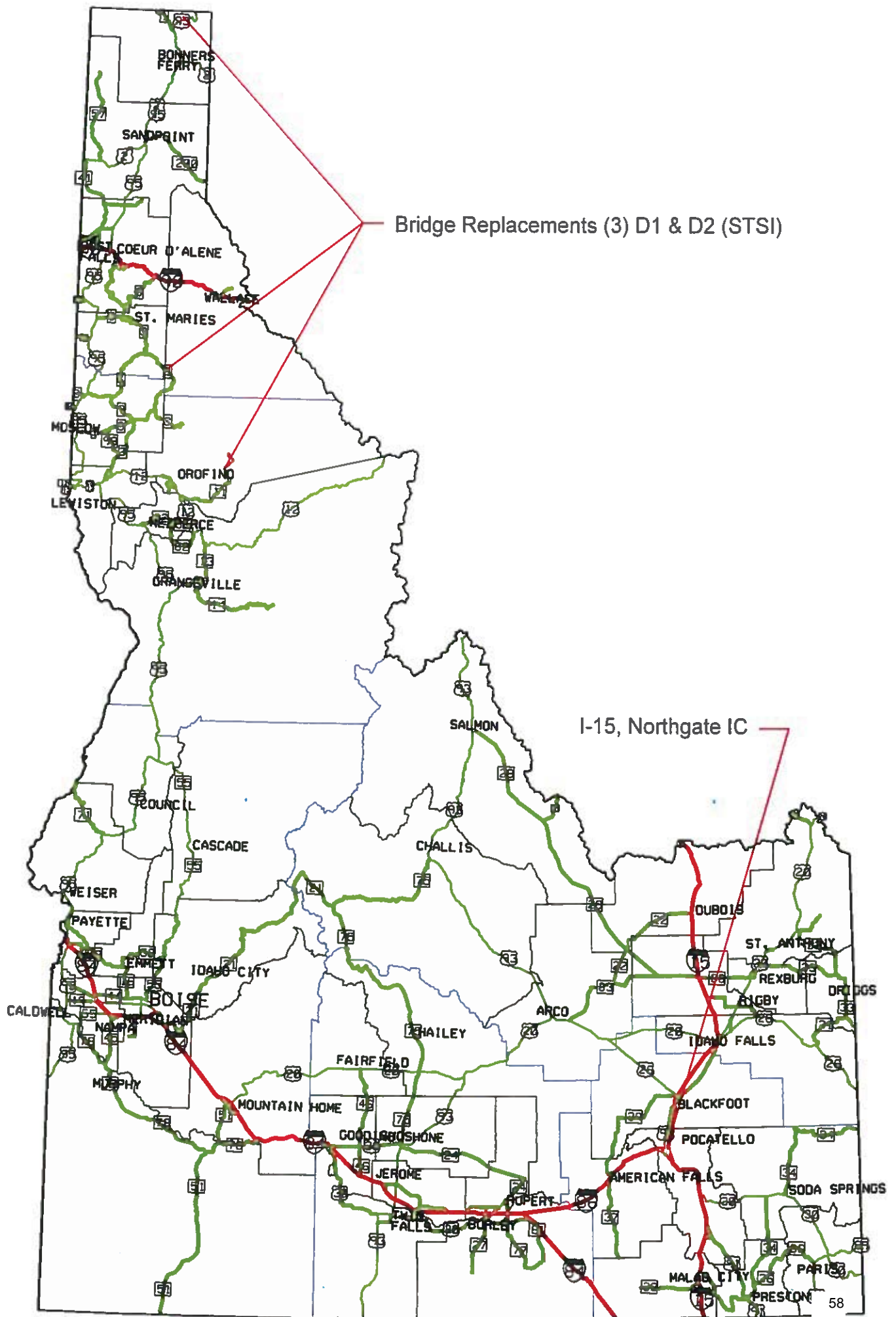
FY18 – 10/1/2017 to 4/30/2018 Contracting Services has bid 95 projects, 27 of them needing Board Approval to award, 6 needing Board approval to reject and 2 project awaiting district justification.

### Recommendations

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

### Board Action

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



Bridge Replacements (3) D1 & D2 (STSI)

I-15, Northgate IC

## Monthly Contract Status Report to the Board

### CONTRACT(S) FOR BOARD REJECTION

KEY	Engineer Estimate	Low Bid	Net +/-	% of Est
Dist: 2	Route: US-95	OPENING DATE: 5/1/2018	CONTRACTOR: N. A. DEGERSTROM, INC.	NUMBER OF BIDS: 2
20280	\$1,981,392	\$3,560,217	\$1,578,824	180%
20280	BRIDGE REPLACEMENTS (3) D1- D2 (STSI)	BR/APPRS	State	
Dist: 5	Route: I-15	OPENING DATE: 6/5/2018	CONTRACTOR: CANNON BUILDERS, INC.	NUMBER OF BIDS: 3
20314	\$12,382,033	\$15,540,413	\$3,158,380	126%
20314	NORTHGATE IC, CHUBBUCK	NEW RTE	State	

DATE OF BID OPENING - MAY 1, 2018 - STATE FINANCED PROJECT

---

Idaho Project No. A020(280)  
Bridge Replacements (3) D1-D2 (STSI)  
Boundary, Clearwater & Shoshone County, Key No. 20280

---

DESCRIPTION: The work on this project consists of replacing three bridges; US-95, Round Prairie Cr, M.P. 529.96, Boundary County; SH-3, Cedar Cr Br, M.P. 57.117, Shoshone County; SH-11, Texas Cr Br, M.P. 12.8, Clearwater County

BIDDERS:

N. A. Degerstrom, Inc. Spokane, WA 99216	\$3,560,216.55
T Lariviere Equipment & Excavation Inc. Athol, ID 83801	\$3,673,830.55

2 BIDS ACCEPTED

ENGINEER'S ESTIMATE - \$1,981,392.24

LOW BID - 180 Percent of the Engineer's Estimate


(AWARD)

(REJECT)

(REQUIRES BOARD APPROVAL)

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

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

  
Monica Crider, P.E.  
Contracting Services Engineer  
5/23/18  
Date



**Department Memorandum**  
Idaho Transportation Department**DATE:** May 23, 2018**Program Number(s)** A020(280)**TO:** Monica Crider, P.E.  
Contracting Services Engineer**Key Number(s)** 20280**FROM:** David B. Kuisti, P.E.  
District 2 Engineer**Program ID, County, Etc.** Bridge Replacement  
(3) D1 - D2 (STSI)  
Boundary, Clearwater  
& Shosone Co.**RE:** JUSTIFICATION OF BID REJECTION

On May 1, 2018, two bids were opened, one from N. A. Degerstrom, Inc. and the other from T Lariviere Equipment & Excavation Inc. for the above-mentioned project. They were 179.68% and 185.42% over the Engineers Estimate. The low bid, N. A. Degerstrom Inc. was \$1,578,824.31 more than the Engineers Estimate. District 2 reviewed the bid, believes that the low bid is not a competitive bid and recommends rejection.

Thirty seven of the fifty bid items were higher than the Engineer's Estimate and eighteen bid items were considerably higher, +250%. The largest difference in costs when compared to the Engineer's Estimate were the Culvert Removal 313%, Compacting Backfill 358%, Seeding 337%, Survey 600%, Dewatering Foundation 295%, three Bridge Precast Concrete Culvert 265% and Temporary Shoring 444% items were above the Engineer's Estimate to name just a few.

The source of the unit prices for the Engineers Estimate was from the Average Unit Price Report for similar constructed projects in District 1 and 2, tempered with local knowledge from ITD Bridge Section and the unit costs that ITD Bridge publishes. Also the cost estimate was discussed with ITD Bridge who agreed that the estimated values were reasonable.

The district believes that the high bids were due to the time of year this project was bid, the geographic setting was more challenging than anticipated for all three bridges and the incline of economy for fuel and concrete.

In summary, District 2 recommends rejecting the bid since the very high cost is not in best interests of the public. We will reassess the scope, contract time and pricing prior to advertising the project again later this fall for construction next summer. Also by advertising next fall the District believes we will get more competitive bid.

KGH

**CC:** DE2  
DEM2  
PM1

DATE OF BID OPENING - JUNE 5, 2018 - STATE FINANCED PROJECT

---

Idaho Project No. A020(314)  
I-15 Northgate IC  
Bannock County, Key No. 20314

---

DESCRIPTION: The work on this project consists of constructing a new interchange at MP 73.6 on I-15. The work will include MSE walls, bridge construction, traffic signals, signs, traffic control, and paving.

BIDDERS:

Cannon Builders, Inc. Blackfoot, ID 83221	\$15,540,412.70
Concrete Placing Co., Inc. Boise, ID 83709	\$15,759,972.69
Wadsworth Brothers Construction Company, Inc. Draper, UT 84020-8567	\$17,921,230.56

3 BIDS ACCEPTED

ENGINEER'S ESTIMATE - \$12,382,033.14

LOW BID - 126 Percent of the Engineer's Estimate

(AWARD)

(REJECT)

(REQUIRES BOARD APPROVAL)

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

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



Monica Crider, P.E.  
Contracting Services Engineer

6/7/18  
Date



## Department Memorandum Idaho Transportation Department

**DATE:** June 7, 2018

**Program Number(s)** E175950

**TO:** Monica Crider, P.E.  
Contracting Services Engineer

**Key Number(s)** 20314

**FROM:** Ed Bala, P.E.  
District 5 Engineer

**Program ID, County, Etc.** I-15, Northgate IC  
Bannock Co

**RE:** Rejection of Bid

District Five is recommending rejection of the bid for the I-15, Northgate IC project. The bids resulted in three responsive bidders. The lowest responsive bidder, Cannon Builders, bid at 125.51% of the Engineer's Estimate of \$12,382,033.14. The second bidder was at 127.28 % and the third was at 144.74% of the Engineer's Estimate. District 5 has reviewed the bids and believes they are high because the project was bid late in season and the timeframe for construction was short.

The average unit price book was used extensively to generate the Engineer's Estimate however 77 of the 142 bid items (54%) were higher than the corresponding items in the Engineer's Estimate. This is indicative of a systematic problem and reflects the time of year when the project bid and the short timeframe allowed for construction. The proposed contract called for substantial completion on December 21, 2018. Assuming a notice to proceed on June 21, 2018, this schedule only allows 183 calendar days to complete. In contrast, the I-86 Chubbuck Interchange Project, which was advertised with what was considered an aggressive schedule, allowed 242 days.

Allowing Contractors to evaluate and bid this project before the construction season has started and allowing additional time to complete the project would result in better bids and the District recommends rejection of the bid for this project.

EB:dh



# Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date June 20-21, 2018

Consent Item ☐

Information Item ☒

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

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

## Subject

State Fiscal Year 2018 Financial Statements		
Key Number	District	Route Number

## Background Information

### July 01, 2017 thru April 30, 2018, Fiscal Year 2018 Financial Statements

The financial operations of the Department as of April 30, 2018 continues this fiscal year with revenue coming in essentially on forecast year-to-date and the expenditures are following projected budgets.

- Revenues to the State Highway Account from all state sources are ahead of forecast by 2.5%. Of that total, receipts from the Highway Distribution Account are ahead of forecast by 1% or \$1.7M. Transfers from the H.D.A. has narrowed over the past three months to be much closer to forecast, which is where staff anticipates to be at the end of the fiscal year. State revenues to the State Aeronautics Fund are ahead of forecast by 11.4% or \$262,000.
- Expenditures are within planned budgets YTD. Differences are timing differences between planned and actual expenditures plus encumbrances estimated year to date. Personnel costs have savings of \$15.1 million or 14.2% is due to reserves for horizontal career path increases, vacancies and timing between a position becoming vacant and filled. As of the end of April ITD had 94 vacancies.
- Contract construction cash expenditures through April of this fiscal year has exceeded any from the past three years: FY18 = \$348 M; FY17 = \$199 M; FY16 = \$228 M. After nine months in this fiscal year this is a very positive result and will assist in helping ITD achieve its objective to reduce the outstanding obligated but un-spent balances in this category and is higher than all of last year.

The balance of the long term investments as of the end of April is \$164.9 Million. These funds are obligated against both construction projects and encumbrances. The long term investments plus the cash balance (\$75.4M) totals \$240.3M, however that is \$32M less than the end of June.

Expenditures in the Strategic Initiatives Program Fund (GF Surplus), through the month of April, are \$8.1M.

Deposits into the new Transportation Expansion and Congestion Mitigation Fund of \$16.9 M have occurred YTD which is \$1.3M ahead of forecast. A supplemental appropriation for these funds was approved by JFAC in January 2018 and has been approved by the full Legislature. Projects to improve I-84 as approved by the Board will be funded in this program.

## Recommendations

For information.



# Board Agenda Item

ITD 2210 (Rev. 10-13)

## Board Action

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



User ID: asimpson  
 Report ID: AD-FN-GL-010  
 Run Date: 4 May 2018  
 % of Time  
 Remainin 16.67

# Idaho Transportation Department

SUMMARY OF RECEIPTS AND DISBURSEMENTS  
 STATE HIGHWAY ACCOUNT AND STATE AERONAUTICS FUND  
 BUDGET TO ACTUAL  
 FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDING 4/30/2018  
 (all amounts in '000)

Fiscal Year: 2018

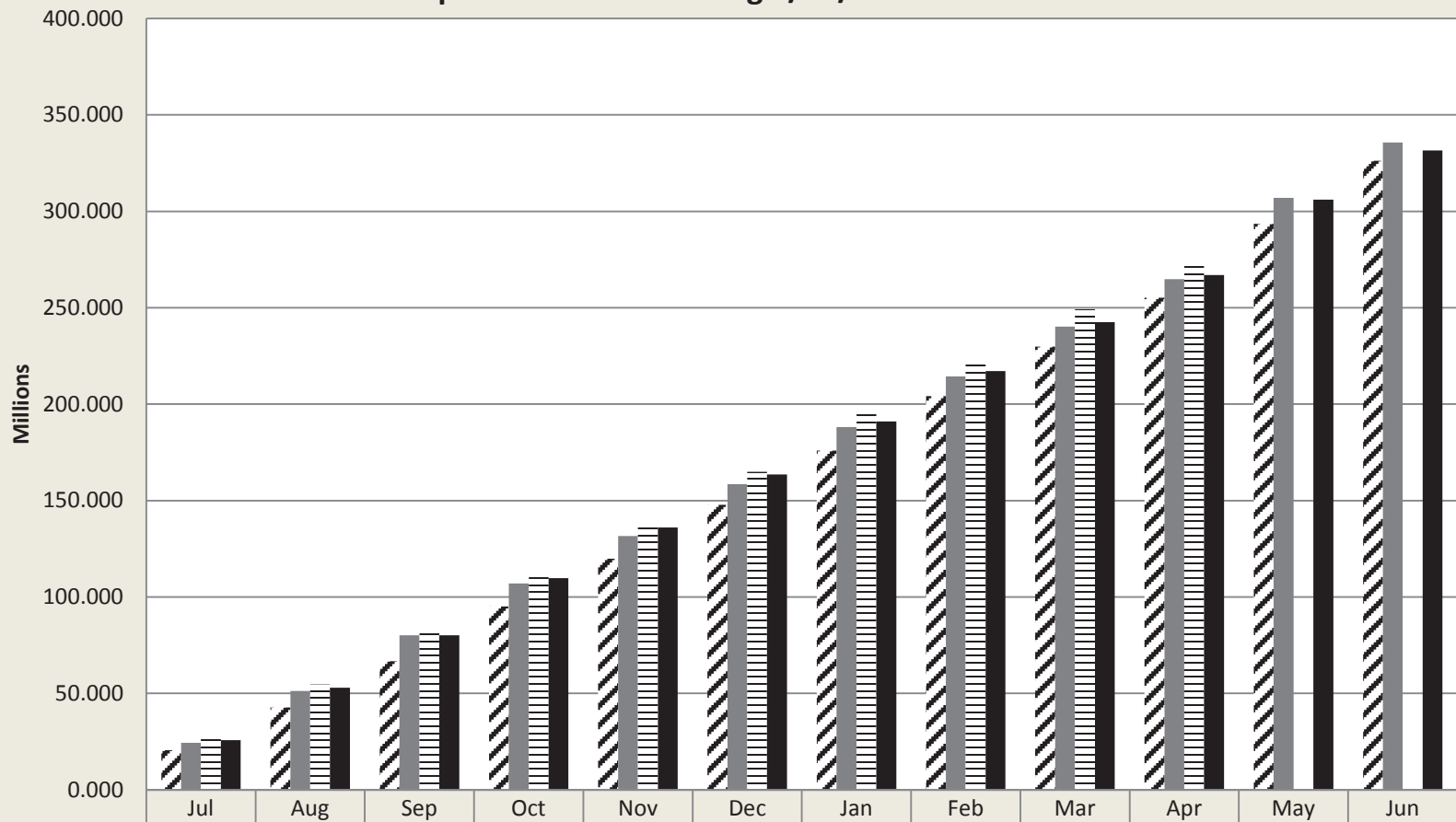
Funds Received					
	FY17 Actual YTD	FY18 Actual YTD	FY18 Forecast YTD	FY18 to FY17 Actual	FY 18 to Forecast
<b><u>State Highway Account</u></b>					
Federal Reimbursements	185,457	246,430	269,675	32.9%	-8.6%
State (Inc. H.D.A.)	264,866	273,673	266,998	3.3%	2.5%
Local	4,600	3,497	6,655	-24.0%	-47.5%
<b>Total State Highway Account:</b>	<b>454,922</b>	<b>523,600</b>	<b>543,329</b>	<b>15.1%</b>	<b>-3.6%</b>
<b><u>State Aeronautics Fund</u></b>					
Federal Reimbursements	179	243	309	36.0%	-21.4%
State	2,280	2,558	2,296	12.2%	11.4%
<b>Total State Aeronautics Fund:</b>	<b>2,459</b>	<b>2,801</b>	<b>2,606</b>	<b>13.9%</b>	<b>7.5%</b>
<b>Total Fund Received:</b>	<b>457,381</b>	<b>526,401</b>	<b>545,934</b>	<b>15.1%</b>	<b>-3.6%</b>
Disbursements (includes Encumbrances)					
	FY17 Actual YTD	FY18 Actual YTD	FY18 Budget YTD	FY18 to FY17 Actual	FY 18 to Budget
Construction Payouts	199,924	349,748	339,804	74.9%	2.9%
<b><u>Operations Expenses</u></b>					
Highways	142,339	148,886	169,951	4.6%	-12.4%
DMV	28,968	29,451	30,001	1.7%	-1.8%
Administration	18,343	20,204	21,675	10.1%	-6.8%
Transit	0	0	0	0.0%	0.0%
Facilities	1,411	1,838	3,471	30.2%	-47.1%
Aeronautics	1,878	2,522	2,441	34.3%	3.3%
<b>Total Operations Expenses:</b>	<b>192,939</b>	<b>202,900</b>	<b>227,540</b>	<b>5.2%</b>	<b>-10.8%</b>
<b><u>Transfers</u></b>					
Operating	25	25	25	0.0%	0.0%
Debt Service	12,502	10,491	11,780	-16.1%	-10.9%
<b>Total Transfers:</b>	<b>12,527</b>	<b>10,516</b>	<b>11,805</b>	<b>-16.1%</b>	<b>-10.9%</b>
<b>Total Disbursements:</b>	<b>405,390</b>	<b>563,164</b>	<b>579,149</b>	<b>38.9%</b>	<b>-2.8%</b>
	FY17 Actual YTD	FY18 Actual YTD	FY18 Budget YTD	FY18 to FY17 Actual	FY 18 to Budget
<b><u>Expenditures by Type</u></b>					
Personnel	91,572	91,830	106,989	0.3%	-14.2%
Operating	72,848	75,643	72,392	3.8%	4.5%
Capital Outlay	18,686	20,255	30,179	8.4%	-32.9%
Sub-Grantee	9,834	15,171	17,980	54.3%	-15.6%
<b>Totals Operations Expenses:</b>	<b>192,939</b>	<b>202,900</b>	<b>227,540</b>	<b>5.2%</b>	<b>-10.8%</b>
Contract Construction	199,924	349,748	339,804	74.9%	2.9%
<b>Totals (excluding Transfers):</b>	<b>392,863</b>	<b>552,648</b>	<b>567,344</b>	<b>40.7%</b>	<b>-2.6%</b>

# State Highway Fund 0260

## Fiscal Year 2018

### State Revenue Source Forecast vs Actual

#### April - For Period Ending 4/30/2018



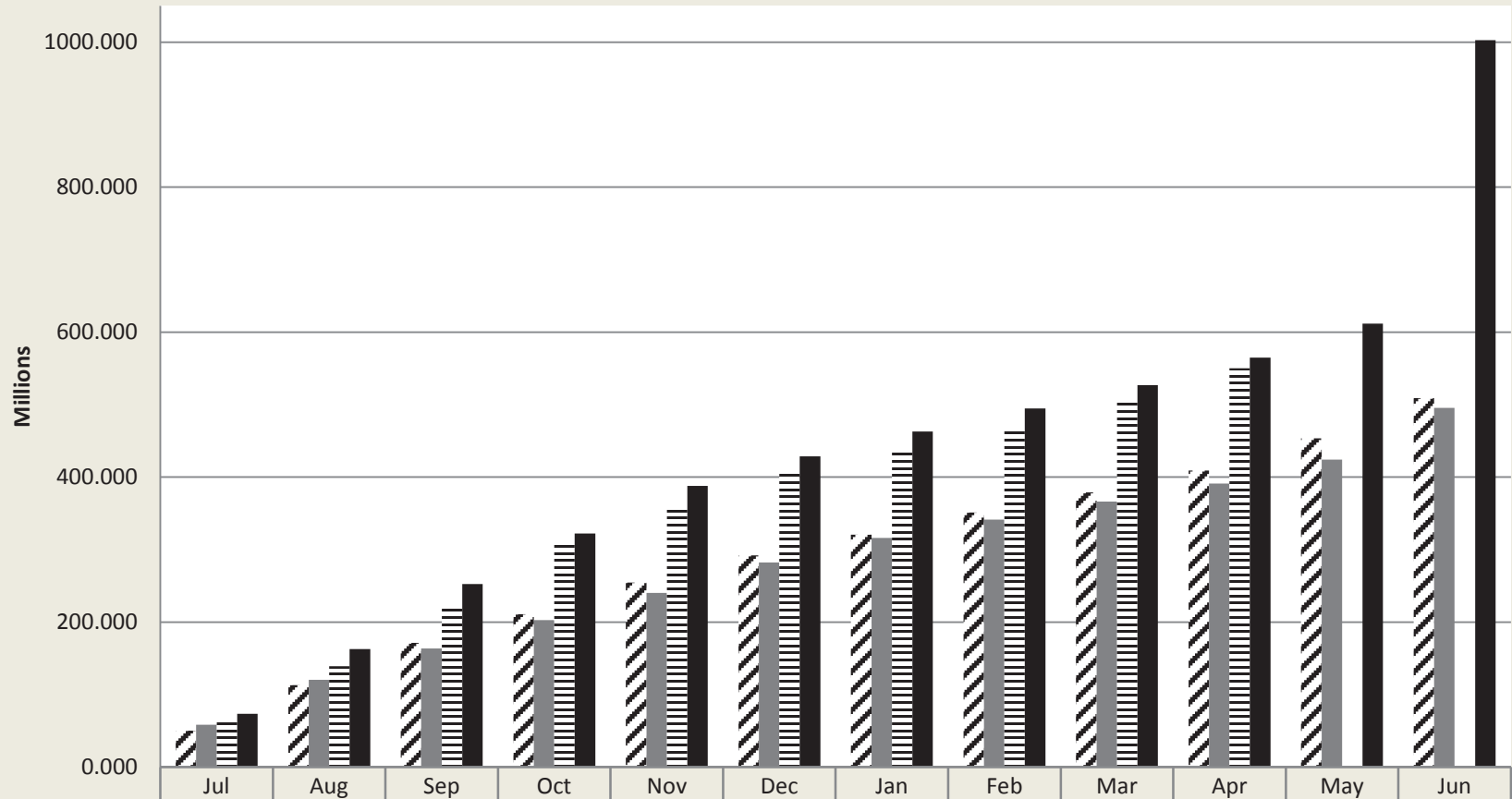
FY16 Actual Revenue	20.652	42.749	66.656	95.046	119.898	147.858	175.970	204.137	229.900	255.244	293.535	326.297
FY17 Actual Revenue	24.386	51.275	80.145	107.095	131.576	158.480	188.080	214.414	240.295	264.866	306.932	335.742
FY18 Current	27.003	54.686	82.976	110.644	136.997	164.897	195.901	222.483	249.311	273.673		
FY18 Forecast	25.699	53.003	80.177	109.778	136.104	163.536	191.055	217.183	242.474	266.998	306.076	331.623

# State Highway Fund 0260

Fiscal Year 2018

Expenditures

April - For Period Ending 4/30/2018



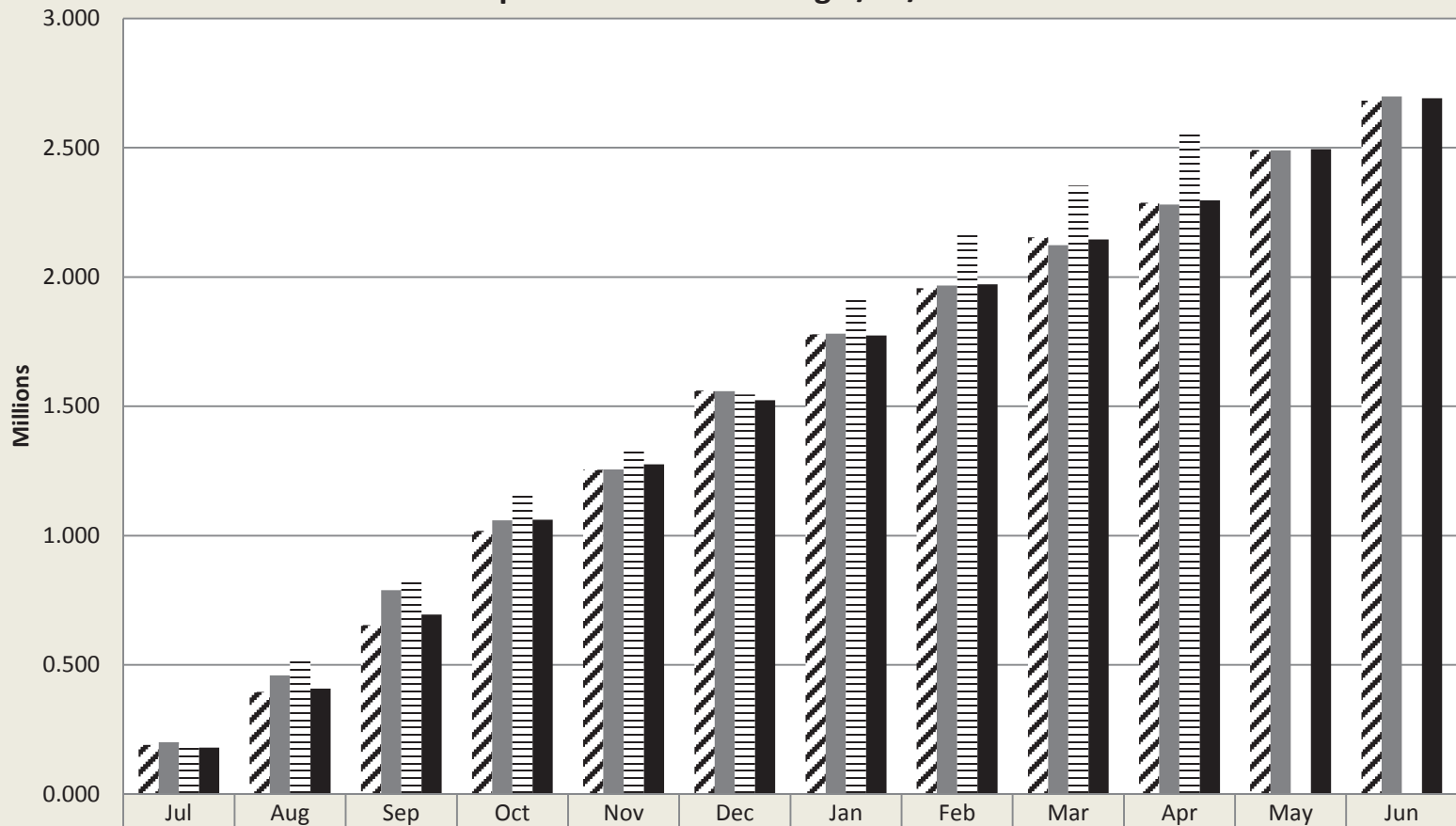
▨ FY16 Actual Expenditures	50.203	113.246	171.532	210.812	254.413	292.240	320.437	351.327	378.930	408.990	453.451	508.839
■ FY17 Actual Expenditures	58.348	120.371	163.661	202.889	240.383	282.297	316.027	341.550	366.385	390.985	424.174	495.603
▤ FY18 Current	66.330	139.287	221.745	308.357	360.460	405.710	437.190	468.029	504.461	550.126		
■ FY18 Forecast	73.488	162.918	252.409	322.459	387.930	428.791	462.932	494.540	526.805	564.903	611.629	1,002.782

# Aeronautics Fund 0221

Fiscal Year 2018

## State and Interagency Revenue Sources Forecast vs Actual

April - For Period Ending 4/30/2018



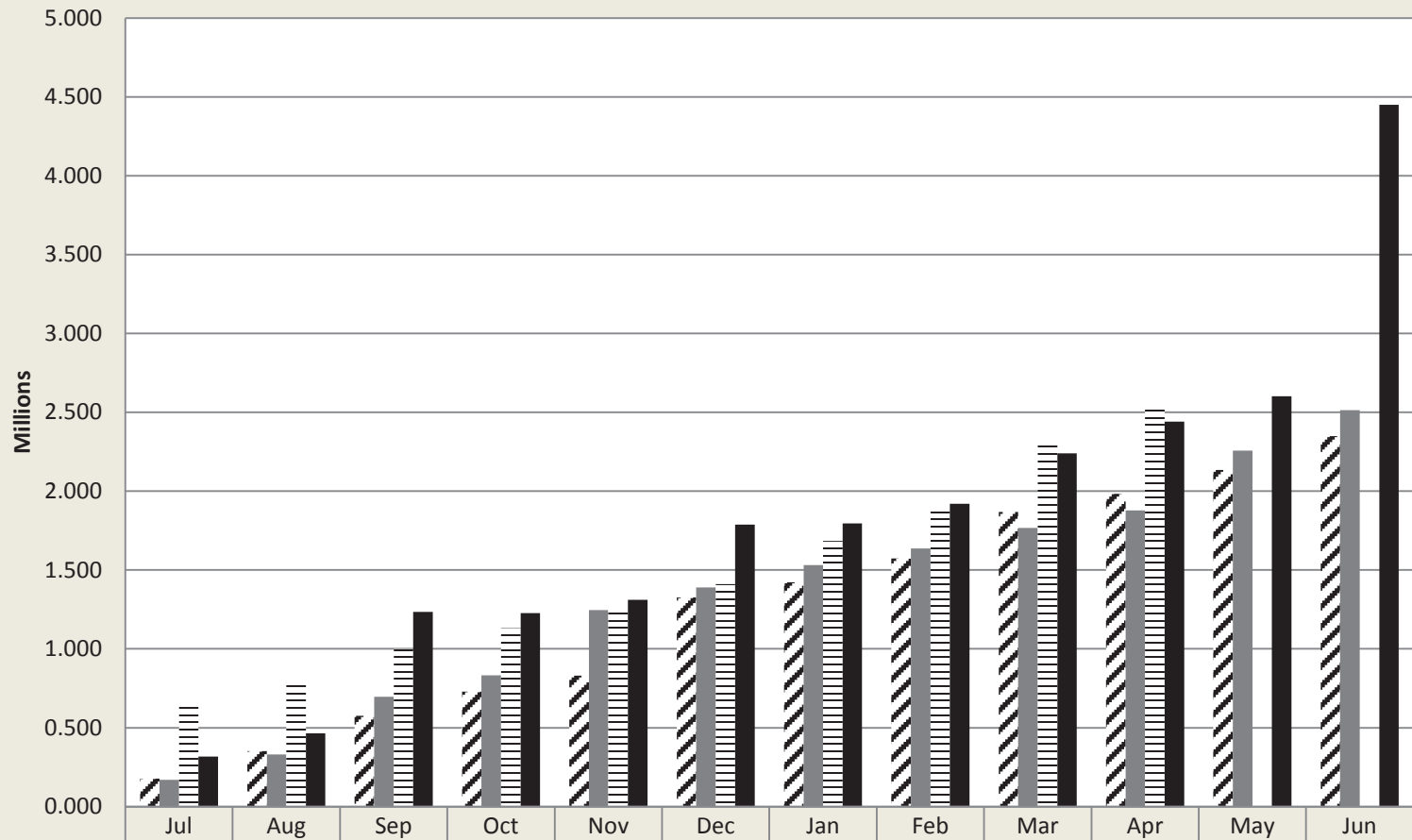
FY16 Actual Revenue	0.191	0.395	0.654	1.018	1.254	1.561	1.778	1.956	2.154	2.287	2.492	2.683
FY17 Actual Revenue	0.201	0.459	0.789	1.059	1.256	1.559	1.780	1.967	2.123	2.280	2.491	2.699
FY18 Current	0.191	0.524	0.834	1.159	1.338	1.546	1.913	2.162	2.354	2.558		
FY18 Forecast	0.180	0.408	0.695	1.061	1.276	1.524	1.774	1.972	2.145	2.296	2.495	2.691

# Aeronautics Fund 0221

## Fiscal Year 2018

### Expenditures

#### April - For Period Ending 4/30/2018



FY16 Actual Expenditures	0.178	0.351	0.575	0.729	0.831	1.327	1.422	1.574	1.869	1.983	2.135	2.349
FY17 Actual Expenditures	0.170	0.330	0.697	0.832	1.246	1.390	1.532	1.637	1.767	1.878	2.258	2.514
FY18 Current	0.645	0.778	0.999	1.131	1.262	1.411	1.685	1.894	2.299	2.522		
FY18 Forecast	0.316	0.465	1.235	1.227	1.311	1.789	1.796	1.920	2.241	2.441	2.603	4.451



UserID: asimpson  
 Report ID: AD-FN-GL-002  
 Run Date: 04 May 2018

# Idaho Transportation Department

## OPERATING FUND BALANCE SHEET FOR THE PERIOD ENDED 4/30/2018

	State Aeronautics Fund 0221		State Highway Fund 0260		Transportation Expansion and Congestion Mitigation Fund 0269	
	Mar-18	Apr-18	Mar-18	Apr-18	Mar-18	Apr-18
<b>ASSETS</b>						
Cash on Hand (Change Fund)	0	0	5,845	5,845	0	0
Cash in Bank (Daily Cash Operations)	1,906,523	1,901,561	81,629,966	75,392,139	14,575,691	16,965,756
Investments (Long Term Investments)	821,737	823,039	164,657,367	164,921,467	0	0
Total Cash & Investments	2,728,260	2,724,600	246,293,178	240,319,451	14,575,691	16,965,756
Receivables - Other	0	0	1,092,038	1,080,391	0	0
- Due From Locals (Project Overruns)	11,620	16,544	3,351,880	3,792,755	0	0
- Inter Agency	21,269	17,278	0	4,628	0	0
Total Receivables	32,889	33,823	4,443,918	4,877,775	0	0
Inventory on Hand	0	0	18,228,678	19,715,292	0	0
<b>Total Assets:</b>	<b>2,761,149</b>	<b>2,758,423</b>	<b>268,965,773</b>	<b>264,912,518</b>	<b>14,575,691</b>	<b>16,965,756</b>
<b>LIABILITIES</b>						
Vouchers Payable	0	0	359	0	0	0
Sales Tax Payable	0	0	41,731	15,756	0	0
Deferred Revenue (Local Projects Match)	0	0	16,907,562	17,898,990	0	0
Accounts Receivable Overpayment	0	0	0	34,466	0	0
Contractor Retained % (In Lieu Of Performance Bond)	0	0	235,084	140,661	0	0
<b>Total Liabilities:</b>	<b>0</b>	<b>0</b>	<b>17,184,735</b>	<b>18,089,872</b>	<b>0</b>	<b>0</b>
<b>FUND BALANCE</b>						
Reserve for Encumbrance	106,302	105,612	27,927,320	28,653,231	0	0
Fund Balance	2,654,847	2,652,811	223,853,718	218,169,415	14,575,691	16,965,756
<b>Total Fund Balance:</b>	<b>2,761,149</b>	<b>2,758,423</b>	<b>251,781,038</b>	<b>246,822,646</b>	<b>14,575,691</b>	<b>16,965,756</b>
<b>Total Liabilities and Fund Balance</b>	<b>2,761,149</b>	<b>2,758,423</b>	<b>268,965,773</b>	<b>264,912,518</b>	<b>14,575,691</b>	<b>16,965,756</b>

UserID: asimpson  
 Report ID: AD-FN-GL-002  
 Run Date: 04 May 2018

# Idaho Transportation Department

## OPERATING FUND BALANCE SHEET FOR THE PERIOD ENDED 4/30/2018

	Strategic Initiatives Fund (State Share) 0270.02		Strategic Initiatives Fund (Local Share) 0270.05		Total Strategic Initiatives Fund 0270	
	Mar-18	Apr-18	Mar-18	Apr-18	Mar-18	Apr-18
<b>ASSETS</b>						
Cash on Hand (Change Fund)	0	0	0	0	0	0
Cash in Bank (Daily Cash Operations)	29,274,246	28,358,288	2,940,306	372,300	32,214,552	28,730,588
Investments (Long Term Investments)	0	0	0	0	0	0
Total Cash & Investments	29,274,246	28,358,288	2,940,306	372,300	32,214,552	28,730,588
Receivables - Other	0	0	0	0	0	0
- Due From Locals (Project Overruns)	0	0	0	0	0	0
- Inter Agency	0	0	0	0	0	0
Total Receivables	0	0	0	0	0	0
Inventory on Hand	0	0	0	0	0	0
<b>Total Assets:</b>	<b>29,274,246</b>	<b>28,358,288</b>	<b>2,940,306</b>	<b>372,300</b>	<b>32,214,552</b>	<b>28,730,588</b>
<b>LIABILITIES</b>						
Vouchers Payable	0	0	0	0	0	0
Sales Tax Payable	0	0	0	0	0	0
Deferred Revenue (Local Projects Match)	0	0	0	0	0	0
Accounts Receivable Overpayment	0	0	0	0	0	0
Contractor Retained % (In Lieu Of Performance Bond)	24,285	24,285	0	0	24,285	24,285
<b>Total Liabilities:</b>	<b>24,285</b>	<b>24,285</b>	<b>0</b>	<b>0</b>	<b>24,285</b>	<b>24,285</b>
<b>FUND BALANCE</b>						
Reserve for Encumbrance	0	1,000	0	0	0	1,000
Fund Balance	32,190,267	28,705,303	32,190,267	28,705,303	32,190,267	28,705,303
<b>Total Fund Balance:</b>	<b>32,190,267</b>	<b>28,706,303</b>	<b>32,190,267</b>	<b>28,706,303</b>	<b>32,190,267</b>	<b>28,706,303</b>
<b>Total Liabilities and Fund Balance</b>	<b>32,214,552</b>	<b>28,730,588</b>	<b>32,214,552</b>	<b>28,730,588</b>	<b>32,214,552</b>	<b>28,730,588</b>

User ID: asimpson  
 Report ID: AD-FN-GL-003  
 Run Date: 04 May 2018  
 % of Time  
 Remaining: 16.7

# Idaho Transportation Department

## STATEMENT OF REVENUES AND EXPENDITURES

### BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 4/30/2018

Fund: 0260 State Highway Fund

Fiscal Year: 2018

Budget Fiscal Year: 2018

#### REVENUES

##### Federal Sources

FHWA - Highway	231,196,487	215,271,640	12,417,445	0	(15,924,847)	-6.89%	415,341,581	200,069,941	48.17 %
FHWA - Indirect Cost Allocation	20,654,065	18,425,977	891,595	0	(2,228,088)	-10.79%	25,000,000	6,574,023	26.30 %
Federal Transit Authority	13,779,778	8,714,097	541,811	0	(5,065,681)	-36.76%	15,871,800	7,157,703	45.10 %
NHTSA - Highway Safety	3,791,913	3,284,032	88,105	0	(507,881)	-13.39%	4,453,800	1,169,768	26.26 %
Other Federal Aid	253,100	734,693	25,191	0	481,593	190.28 %	4,130,000	3,395,307	82.21 %
<b>Total Federal Sources:</b>	<b>269,675,343</b>	<b>246,430,439</b>	<b>13,964,148</b>	<b>0</b>	<b>(23,244,904)</b>	<b>-8.62%</b>	<b>464,797,181</b>	<b>218,366,742</b>	<b>46.98 %</b>

##### State Sources

Equipment Buy Back	0	0	0	0	0	0.00 %	13,848,700	13,848,700	100.00 %
Miscellaneous Revenues	25,166,466	29,312,559	3,215,832	0	4,146,093	16.47 %	30,595,738	1,283,179	4.19 %
<b>Total State Sources:</b>	<b>25,166,466</b>	<b>29,312,559</b>	<b>3,215,832</b>	<b>0</b>	<b>4,146,093</b>	<b>16.47 %</b>	<b>44,444,438</b>	<b>15,131,879</b>	<b>34.05 %</b>

##### Local Sources

Match For Local Projects	6,654,833	2,952,058	(129,580)	0	(3,702,775)	-55.64%	17,533,129	14,581,071	83.16 %
Other Local Sources	0	544,900	181,920	0	544,900	0.00 %	0	(544,900)	0.00 %
<b>Total Local Sources:</b>	<b>6,654,833</b>	<b>3,496,958</b>	<b>52,340</b>	<b>0</b>	<b>(3,157,875)</b>	<b>-47.45%</b>	<b>17,533,129</b>	<b>14,036,171</b>	<b>80.06 %</b>

#### TOTAL REVENUES:

	<b>301,496,642</b>	<b>279,239,956</b>	<b>17,232,320</b>	<b>0</b>	<b>(22,256,686)</b>	<b>-7.38%</b>	<b>526,774,748</b>	<b>247,534,792</b>	<b>46.99 %</b>
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#### TRANSFERS-IN

Highway Distribution Account	173,014,800	174,722,004	14,852,402	0	1,707,204	0.99 %	205,097,800	30,375,796	14.81 %
Fuel/Registration Direct	53,977,332	54,681,101	5,083,073	0	703,769	1.30 %	64,380,570	9,699,469	15.07 %
Ethanol Fuels Tax	14,839,800	14,957,035	1,210,271	0	117,235	0.79 %	17,700,000	2,742,965	15.50 %

#### TOTAL TRANSFERS-IN:

	<b>241,831,932</b>	<b>244,360,140</b>	<b>21,145,746</b>	<b>0</b>	<b>2,528,208</b>	<b>1.05 %</b>	<b>287,178,370</b>	<b>42,818,230</b>	<b>14.91 %</b>
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#### TOTAL REV AND

#### TRANSFERS-IN:

	<b>543,328,574</b>	<b>523,600,096</b>	<b>38,378,066</b>	<b>0</b>	<b>(19,728,478)</b>	<b>-3.63%</b>	<b>813,953,118</b>	<b>290,353,022</b>	<b>35.67 %</b>
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User ID: asimpson  
 Report ID: AD-FN-GL-003  
 Run Date: 04 May 2018  
 % of Time  
 Remaining: 16.7

# Idaho Transportation Department

## STATEMENT OF REVENUES AND EXPENDITURES

### BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 4/30/2018

Fund: 0260 State Highway Fund

Fiscal Year: 2018

Budget Fiscal Year: 2018

#### EXPENDITURES

##### Operations Expense

Permanent Staff Salaries	69,839,027	59,588,662	5,838,853	0	10,250,365	14.68 %	86,653,834	27,065,172	31.23 %
Board, Hourly, OT, Shift Diff	991,493	996,830	87,811	0	(5,337)	-0.54%	1,033,300	36,470	3.53 %
Fringe Benefits	35,225,021	30,381,160	3,035,093	0	4,843,861	13.75 %	42,928,366	12,547,206	29.23 %
In State Travel Expense	1,275,449	1,157,557	164,343	4,173	113,719	8.92 %	1,518,446	356,716	23.49 %
Out of State Travel Expense	280,444	264,183	20,373	0	16,261	5.80 %	352,980	88,797	25.16 %
Operating Expenditures	70,231,700	63,587,336	5,863,465	10,022,072	(3,377,708)	-4.81%	87,134,978	13,525,570	15.52 %
Capital Equipment Expense	26,632,151	15,916,214	471,602	2,432,399	8,283,538	31.10 %	26,982,597	8,633,984	32.00 %
Capital Facilities Expense	3,416,481	918,006	190,253	858,138	1,640,336	48.01 %	7,190,738	5,414,593	75.30 %
Trustee & Benefit Payments	17,206,923	11,104,707	1,281,069	3,147,190	2,955,025	17.17 %	20,583,800	6,331,902	30.76 %
Total Operations Expense:	225,098,688	183,914,655	16,952,863	16,463,973	24,720,060	10.98 %	274,379,038	74,000,411	26.97 %

##### Contract Construction

Operating Expenditures	6,361,400	5,294,847	214,257	1,202,740	(136,187)	-2.14%	30,810,664	24,313,077	78.91 %
Capital Projects	332,395,044	342,060,871	27,124,434	132,968	(9,798,794)	-2.95%	688,441,090	346,247,252	50.29 %
Trustee & Benefit Payments	1,048,000	1,056,236	174,611	0	(8,236)	-0.79%	9,151,506	8,095,270	88.46 %
<b>Total Contract Construction:</b>	<b>339,804,444</b>	<b>348,411,954</b>	<b>27,513,303</b>	<b>1,335,708</b>	<b>(9,943,217)</b>	<b>-2.93%</b>	<b>728,403,260</b>	<b>378,655,599</b>	<b>51.98 %</b>

#### TOTAL EXPENDITURES:

<b>564,903,132</b>	<b>532,326,608</b>	<b>44,466,166</b>	<b>17,799,680</b>	<b>14,776,843</b>	<b>2.62 %</b>	<b>1,002,782,298</b>	<b>452,656,010</b>	<b>45.14 %</b>
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#### TRANSFERS OUT

Statutory	25,000	25,000	0	0	0	0.00 %	25,000	0	0.00 %
Operating	11,779,500	10,490,552	0	0	1,288,948	10.94 %	53,641,900	43,151,348	80.44 %

#### TOTAL TRANSFERS OUT:

<b>11,804,500</b>	<b>10,515,552</b>	<b>0</b>	<b>0</b>	<b>1,288,948</b>	<b>10.92 %</b>	<b>53,666,900</b>	<b>43,151,348</b>	<b>80.41 %</b>
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#### TOTAL EXPD AND

#### TRANSFERS OUT:

<b>576,707,632</b>	<b>542,842,160</b>	<b>44,466,166</b>	<b>17,799,680</b>	<b>16,065,792</b>	<b>2.79 %</b>	<b>1,056,449,198</b>	<b>495,807,358</b>	<b>46.93 %</b>
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Net for Fiscal Year 2018:

(33,379,058) (19,242,064) (6,088,099) (3,662,686) (242,496,080) (205,454,336)

User ID: asimpson  
 Report ID: AD-FN-GL-003  
 Run Date: 04 May 2018  
 % of Time  
 Remaining: 16.7

# Idaho Transportation Department

## STATEMENT OF REVENUES AND EXPENDITURES

### BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 4/30/2018

Fund: 0260 State Highway Fund

		Year to Date Allotment	Year to Date Actual	Current Month Activity	Year to Date Encumbrance	Variance Favorable / Unfavorable	Percent Variance	Annual Appropriation	Appropriation Balance	Percent Remaining
		(A)	(B)	(C)	(D)	(E = A - B - D)	(F = E / A)	(G)	(H = G - B - D)	(I = H / G)
<b>Fiscal Year: 2018</b>										
<b>Budget Fiscal Year: 2018</b>										
<b>Contract Construction</b>										
<b>Operating Expenditures</b>										
Operating Expenditures	Dedicated	1,210,000	952,435	80,786	88,281	169,284	13.99 %	13,744,637	12,703,921	92.43 %
Operating Expenditures	Federal	5,150,000	4,340,471	133,474	1,114,459	(304,930)	-5.92%	16,019,678	10,564,748	65.95 %
Operating Expenditures	Local	1,400	1,941	(3)	0	(541)	-38.63%	1,046,349	1,044,408	99.81 %
<b>Total Operating Expenditures</b>		<b>6,361,400</b>	<b>5,294,847</b>	<b>214,257</b>	<b>1,202,740</b>	<b>(136,187)</b>	<b>-2.14%</b>	<b>30,810,664</b>	<b>24,313,077</b>	<b>78.91 %</b>
<b>Capital Outlay</b>										
Capital Outlay	Dedicated	97,760,938	122,981,316	12,428,296	17,265	(25,237,643)	-25.82%	256,178,856	133,180,275	51.99 %
Capital Outlay	Federal	201,509,627	192,034,625	12,448,555	115,702	9,359,300	4.64 %	362,402,506	170,252,179	46.98 %
Capital Outlay	FICR	26,590,363	23,890,876	1,937,519	0	2,699,487	10.15 %	54,418,650	30,527,774	56.10 %
Capital Outlay	Local	6,534,116	3,154,054	310,064	0	3,380,062	51.73 %	15,441,078	12,287,024	79.57 %
<b>Total Capital Outlay</b>		<b>332,395,044</b>	<b>342,060,871</b>	<b>27,124,434</b>	<b>132,968</b>	<b>(9,798,794)</b>	<b>-2.95%</b>	<b>688,441,090</b>	<b>346,247,252</b>	<b>50.29 %</b>
<b>Trustee &amp; Benefit Payments</b>										
Trustee & Benefit Payments	Dedicated	35,000	26,603	37	0	8,397	23.99 %	3,315,807	3,289,204	99.20 %
Trustee & Benefit Payments	Federal	1,005,000	1,028,206	174,574	0	(23,206)	-2.31%	5,096,397	4,068,191	79.82 %
Trustee & Benefit Payments	Local	8,000	1,428	0	0	6,572	82.15 %	739,302	737,874	99.81 %
<b>Total Trustee &amp; Benefit Payments</b>		<b>1,048,000</b>	<b>1,056,236</b>	<b>174,611</b>	<b>0</b>	<b>(8,236)</b>	<b>-0.79%</b>	<b>9,151,506</b>	<b>8,095,270</b>	<b>88.46 %</b>
<b>Total Contract Construction:</b>		<b>339,804,444</b>	<b>348,411,954</b>	<b>27,513,303</b>	<b>1,335,708</b>	<b>(9,943,217)</b>	<b>-2.93%</b>	<b>728,403,260</b>	<b>378,655,599</b>	<b>51.98 %</b>

User ID: asimpson  
 Report ID: AD-FN-GL-003  
 Run Date: 04 May 2018  
 % of Time  
 Remaining: 16.7

# Idaho Transportation Department

## STATEMENT OF REVENUES AND EXPENDITURES

### BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 4/30/2018

Fund: 0269 Transportation Expansion and Congestion Mitigation Fund

Fiscal Year:	2018	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:	2018	(A)	(B)	(C)	(D)	(E = A - B - D)	(F = E / A)	(G)	(H = G - B - D)	(I = H / G)
<b>REVENUES</b>										
Miscellaneous Revenues		68,000	64,717	17,681	0	(3,283)	-4.83%	68,000	3,283	4.83 %
<b>TOTAL REVENUES:</b>		<b>68,000</b>	<b>64,717</b>	<b>17,681</b>	<b>0</b>	<b>(3,283)</b>	<b>-4.83%</b>	<b>68,000</b>	<b>3,283</b>	<b>4.83 %</b>
<b>TRANSFERS-IN</b>										
Cigarette Tax		2,969,360	3,865,095	1,052,601	0	895,735	30.17 %	5,800,700	1,935,605	33.37 %
Sales Tax		12,660,500	13,035,944	1,319,783	0	375,444	2.97 %	15,248,000	2,212,056	14.51 %
<b>TOTAL TRANSFERS-IN:</b>		<b>15,629,860</b>	<b>16,901,039</b>	<b>2,372,384</b>	<b>0</b>	<b>1,271,179</b>	<b>8.13 %</b>	<b>21,048,700</b>	<b>4,147,661</b>	<b>19.71 %</b>
<b>TOTAL REV AND TRANSFERS-IN:</b>		<b>15,697,860</b>	<b>16,965,756</b>	<b>2,390,065</b>	<b>0</b>	<b>1,267,896</b>	<b>8.08 %</b>	<b>21,116,700</b>	<b>4,150,944</b>	<b>19.66 %</b>
<b>EXPENDITURES</b>										
Contract Construction - Capital Projects		21,116,700	0	0	0	21,116,700	100.00 %	21,116,700	21,116,700	100.00 %
<b>TOTAL EXPENDITURES:</b>		<b>21,116,700</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>21,116,700</b>	<b>100.00 %</b>	<b>21,116,700</b>	<b>21,116,700</b>	<b>100.00 %</b>
<b>TOTAL EXPD AND TRANSFERS OUT:</b>		<b>21,116,700</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>21,116,700</b>	<b>100.00 %</b>	<b>21,116,700</b>	<b>21,116,700</b>	<b>100.00 %</b>
<b>Net for Fiscal Year 2018:</b>		<b>(5,418,840)</b>	<b>16,965,756</b>	<b>2,390,065</b>		<b>22,384,596</b>		<b>0</b>	<b>(16,965,756)</b>	



User ID: asimpson  
 Report ID: AD-FN-GL-003  
 Run Date: 04 May 2018  
 % of Time  
 Remaining: 16.7

# Idaho Transportation Department

## STATEMENT OF REVENUES AND EXPENDITURES

### BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 4/30/2018

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

Fiscal Year:	2018	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:	2018	(A)	(B)	(C)	(D)	(E = A - B - D)	(F = E / A)	(G)	(H = G - B - D)	(I = H / G)
<b>REVENUES</b>										
State Sources - Miscellaneous Revenues		68,000	208,530	41,532	0	140,530	206.66 %	205,200	(3,330)	-1.62%
<b>TOTAL REVENUES:</b>		<b>68,000</b>	<b>208,530</b>	<b>41,532</b>	<b>0</b>	<b>140,530</b>	<b>206.66 %</b>	<b>205,200</b>	<b>(3,330)</b>	<b>-1.62%</b>
<b>TRANSFERS-IN</b>										
Statutory		16,478,580	16,601,700	0	0	123,120	0.75 %	27,464,300	10,862,600	39.55 %
<b>TOTAL TRANSFERS-IN:</b>		<b>16,478,580</b>	<b>16,601,700</b>	<b>0</b>	<b>0</b>	<b>123,120</b>	<b>0.75 %</b>	<b>27,464,300</b>	<b>10,862,600</b>	<b>39.55 %</b>
<b>TOTAL REV AND TRANSFERS-IN:</b>		<b>16,546,580</b>	<b>16,810,230</b>	<b>41,532</b>	<b>0</b>	<b>263,650</b>	<b>1.59 %</b>	<b>27,669,500</b>	<b>10,859,270</b>	<b>39.25 %</b>
<b>EXPENDITURES</b>										
Contract Construction - Capital Projects		36,221,982	8,061,262	957,490	1,000	28,159,720	77.74 %	36,221,982	28,159,720	77.74 %
<b>TOTAL EXPENDITURES:</b>		<b>36,221,982</b>	<b>8,061,262</b>	<b>957,490</b>	<b>1,000</b>	<b>28,159,720</b>	<b>77.74 %</b>	<b>36,221,982</b>	<b>28,159,720</b>	<b>77.74 %</b>
<b>TOTAL EXPD AND TRANSFERS OUT:</b>		<b>36,221,982</b>	<b>8,061,262</b>	<b>957,490</b>	<b>1,000</b>	<b>28,159,720</b>	<b>77.74 %</b>	<b>36,221,982</b>	<b>28,159,720</b>	<b>77.74 %</b>
<b>Net for Fiscal Year 2018:</b>		<b>(19,675,402)</b>	<b>8,748,968</b>	<b>(915,958)</b>		<b>28,423,370</b>		<b>(8,552,482)</b>	<b>(17,300,450)</b>	

User ID: asimpson  
 Report ID: AD-FN-GL-003  
 Run Date: 04 May 2018  
 % of Time  
 Remaining: 16.7

# Idaho Transportation Department

## STATEMENT OF REVENUES AND EXPENDITURES

### BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 4/30/2018

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

Fiscal Year:	2018	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:	2018	(A)	(B)	(C)	(D)	(E = A - B - D)	(F = E / A)	(G)	(H = G - B - D)	(I = H / G)
<b>REVENUES</b>										
State Sources - Miscellaneous Revenues		0	15,818	11,402	0	15,818	0.00 %	0	(15,818)	0.00 %
<b>TOTAL REVENUES:</b>		<b>0</b>	<b>15,818</b>	<b>11,402</b>	<b>0</b>	<b>15,818</b>	<b>0.00 %</b>	<b>0</b>	<b>(15,818)</b>	<b>0.00 %</b>
<b>TRANSFERS-IN</b>										
Statutory		0	11,067,800	0	0	11,067,800	0.00 %	0	(11,067,800)	0.00 %
<b>TOTAL TRANSFERS-IN:</b>		<b>0</b>	<b>11,067,800</b>	<b>0</b>	<b>0</b>	<b>11,067,800</b>	<b>0.00 %</b>	<b>0</b>	<b>(11,067,800)</b>	<b>0.00 %</b>
<b>TOTAL REV AND TRANSFERS-IN:</b>		<b>0</b>	<b>11,083,618</b>	<b>11,402</b>	<b>0</b>	<b>11,083,618</b>	<b>0.00 %</b>	<b>0</b>	<b>(11,083,618)</b>	<b>0.00 %</b>
<b>EXPENDITURES</b>										
Contract Construction - Trustee & Benefit Payments		11,067,800	10,711,317	2,579,407	0	356,483	3.22 %	11,067,800	356,483	3.22 %
<b>TOTAL EXPENDITURES:</b>		<b>11,067,800</b>	<b>10,711,317</b>	<b>2,579,407</b>	<b>0</b>	<b>356,483</b>	<b>3.22 %</b>	<b>11,067,800</b>	<b>356,483</b>	<b>3.22 %</b>
<b>TOTAL EXPD AND TRANSFERS OUT:</b>		<b>11,067,800</b>	<b>10,711,317</b>	<b>2,579,407</b>	<b>0</b>	<b>356,483</b>	<b>3.22 %</b>	<b>11,067,800</b>	<b>356,483</b>	<b>3.22 %</b>
<b>Net for Fiscal Year 2018:</b>		<b>(11,067,800)</b>	<b>372,300</b>	<b>(2,568,005)</b>		<b>11,440,100</b>		<b>(11,067,800)</b>	<b>(11,440,100)</b>	

User ID: asimpson  
 Report ID: AD-FN-GL-003  
 Run Date: 04 May 2018  
 % of Time  
 Remaining: 16.7

# Idaho Transportation Department

## STATEMENT OF REVENUES AND EXPENDITURES

### BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 4/30/2018

Fund: 0375 GARVEE Debt Service Fund

Fiscal Year:	2018	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:	2018	(A)	(B)	(C)	(D)	(E = A - B - D)	(F = E / A)	(G)	(H = G - B - D)	(I = H / G)
<b>REVENUES</b>										
State Sources - Miscellaneous Revenues		0	60,590	3,455	0	60,590	0.00 %	0	(60,590)	0.00 %
<b>TOTAL REVENUES:</b>		<b>0</b>	<b>60,590</b>	<b>3,455</b>	<b>0</b>	<b>60,590</b>	<b>0.00 %</b>	<b>0</b>	<b>(60,590)</b>	<b>0.00 %</b>
<b>TRANSFERS-IN</b>										
Operating		0	15,190,552	0	0	15,190,552	0.00 %	0	(15,190,552)	0.00 %
<b>TOTAL TRANSFERS-IN:</b>		<b>0</b>	<b>15,190,552</b>	<b>0</b>	<b>0</b>	<b>15,190,552</b>	<b>0.00 %</b>	<b>0</b>	<b>(15,190,552)</b>	<b>0.00 %</b>
<b>TOTAL REV AND TRANSFERS-IN:</b>		<b>0</b>	<b>15,251,141</b>	<b>3,455</b>	<b>0</b>	<b>15,251,141</b>	<b>0.00 %</b>	<b>0</b>	<b>(15,251,141)</b>	<b>0.00 %</b>
<b>EXPENDITURES</b>										
Bond Principal / Interest		0	55,080,869	372,123	0	(55,080,869)	0.00 %	0	(55,080,869)	0.00 %
<b>TOTAL EXPENDITURES:</b>		<b>0</b>	<b>55,080,869</b>	<b>372,123</b>	<b>0</b>	<b>(55,080,869)</b>	<b>0.00 %</b>	<b>0</b>	<b>(55,080,869)</b>	<b>0.00 %</b>
<b>TOTAL EXPD AND TRANSFERS OUT:</b>		<b>0</b>	<b>55,080,869</b>	<b>372,123</b>	<b>0</b>	<b>(55,080,869)</b>	<b>0.00 %</b>	<b>0</b>	<b>(55,080,869)</b>	<b>0.00 %</b>
<b>Net for Fiscal Year 2018:</b>		<b>0</b>	<b>(39,829,728)</b>	<b>(368,668)</b>		<b>(39,829,728)</b>		<b>0</b>	<b>39,829,728</b>	

User ID: asimpson  
 Report ID: AD-FN-GL-003  
 Run Date: 04 May 2018  
 % of Time  
 Remaining: 16.7

# Idaho Transportation Department

## STATEMENT OF REVENUES AND EXPENDITURES

### BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 4/30/2018

Fund: 0221 State Aeronautics Fund

Fiscal Year:	2018	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:	2018	(A)	(B)	(C)	(D)	(E = A - B - D)	(F = E / A)	(G)	(H = G - B - D)	(I = H / G)
<b>REVENUES</b>										
Federal Sources - FAA		309,330	243,110	16,544	0	(66,220)	-21.41%	441,700	198,590	44.96 %
State Sources - Miscellaneous Revenues		345,973	387,311	8,124	0	41,338	11.95 %	366,425	(20,886)	-5.70%
Interagency Sources - Miscellaneous Revenues		161,503	240,350	27,201	0	78,847	48.82 %	225,000	(15,350)	-6.82%
<b>TOTAL REVENUES:</b>		<b>816,806</b>	<b>870,771</b>	<b>51,869</b>	<b>0</b>	<b>53,965</b>	<b>6.61 %</b>	<b>1,033,125</b>	<b>162,354</b>	<b>15.71 %</b>
<b>TRANSFERS-IN</b>										
Operating		1,788,930	1,930,550	168,726	0	141,620	7.92 %	2,100,000	169,450	8.07 %
<b>TOTAL TRANSFERS-IN:</b>		<b>1,788,930</b>	<b>1,930,550</b>	<b>168,726</b>	<b>0</b>	<b>141,620</b>	<b>7.92 %</b>	<b>2,100,000</b>	<b>169,450</b>	<b>8.07 %</b>
<b>TOTAL REV AND TRANSFERS-IN:</b>		<b>2,605,736</b>	<b>2,801,320</b>	<b>220,594</b>	<b>0</b>	<b>195,585</b>	<b>7.51 %</b>	<b>3,133,125</b>	<b>331,804</b>	<b>10.59 %</b>
<b>EXPENDITURES</b>										
Permanent Staff Salaries		606,770	557,633	55,291	0	49,137	8.10 %	751,092	193,459	25.76 %
Board, Hourly, OT, Shift Diff		35,150	39,731	0	0	(4,581)	-13.03%	54,300	14,569	26.83 %
Fringe Benefits		291,600	265,975	26,939	0	25,625	8.79 %	357,608	91,633	25.62 %
In State Travel Expense		48,303	52,900	10,218	0	(4,597)	-9.52%	58,835	5,935	10.09 %
Out of State Travel Expense		17,162	13,797	1,440	0	3,365	19.61 %	17,800	4,003	22.49 %
Operating Expenditures		538,697	508,810	39,202	32,612	(2,724)	-0.51%	998,510	457,089	45.78 %
Capital Equipment Expense		105,789	52,789	0	53,000	0	0.00 %	161,000	55,211	34.29 %
Capital Facilities Expense		24,881	4,881	0	20,000	(0)	0.00%	99,480	74,599	74.99 %
Trustee & Benefit Payments		772,847	919,567	90,230	0	(146,720)	-18.98%	1,951,935	1,032,368	52.89 %
<b>TOTAL EXPENDITURES:</b>		<b>2,441,199</b>	<b>2,416,083</b>	<b>223,321</b>	<b>105,612</b>	<b>(80,496)</b>	<b>-3.30%</b>	<b>4,450,560</b>	<b>1,928,865</b>	<b>43.34 %</b>
<b>TOTAL EXPD AND TRANSFERS OUT:</b>		<b>2,441,199</b>	<b>2,416,083</b>	<b>223,321</b>	<b>105,612</b>	<b>(80,496)</b>	<b>-3.30%</b>	<b>4,450,560</b>	<b>1,928,865</b>	<b>43.34 %</b>
<b>Net for Fiscal Year 2018:</b>		<b>164,537</b>	<b>385,238</b>	<b>(2,726)</b>		<b>115,089</b>		<b>(1,317,435)</b>	<b>(1,597,061)</b>	



## Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date June 21, 2018Consent Item ☐ Information Item ☒ Amount of Presentation Time Needed \_\_\_\_\_

Presenter's Name Joel Drake	Presenter's Title Financial Mgr., FP&A	Initials JD	Reviewed By CRM
Preparer's Name Nathan Hesterman	Preparer's Title Sr. Planner - Programming	Initials ndh	

### Subject

Monthly Reporting of Federal Formula Program Funding Through May 2018		
Key Number N/A	District N/A	Route Number N/A

### Background Information

Idaho received obligation authority of \$276.4 million through September 30<sup>th</sup> (365/365<sup>th</sup>) via the FY 2018 Appropriations Act signed on March 23, 2018. Additionally, at the May Board Meeting the Board resolved to distribute \$14.4 million of Highway Infrastructure general funds to ITD and its partners. The combined \$290.8 million corresponds to \$290.5 million with match after a reduction for indirect costs. The amount excludes *Redistribution of Obligation Authority Not Used by Other States* which is usually distributed at the end of August.

Idaho has received apportionments and general funds via notices through April 17<sup>th</sup> of \$316.6 million which includes *Redistribution of Certain Authorized Funds*. Currently, obligation authority is 91.85% of apportionments.

The exhibits on the following page summarize these amounts and show allotments and remaining funds by program through September 30, 2018.

### Recommendations

For Information
-----------------

### Board Action

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



# Board Agenda Item

ITD 2210 (Rev. 10-13)

## Exhibit One Actual Formula Funding for FY2018

Per FAST Tables – Total Year	
Federal Aid Only	\$302,157
Including Match	\$327,648
Per Apports. & General Funds – Total Year	
Federal Aid Only	\$316,635
Including Match	\$343,385
Obligation Limits through 9/30/2018	
Federal Aid Only	\$290,833
Less prorated \$25M indirect costs w/Match	\$290,551

- Notes:
1. All dollars in Thousands
  2. 'Approved Program' amounts from the FY 2018 Board Approved Program (Sky Blue Book).
  3. Apportionment and Obligation Authority amounts reflect available funds via federal notices received through April 17, 2018.

## Exhibit Two Allotments of Available Formula Funding through September 30, 2018

Program	Allotted Total Program Funding	Total Program Funding Remaining
All Other SHS Programs	\$172,245	\$36,831
GARVEE Formula Debt Service*	\$58,190	\$2,308
State Planning and Research*	\$6,735	\$776
Metropolitan Planning*	\$1,804	\$0
Transportation Alternatives (Urban/Rural)	\$3,608	\$753
Recreational Trails	\$1,685	\$1,668
STBG - Local Urban	\$8,949	\$1,012
STBG - Transportation Mgt. Area	\$11,020	\$9,519
Transportation Alternatives (TMA)	\$438	\$31
STBG – Local Rural	\$13,661	\$2,901
Local Bridge	\$4,972	\$3,950
Off System Bridge	\$3,729	\$2,477
Local HSIP	\$3,515	\$42
<b>Total (excluding indirect costs)</b>	<b>\$290,551</b>	<b>\$62,268</b>

- Notes:
1. All dollars in Thousands.
  2. Allotments based on the FY 2018 Board Approved Program (Sky Blue Book).
  3. Funding amounts include match and reflect total formula funding available (excluding indirect costs).
  4. Data reflects both obligation and de-obligation activity (excluding indirect costs) as of May 31<sup>st</sup>.
  5. Advanced construction conversions of \$23.7 million are outstanding for FY 2018.
- \* These programs are provided 100% Obligation Authority. Other programs are reduced accordingly.





## Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date June 20-21, 2018Consent Item ☐Information Item ☒

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

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

### Subject

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

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

### Background Information

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

Business and Support Management section executed the following professional service agreements:

Document Description	Vendor Name	Line Amount	Unit Name	Service From	Service To
District 3 Campus Feasibility Study for Outbuilding Functions	CSHQA	\$5,000	Capital Facilities	05/02/2018	09/01/2018

### Recommendations

Information only

### Board Action

☐ Approved    ☐ Deferred \_\_\_\_\_

☐ Other \_\_\_\_\_

May 2, 2018

Mr. Tony Pirc  
Idaho Transportation Department (ITD)  
3311 West State Street  
Boise, Idaho 83703

Re: ITD District 3 – Feasibility/Planning Study  
8150 Chinden Boulevard  
Garden City, Idaho 83174  
Project No. 18TBD.000

Dear Tony:

We are pleased to submit this proposal for limited architectural services for the above referenced project. Our proposal is based on the following:

- Client will provide PDF files (CADD if available) of available Construction Documents.
- Client will provide copies of previous studies, reports, etc.

The project team for the ITD District 3 – Feasibility/Planning Study project shall include the following disciplines:

Architectural – CSHQA, a professional association – Craig A. Slocum, AIA, Architect of Record and James A. Marsh, AIA, Project Manager

Our services will be provided in one (1) Task: Task 01 – Feasibility/Planning Study.

#### **Task 01 – Feasibility/Planning Study**

Our feasibility/planning process includes several meetings with the high-level decision makers and we assist in the brainstorming process looking for the most interesting and well-conceived planning ideas. We will challenge preconceived ideas and identify your particular planning resolve. At those meetings we will establish goals and the vision. Our services will include the following:

1. Data Gathering
  - a. Meet with Facilities Manager and gather information. Evaluate the data.
  - b. Request required CAD files based on specific needs.
  - c. Contact Planning and Zoning for current zoning information (note: some of this may be in the data gathered from Facilities Manager).
2. Master Planning Work Session
  - a. Tour facilities with leadership.

- b. Discuss market conditions and other economic conditions as they currently exist or can be projected.
  - c. Discuss existing architectural conditions, construction market, average costs, etc.
  - d. Discuss IDL vision, business plans, what works and what should change.
  - e. Model findings into opportunities and constraints.
  - f. Develop goals and objectives for the master plan.
3. Master Planning Work Session – Two (approximately 3-4 weeks later)
  - a. Present up to three (3) options for physical plans and development framework.
  - b. Discuss strengths and weaknesses of optional plans.
4. Follow-Up:
  - a. Develop one framework concept, illustrative plan.
  - b. Identify capital projects for implementation – scheduling of the future.

We propose to provide Feasibility/Planning services on a Payroll Cost basis not-to-exceed Five Thousand and no/100 Dollars (\$5,000.00) including Reimbursable Expenses.

Reimbursable Expenses such as, but not limited to, materials, supplies, and reproduction costs (plans, manuals, reports) will be charged at a multiple of one and fifteen one-hundredths (1.15) times the actual cost to the Architect and mileage will be charged according to the current Government rates. Regulatory agency application and permit fees, if applicable, are not included in this proposal but can be paid on behalf of the Client as an additional Reimbursable Expense. Employee's time for Additional Tasks including modifications to the above project scope will be charged at 2.75 times the employee's direct personnel expense.

The following services are not included in this proposal but are available as an Additional Task upon Client request:

- Construction Documents, Bidding and Construction Administration.
- Specialized consulting services, including geotechnical services, surveying services, traffic studies, environmental assessments, acoustical analysis, roof system analysis, etc.
- Hazardous materials identification or analysis.
- Entitlement services, including public hearings and Regulatory Agency meetings.
- Renderings and Models.
- Field measurement and preparing Record Documents including existing Floor Plans and Exterior Elevations (in AutoCAD format).
- Prepare Record Documents including existing Floor Plans and Exterior Elevations (in AutoCAD format).

Commencement of the services described above will be initiated upon receipt of an executed Agreement. If the services noted in this fee proposal are not contracted within 30-days from the date of the letter, then the proposal shall be subject to review and subsequent revisions.

Mr. Tony Pirc  
Page 3  
May 2, 2018

We appreciate this opportunity and look forward to working with you on this project. If you have any questions, please do not hesitate to call.

Sincerely,

CSHQA, a professional association



Craig A. Slocum, AIA  
Principal-in-Charge



## Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date June 21, 2018Consent Item ☐ Information Item ☒ Amount of Presentation Time Needed \_\_\_\_\_

Presenter's Name Blake Rindlisbacher, PE	Presenter's Title Engineering Services Administrator	Initials BR	Reviewed By
Preparer's Name Monica Crider, P.E.	Preparer's Title Contracting Services Engineer	Initials MC	

### Subject

Contract Awards and Advertisements		
Key Number	District	Route Number

### Background Information

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

Also attached is the Current Advertisement Report.

Since the last Board Agenda report Contracting Services has Bid 10 projects, 3 of them needing Board approval to award, 2 of them needing Board approval to reject and 2 project awaiting district justification.

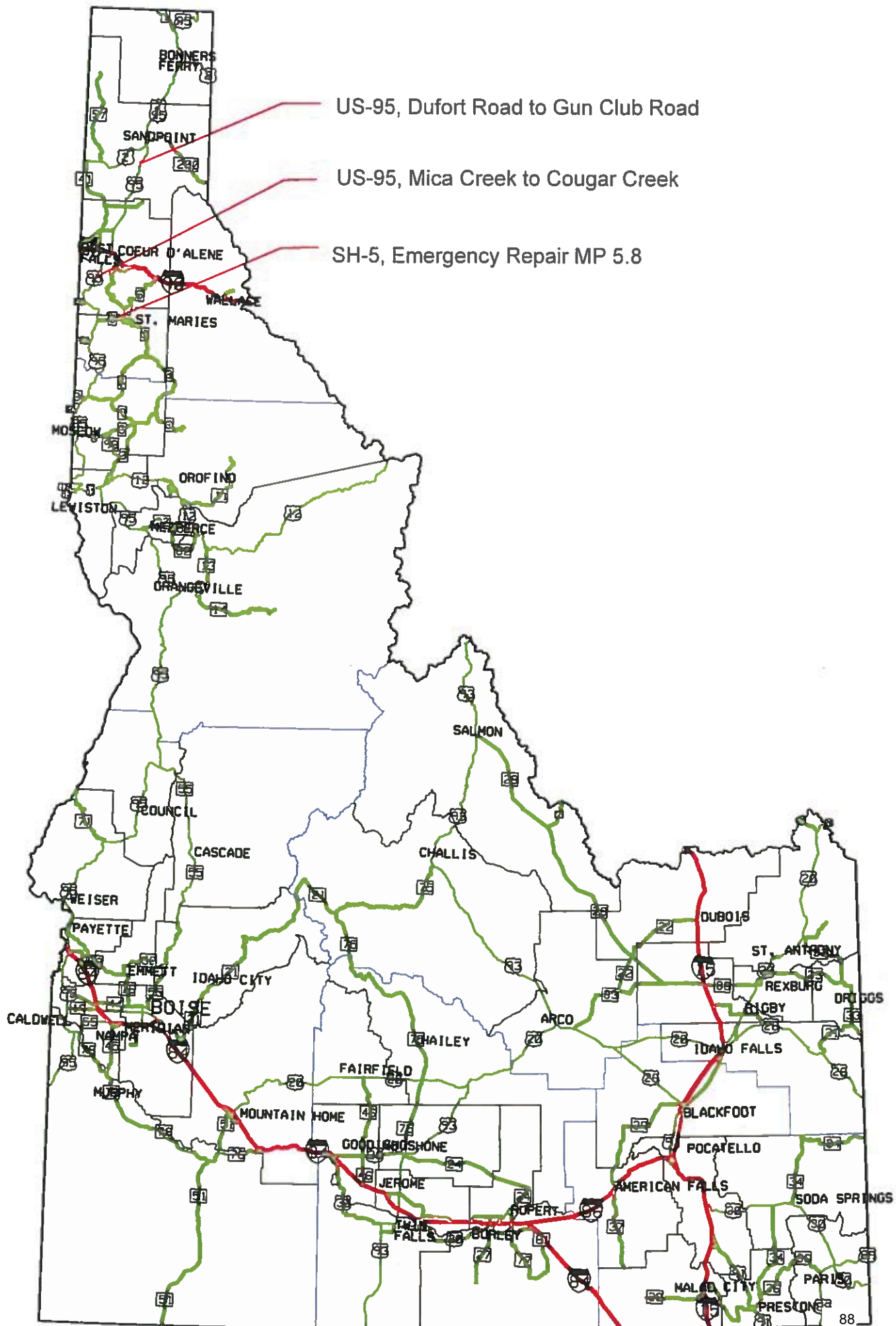
FY18 – 10/1/2017 to 4/30/2018 Contracting Services has bid 95 projects, 27 of them needing Board Approval to award, 6 needing Board approval to reject and 2 project awaiting district justification.

### Recommendations

For Information Only.

### Board Action

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



US-95, Dufort Road to Gun Club Road

US-95, Mica Creek to Cougar Creek

SH-5, Emergency Repair MP 5.8



## Monthly Contract Status Report to the Board

CONTRACT ACCEPTED BY STAFF SINCE LAST BOARD MEETING

KEY	Engineer Estimate	Low Bid	Net +/-	% of Est
Dist: 1	Route: US-95	OPENING DATE: 5/22/2018	CONTRACTOR: INTERSTATE CONCRETE & ASPHALT CO.	NUMBER OF BIDS: 3
20685	\$2,465,277	\$2,513,595	\$48,318	102%
20685	MICA CR TO COUGAR CR, KOOTENAI CO	RESRF/RESTO&REHAB	State	
Dist: 1	Route: US-95	OPENING DATE: 5/1/2018	CONTRACTOR: INTERSTATE CONCRETE & ASPHALT CO.	NUMBER OF BIDS: 2
20520	\$1,035,593	\$1,036,378	\$785	100%
20520	DUFORT RD TO GUN CLUB RD	RESRF/RESTO&REHAB	State	
Dist: 1	Route: SH-5	OPENING DATE: 5/1/2018	CONTRACTOR: M.A. DEATLEY CONSTRUCTION, INC.	NUMBER OF BIDS: 4
20338	\$1,174,762	\$1,082,116	(\$92,646)	92%
20338	EMERGENCY REPAIR MP 5.8, BENEWAH CO	RECONST/REALIGN	State	

## Monthly Contract Advertisement As of 06-01-2018

	Key	Job Type	Route Type
Dist: 1	Route: I-90	OPENING DATE: 6/5/2018	
	19326	\$2,500,000 to \$5,000,000	
	19326	FY19b D1 BRIDGE REPAIRS	BR/APPRS State
Dist: 2	Route: US-12	OPENING DATE: 6/26/2018	
	20011	\$500,000 to \$1,000,000	
	20011	VALLEY VIEW DRIVE TURNBAY, IDAHO CO	MAJRWDN State
Dist: 2	Route: SH-14	OPENING DATE: 6/5/2018	
	20072	\$250,000 to \$500,000	
	20072	MOOSE CR FISH PASSAGE	BR/APPRS Local
Dist: 3	Route: US-95	OPENING DATE: 6/12/2018	
	13962	\$1,000,000 to \$2,500,000	
	13962	S END RD TO JCT SH 55, RESRF/RESTO&REHAB NEW MEADOWS	State
Dist: 3	Route: SH-51	OPENING DATE: 6/5/2018	
	19961	\$1,000,000 to \$2,500,000	
	19961	FY19 ELMORE COUNTY SEALCOATS	RESRF/RESTO&REHAB State
Dist: 5	Route: I-15	OPENING DATE: 6/26/2018	
	14002	\$5,000,000 to \$10,000,000	
	14002	ROSE RD IC, BINGHAM CO	BR/APPRS State
Dist: 5	Route: SH-5	OPENING DATE: 5/22/2018	
	09894	\$5,000,000 to \$10,000,000	
	09894	OLD HWY 37, THE NARROWS, ONEIDA CO	RECONST/REALIGN Local



# Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date June 21, 2018

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

Presenter's Name Monica Crider, P.E.	Presenter's Title Contracting Services Engineer	Initials MC	Reviewed By LSS
Preparer's Name Mike Cram	Preparer's Title Project Manager	Initials MWC	

## 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 fifty-one (51) new professional services agreements and work tasks totaling **\$6,003,800** and four (4) supplemental agreements to existing professional services agreements totaling **\$111,500** from April 27, 2018 through May 31, 2018.

### New Professional Services Agreements and Work Tasks

<i>Reason Consultant Needed</i>	<i>District</i>								<i>Total</i>
	1	2	3	4	5	6	HQ		
<b>Resources not Available</b>									
Design	2	1	1	4		1			9
Environmental		1							1
Public Involvement			1						1
Geotechnical	1		2						3
Aerial Photography	1								1
Surveying	4	1			2	1			8
Construction	5	2	1	1	1	1	1		12
Bridge	3			1					4
Local Public Agency Projects	4	0	1	3	3	1	0		12
<b>Total</b>	<b>20</b>	<b>5</b>	<b>6</b>	<b>9</b>	<b>6</b>	<b>4</b>	<b>1</b>		<b>51</b>



## Board Agenda Item

ITD 2210 (Rev. 10-13)

### For ITD District Projects:

Thirty-nine (39) new professional services agreements and work tasks were processed during this period totaling **\$5,210,220**. Two (2) supplemental agreements were processed totaling **\$102,000**.

### District 1

<i>Project</i>	<i>Reason Consultant Needed</i>	<i>Description</i>	<i>Selection Method</i>	<i>Consultant</i>	<i>Amount</i>
US-95, Granite North & Frontage Rds, Bonner Co	Resources not available: Design	Roadway Design, Ph III: Final Design through PS&E	Individual Project Solicitation	HDR Engineering	Prev: \$1,135,100 <b>This: \$1,057,210</b> Total: \$2,192,310  Board approved agreement > \$1M Apr '18 Mtg
I-90, SH-41 Interchange, Kootenai Co	Resources not available: Design	Roadway Design, Ph 1: Conceptual Design, Preferred Alternative Selection, Project Charter	Individual Project Solicitation	David Evans & Associates	\$990,500
US-95, Sandpoint Long Bridge over Pend O'Reille	Resources not available: Bridge	Bridge Asset Management and Rehabilitation Services	Individual Project Solicitation	WSP USA	\$416,300
US-95, Anderson Lane to Kootenai River / Railroad Bridge, Bonners Ferry	Resources not available: Construction	Engineer of Record Services	RFI from Term Agreement	HMH	Prev: \$448,800 <b>This: \$ 50,000</b> Total: \$498,800
State, FY20 D1 Bridge Repair	Resources not available: Surveying	Surveying Services for the FY20 D1 Bridge Repair Project	RFI from Term Agreement	Welch Comer	\$81,300
US-95, Windfall Pass Curve / Moctileme Creek Bridge, Benewah Co	Resources not available: Construction	Engineer of Record Services	RFI from Term Agreement	Forsgren Associates	Prev: \$323,800 <b>This: \$ 49,200</b> Total: \$ 373,000



## Board Agenda Item

ITD 2210 (Rev. 10-13)

SH-41, E Prairie Ave to Lancaster Rd, Kootenai Co	Resources not available: Surveying	Additional Survey and Right of Way Services	RFI from Term Agreement	T-O Engineers	Prev: \$211,144 <b>This: \$ 51,200</b> Total: \$262,344
US-95, Emergency Repair MP 518.4, Boundary Co	Resources not available: Surveying	Topographic Survey	Direct from Term Agreement	Meckel Engineering & Surveying	\$22,700
US-95, N Corridor Access Improvements	Resources not available: Geotechnical	Additional Geotechnical Services	Direct from Term Agreement	American Geotechnics	Prev: \$22,700 <b>This: \$31,000</b> Total: \$53,700
SH-41, E Prairie Ave to Lancaster Rd, Kootenai Co	Resources not available: Bridge	Bridge Design Services	Direct from Term Agreement	River Structures Consulting	\$41,000
SH-41, Lancaster Rd to Boekel Rd, Rathdrum	Resources not available: Surveying	Additional Survey and Right of Way Services	RFI from Term Agreement	T-O Engineers	Prev: \$165,039 <b>This: \$ 32,700</b> Total: \$197,739
SH-5, 4 <sup>th</sup> St to Junction SH-3, St. Maries	Resources not available: Construction	Additional Close-Out Services	RFI from Term Agreement	Ruen-Yeager & Associates	Prev: \$279,300 <b>This: \$ 27,700</b> Total: \$307,000
US-95, Echo Dr to MP 515.5, Boundary Co	Resources not available: Construction	Construction Engineering, Inspection, Sampling & Testing Services	RFI from Term Agreement	David Evans & Associates	\$331,600
SH-53, N Latah St to MP 9.3, Rathdrum  SH-53, Hauser Lake Rd to N. Bruss Rd, Kootenai Co  State, FY17 D1 Pre-Project Planning	Resources not available: Aerial Photography	Aerial Photography / LIDAR Acquisition & Mapping	Direct from Term Agreement	Aero-Graphics	\$30,000
SH-41, Lancaster Rd to Boekel Rd, Rathdrum	Resources not available: Bridge	Bridge Design Services	Direct from Term Agreement	River Structures Consulting	\$58,800
US-95, Elmira Rd Turnbay, Bonner Co	Resources not available: Construction	Construction Engineering, Inspection, & Testing Staff Augmentation Services	Direct from Term Agreement	David Evans & Associates	\$85,500



## Board Agenda Item

ITD 2210 (Rev. 10-13)

### District 2

<i>Project</i>	<i>Reason Consultant Needed</i>	<i>Description</i>	<i>Selection Method</i>	<i>Consultant</i>	<i>Amount</i>
US-12, Maggie Creek Bridge, Idaho Co	Resources not available: Construction	Inspection & Testing Services for Pre-Cast Fabrication of the Bridge Girders	Minor Agreement Procedures	CMT Engineering Laboratories	\$4,000
US-12, Orofino to Greer, Clearwater Co	Resources not available: Design	Roadway Design through PS&E	RFI from Term Agreement	Keller Associates	\$500,000
SH-13, Sally Ann Creek Rd Culvert, Idaho Co	Resources not available: Surveying	Surveying	Direct from Term Agreement	David Evans & Associates	\$40,000
US-12, Maggie Creek Bridge, Idaho Co	Resources not available: Construction	Construction Engineering, Inspection, Sampling & Testing Services	Direct from Term Agreement	Allwest Testing & Engineering	\$90,700
US-95, Thorn Creek Rd to Moscow, Ph1	Resources not available: Environmental	Wetland Impact Verification for 404 Report and Permitting	Direct from Term Agreement	Resource Planning Unlimited	\$18,300

### District 3

<i>Project</i>	<i>Reason Consultant Needed</i>	<i>Description</i>	<i>Selection Method</i>	<i>Consultant</i>	<i>Amount</i>
I-84, Hammett Union Pacific Railroad Bridge, Elmore Co	Resources not available: Construction	Inspection of the Steel Girder Fabrication	Minor Agreement Procedures	KTA-Tator, Inc.	\$22,000
SH-19, Downtown Homedale Reconstruction	Resources not available: Geotechnical	Materials and Geotechnical Services	Direct from Term Agreement	American Geotechnics	\$6,500
SH-19, Downtown Homedale Reconstruction	Resources not available: Design	Storm Drainage Design	Direct from Term Agreement	H.W. Lochner	\$39,800





## Board Agenda Item

ITD 2210 (Rev. 10-13)

SH-44, Star Rd to SH-16, Ada Co  Intersection SH-16 to Linder Rd, Ada Co	Resources not available: Geotechnical	Geotechnical Engineering Services	Direct from Term Agreement	GeoEngineers	\$45,110
SH-55, Zachary Rd to Goose Creek Grade, Valley/ Adam Co	Resources not available: Public Involvement	Public Involvement Services	Direct from Term Agreement	Rosemary Brennan Curtin	\$30,000

### **District 4**

<i>Project</i>	<i>Reason Consultant Needed</i>	<i>Description</i>	<i>Selection Method</i>	<i>Consultant</i>	<i>Amount</i>
SH-81, Declo to Burley, Cassia Co	Resources not available: Design	Add'l Utility Coordination	Direct from Term Agreement	WHPacific	Prev: \$76,200 <b>This: \$ 7,300</b> Total: \$83,500
US-93, 100 South Rd, Jerome Co	Resources not available: Design	Roadway Design, Ph II: Completion of Design through PS&E	RFI from Term Agreement	J-U-B Engineers	Prev: \$283,800 <b>This: \$200,500</b> Total: \$484,300
I-84, FY17 D4 Interstate Operational Analysis	Resources not available: Design	Interstate Operational Analysis	RFI from Term Agreement	Kittelson & Associates	\$189,300
I-84, Union Pacific Railroad Bridge MP 170.9, Gooding Co	Resources not available: Bridge	Add'l Bridge & Utility Services to Update Contract Specifications	RFI from Term Agreement	HDR Engineering	Prev: \$394,500 <b>This: \$ 18,000</b> Total: \$412,500  Board approved term limit > \$1.5 M May '18 Mtg
US-30, E 4000 North Rd, Twin Fall Co	Resources not available: Construction	Material Sampling and Testing Services	Direct from Term Agreement	Materials Testing & Inspection	\$12,150
State, FY17 D4 Urban Highway Analysis	Resources not available: Design	Urban Highway Analysis	RFI from Term Agreement	Kittelson & Associates	\$250,000



## Board Agenda Item

ITD 2210 (Rev. 10-13)

### District 5

<i>Project</i>	<i>Reason Consultant Needed</i>	<i>Description</i>	<i>Selection Method</i>	<i>Consultant</i>	<i>Amount</i>
State, FY16 D5 Pre- Project Planning	Resources not available: Surveying	Surveying Services	Direct from Term Agreement	GeoTerra	\$5,050
State, FY18 D5 Monument Preservation	Resources not available: Surveying	Monument Preservation Services	RFI from Term Agreement	Dioptra	\$150,000
US-30, GarrettWay: Batiste to Main St, Pocatello	Resources not available: Construction	Materials Sampling & Testing Services	Direct from Term Agreement	Materials Testing & Inspection	\$79,900

### District 6

<i>Project</i>	<i>Reason Consultant Needed</i>	<i>Description</i>	<i>Selection Method</i>	<i>Consultant</i>	<i>Amount</i>
SH-33, Owsley Canal, Jefferson Co	Resources not available: Construction	Review of Blasting Plan	Direct from Term Agreement	BDS, Inc.	\$5,200
US-20, Intersection SH-47 Improvements, Ashton	Resources not available: Design	Roadway Design Services	Direct from Term Agreement	Horrocks Engineers	\$75,200
US-20, Intersection SH-47 Improvements, Ashton	Resources not available: Surveying	Land Surveying Services	RFI from Term Agreement	David Evans & Associates	\$14,500

### Headquarters

<i>Project</i>	<i>Reason Consultant Needed</i>	<i>Description</i>	<i>Selection Method</i>	<i>Consultant</i>	<i>Amount</i>
FY18 SHS Bridge Inspection	Resources not available: Bridge	Bridge Load Rating	Direct from Term Agreement	CH2M Hill (Jacobs Engineering)	\$50,000



# 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	US-95, N Corridor Access Improvements	Parametrix	6/17, Roadway Design through PS&E	Add'l work pertaining to noise and retaining walls	Prev: \$ 833,400 <b>This: \$94,600</b> Total: \$928,000
4	Various Projects	Horrocks Engineers	12/16 Materials Testing Services	Add'l testing services	Prev: \$792,100 <b>This: \$ 7,400</b> Total: \$799,500

## For Local Public Agency Projects:

Twelve (12) new professional services agreements totaling **\$793,580** were processed during this period. Two (2) supplemental agreements were processed totaling **\$9,500**.

## Local Public Agency Projects

<i>Project</i>	<i>Sponsor</i>	<i>Description</i>	<i>Selection Method</i>	<i>Consultant</i>	<i>Amount</i>
Benewah Creek Road Safety Audit	Benewah County	Road Safety Audit	Local Project Direct from the Term Agreement	Welch Comer	\$25,450
Honeysuckle Ave Sidewalk and ADA Ramps	City of Hayden	Construction Engineering and Inspection Services	Local Project Direct from the Term Agreement	J-U-B Engineers	\$30,300
Honeysuckle Ave Sidewalk and ADA Ramps	City of Hayden	Engineer of Record Services during Construction	Local Project Direct from the Term Agreement	Welch Comer	\$6,300
Intersection of Pleasant View Rd & Prairie Ave	Post Falls Highway District	Intersection Design	Local Project RFI from Term Agreement	J-U-B Engineers	\$187,800



## Board Agenda Item

ITD 2210 (Rev. 10-13)

Indian Creek Path Extension; Taffy to Peppermint	City of Nampa	Design of multi-use, asphalt trail for the Indian Creek Pathway	Local Project Direct from the Term Agreement	T-O Engineers	\$90,900
Intersection Hankins & Addison Ave Signal	Twin Falls Highway District	Construction Engineering, Inspection and Sampling Services	Local Project Direct from the Term Agreement	HMH	\$73,700
Intersection of Washington St and Caswell	City of Twin Falls	Pedestrian Hybrid Beacon Signal Design	Local Project Direct from the Term Agreement	Precision Engineering	\$46,300
Soldier Rd to Camas School Path	Camas County	Construction Engineering, Inspection and Sampling Services	Local Project Direct from the Term Agreement	H.W. Lochner	\$27,300
E Oneida St, Preston	Franklin County	Engineer of Record Services, Year 1	Individual Project Solicitation	J-U-B Engineers	\$87,000
E Oneida St, Preston	Franklin County	Construction Engineering, Inspection, Sampling, and Testing Services: Year 1	Individual Project Solicitation	Keller Associates	\$184,000
Old Highway 37, The Narrows	Oneida County	Engineer of Record Services during Construction	Individual Project Solicitation	Keller Associates	\$20,530
South Blvd Corridor Rectangular Rapid Flashing Beacon (RRFB) Light	City of Idaho Falls	Construction Support and Testing	Local Project Direct from the Term Agreement	Forsgren Associates	\$14,000



## 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	Clear Creek Bridge, Idaho Co	TD&H Engineering	5/17 Bridge Design: Preliminary Design through PS&E	Add'l Services Required for the Phase IV Report	Prev: \$288,400 <b>This: \$ 2,400</b> Total: \$290,800
3	Cove Road Bridge, Washington Co	HDR Engineering	9/17 Bridge and Roadway Design, Ph 1: Design Approval	Preparation of 2D Hydraulic Model	Prev: \$492,900 <b>This: \$ 7,100</b> Total: \$500,000

### Recommendations

For Information Only

### Board Action

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



## Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date June 21, 2018Consent Item ☐Information Item ☐Amount of Presentation Time Needed 5 minutes

Presenter's Name Joel Drake	Presenter's Title Manager FP&A	Initials jd	Reviewed By LSS
Preparer's Name Nathan Hesterman	Preparer's Title Sr. Transportation Planner	Initials nh	

### Subject

Review Draft FY 2019 - 2025 Idaho Transportation Investment Program and Release for Public Comment

Key Number	District	Route Number
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### Background Information

From January through May, 2018, Department staff and our local partners from the metropolitan planning organizations (MPOs) and the Local Highway Technical Assistance Council (LHTAC) collaborated to compile the Draft FY 2019 – 2025 Idaho Transportation Investment Program (ITIP).

The listing of projects for the FY 2019 – 2025 program years has been provided under separate cover to Board members. Exhibits for the Workshop were also provided under separate cover to help analyze and explain the draft program.

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

The next step of the process is to proceed into a 30-day public comment period slated to occur during July, 2018. Board action on this item indicates concurrence to begin public involvement, and is not meant to indicate Board approval of the projects in the draft program. Final review and subsequent approval is scheduled for the September 2018 Board Meeting.

### Recommendations

Proceed with public involvement of the Draft FY 2019 - 2025 ITIP per the attached resolution, page 101.

### Board Action

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





## Board Agenda Item

ITD 2210 (Rev. 10-13)

### RESOLUTION

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

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

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

WHEREAS, the Transportation Board has reviewed the list of projects and analysis for the Draft FY 2019 - 2025 ITIP; and

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

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

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

NOW THEREFORE BE IT RESOLVED, that the Idaho Transportation Board will commence public involvement in July with project and program information incorporated from the publication entitled Draft FY 2019 - 2025 ITIP, June Board Meeting.



## Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date June 21, 2018Consent Item ☐ Information Item ☐ Amount of Presentation Time Needed 10 minutes

Presenter's Name Cecilia Awusie	Presenter's Title Grants/Contracts Officer	Initials CA	Reviewed By
Preparer's Name Cecilia Awusie	Preparer's Title Grants/Contracts Officer	Initials CA	

### Subject

Toward Zero Deaths Award		
Key Number	District	Route Number

### Background Information

Camas County and the Sheriff's Office will be honored for having zero fatalities on their roadways in 2017. Idaho State Police will also be recognized for their efforts to keep the roads safe in District 4. We will also recognize ITD employees from the shed that work in that area. Camas County joins Benewah, Clark and Teton County as the counties with zero fatalities in 2017. That is double the amount of counties from 2016.

### Recommendations

For information.

### Board Action

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



## Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date June 21, 2018Consent Item ☐Information Item ☐Amount of Presentation Time Needed 10 minutes

Presenter's Name Cecilia Awusie	Presenter's Title Grants/Contracts Officer	Initials CA	Reviewed By
Preparer's Name Cecilia Awusie	Preparer's Title Grants/Contracts Officer	Initials CA	

### Subject

HSP Approval		
Key Number	District	Route Number

### Background Information

Each year the Office of Highway Safety must submit a Highway Safety Plan (HSP) to the National Highway Traffic Safety Administration (NHTSA). OHS is seeking Board approval of the FFY 19 HSP, and if approved, will be sent to the Region 10 NHTSA office for review and approval.

### Recommendations

Approve Highway Safety Plan for FFY 2019. Resolution on page 104.

### Board Action

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

WHEREAS, Idaho experienced 25,328 reportable traffic crashes, 253 traffic deaths, and 13,664 people injured in 2016; and

WHEREAS, the economic cost of traffic crashes in Idaho for 2016 was nearly \$4.3 billion; and

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

WHEREAS, the National Highway Traffic Safety Administration (NHTSA) may allocate about \$3.8 million in funding behavior safety programs for Idaho to reduce traffic deaths and serious injuries; and

WHEREAS, the Idaho Traffic Safety Commission and the Office of Highway Safety have developed the Highway Safety Plan for Federal Fiscal Year 2019 to work toward the elimination of Idaho traffic deaths, serious injuries, and economic losses; and

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

*NOW THEREFORE BE IT RESOLVED*, that the Idaho Transportation Board adopts the Highway Safety Plan for Federal Fiscal Year 19, which is on file in the Office of Highway Safety.



## Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date June 20, 2018Consent Item ☐Information Item ☐Amount of Presentation Time Needed 10 minutes

Presenter's Name Amy Revis, P.E.	Presenter's Title District 3 Engineer	Initials AR	Reviewed By LSS
Preparer's Name Styles Salek	Preparer's Title Engineer In Training	Initials SS	

### Subject

Relinquishment of a portion of US-95 to the City of Council		
Key Number 08432	District 3	Route Number US-95

### Background Information

This agenda item requests the Idaho Transportation Board approve the Road Closure and Maintenance Agreement which will relinquish and abandon a segment of US-95 to the City of Council in exchange for the funding and construction of the Council Alternate Route project. The project, which is now complete, rehabilitated the segment to be relinquished and constructed of an alternate route through town.

The segment of US-95 starts at US-95, MP 135.339, 100 feet left of centerline along the existing US-95/Michigan Street; then along existing US-95/Illinois Avenue to US-95, MP 135.953, 121.67 feet left of centerline, including right-of-way appurtenant thereto. The segment is shown on the Road Closure & Maintenance Agreement – Exhibit A.

On January 18, 2012, the Board Subcommittee on State Highway System Adjustments approved the District's request to transfer this segment of US-95 to the City of Council pending Idaho Transportation Board approval.

In January of 2016, the Idaho Transportation Department and the City of Council Idaho signed a road closure and maintenance agreement.

On March 13, 2018, the City of Council passed a resolution accepting jurisdiction of and responsibility for, in full and every respect, this segment of US-95.

### Recommendations

Approve the Road Closure and Maintenance Agreement which will relinquish and abandon a segment of US-95 to the City of Council. Official minute on page 113.

### Board Action

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

**CITY OF COUNCIL, IDAHO  
Resolution # 2018-01**

**A RESOLUTION CONSENTING TO THE ABANDONMENT OF  
OLD U.S. 95 FROM MILEPOST 135.339 TO MILEPOST 135.953 AND  
ACCEPTING JURISDICTION THEREFORE**

WHEREAS, on January 19, 2016 the State of Idaho acting through the Idaho Transportation Department (ITD) and the City of Council (City) entered into a Road Closure and Maintenance Agreement (Agreement) whereby ITD agreed to re-align U.S. highway 95 and the City agreed to accept Jurisdiction over that portion of U.S. 95 abandoned by ITD; and

WHEREAS, ITD has completed the U.S. 95 re-alignment as shown in Exhibit "A" which is attached hereto; and

WHEREAS ITD has abandoned U.S. 95 from that portion of U.S. 95 from mile post 135.339, 100 feet left of centerline along the existing U.S 95/Michigan Street; then along existing U.S 95. Illinois Avenue to U.S. 95, mile post 135.953, 121.67 feet left of centerline, including the right of way appurtenant thereto; and

WHEREAS, ITD has notified the City that the re-alignment project has been completed; and

WHEREAS, the City agreed in the Road Closure and Maintenance Agreement signed in 2016 that it would assume jurisdiction over that portion of U.S. 95 which was abandoned by ITD.

NOW THEREFORE, BE IT RESOLVED by the Mayor and City Council of the City of Council that:

1. The City hereby assents to the abandonment by the State of U.S. 95 from mile post 135.339, 100 feet left of centerline along the existing U.S 95/Michigan Street; then along existing U.S 95. Illinois Avenue to U.S. 95, mile post 135.953 121.67 feet left of centerline, including the right of way appurtenant thereto.

2. The City hereby assumes jurisdiction of and responsibility for, in full and every respect, that portion of U.S. 95 from mile post 135.339, 100 feet left of

centerline along the existing U.S 95/Michigan Street; then along existing U.S 95. Illinois Avenue to U.S. 95, mile post 135.953 121.67 feet left of centerline, including the right of way appurtenant thereto.

3. In accordance with the 2016 agreement with ITD the City agrees that it will maintain, erect or install, within the limits of this project, any traffic control devices, including signs, in conformity with the Manual on Uniform Traffic Control Devices for Streets and Highways, as adopted by the State.

**PASSED, APPROVED and ADOPTED** this 13th day of March, 2018.

  
Bruce Gardner, Mayor

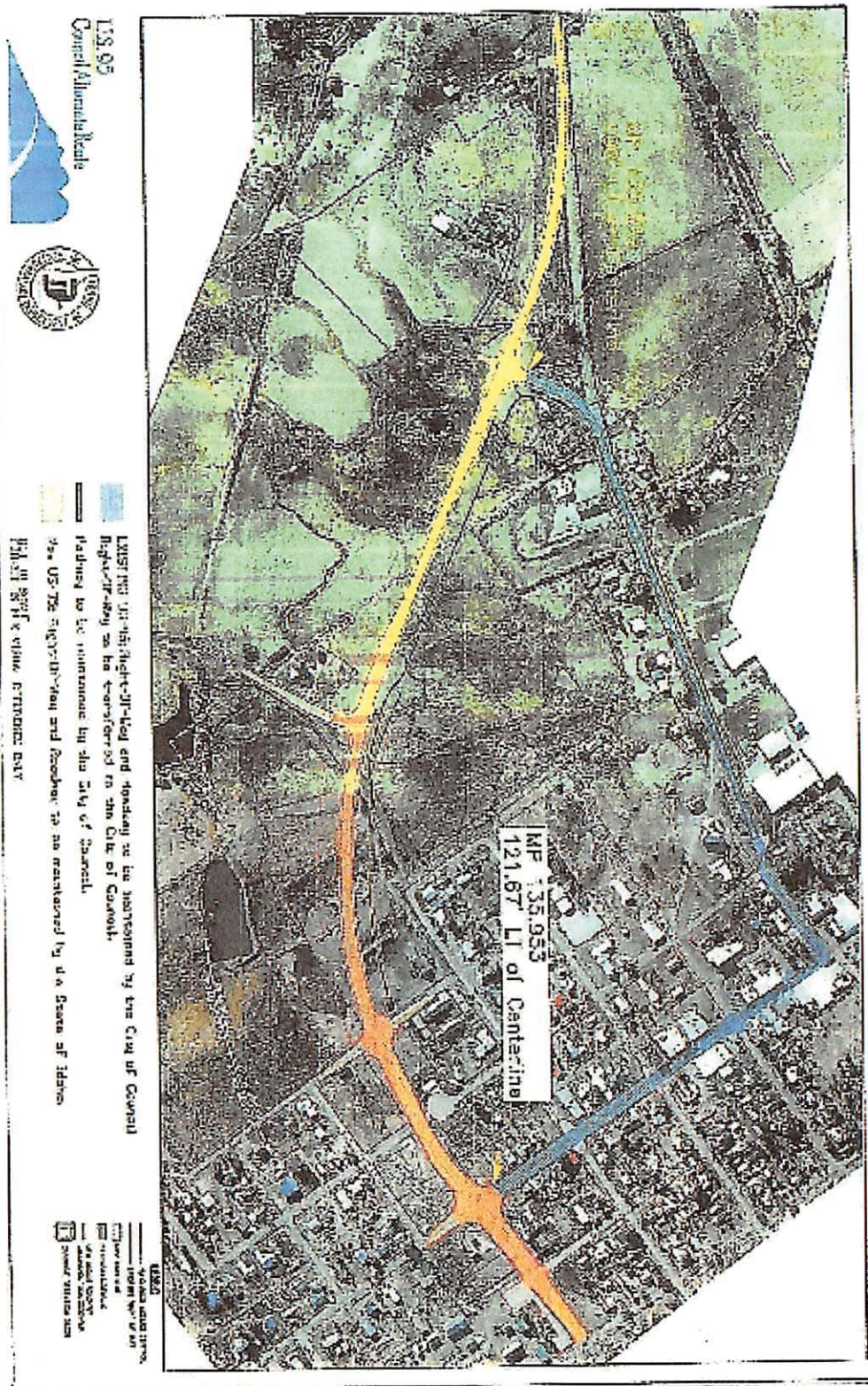
Attest:

  
Tami, Testa, City Clerk





# Road Closure & Maintenance Agreement – Exhibit A





## ROAD CLOSURE AND MAINTENANCE AGREEMENT

### PARTIES

THIS AGREEMENT is made and entered into this 19 day of January, 2016, by and between the **IDAHO TRANSPORTATION DEPARTMENT**, hereafter called the **STATE**, and **City of Council**, hereafter called **City**.

### PURPOSE

The **STATE** has programmed the construction of Project No. NH-3110(130), KN 08432, COUNCIL ALTERNATE ROUTE, to consist of realignment and construction of US-95, construction of which will require the relinquishment of certain roads to the local jurisdiction, as shown on the attached print marked "Exhibit A" and made part of this Agreement. This Agreement is entered into pursuant to Idaho Code, Section 40-203B.

The Parties agree as follows:

### SECTION I That the **STATE** will:

1. Construct and assume all costs of right-of-way acquisition, construction and engineering necessary to complete the work of this project, excepting those items hereafter stated as obligations of the **City** in accordance with the attached Exhibit A. If the project is not ultimately constructed, this agreement will be null and void.
2. During construction of this project, install and maintain proper signing necessary to guide and regulate motorists traveling US-95. The signing shall conform to **State** standards.
3. Complete the rehabilitation of existing US-95 which is to be relinquished to the **City**. Rehabilitation will include:
  - Add curb, gutter, sidewalk, lighting, and new catch basins which connect to the storm drain line between Dartmouth Street and Fairfield Street.
  - Add curb, gutter, sidewalk, lighting, and new catch basins which connect to the storm drain line between Alley Avenue and Bleeker Avenue.
  - Rehabilitate roadway surface the full length of the relinquished section of US-95.
4. Construct the intersection of US-95 and Michigan St. (Existing US-95), including an approach to connect existing US-95 to the proposed alignment.
5. Construct an approach from US-95 to Exeter St.
6. Allow the future extension of Galena St. to access US-95 across from Exeter St.
7. Construct the intersection of proposed US-95 and School Ave.
8. Construct a cul-de-sac on California Ave., on the westerly side of proposed US-95.

9. Obliterate and block access of the existing easterly side of California Ave. from US-95 to North Clarendon St.
10. Reconstruct the intersection of proposed US-95 and Illinois Ave.
11. Reconstruct the intersection of US-95 and Lucille Ave.
12. Reconstruct the intersection of US-95 and Whiteley Ave.
13. Designate the new route, as shown on Exhibit A, as US-95, between the connection to the existing route and Illinois St.
14. Install a manhole and an 8" diameter SDR 35 PVC pipe spanning the State's right of way at approximately Station 787+00 for the City's future sewer system improvements.
15. Relinquish and abandon to the City by official notification from the Idaho Transportation Board, the following streets as shown on Exhibit A:
  - a. Starting at US-95, MP 135.339 100 feet left of centerline along the existing US-95/Michigan Street; then along existing US-95/Illinois Avenue to US-95, MP 135.953 121.67 feet left of centerline, including the right-of-way appurtenant thereto
  - b. Newly constructed portion of Michigan St. from its intersection with the proposed US-95 right-of-way to the existing US-95 right-of-way , including the right-of-way appurtenant thereto
16. Maintain the new US-95 alignment from State right-of-way to State right-of-way with the exception of the pathway which will be maintained by the City.

**SECTION II** That the City will:

1. Consent, by passage of a resolution that assents to the abandonment by the STATE, and upon acceptance of the completed project by the STATE, accept the jurisdiction of and responsibility for, in full and every respect, that portion of US-95, MP 135.339 100 feet left of centerline along the existing US-95/Michigan Street; then along existing US-95/Illinois Avenue to US-95, MP 135.953 121.67 feet left of centerline, including the right-of-way appurtenant thereto, as shown on Exhibit A, as of the date set by the Idaho Transportation Board.
2. Maintain, erect or install, within the limits of this project, any traffic control devices, including signs, in conformity with the Manual on Uniform Traffic Control Devices for Streets and Highways, as adopted by the State.

**SECTION III:** Approval and Effect

1. This Agreement will become effective when it is signed by all parties and then reviewed and approved by the Idaho Transportation Board.

**EXECUTION**

This Agreement is executed for the STATE by the District 3 Engineer; and executed for the City by the Mayor, attested to by the City Clerk, with the imprinted corporate seal of the City of Council.

**IDAHO TRANSPORTATION DEPARTMENT**

*A. Shroeder* 1/19/16  
for District Engineer Date

**ATTEST**

*Janie Testa*  
City Clerk Date

**CITY OF COUNCIL**

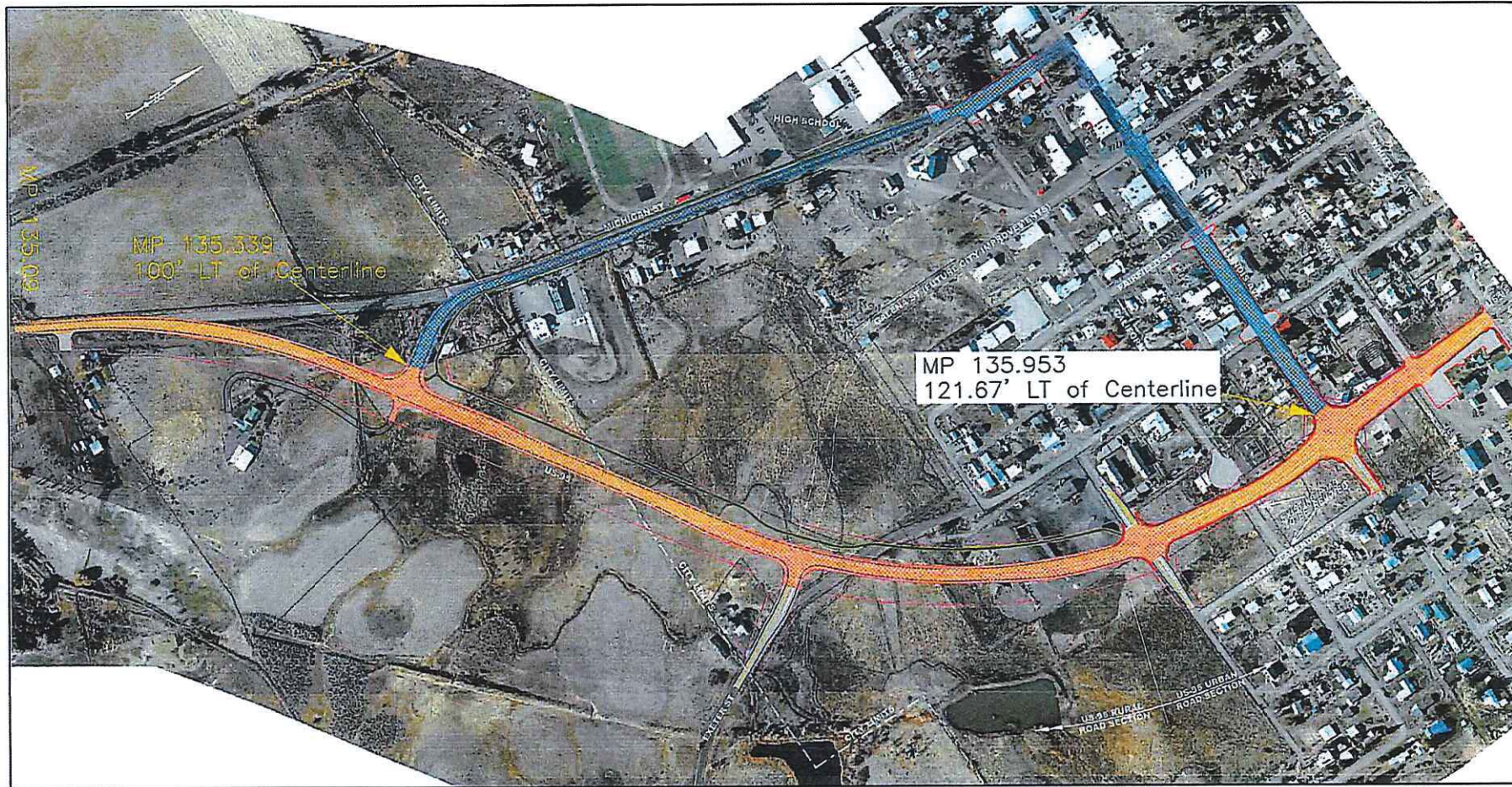
*Bruce O. Gardner, Jr.* 1-12-16  
Bruce Gardner, Mayor Date

(SEAL)





## Road Closure & Maintenance Agreement – Exhibit A



U.S. 95  
Council Alternate Route



- EXISTING US-95; Right-Of-Way and Roadway to be maintained by the City of Council  
Right-Of-Way to be transferred to the City of Council.
- Pathway to be maintained by the City of Council.
- New US-95; Right-Of-Way and Roadway to be maintained by the State of Idaho.

NOT TO SCALE  
EXHIBIT IS FOR VISUAL REFERENCE ONLY

- LEGEND**
- PURCHASED ACCESS CONTROL
  - EXISTING RIGHT OF WAY
  - NEW PAVEMENT
  - PATHWAY/SIDEWALK
  - NEW URBAN ROADWAY
  - URBAN/OUTLETS/SIDEWALK
  - DRAINAGE DETENTION BASIN



## OFFICIAL MINUTE

**WHEREAS**, the City of Council is willing to assume jurisdiction of US-95 in Council in exchange for programming, design and construction of the Key Number 08432, NH-3110(130), US-95 Council Alternate Route; and

**WHEREAS**, the City of Council and District 3 have negotiated a Road Closure and Maintenance Agreement as provided in Idaho Code, Section 40-203B; and

**WHEREAS**, during its January 18, 2012 meeting, the Board's Subcommittee on Adjustments to the State Highway System approved the District's request to transfer this segment of US-95 to the City of Council pending Board approval.

**THEREFORE, BE IT RESOLVED**, as directed in the agreement, jurisdiction of the US-95 can be transferred to City of Council and is hereby removed from the State Highway System effective immediately.

APPROVED:

  
\_\_\_\_\_  
Chief Engineer

  
\_\_\_\_\_  
District Engineer

\_\_\_\_\_  
Date

IDAHO TRANSPORTATION BOARD:

\_\_\_\_\_  
Chairman

\_\_\_\_\_  
Vice Chairman

\_\_\_\_\_  
Member

\_\_\_\_\_  
Member

\_\_\_\_\_  
Member

\_\_\_\_\_  
Member

\_\_\_\_\_  
Member



## Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date 6/21/2018Consent Item ☐Information Item ☐Amount of Presentation Time Needed 20 Minutes

Presenter's Name Ken Kanownik	Presenter's Title STP	Initials KJK	Reviewed By LSS
Preparer's Name Ken Kanownik	Preparer's Title STP	Initials KJK	

### Subject

Idaho Transportation Department Long-Range Transportation Plan		
Key Number	District	Route Number

### Background Information

As presented during the April Board meeting, "Idaho on the Move" is the department's current Long-Range Transportation Plan (LRTP) adopted by the Idaho Transportation Board in December of 2010. The current LRTP is a vision based planning document that unified our mission of safety, mobility and economic opportunity. The updated LRTP will serve as a vision and guidance based document that will provide high level guidance to pursue our mission over the next twenty years.

The LRTP workgroup for highway data and systems will present material that will serve as a baseline for how our highway data is used, vision for how the department can improve on our data sharing capabilities and provide information on the state highway system. This presentation will also include leadership roles that ITD currently serves within the realm of highway data analytics and some insight on how growth impacts travel demand.

### Recommendations

Staff seeks the Board's comments and concurrence on this portion of the Long Range Transportation Plan.

### Board Action

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





## Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date June 20, 2018Consent Item ☐Information Item ☐Amount of Presentation Time Needed 5 min

Presenter's Name <b>Bill Statham</b>	Presenter's Title <b>Senior Airport Planner</b>	Initials 	Reviewed By <b>LSS</b>
Preparer's Name <b>Mike Pape</b>	Preparer's Title <b>Aeronautics Administrator</b>	Initials 	

### Subject

<b>FY-19 Idaho Airport Aid Program</b>		
Key Number	District	Route Number
	<b>Statewide</b>	<b>Statewide</b>

### Background Information

The IAAP provides state funding to public airports. Annual funding is dependent upon Aeronautics revenues, the level of federal funding available, and the demonstrated needs of Idaho airports.

As funding varies, the eligibility of airports and their level of funding also vary.

This year's IAAP funding level is \$ 1,000,000. The base amount increased with the addition of "Uncommitted" funds recovered from prior year's grants, and some operational funding.

The FY-19 IAAP provides funding for Primary "Commercial Service" airports (\$32,500), GA-NPIAS airports (\$746,689) including FAA Discretionary funds, GA-Community airports (\$216,470), small emergency projects (\$3,998) and uncommitted funds (\$343).

Idaho's Primary "Commercial Service" airports will receive 3% of our funds for 7 airports this year. That amount matches \$48,693,535 in FAA funds. Idaho's GA-NPIAS airports will receive 75% of our funds for 26 airports this year. That amount matches \$13,440,393 in FAA funds. Our grant match rate this year is 5% of project costs, the maximum allowed.

Community airports will receive about 22% of our funds for 5 airports this year. We selected from 63 projects. Using the Prioritization and Allocation Methodology, we recommended those projects that are ready to proceed and have a high priority. Small Emergency projects will receive 0.4% of our funds for two grants this year.

Please note that we increased the base funding level by \$250,000 using FY-12 through FY-18 uncommitted funds in the T & B budget and some of the Divisions FY-19 operating funds to cover the additional costs.

Aeronautics staff prioritized and recommended projects, while the Aeronautics Advisory Board reviewed and recommends this program. The AAB approved this program on 6 June 2018.

### Recommendations

The Division of Aeronautics recommends the FY-19 IAAP, as presented, to the Idaho Transportation Board for approval and implementation. This approval is with the understanding that final grant amounts may change due to the final FAA grant amounts awarded, a revised match rate, actual Bids received, and minor scope changes prior to construction. Resolution on page 118.

### Board Action

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

STATE FISCAL YEAR - 2019		IDAHO AIRPORT AID PROGRAM		RECOMMENDED BUDGET & ALLOCATION AMOUNTS			
GA 'NPIAS' AIRPORTS	PROGRAM	PROJECT	PROJECT DESCRIPTION	TOTAL \$	FAA - AIP (90%)	SPONSOR \$ (5%)	IAAP \$ (5%)
Aberdeen Municipal	F198U36	AIP-009	Land for Development and Land for Approaches	\$ 374,357	\$ 336,921	\$ 18,718	\$ 18,718
Arco-Butte County	F198AOC	AIP-014	Apron Rehab	\$ 300,000	\$ 270,000	\$ 15,000	\$ 15,000
Blackfoot-McCarley Field	F198U02	AIP-016	AGIS? For approach	\$ 111,111	\$ 100,000	\$ 5,556	\$ 5,556
Buhl Municipal	F198U03	AIP-014	Const TW	\$ 100,000	\$ 90,000	\$ 5,000	\$ 5,000
Burley Municipal	F198BYI	AIP-011	Land	\$ 325,000	\$ 292,500	\$ 16,250	\$ 16,250
Caldwell Industrial	F198EUL	AIP-030	RW Rehab	\$ 2,456,379	\$ 2,210,741	\$ 122,819	\$ 122,819
Cascade Airport	F198U70	AIP-015	Apron Recon (design)	\$ 100,000	\$ 90,000	\$ 5,000	\$ 5,000
Challis Airport	F198LLJ	AIP-011	PAPI	\$ 77,778	\$ 70,000	\$ 3,889	\$ 3,889
Coeur d'Alene-Pappy Boyington Field	F198COE	AIP-046	Land	\$ 525,556	\$ 473,000	\$ 26,278	\$ 26,278
Council Municipal	F198U82	AIP-007	RW Rehab ph II, TW Rehab ph II, Apr Rehab ph II	\$ 175,000	\$ 157,500	\$ 8,750	\$ 8,750
Driggs-Reed Memorial	F198DIJ	AIP-017	Land	\$ 2,055,556	\$ 1,850,000	\$ 102,778	\$ 102,778
Gooding Municipal	F198GNG	AIP-012	Ext RW ph II	\$ 533,333	\$ 480,000	\$ 26,667	\$ 26,667
Homedale Municipal	F198S66	AIP-004	Segmented Circle & Wind Sock & Beacon	\$ 100,000	\$ 90,000	\$ 5,000	\$ 5,000
Jerome County	F198JER	AIP-020	Rehab RW	\$ 166,667	\$ 150,000	\$ 8,333	\$ 8,333
Kellogg-Shoshone County	F198S83	AIP-012	Land	\$ 200,000	\$ 180,000	\$ 10,000	\$ 10,000
McCall Municipal	F198MYL	AIP-024	Land ?, MP	\$ 2,055,556	\$ 1,850,000	\$ 102,778	\$ 102,778
Mountain Home Municipal	F198U76	AIP-016	PAPI	\$ 166,667	\$ 150,000	\$ 8,333	\$ 8,333
Nampa Municipal	F198MAN	AIP-030	Land?, MP w/ AGIS	\$ 461,111	\$ 415,000	\$ 23,056	\$ 23,056
Orofino Municipal	F198S68	AIP-007	Rehab RW, TW, Apr, Remove Obs, RSA	\$ 260,000	\$ 234,000	\$ 13,000	\$ 13,000
Preston Airport	F198U10	AIP-005	Land	\$ 100,000	\$ 90,000	\$ 5,000	\$ 5,000
Priest River Municipal	F1981S6	AIP-007	Land, ob removal	\$ 634,160	\$ 570,744	\$ 31,708	\$ 31,708
Rexburg-Madison County	F198RXE	AIP-016	EA	\$ 111,111	\$ 100,000	\$ 5,556	\$ 5,556
Salmon-Lemhi County	F198SMN	AIP-018	RW Rehab, Apron Rehab Ph I	\$ 2,384,446	\$ 2,146,001	\$ 119,222	\$ 119,222
Sandpoint Airport	F198SZT	AIP-017	land, RW Reconstruct (design)	\$ 667,762	\$ 600,986	\$ 33,388	\$ 33,388
St Maries Municipal	F198S72	AIP-011	Fencing, wc	\$ 167,222	\$ 150,500	\$ 8,361	\$ 8,361
Weiser Municipal	F198S87	AIP-014	SRE bldg (equipment too?)	\$ 325,000	\$ 292,500	\$ 16,250	\$ 16,250
			GA 'NPIAS' AIRPORTS (NPE + SA) SUB-TOTAL	\$ 14,933,770	\$ 13,440,393	\$ 746,689	\$ 746,689
GA NPIAS AIRPORTS (Discretionary \$\$)	PROGRAM	PROJECT	PROJECT DESCRIPTION (All funding amounts included above)	TOTAL \$	FAA - AIP (90%)	SPONSOR \$ (5%)	IAAP \$ (5%)
Caldwell Industrial	F198EUL	AIP-030	RW Rehab (Amount Included Above under Caldwell Industrial)	\$ 1,951,111	\$ 1,756,000	\$ 97,556	\$ 97,556
Driggs-Reed Memorial	F198DIJ	AIP-017	Land (Amount Included Above under Driggs-Reed Memorial)	\$ 1,666,667	\$ 1,500,000	\$ 83,333	\$ 83,333

STATE FISCAL YEAR - 2019		IDAHO AIRPORT AID PROGRAM				RECOMMENDED BUDGET & ALLOCATION AMOUNTS			
McCall Municipal	F198MYL	AIP-024	Land ?	(Amount Included Above under McCall Municipal)		\$ 1,888,889	\$ 1,700,000	\$ 94,444	\$ 94,444
			GA NPIAS AIRPORTS (DI) SUB-TOTAL			\$ 5,506,667	\$ 4,956,000	\$ 275,333	\$ 275,333
PRIMARY 'NPIAS' AIRPORTS	PROGRAM	PROJECT	PROJECT DESCRIPTION			TOTAL \$	FAA-AIP (93.75%)	SPONSOR \$ (<6.25%)	IAAP \$ (L.S.)
Boise Air Terminal-Gowen Field	F198BOI	AIP-069	Rehab TW B and J, Sustainability plan, Construct TW D and E, ob removal, Rehab apr, Pavement Maintenance Plan			\$ 5,346,667	\$ 5,012,500	\$ 334,167	\$ 5,000
Hailey-Friedman Memorial	F198SUN	AIP-045	Relocate Tower (Phase I) site study, ARFF, Land, Exp Apr			\$ 2,240,000	\$ 2,100,000	\$ 140,000	\$ 5,000
Idaho Falls Regional Airport	F198IDA	AIP-044	North Term Exp			\$ 3,893,333	\$ 3,650,000	\$ 243,333	\$ 5,000
Lewiston - Nez Perce County Airport	F198LWS	AIP-042	Rehab RW 12/30, Reconfigure TW (design), Rehab Lighting			\$ 5,057,600	\$ 4,741,500	\$ 316,100	\$ 5,000
Moccow-Pullman Regional Airport	F198PUW	AIP-047	Realign RWY 6/24 (PH 7, 8 & 9), Cat 1 ILS & Land			\$ 33,066,667	\$ 31,000,000	\$ 2,066,667	\$ 2,500
Pocatello Regional Airport	F198PIH	AIP-041	WHA, SRE plw/sander, SRE plow/blower			\$ 949,333	\$ 890,000	\$ 59,333	\$ 5,000
Twin Falls-Joslin Field-Magic Valley Regional	F198TWF	AIP-041	Rehab RW, Construct TW Ph I, Land, PCI survey, Const Taxilanes, EA, SRE, ARFF			\$ 1,386,171	\$ 1,299,535	\$ 86,636	\$ 5,000
			PRIMARY 'NPIAS' AIRPORTS SUB-TOTAL			\$ 51,939,771	\$ 48,693,535	\$ 3,246,236	\$ 32,500
COMMUNITY AIRPORTS CONSTRUCTION	PROGRAM	PROJECT	PROJECT DESCRIPTION			TOTAL \$	Match Rate	SPONSOR \$	IAAP \$
Midvale-Lee Williams Memorial	L1980U9	SP-0U9-04	Apron maintenance			\$ 11,667	75%	\$ 2,917	\$ 8,750
Rigby Airport	L198U56	SP-U56-16	Safety Area and Approach Zone Land			\$ 80,000	50%	\$ 40,000	\$ 40,000
Payette Municipal	L198S75	SP-S75-15	Apron Reconstruction()			\$ 143,628	75	\$ 35,907	\$ 107,720
			COMMUNITY AIRPORTS. CONSTRUCTION SUB-TOTAL			\$ 235,295	- - - -	\$ 78,824	\$ 156,470
COMMUNITY AIRPORTS. PLANNING	PROGRAM	PROJECT	PROJECT DESCRIPTION			TOTAL \$	Match Rate	SPONSOR \$	IAAP \$
Downey-Hyde Memorial	L198U58	SP-U58-10	Small Airport Planning Study			\$ 30,000	None	None	\$ 30,000
Mackay Airport	L198U62	SP-U62-07	Small Airport Planning Study			\$ 30,000	None	None	\$ 30,000
COMMUNITY AIRPORTS. PLANNING SUB-TOTAL						\$ 60,000	- - - -	- - - -	\$ 60,000
AERONAUTICS PROGRAMS	PROGRAM	PROJECT	PROJECT DESCRIPTION			TOTAL \$	- - - -	- - - -	IAAP \$
Division of Aeronautics	X188COM	- - - -	Two Small Emergency Projects - held in "Committed Funds Without Agreements"			\$ 3,998	- - - -	- - - -	\$ 3,998
Division of Aeronautics	X188UNC	- - - -	Uncommitted Funds			\$ 343	- - - -	- - - -	\$ 343
			AERONAUTICS PROGRAMS SUB-TOTAL			\$ 4,341	- - - -	- - - -	\$ 4,341
TOTAL AERONAUTICS PROGRAM - SFY-19						\$ 67,173,177	\$ 62,133,928	\$ 4,071,748	\$ 1,000,000
NOTE: Final grant amounts may change due to the final FAA grant amount, a revised match rate, actual Bids received, and minor scope changes prior to construction.			Aeronautics Advisory Board Approved the SFY-19 Program 6 June 2018 at a Special Meeting.			LAST UPDATED: 6 JUNE 2018			
			ITB Approval Consideration at their 20 June 2018 Meeting, District 4, Shoshone, Idaho						
Base Budget = \$750,000 Legislative, increased by unspent 'recovered' funds from prior IAAP Grant Programs including SFY-13 through SFY-18, and Aeronautics Operational funds, as needed, totaling \$1,000,000.									

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

WHEREAS, the Idaho transportation board has the authority to expend funds for  
the construction, maintenance and improvement of public owned aeronautical  
facilities.

NOW THEREFORE BE IT RESOLVED, that the Idaho airport aid program for state  
fiscal year 2019 be approved; and

BE IT FURTHER RESOLVED, the Idaho transportation board directs the Division of  
aeronautics to issue grant offers for the SFY- 2019 year; and

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



## Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date June 21, 2018Consent Item ☐Information Item ☐Amount of Presentation Time Needed 10 Min

Presenter's Name Randi Bristol-Hogue	Presenter's Title Modernization Program Manager	Initials RB	Reviewed By
Preparer's Name Randi Bristol-Hogue	Preparer's Title Modernization Program Manager	Initials RB	

### Subject

DMV Modernization Update		
Key Number	District	Route Number

### Background Information

Update on the GEM project. I'll share the go live date for Driver Services as well as activities around communication and coordination of go live activities.

### Recommendations

For information purposes

### Board Action

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



## Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date June 21, 2018

Consent Item ☐

Information Item ☐

Amount of Presentation Time Needed 10 Minutes

Presenter's Name Ramón Hobdey-Sánchez	Presenter's Title GAPS	Initials RSHS	Reviewed By LSS
Preparer's Name Ramón Hobdey-Sánchez	Preparer's Title GAPS	Initials RSHS	

### Subject

2019 ITD IDAPA Rules (2)		
Key Number	District	Route Number

### Background Information

The Idaho Transportation Department is bringing forward several rule changes this year, but before you today, are two (2) temporary/proposed administrative rules for the 2019 legislative session.

These 2 rules were submitted to DFM on Thursday, May 31, 2018.

One administrative rule modification is the direct result of passed legislation during the 2018 legislative session and is necessary to ensure that the IDAPA rule is in alignment with Idaho Code. The other change is being made as a direct result of an FHWA directive. Because of this, there will be no negotiated rulemaking as the rule changes are simple in nature.

Each administrative rule is being brought forward as temporary/proposed; which means, they will have an effective date of 6/21/2018.

The two IDAPA rules are:

39.02.61 Rules Governing License Plates for Governmental Agencies and Taxing Districts

39.03.41 Rules Governing Traffic Control Devices

For additional information, please see the attached draft rules and Administrative Rule Request Forms.

### Recommendations

Staff recommends that the Board approve these temporary/proposed rules for the 2019 legislative session and that said rules be published in the Idaho Administrative Bulletin. Please see resolution on page 142.





## Board Agenda Item

ITD 2210 (Rev. 10-13)

### Board Action

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



Tracking #: **A290-2018-2**

Status: DFM Analyst:

Gov's Office:

DFM Admin:

## Administrative Rules Request Form

<b>Agency Name:</b> Transportation Department, Idaho	<b>Submitted on:</b> 05/31/2018
<b>Primary Contact:</b> Chris Fisher	<b>Phone:</b> 208-334-8167
<b>Secondary Contact:</b> Amy Smith	<b>Phone:</b> 208-334-8708
<b>Person Authorizing Rule:</b> Ramón Hobdey-Sánchez	<b>Phone:</b> 208-33-48810
	<b>Email:</b> chris.fisher@itd.idaho.gov
	<b>Email:</b> Amy.Smith@itd.idaho.gov
	<b>Email:</b> ramon.hobdey-sanchez@itd.idaho.gov

**Statutory Authority for the rule making (Idaho Code, Federal Statute or Regulation):**

§49-201 & §49-443B, Idaho Code

**Title, Chapter, and Possible Docket (IDAPA) Number:** 39.02.61

**This rule is:** ☐ Proposed ☐ Temporary ☒ Proposed/Temporary **Effective Date:** 06/21/2018

**If this is a temporary rule:**

- ☐ Necessary to protect the public health, safety, or welfare; or  
☒ Compliance with deadlines in amendments to governing law or federal programs; or  
☐ Conferring a benefit.

**Please explain:**

Due to the passage of SB1282 during the 2018 legislative session, this Administrative Rule will become inaccurate on July 1, 2018 because the law changes the exempt license plate designator for Sheriff's Office license plate numbers from "SD" to "SO". The law change lists the designators for all "Exempt Agency" plates making paragraph 100 of this rule unnecessary.

**If this is a temporary rule which imposes a fee or charge, provide justification as described in Idaho Code 67-5226(2):**

N/A

**Agency has determined according to Idaho Code 67-5220(1):**

- ☐ This rule is to be negotiated
- Agency certifies that the rule : ☐ has been ☐ will be negotiated with interested persons as outlined in Idaho Code 67-5220(3).
- ☒ Negotiation of this rule is not feasible
- ☐ Rule is temporary; or ☐ Lack of identifiable representatives of affected interests; or  
☒ Rule is simple in nature; or ☐ Affected interests are not likely to reach consensus; or  
☐ Other.

**Please explain:**

Senate Bill 1282 amends §49-443B(2), Idaho Code, with changes effective on July 1, 2018 and copied what is currently in rule, directly to the Idaho code and explicitly specifies license plate designators on license plates for state vehicles and vehicles belonging to taxing districts. These license plates for the agencies are commonly referred to as "Exempt Plates". Currently, these designators are listed in Administrative Rule IDAPA 39.02.61 Section 100. The law lists the same designators with the exception of a change to the designator for the current "SD" prefix for "Sheriff's Department" to "SO" for Sheriff's Office, in line with the common title of the law enforcement agencies. All the other designators remain the same. Because of the law change, paragraph 100 will be in conflict with the code change on July 1, 2018. Removing section 100 from the rule will ensure consistency of the rule with the changes to law as a result of the passage of Senate Bill 1282.

**Provide a fiscal impact statement for all programs affected. Be sure to reflect both positive and negative impacts and to include all fund sources including both the General Fund and dedicated funds:**

There is no fiscal impact for this rule change, as it simply removes the language from rule, which is now codified in code pursuant to Senate Bill 1282.

**Provide a short explanation of the need for this rule:**

Senate Bill 1282 changes the current "SD" designator for exempt Sheriff's plates to "SO" to indicate "office" rather than "department" which is consistent with the names of these agencies. The amendments also placed this section of the rule into code. Removing paragraph 100 from the rule will keep the remainder of the rule consistent with law and also remove duplicate locations.

**Does this rule adopt amendments to materials previously incorporated by reference?** ☐ Yes ☒ No **Filename:**

**Provide a short summary of the changes this rule makes:**

Removes paragraph 100 from IDAPA 39.02.61 to make the rule consistent with the changes in §49-443B(2), Idaho Code, as of July 1, 2018 as a result of Senate Bill 1282 passed during the 2018 legislative session.

**Provide a list of those persons or interested group(s) affected by the rule:**

Idaho Sheriff's Offices.

**DFM Analyst:** **Recommendation:** ☐ Recommended ☐ Not Recommended ☐ Pending **Date:**

**Comments:**

**Special Assistant:** **Recommendation:** ☐ Recommended ☐ Not Recommended **Date:**

**Comments:**

**DFM Administrator Action:**

☐ Authorized to Advance to Rulemaking Process, DFM to review draft rule prior to publication

☐ Approved ☐ Not Approved

**IDAPA 39  
TITLE 02  
CHAPTER 61**

**39.02.61 – RULES GOVERNING LICENSE PLATES FOR GOVERNMENTAL  
AGENCIES AND TAXING DISTRICTS**

**000. LEGAL AUTHORITY.**

This rule, establishing the policies used to administer Idaho's exempt and undercover license plate programs is adopted under authority of Sections 49-201 and 49-443B, Idaho Code. (7-1-13)

**001. TITLE AND SCOPE.**

**01. Title.** This rule shall be known as IDAPA 39.02.61, "Rules Governing License Plates for Governmental Agencies and Taxing Districts." (7-1-13)

**02. Scope.** This rule establishes the provisions for administering the exempt and under cover license plate programs, not otherwise detailed in Title 49, Chapter 4, Idaho Code, Motor Vehicle Registration. (7-1-13)

**002. WRITTEN INTERPRETATIONS.**

This agency does not rely on written interpretations for these rules. (7-1-13)

**003. ADMINISTRATIVE APPEALS.**

All contested cases shall be governed by the provisions of IDAPA 04.11.01. "Idaho Rules of Administrative Procedure of the Attorney General." (7-1-13)

**004. INCORPORATION BY REFERENCE.**

There are no documents incorporated by reference in this chapter. (7-1-13)

**005. OFFICE – OFFICE HOURS – MAILING AND STREET ADDRESS – PHONE NUMBERS.**

**01. Street and Mailing Address.** The Idaho Transportation Department maintains a central office in Boise at 3311 W. State Street with a mailing address of P O Box 7129, Boise ID 83707-1129. (7-1-13)

**02. Office Hours.** Daily office hours are 8 a.m. to 5 p.m. Mountain Time Zone except Saturday, Sunday and state holidays. (7-1-13)

**03. Telephone and FAX Numbers.** The central office may be contacted during office hours by phone at 208-334-8649 or by fax at 208-334-8542. (7-1-13)

**006. PUBLIC RECORDS ACT COMPLIANCE.**

All records associated with this chapter are subject to and in compliance with the Idaho Public Records Act, as set forth in Title 74, Chapter 1, Idaho Code. (7-1-13)

**007. -- 009. (RESERVED)**

**010. DEFINITIONS.**

**01. Exempt License Plate.** Standard license plate issued to the entities described in Section 49-426(1), Idaho Code, which are exempt from payment of vehicle operating fees. (1-2-93)

**02. Exempt Personalized License Plate.** An exempt plate which specifically identifies the agency by a unique identifier specified by the agency that does not conform to the standard exempt identifier listed in Section 100; a plate wherein the serial number portion represents inventory control numbers, badge numbers, radio call signs, or other unique lettering or numbering schemes developed by the requesting agency; plates that are lettered and/or

numbered to indicate a person's position in the hierarchy of an agency.

(1-2-93)

**03. Undercover License Plate.** A standard license plate issued upon application to the Department from an exempt agency with law enforcement authority. Undercover license plates shall be randomly issued by the Department and appear as a standard county plate.

(7-1-13)

**011. -- 099. (RESERVED)**

**100. STANDARD EXEMPT PLATE DESIGNATORS.**

The ~~following shall be the~~ standard exempt license plate designators: used to identify the agency, entity or office will be assigned pursuant to Section 49-443B (2), Idaho Code.

<del>"A"</del>	<del>Trailer (all weights); small plate</del>
<del>"C"</del>	<del>Miscellaneous City, County, and School District vehicles, including school buses</del>
<del>"D"</del>	<del>Highway Districts</del>
<del>"F"</del>	<del>Fire Districts</del>
<del>"G"</del>	<del>Fish &amp; Game</del>
<del>"H"</del>	<del>Health &amp; Welfare</del>
<del>"ISP"</del>	<del>Idaho State Police</del>
<del>"J"</del>	<del>Dept of Commerce and Labor (Job Service)</del>
<del>"L"</del>	<del>Law Enforcement</del>
<del>"M"</del>	<del>Motorcycle-small plate</del>
<del>"P"</del>	<del>City Police</del>
<del>"R"</del>	<del>Dept of Parks &amp; Recreation</del>
<del>"SD"</del>	<del>Sheriff's Dept</del>
<del>"T"</del>	<del>Transportation Dept</del>
<del>"X"</del>	<del>Miscellaneous State Agencies</del>
<del>"Y"</del>	<del>Irrigation Districts</del>
<del>"Z"</del>	<del>Dept of Lands</del>

(~~1-2-93~~6-21-18T)

**101. -- 199. (RESERVED)**

**200. ISSUING AGENCY.**

All exempt and undercover license plates will be issued by the Idaho Transportation Department upon receipt of a request from an authorized agency.

(7-1-13)

**201. -- 299. (RESERVED)**

**300. INFORMATION TO BE PROVIDED BY AN AUTHORIZED AGENCY.**

A request for exempt or undercover plates must contain:

(7-1-13)

**01. Actual Name and Address.** The name and address of the requesting agency.

(7-1-13)

**02. Vehicle Description.** The description of the vehicle(s) to be registered, including the year, the make, model, type, vehicle identification (VIN), color and title number, and truck weight if eight thousand one pounds (8,001 lbs.) or more. (1-2-93)

**03. Fictitious Name and Address.** The name and address of the registrant to appear on the undercover plate registration, and title records of the Department. (7-1-13)

**04. Authorized Official.** The request must be signed by an authorized official of the authorized agency. (1-2-93)

**301. -- 399. (RESERVED)**

**400. VEHICLE TITLING.**

**01. For Exempt Registration and License Plates.** If the vehicle is not titled, the title transaction shall be completed at the local county assessor's office before requesting exempt plates. The control number from the title application may be used in lieu of the title number on the exempt plate request letter. (7-1-13)

**02. Undercover Vehicle Titling.** The actual name and address of the requesting agency, along with the fictitious name and address of the registrant shall be provided directly to the Department on a completed application approved by the authorized official. (7-1-13)

**401. -- 499. (RESERVED)**

**500. EXEMPT AND UNDERCOVER PLATE FEES.**

**01. Department Reimbursement.** State and federal agencies and taxing districts must reimburse the Department the cost of providing license plates. These costs shall be determined by the cost of manufacture and the cost to the Department of processing the transaction. (7-1-13)

**02. Adjusted Fees.** Periodically, fees may be adjusted in accordance with changes in manufacturing costs, postage, employee costs and legislative mandate. (1-2-93)

**501. -- 599. (RESERVED)**

**600. EXEMPT PLATE DISPLAY.**

Exempt license plates shall be displayed in accordance with Section 49-428, Idaho Code. A pressure-sensitive sticker with the designator "EX" shall be provided with each exempt plate and it shall be attached to the plate(s) in the space provided for this purpose. The department may have the EX designator stamped in the appropriate space on the plate as an alternative to the sticker. (1-2-93)

**601. UNDERCOVER PLATE DISPLAY.**

Undercover license plates shall be displayed in accordance with Section 49-428, Idaho Code. A pressure-sensitive sticker displaying an expiration date matching the plate number shall be attached to the plate(s) in the space provided for this purpose. There shall be no discerning markings to indicate that the plate or registration record is in undercover use. (7-1-13)

**602. -- 699. (RESERVED)**

**700. ALTERNATIVE PLATES.**



If an authorized agency requests a specialized license plate format normally reserved for the general public, all the statutory special program fees for the plate shall be paid, with the exception of the registration (operating) fee, in addition to the department administrative and plate manufacturing fees. Special eligibility plates shall not be issued to exempt vehicles. Special eligibility plates are: Purple Heart, Disabled Veteran, Handicapped, Military Reservist, Former Prisoner of War, Congressional Medal of Honor, National Guard and Air National Guard, Radio Amateur, Pearl Harbor Survivor, and Legislative. (1-2-93)

**701. -- 799. (RESERVED)**

**800. EXEMPT PLATE STATUS.**

**01. Non-Expiring Plates.** Exempt plates are non-expiring and require no annual renewal. (1-2-93)

**02. Transfer of Plates.** Exempt plates may be transferred between vehicles. If an exempt plate is transferred to another vehicle, a transfer request must be made to the Special Plates Unit. (1-2-93)

**03. Reissue of Plates.** Exempt plates will be reissued in accordance with Section 49-443(2), Idaho Code. (1-2-93)

**801. UNDERCOVER PLATE STATUS.**

**01. Expiration of Plates.** Undercover license plates shall expire annually or biennially based upon the application of the authorized agency. Registration status shall appear as valid, until expiration date. Renewals must be made to the Department upon expiration of the undercover license plate. (7-1-13)

**02. Transfer of Plates.** Undercover license plates may be transferred between vehicles. If an undercover license plate is transferred to another vehicle, a transfer request must be made to the Department's Vehicle Services Section/Special Plates Unit. (7-1-13)

**03. Reissue of Plates.** Physical undercover plates will be reissued in accordance with Section 49-443(2), Idaho Code. (7-1-13)

**04. Emission Testing of Undercover Vehicles.** Vehicles issued undercover license plates who list an address in a county or area of required emission testing will need to check with the emission authority to be exempted from the testing requirement, or test as a typical registered vehicle. (7-1-13)

**802. -- 999. (RESERVED)**



Tracking #: **A290-2018-3**

Status: DFM Analyst:

Gov's Office:

DFM Admin:

## Administrative Rules Request Form

<b>Agency Name:</b> Transportation Department, Idaho	<b>Submitted on:</b> 05/31/2018
<b>Primary Contact:</b> Ryan Lancaster <b>Phone:</b> 208-334-8528	<b>Email:</b> Ryan.Lancaster@itd.idaho.gov
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<b>Person Authorizing Rule:</b> Ramón Hobdey-Sánchez 208-334-8810	<b>Email:</b> ramon.hobdey-sanchez@itd.idaho.gov

**Statutory Authority for the rule making (Idaho Code, Federal Statute or Regulation):**

§40-312 & §49-1004

**Title, Chapter, and Possible Docket (IDAPA) Number:** 39.03.41

**This rule is:** ☐ Proposed ☐ Temporary ☒ Proposed/Temporary **Effective Date:** 06/21/2018

**If this is a temporary rule:**

- ☐ Necessary to protect the public health, safety, or welfare; or  
☒ Compliance with deadlines in amendments to governing law or federal programs; or  
☐ Conferring a benefit.

**Please explain:**

ITD, on behalf of the State of Idaho, had received permission from the Federal Highway Administration (FHWA) to experiment with a traffic control device, called IdaShield, at highway-railroad grade crossings. The experiment has ended and in accordance with the conditions of the permission to experiment, no new or replacement IdaShields are permitted to be installed after December 31, 2017. When Idaho received permission to experiment with the IdaShield, the device was included in IDAPA 39.03.41 – Rules Governing Traffic Control Devices. The rule now needs to be revised to remove references to the IdaShield.

**If this is a temporary rule which imposes a fee or charge, provide justification as described in Idaho Code 67-5226(2):**

N/A

**Agency has determined according to Idaho Code 67-5220(1):**

- ☐ This rule is to be negotiated  
Agency certifies that the rule : ☐ has been ☐ will be negotiated with interested persons as outlined in Idaho Code 67-5220(3).  
☒ Negotiation of this rule is not feasible  
☐ Rule is temporary; or ☐ Lack of identifiable representatives of affected interests; or  
☒ Rule is simple in nature; or ☐ Affected interests are not likely to reach consensus; or  
☐ Other.

**Please explain:**

FHWA has now mandated that ITD remove all IdaShield signs at railroad crossings. Idaho was granted a waiver for several years, but it was not reauthorized in December 2017, so the sign must now be removed per FHWA's requirements.

**Provide a fiscal impact statement for all programs affected. Be sure to reflect both positive and negative impacts and to include all fund sources including both the General Fund and dedicated funds:**

The IdaShield was required at all Idaho highway-railroad crossings that did not have an automatic signal warning device. This rule change removes the requirement to use the IdaShield. No fiscal impact is anticipated.

**Provide a short explanation of the need for this rule:**

ITD, on behalf of the State of Idaho, had received permission from the Federal Highway Administration (FHWA) to experiment with a traffic control device, called IdaShield, at highway-railroad grade crossings. The experiment has ended and in accordance with the conditions of the permission to experiment, no new or replacement IdaShields are permitted to be installed after December 31, 2017. When Idaho received permission to experiment with the IdaShield, the device was included in IDAPA 39.03.41 – Rules Governing Traffic Control Devices. The rule now needs to be revised to remove references to the IdaShield.

Does this rule adopt amendments to materials previously incorporated by reference? ☐ Yes ☒ No **Filename:**

**Provide a short summary of the changes this rule makes:**

References to Object Marker Type 5, or IdaShield, will be removed, per FHWA.

**Provide a list of those persons or interested group(s) affected by the rule:**

The change to the rule directly affects railroad companies whose responsibilities include the installation and maintenance of the IdaShield devices. The change to the rule indirectly affects the Idaho Transportation Department and local road agencies that have highway-railroad grade crossings within their jurisdictions. Additionally, Idaho Life Saver has also been involved over the years.

**DFM Analyst:** \_\_\_\_\_ **Recommendation:** ☐ Recommended ☐ Not Recommended ☐ Pending **Date:** \_\_\_\_\_

**Comments:**

**Special Assistant:** \_\_\_\_\_ **Recommendation:** ☐ Recommended ☐ Not Recommended **Date:** \_\_\_\_\_

**Comments:**

**DFM Administrator Action:**

☐ Authorized to Advance to Rulemaking Process, DFM to review draft rule prior to publication

☐ Approved ☐ Not Approved

**IDAPA 39  
TITLE 03  
CHAPTER 41**

**39.03.41 - RULES GOVERNING TRAFFIC CONTROL DEVICES**

**000. LEGAL AUTHORITY.**

The Idaho Transportation Board adopts this rule under the authority of Section 40-312(1), Idaho Code, to meet the provisions of Sections 40-313(1) and 49-201(3), Idaho Code. (3-29-12)

**001. TITLE AND SCOPE.**

**01. Title.** This rule shall be known as IDAPA 39.03.41, “Rules Governing Traffic Control Devices,” IDAPA 39, Title 03, Chapter 41. (3-30-01)

**02. Scope.** It is the purpose of this rule to establish standards, options, guidance and supporting information for the design, construction and implementation of traffic control devices. (3-20-04)

**002. WRITTEN INTERPRETATIONS.**

This chapter does not provide for written interpretations. (3-30-01)

**003. ADMINISTRATIVE APPEALS.**

This chapter does not provide for administrative appeals. (3-30-01)

**004. INCORPORATION BY REFERENCE.**

The “Manual on Uniform Traffic Control Devices for Streets and Highways” is published by the Federal Highway Administration of the U.S. Department of Transportation. The 2009 edition including revisions 1 and 2 of the Manual with an effective date of June 13, 2012, is hereby incorporated by reference and made a part of the Rules of the Idaho Transportation Department. The following conforming additions to the Manual are adopted by the Idaho Transportation Board: (4-4-13)

**01. Section 1A.11, Relation to Other Documents.** On page 7 - in the first paragraph under Standard, change the paragraph to read as follows: To the extent that they are incorporated by specific reference, the latest editions of the following publications, or those editions specifically noted, shall be a part of this Manual: “Standard Highway Signs and Markings” book, the Idaho Transportation Department ~~(ITD) Sign Chart Supplement to the Standard Highway Signs and Markings book~~ Highway Signs and Markings Book; and “Color Specifications for Retroreflective Sign and Pavement Marking Materials” (appendix to subpart F of Part 655 of Title 23 of the Code of Federal Regulations). ~~Add the following as the first sentence of the “Support” statement: Idaho Transportation Department Sign Chart includes all signs approved for use on a highway under the jurisdiction of the Idaho Transportation Department, their sign number designations and a cross reference index for comparison of all MUTCD approved signs and those included on the Idaho Transportation Department sign chart.~~ (3-29-12 6-21-18T)

**02. Section 2C.48, Traffic Signal Signs (W25-1, W25-2).** On page 128 - delete the section in its entirety, and Figure 2C-9. Intersection Warning Signs and Plaques, on page 127, remove the W25-1 and W25-2 signs from the figure. (3-29-12)

**03. Section 2C.63, Object Marker Design and Placement Height.** (4-4-13)

**a.** On page 134 - make the following changes to allow alternate methods of marker construction and additional types of markers:

Support:

Type 1, 2, 3, ~~5~~ and 6 object markers are used to mark obstructions within or adjacent to the roadway, Type 4 object markers are used to mark the end of a roadway, ~~Type 5 for Rail grade Crossings and~~ Type 6 for Truck Escape Ramps.

**Standard:**

When used, object markers (see Figure 2C-13) shall not have a border and shall consist of an arrangement of one (1) or more of the following types:

Type 1 - either a diamond-shaped sign, at least eighteen (18) inches on a side, consisting of either a yellow (OM1-1) or black (OM1-2) sign with nine (9) yellow retroreflective devices, each with a minimum diameter of three (3) inches, mounted symmetrically on the sign, or an all-yellow retroreflective sign (OM1-3) or a marker consisting of a rigid substrate sheeted with yellow retroreflective sheeting screen printed to display nine (9) yellow retroreflective circles, each with a minimum diameter of three (3) inches, arranged symmetrically on a black (OM1-2) diamond shaped panel eighteen (18) inches or more on a side; or an all-yellow retroreflective diamond shaped panel (OM1-3) of the same size.

Type 2 - either a marker (OM2-1V or OM2-1H) consisting of three (3) yellow retroreflective devices, each with a minimum diameter of three (3) inches, arranged either horizontally or vertically on a white sign measuring at least six (6) inches by twelve (12) inches; or an all-yellow horizontal or vertical retroreflective sign (OM2-2V or OM2-2H), measuring at least six (6) inches by twelve (12) inches; or a marker (OM2-1V or OM2-1H) consisting of a rigid substrate sheeted with white retroreflective sheeting and displaying three (3) yellow circles of retroreflective sheeting, each with a minimum diameter of three (3) inches, arranged either horizontally or vertically on a white panel measuring at least six (6) inches by twelve (12) inches; or on an all-yellow horizontal or vertical retroreflective panel (OM2-2V or OM2-2H), sheeted with retroreflective sheeting measuring at least six (6) inches by twelve (12) inches.

Type 3 - a striped marker, twelve (12) inches by thirty-six (36) inches, consisting of a rigid substrate sheeted with yellow retroreflective sheeting screen printed to display a vertical rectangle with alternating black stripes and retroreflective yellow stripes sloping downward at an angle of forty-five (45) degrees toward the side of the obstruction on which traffic is to pass. The minimum width of the yellow and black stripes shall be three (3) inches.

Type 4 - a diamond-shaped sign, at least eighteen (18) inches on a side, consisting of either a red (OM4-1) or black (OM4-2) sign with nine (9) red retroreflective devices, each with a minimum diameter of three (3) inches, mounted symmetrically on the sign, or an all-red retroreflective sign (OM4-3).

~~Type 5—add a category for Type 5 object markers to read as follows: a striped marker to be used for marking of Highway-Rail Grade or Highway-Light Rail Transit Grade crossings ONLY. The marker is to be thirty-three (33) inches by thirty-eight (38) inches, consisting of a vertical rectangle with two (2), eleven point five (11.5) inch side wings and an eight point five (8.5) inch center section which are formed by bending the panel from top to bottom at a forty-five (45) degree angle away from approaching traffic. The rigid substrate panel is sheeted on both sides with white diamond grade prismatic retroreflective sheeting and has reflective chrome stripes and red transparent ink stripes applied to the side wings sloping downward from the top outer corners at an angle of forty-five (45) degrees toward the center of the marker where they meet corresponding stripes which have been placed at a ninety (90) degree angle across the center section of the marker, except on the back of the marker which shall have the center section unsheeted and on the areas of the bends which shall have a point seventy five (.75) inch wide strip from top to bottom left unsheeted. The stripes shall meet the following dimensions: chrome stripes shall be one point five (1.5) inches and red stripes shall be five point five (5.5) inches.~~

**Type 6 - add a category for Type 6 object markers to read as follows: a striped marker, twelve (12) inches by thirty-six (36) inches, consisting of a vertical rectangle with alternating white and retroreflective red stripes sloping downward at an angle of forty-five (45) degrees toward the side of the obstruction on which traffic is to pass, to be used for entrance to Truck Escape Ramps ONLY. The minimum width of the white and red stripes shall be three (3) inches. Red retroreflective stripes shall meet the minimum requirements of sheeting.**

(4-4-13 6-21-18T)

**b.** On page 134 under “Support:” add the following revised paragraph 2:

Type 3 and Type 6 object markers with stripes that begin at the upper right side and slope downward to the lower left side are designated as right object markers (OM3-R) or (OM6-R). Object markers with stripes that begin at the upper left side and slope downward to the lower right side are designated as left object markers (OM3-L) or (OM6-L).

(4-4-13)

~~e. On page 134 under “Guidance:” add the following as paragraph 3 to read as follows:~~

~~The Type 5 object marker, known in Idaho as OM 5 (IdaShield), should be placed below the Highway Rail Grade or Highway Light Rail Transit Grade crossing Crossbuck Sign Assembly on the right hand side of the roadway on each approach to a crossing where automatic signal warning devices do not exist. The bottom of the shield should be twenty four (24) inches above the top of the rail and shall not be more than thirty six (36) inches above the ground.~~

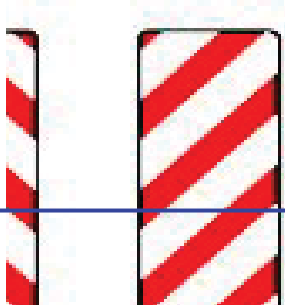
(4-4-13 6-21-18T)

**d.** On page 135, Figure 2C-13, Object Markers - add a ~~Type 5 and~~ Type 6 Object Marker category to the figure which shall include an example of ~~an OM 5 object marker known in Idaho as IdaShield and~~ the OM-6 object marker known as the Idaho Truck Escape Ramp marker:



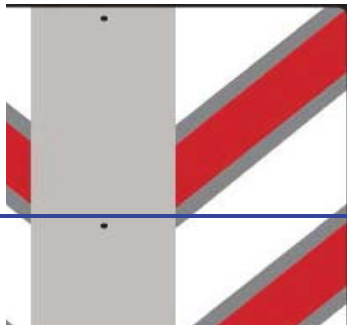
**Type 5 Object Markers**  
**OM-5 (IdaShield)**

**FRONT**



**Type 5 Object Markers**  
**OM-5 (IdaShield)**

**BACK**



**Type 6 Object Markers  
OM-6 (Truck Escape Ramp)**



(~~3-29-12~~ 6-21-18T)

**04. Section 2D.43, Street Name Signs (D3-1 or D3-1a).** (3-29-12)

**a.** On page 162, change the second sentence of the fourteenth paragraph under the Standard statement to read as follows: The color of the legend and border shall contrast with the background color of the sign.” (3-29-12)

**b.** On page 162, change the fifteenth paragraph under the Option statement to read as follows: The border may not be omitted from a street name sign if used on the State Highway System or related roadways. (3-29-12)

**05. Section 2E.31, Interchange Exit Numbering.** On page 212, in the fourth sentence under “Standard” revise the sentence to read as follows: “The exit number plaque (E1-5P) (see Figure 2E-22) shall be thirty-six (36) inches in height and shall include the word “EXIT” along with the appropriate exit number.” (3-29-12)

**06. Section 4D.04, Meaning of Vehicular Signal Indications.** On page 451- in the second paragraph of Item C.1, substitute the following for the first sentence: “Except when a sign is in place prohibiting a turn on steady circular red signal or a RED ARROW signal indication is displayed, vehicular traffic facing a steady CIRCULAR RED signal indication may turn right or turn left from a one-way or two-way highway into a one-way street, after stopping in conformance with the provisions of the Idaho Vehicle Code.” (3-29-12)

**07. Section 4L.03, Warning Beacon.** On page 524 - in the second paragraph under “Standard,” add the following as a second sentence to read as follows: “The beacon shall not be included within the border of the sign or marker.” (3-29-12)

**08. Figure 5C.1, Horizontal Alignment and Intersection Warning Signs and Plaques and Object Markers on Low-Volume Roads.** On page 536, add a ~~Type 5 Object Marker OM-5 (IdaShield)~~ and a Type 6 Object Marker OM-6 (Truck Escape Ramp). (~~3-29-12~~ 6-21-18T)

**09. Section 5F.04, STOP and YIELD Signs (R1-1, R1-2).** On page 543, delete “and YIELD” from the title and insert the following paragraph as the third paragraph under “Standard”: “Under Idaho law, wherever a highway crosses one (1) or more railroads at grade, the Department or local authorities within their respective jurisdictions, shall place and maintain stop signs, directing vehicular traffic approaching the crossing to come to a full stop prior to entering the crossing at all railroad crossings where electric or mechanical warning signals do not exist. Placement of these stop signs shall be mandatory except when, in the determination of the Department or local authorities, the existence of stop signs at a given crossing would constitute a greater hazard than their absence, based on a recognized engineering study.” (3-29-12)

**10. Table 7B.1, School Area Sign and Plaque Sizes.** On page 733, remove S4-2P, “When Children Are Present.” (3-29-12)

**11. Figure 7B.1, School Area Signs.** On page 735, remove figure S4-2P. (3-29-12)

**12. Section 7B.15, School Speed Limit Assembly (S4-1P, S4-2P, S4-3P, S4-4P, S4-6P, S5-1).** (3-29-12)

**a.** On page 742, remove S4-2P in the title; and (3-29-12)

**b.** On page 743, in the second paragraph under “Standard” remove the S4-2P and in the third paragraph under “Option” add the following as a fourth sentence to read as follows: “The lenses of the Speed Limit Sign Beacon shall not be positioned within the face of the School Speed Limit (S5-1) sign.” (3-29-12)

**13. Section 8A.03, Use of Standard Devices, Systems, and Practices at Highway-LRT Grade Crossings.** On page 748, under “Standard” add the following statement as a second sentence to read as follows: “Per Section 49-202(25), Idaho Code, “Wherever a highway crosses one (1) or more railroads at grade, the Department or local authorities within their respective jurisdictions, shall place and maintain stop signs, directing vehicular traffic approaching the crossing to come to a full stop prior to entering the crossing at all railroad crossings where electric or mechanical warning signals do not exist. Placement of these stop signs shall be mandatory except when, in the determination of the public highway agencies, the existence of stop signs at a given crossing would constitute a greater hazard than their absence, based on a recognized engineering study.” (3-29-12)

**14. Figure 8B.3, Crossbuck Assembly with a YIELD or STOP Sign on a Separate Sign Support (Sheet 1 of 2).** Delete figure in its entirety. (3-29-12)

**15. Figure 8B.3, Crossbuck Assembly with a YIELD or STOP Sign on a Separate Sign Support (Sheet 2 of 2).** Delete “YIELD or” from the title of the figure. Change Note 1 to read as follows: “Per Section 49-202(25), Idaho Code, “Wherever a highway crosses one (1) or more railroads at grade, the Department or local authorities within their respective jurisdictions, shall place and maintain stop signs, directing vehicular traffic approaching the crossing to come to a full stop prior to entering the crossing at all railroad crossings where electric or mechanical warning signals do not exist. Placement of these stop signs shall be mandatory except when, in the determination of the public highway agencies, the existence of stop signs at a given crossing would constitute a greater hazard than their absence, based on a recognized engineering study.” (3-29-12)

**16. Section 8B.04, Crossbuck Assemblies with YIELD or STOP Signs at Passive Grade Crossings.** On pages 754,757 and 758, delete “YIELD or” from the title and modify the Section to read as follows:

**Standard:**

**A grade crossing Crossbuck Assembly shall consist of a Crossbuck (R15-1) sign, and a Number of Tracks (R15-2P) plaque if two (2) or more tracks are present, that complies with the provisions of Section 8B.03, and shall have a STOP (R1-1) sign installed on the same support, as pursuant to the following requirement: “Per Section 49-202(25), Idaho Code, “Wherever a highway crosses one (1) or more railroads at grade, the Department or local authorities within their respective jurisdictions, shall place and maintain stop signs, directing vehicular traffic approaching the crossing to come to a full stop prior to entering the crossing at all railroad crossings where electric or mechanical warning signals do not exist. Placement of these stop signs shall be mandatory except when, in the determination of the public highway agencies, the existence of stop signs at a given crossing would constitute a greater hazard than their absence, based on a recognized engineering study.””**

**At all public highway-rail grade crossings that are not equipped with the active traffic control systems that are described in Chapter 8C, except crossings where road users are directed by an authorized person on the ground to not enter the crossing at all times that an approaching train is about to occupy the crossing, a Crossbuck Assembly shall be installed on the right-hand side of the highway on each approach to the highway-rail grade crossing.**

**If a Crossbuck sign is used on a highway approach to a public highway-LRT grade crossing that is not equipped with the active traffic control systems that are described in Chapter 8C, a Crossbuck Assembly shall be installed on the right-hand side of the highway on each approach to the highway-LRT grade crossing.**

**Where restricted sight distance or unfavorable highway geometry exists on an approach to a grade crossing that has a Crossbuck Assembly, or where there is a one-way multi-lane approach, an additional Crossbuck Assembly shall be installed on the left-hand side of the highway.**

**Guidance:**

The use of STOP signs at passive grade crossings should be placed in accordance with Idaho law.

**Support:**

Sections 8A.02 and 8A.03 contain information regarding the responsibilities of the highway agency and the railroad company or LRT agency regarding the selection, design, and operation of traffic control devices placed at grade crossings.

**Option:**

When a STOP sign is installed for a Crossbuck Assembly at a grade crossing, it may be installed on the same support as the Crossbuck sign or it may be installed on a separate support at a point where the highway vehicle is to stop, or as near to that point as practical, but in either case, the STOP sign is considered to be a part of the Crossbuck Assembly.

**Standard:**

**When a STOP sign is installed on an existing Crossbuck sign support, the minimum height, measured vertically from the bottom of the STOP sign to the top of the curb, or in the absence of curb, measured vertically from the bottom of the STOP sign to the elevation of the near edge of the traveled way, shall be four (4) feet (see Figure 8B-2).**

**If a Crossbuck Assembly is installed on a new sign support (see Figure 8B-2) or if the STOP sign is installed on a separate support (see Figure 8B-3), the minimum height, measured vertically from the bottom of the STOP sign to the top of the curb, or in the absence of curb, measured vertically from the bottom of the STOP sign to the elevation of the near edge of the traveled way, shall be seven (7) feet if the Crossbuck Assembly is installed in an area where parking or pedestrian movements are likely to occur.**

**Guidance:**

If a STOP sign is installed for a Crossbuck Assembly at a grade crossing on a separate support than the Crossbuck sign (see Figure 8B-3), the STOP sign should be placed at a point where the highway vehicle is to stop, or as near that point as practical, but no closer than fifteen (15) feet measured perpendicular from the nearest rail.

**Support:**

Certain commercial motor vehicles and school buses are required to stop at all grade crossings in accordance with 49 CFR 392.10.

The meaning of a Crossbuck Assembly that includes a STOP sign is that a road user approaching the grade crossing must come to a full and complete stop not less than fifteen (15) feet short of the nearest rail, and remain stopped while the road user determines if there is rail traffic either occupying the crossing or approaching and in such close proximity to the crossing that the road user must yield the right-of-way to rail traffic. The road user is permitted to proceed when it is safe to cross.

**Standard:**

**A vertical strip of retroreflective white material, not less than two (2) inches in width, shall be used on each Crossbuck support at passive grade crossings for the full length of the back of the support from the Crossbuck sign or Number of Tracks plaque to within two (2) feet above the ground, except as provided in Paragraph 16.**

(3-29-12)

**17. Section 8B.05, STOP (R1-1) Or YIELD (R1-2) Signs without Crossbuck Signs at Highway-LRT Grade Crossings.** On page 758, delete “Or YIELD (R1-2)” from the title and delete the Guidance Statement, retaining the Standard and insert the following paragraph as the first paragraph under Standard: “Per Section 49-202(25), Idaho Code, “Wherever a highway crosses one (1) or more railroads at grade, the Department or local authorities within their respective jurisdictions, shall place and maintain stop signs, directing vehicular traffic approaching the crossing to come to a full stop prior to entering the crossing at all railroad crossings where electric or mechanical warning signals do not exist. Placement of these stop signs shall be mandatory except when, in the determination of the public highway agencies, the existence of stop signs at a given crossing would constitute a greater hazard than their absence, based on a recognized engineering study.””

(3-29-12)

**18. Section 8B.07, EXEMPT Highway-Rail Grade Crossing Plaques (R15-3P, W10-1aP).**

(3-29-12)

**a.** On page 759 - add the following paragraph titled as: “Standard: All EXEMPT (R15-3) signs placed at a highway-rail grade crossing, shall require train crews to flag the crossing and stop all vehicular traffic prior to allowing any railroad equipment to enter the crossing. Placement of an EXEMPT (R15-3) sign shall require a written agreement between the railroad company and the agency having jurisdiction over the highway which requires both parties to comply with the proper procedures for placement of EXEMPT signs at Highway-Rail Grade Crossings. A copy of all agreements shall be forwarded to the Idaho Transportation Department Highway-Rail Safety Coordinator.”

(3-29-12)

**b.** Retain the “Option” statement and modify the “Support” statement on page 760 to read as follows: Support: These supplemental signs inform drivers of vehicles carrying passengers for hire, school buses carrying students, or vehicles carrying hazardous materials that a stop is not required at certain designated highway-rail grade crossings.

(5-1-10)

**19. Section 8B.09, DO NOT STOP ON TRACKS Sign (R8-8).** On page 760, change the second paragraph of the Guidance statement to read as follows:

When a STOP sign is installed at a location, including at a circular intersection, that is downstream from the grade crossing such that highway vehicle queues are likely to extend beyond the tracks, a DO NOT STOP ON TRACKS sign (R8-8) should be used.

(3-29-12)

**20. Section 8B.16, Divided Highway with Light Rail Transit Crossing Signs (R15-7 Series).** On page 762, change the second sentence of the first paragraph of the Option statement to read as follows: The sign shall be mounted separately.

(3-29-12)

**21. Section 8B.18, Emergency Notification Sign (I-13).** On page 763, change the second paragraph of the Guidance statement to read as follows: Emergency Notification signs should be oriented so as to face highway vehicles at the grade crossing or on the traveled way near the grade crossing.

(3-29-12)

**22. Section 8C.09, Traffic Control Signals at or Near Highway-Rail Grade Crossings.** On page 777, in the fourth paragraph titled “Standard,” replace “if applicable” with “if justified by an engineering study,” at the end of the final sentence in the paragraph.

(3-29-12)

**005. AVAILABILITY OF THE “MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS.”**

**01. Review of Manual.** Persons wishing to review the Manual may do so at any of the locations listed in Section 006. The Manual and subsequent amendments are also available for review on the Federal Highway Administration website at <http://mutcd.fhwa.dot.gov>. (3-29-12)

**02. Purchase of Manual.** The Manual with an effective date of ~~January 15, 2010~~ May 14, 2012, may be viewed and printed from the Federal Highway Administration website at <http://mutcd.fhwa.dot.gov>, or purchased from a number of organizations described on the website, such as ~~the U.S. Government Printing Office~~, AASHTO, ATSSA, and ITE. (~~3-29-12~~ 6-21-18T)

**006. OFFICE -- OFFICE HOURS -- MAILING AND STREET ADDRESS -- PHONE NUMBERS.**

**01. Street and Mailing Address.** The Idaho Transportation Department maintains a central office in Boise at 3311 W. State Street with a mailing address of P.O. Box 7129, Boise, ID 83707-1129. (3-20-04)

**02. Office Hours.** Daily office hours are 8 a.m. to 5 p.m. except Saturday, Sunday and state holidays. (3-20-04)

**03. Telephone and FAX Numbers.** The central office may be contacted during office hours by phone at 208-334-8000 or by fax at 208-334-3858. (3-20-04)

**04. Idaho Transportation Department District Offices.** Offices are at the following locations: (3-20-04)

**a.** Idaho Transportation Department District 1  
600 W. Prairie, Coeur d’Alene  
Mailing address -- 600 W. Prairie, Coeur d’Alene, Idaho 83815-8764  
Office Hours -- 7 a.m. to 4 p.m., Pacific Time Zone  
Phone -- (208) 772-1200 (3-29-12)

**b.** Idaho Transportation Department District 2  
2600 Frontage Road, Lewiston  
Mailing address -- P.O. Box 837, Lewiston, Idaho 83501-0837  
Office Hours -- 7 a.m. to 4 p.m., Pacific Time Zone  
Phone -- (208) 799-5090 (3-29-12)

**c.** Idaho Transportation Department District 3  
8150 Chinden Blvd., Boise  
Mailing address -- P.O. Box 8028, Boise, Idaho 83707-2028  
Office Hours -- 8 a.m. to 5 p.m., Mountain Time Zone  
Phone -- (208) 334-8300 (3-29-12)

**d.** Idaho Transportation Department District 4  
216 South Date Street, Shoshone  
Mailing address -- 216 South Date Street, Shoshone, Idaho 83352-0820  
Office Hours -- 8 a.m. to 5 p.m., Mountain Time Zone  
Phone -- (208) 886-7800 (3-29-12)

**e.** Idaho Transportation Department District 5  
5151 South 5th, Pocatello  
Mailing address -- P.O. Box 4700, Pocatello, Idaho 83205-4700  
Office Hours -- 8 a.m. to 5 p.m., Mountain Time Zone  
Phone -- (208) 239-3300 (3-29-12)



- f.** Idaho Transportation Department District 6  
206 North Yellowstone Highway, Rigby  
Mailing address -- P.O. Box 97, Rigby, Idaho 83442-0097  
Office Hours -- 8 a.m. to 5 p.m., Mountain Time Zone  
Phone -- (208) 745-8735

(3-29-12)

**007. PUBLIC RECORDS ACT COMPLIANCE.**

Rules contained herein are promulgated in accordance with Title 67, Chapter 52, Idaho Administrative Procedures Act (IDAPA) and IDAPA 04.11.01, "Idaho Rules of Administrative Procedure of the Idaho Attorney General." All records associated with this chapter are subject to and in compliance with the Idaho Public Records Act, as set forth in Title 74, Chapter 1, Idaho Code.

(3-20-04)

**008. -- 999. (RESERVED)**



U.S. Department  
of Transportation  
**Federal Highway  
Administration**

1200 New Jersey Avenue, SE  
Washington, D.C. 20590

MAR 28 2018

In Reply Refer to:  
HOTO-1

Travis C. McGrath, P.E.  
Chief Operations Officer  
Idaho Transportation Department  
P.O. Box 7129  
Boise, ID 83707-1129

Dear Mr. McGrath:

Thank you for your letter of November 30, 2017, requesting our approval for the "IdaShield" to remain as an object marker in the Idaho Transportation Department (ITD) Traffic Manual. You are making this request so that the ITD can comply with a State law that was enacted on April 4, 2013.

Federal regulation requires that State manuals or supplements be in substantial conformance with the National *Manual on Uniform Traffic Control Devices for Streets and Highways* (MUTCD). In accordance with 23 C.F.R. § 655.603(b), the Federal Highway Administration (FHWA) has only limited authority to grant "exceptions" to the National MUTCD based on State or other federal agency MUTCDs or supplements. In those cases, the exception may be granted only for a specific State law that was in effect prior to the December 14, 2006, effective date of final rule that defined "substantial conformance."

Therefore, the FHWA lacks authority to grant "exceptions" to the National MUTCD standards based on State laws that did not exist before December 14, 2006. Moreover, the degree of flexibility associated with the grant of only limited authority is attenuated by the passage of time since promulgation of the final rule in 2006. Now, more than 11 years later, that authority is diminishing, and will continue to do so, because initial implementation of the final rule seems to have been accomplished.

We regret that we are unable to approve the inclusion of the IdaShield in the ITD Traffic Manual. We reiterate the response that we provided in our letter of October 11, 2017, which stated that no new or replacement IdaShields are permitted to be installed after December 31, 2017 and that existing IdaShields that are already installed in the field as of December 31, 2017, may remain in place for the remainder of their useful service life.

We hope that you find this response helpful in understanding the FHWA's limited authority to grant exceptions to the national standard. If we can be of further assistance on this matter, please feel free to contact Mr. Duane Thomas of our MUTCD Team at [duane.thomas@dot.gov](mailto:duane.thomas@dot.gov).

Sincerely yours,



Mark R. Kehrli  
Director, Office of Transportation  
Operations

FHWA:HOTO-1:BFriedman:jc:6157815758: 3-16-2018

Send to Travis McGrath at [travis.mcgrath@itd.idaho.gov](mailto:travis.mcgrath@itd.idaho.gov)

cc: MUTCD Team  
Mr. Lance Johnson, HDA-ID  
Mr. Kevin Sablan, ITD [[kevin.sablan@itd.idaho.gov](mailto:kevin.sablan@itd.idaho.gov)]  
Reader E84-403

DF (Official Ruling File 8-31 (E) – Experiment 8-31 (E) – IdaShield Sign – Idaho Transportation Department)

M:\MUTCD\Official Rulings\2003 Edition and prior\Part 8 - Grade Crossings\8-31 (E) – Buckeye Crossbuck & IdaShield – Ohio & Idaho DOTs\IdaShield experiment\IdaShield letter to ITD - REPLY

Res. No. WHEREAS, the Idaho Transportation Department staff has proposed changes to two (2) administrative rules:

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- 39.02.61 - Rules Governing License Plates for Governmental Agencies and Taxing Districts; and
- 39.03.41 - Rules Governing Traffic Control Devices;

WHEREAS, the changes being made to 39.02.61 - Rules Governing License Plates for Governmental Agencies and Taxing Districts - are a direct result of the 2<sup>nd</sup> Regular Session of the 64<sup>th</sup> Idaho Legislature (2018) passing Senate Bill 1282 (2018);

WHEREAS, the changes being made to 39.03.41 - Rules Governing Traffic Control Devices - are the result of an FHWA mandate and reflected in their letter to the Department dated March 28, 2018;

WHEREAS, the temporary/proposed administrative rules being presented today were submitted to the Division of Financial Management, within the Idaho Governor's Office, on May 31, 2018; and

WHEREAS, these administrative rules will therefore, have an effective date of June 21, 2018; and

WHEREAS, these rules will not be negotiated as they are the direct result of passed legislation or federal mandate and the changes being made are simple in nature;

NOW, THEREFORE BE IT RESOLVED, that the Idaho Transportation Board approves that these two (2) administrative rules be published in the Idaho Administrative Bulletin as temporary/proposed and be presented to the 2019 Idaho Legislature.



## Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date June 21, 2018

Consent Item ☐

Information Item ☐

Amount of Presentation Time Needed 10 Minutes

Presenter's Name Ramón Hobdey-Sánchez	Presenter's Title GAPS	Initials RSHS	Reviewed By LSS
Preparer's Name Ramón Hobdey-Sánchez	Preparer's Title GAPS	Initials RSHS	

### Subject

Proposed Legislative Ideas - 2019 Legislative Session		
Key Number	District	Route Number

### Background Information

The attached DMV *Legislative Ideas* provide a brief description and fiscal impact for the 2019 staff proposals:

- Change the Required Flag Size for Permitted Vehicles; and
- Discontinue Seizure of Driver License for Suspensions

These *Legislative Ideas* are being presented to the Idaho Transportation Board (Board) at this time as information only. This will allow time for staff to act on any Board input or to make any recommended revisions.

*Legislative Ideas* must be submitted to the Division of Financial Management (DFM) by July 13, 2018, for their review and approval.

DFM approval of *Legislative Ideas* authorizes the Department's staff to proceed with the development of draft legislation. Draft legislation proposals will be presented to the Board for their review and approval in July or August and must be submitted to DFM by August 17, 2018.

*\*If the Board has any proposals they would like to have staff pursue, this is a timely opportunity to do so and incorporate them into the process.*

### Recommendations

None. Information only.



# Board Agenda Item

ITD 2210 (Rev. 10-13)

## Board Action

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



## ITD CONCEPT

Session Year: 2019 Concept #: C-19-002

Title: Change the Required Flag Size for Permitted Vehicles

Contact ID	Contact	Phone	E_Mail
DMV-CMV	Craig Roberts	334-8292	craig.roberts@itd.idaho.gov

### Brief description of legislation and how it will "solve the problem":

Flags are required on items overhanging more than 4' and on certain permitted loads. Currently, §49-913 and §49-1010, Idaho Code, both require 12" x 12" flags; while IDAPA Rule 39.03.12(200.02) and FMCSR 393.87 require the flags to be 18" x 18". The change to the above Idaho Code sections will ensure congruency with the current requirements in IDAPA and FMCSR. This will also allow the Department to further its goal of truck harmonization across the region.

### IF BILL PASSES:

FISCAL IMPACT: None LEVEL OF IMPACT:

FISCAL IMPACT NARRATIVE:

### IF BILL FAILS:

FISCAL IMPACT: None LEVEL OF IMPACT:

FISCAL IMPACT NARRATIVE: Currently, there is the potential for a person to be given a citation because they are using 12" x 12" flags based on §49-913, Idaho Code, and IDAPA rule 39.03.12(200.02) requires that the flags be 18" x 18". This conflict and inconsistency can cause either a monetary loss or a time loss for the impacted individual.

### Comments:

Modify §49-913 and §49-1010(1)(d), Idaho Code, to change the required flag size for travel on Interstates and certain permitted vehicles.

## ITD CONCEPT

Session Year:  Concept #:

Title:

Contact ID	Contact	Phone	E-Mail
VSM	Amy Smith	334-8660	amy.smith@itd.idaho.gov

### Brief description of legislation and how it will "solve the problem":

This legislative idea would repeal sections of code referring to the seizure and surrender of suspended driver licenses. As the driver license has become the preferred form of identification for a variety of services, the Department has requested law enforcement discontinue seizing licenses or citing for possession of a suspended driver license. Possession of a driver license does not convey valid driving privileges, as only a check of the driver license record status is the official record. This is available to all of law enforcement via the ILETS system and to the courts online. This change has already been made for the purposes of the administrative license suspensions in code, so this will clarify for the rest of the suspensions that the driver license should not be seized by law enforcement, nor should an individual be cited for having a suspended driver license in their possession.

This will save individuals from having to get and pay for a duplicate license, at the time of reinstatement, and allow them to retain picture identification.

If this idea is approved, legislation would be drafted to repeal §49-327, Idaho Code, and amend §49-331, Idaho Code, to clarify that possession of a suspended license is not a citable offense.

### IF BILL PASSES:

FISCAL IMPACT:  LEVEL OF IMPACT:

FISCAL IMPACT NARRATIVE:

### IF BILL FAILS:

FISCAL IMPACT:  LEVEL OF IMPACT:

FISCAL IMPACT NARRATIVE:

### Comments:

There are a small number of law enforcement agencies that believe, because code indicates that the license should be seized, that they shall take it from an individual; resulting in the necessity to purchase a duplicate license upon reinstatement, since it is destroyed after seizure. This will prevent individuals from being cited, for possession, since the majority of citizens use their physical driver license as a means of picture identification for a variety of government and banking services.