AGENDA

District 3 Tour and Regular Meeting
of the Idaho Transportation Board

July 18-19, 2018

July 18, 2018

DISTRICT 3 TOUR

Depart ITD Headquarters, 3311 West State Street, Boise; I-84 east .............. 8:00
Arrive Mountain Home City Hall; meet with Mayor Sykes ....................... 9:00
Depart city hall; travel I-84 Business Loop and American Legion Blvd....... 9:45
Depart Mountain Home; I-84 west ............................................................ 10:15
Arrive Borah High School, Boise; presentation ..................................... 11:00
Depart Borah High School; I-84 west ...................................................... 12:00
Arrive Community Planning Association of Southwest Idaho
  Headquarters, Meridian; lunch and presentation ............................... 12:30
Depart COMPASS Headquarters, SH-69 south ...................................... 1:45
Arrive Kuna City Hall; presentation by Mayor Stear and CS Beef
  Plant Manager Cooper ........................................................................... 2:30
Depart Kuna; SH-69 north and I-84 east .................................................. 3:30
Arrive ITD Headquarters, tour ends ....................................................... 4:00

*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.
BUSINESS MEETING

July 19, 2018

District 3
8150 Chinden Boulevard
Boise, Idaho

KEY:
ADM = Administration                        CD = Chief Deputy
BRD = Board                                   OP = Operations

1. CALL MEETING TO ORDER

Action Item  2. BOARD MINUTES – June 20-21, 2018 .......................................................7

Action Item  3. BOARD MEETING DATES ........................................................................20
August 15-16, 2018 – District 1
September 12-13, 2018 – District 6
October 17, 2018 – Boise

Action Item  4. CONSENT CALENDAR .............................................................................21
BRD ___ Add Exhibit #495 as part of May 2018 meeting minutes.................................22
CD ___ Modifications to the Public Transit Program .................................................27
OP ___ Addition of Local Highway Technical Assistance Council Planning ........29
OP ___ Annual update of safety rest areas and oasis partnerships ..........................30
OP ___ 2019 Children Pedestrian Safety Program .....................................................35A
OP ___ Approval of contract awards .................................................................36
OP ___ Approval of contracts for rejection .........................................................47

5. INFORMATIONAL CALENDAR

OP ___ Contract award information and current advertisements .........................52
OP ___ Professional services agreements and term agreement work tasks report ....56
OP ___ Administrative settlements in right-of-way acquisitions ..........................62
ADM ___ Annual report of activities to the Board of Examiners .............................65
ADM ___ State FY18 financial statements .............................................................66
ADM ___ Monthly report of federal formula program funding through June .......83
ADM ___ Non-construction professional service contracts ..................................85
ADM ___ Six year capital facilities program ......................................................85A

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The meeting is open to the public, except for the executive session.
July 19, 2018

District 3
8150 Chinden Boulevard
Boise, Idaho

Information Items

6. ADOPT-A-HIGHWAY PRESENTATION:
   Payette County Sheriff’s Inmate Labor Program 8:35

7. DIRECTOR’S MONTHLY REPORT ON ACTIVITIES 8:40

8. AGENDA ITEMS

Information Item
OP ___ Safety Presentation: Association of Idaho Cities and work zone videos .......86 9:10
Tomlinson

Action Item
OP ___ Distracted driving legislation .................................................................87 9:40
Tomlinson/McCarty

9. BREAK 10:00

Information Items

10. DELEGATION: City of Star – Cathy Ward, Dave Szplett, & Mark Butler 10:15

11. DELEGATION: City of Garden City, Mayor Evans 10:30

12. DISTRICT 3 REPORT: District Engineer Revis 10:45

13. AGENDA ITEMS, continued

Discussion Item
OP ___ Idaho Transportation Department Long-Range Transportation Plan ..........108 11:00
Kanownik

Action Item

14. EXECUTIVE SESSION (working lunch**) 11:50
   PERSONNEL ISSUES [SECTION 74-206(a), (b)]
   LEGAL ISSUES [SECTION 74-206(c), (d), (f)]

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**July 19, 2018**  
District 3  
8150 Chinden Boulevard  
Boise, Idaho

### Action Item

15. **POLICY INTRODUCTION**

| Board Policy 4050 Bicycle and Pedestrian Coordination ........................................ 111 |
| Board Policy 4085 Rail-Highway Crossing Program .................................................. 123 |

(Planning Services Manager Kanownik)

| Administrative Policy 5050 Bicycle and Pedestrian Coordination ...................... 114 |
| Administrative Policy 5085 Rail-Highway Crossing Program .......................... 128 |

|Railroad/Utility Coordinator Waite|

| Formerly portion of B-28-04 Bicycle and Pedestrian Facilities .......................... 111 |
| Formerly portion of B-19-07 Highway Safety Funds ........................................ 127 |
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**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.**

17. **ADJOURNMENT** (estimated time)  
2:30
JULY 18-19, 2018
BOARD MEETING IN DISTRICT 3

Travel and Lodging Accommodations

Tuesday – July 17, 2018
Boise
Arrive: overnight at Oxford Suites, 1426 E. Entertainment Ave.,
phone 208-322-8000
Coleman - #80388       Kempton - #80391
Gagner - #80389       Vassar - #80392

Wednesday – July 18, 2018
8:00 AM Boise
Tour bus departs ITD Headquarters
3:30 PM “
Arrive ITD Headquarters; tour ends
“ Overnight at Oxford Suites

Thursday – July 19, 2018
8:30 AM Boise
Business meeting at District 3 Office: 8150 Chinden Blvd.
2:30 PM “
Estimated time of adjournment; depart
REGULAR MEETING, WORKSHOP, AND DISTRICT FOUR TOUR
OF THE IDAHO TRANSPORTATION BOARD

June 20-21, 2018

The Idaho Transportation Board met at 8:30 AM on Wednesday, June 20, 2018 in Twin Falls, Idaho. The following principals were present:

Jerry Whitehead, Chairman
Janice B. Vassar, Member – District 2
Julie DeLorenzo, Member – District 3
Jim Kempton, Member – District 4
Dwight Horsch, Member – District 5
Chief Deputy Scott Stokes
Sue S. Higgins, Executive Assistant and Secretary to the Board

District 4 Tour. The Board traveled north on US-93. After viewing construction projects near Jerome, the Board traveled south on US-93 and local roads to Eagle View Dairy near Castleford. The Board toured the facility and then traveled to Buhl on local roads and to Twin Falls on US-30. The Board toured the Glanbia Nutritional Research facility.

WHEREUPON, the tour ended at 3:30 PM.

June 21, 2018

The Idaho Transportation Board convened at 8:00 AM on Thursday, June 21, 2018 in Shoshone, Idaho. Chairman Whitehead, Vice Chairman Jim Coleman - District 1, Members Vassar, DeLorenzo, Kempton, and Horsch, and Deputy Attorney General Larry Allen were present.

Draft FY20 Appropriation Request. Economist and Research Manager Bob Thompson summarized revenue trends and projections. He predicts minimal growth in the State Highway Account in FY19 and FY20 and a decrease in revenue to the Transportation Expansion and Congestion Mitigation fund. He expects increasing crude oil and motor fuel prices, continued growth in Idaho, and sustained growth of the national economy to impact revenue.

Controller Dave Tolman presented the draft FY20 appropriation request of $771.7 million and 1,648 full-time positions. Federal funds are estimated at $376.3 million and state revenues at $355.7 million. Some of the budget highlights include $23.6 million for replacement equipment, $424.9 million for the construction program, $5.4 million for capital facilities, and $66.9 million for GARVEE debt service. There are 12 line items totaling $38.4 million. He also said the Department will have an FY19 supplemental request for the general fund surplus transfer; however, that dollar amount is not known at this time.
Member Kempton noted the omission of funding for a new District 4 office building. Controller Tolman said the Department of Administration commissioned a study, which is currently being reviewed. Some other state agencies have expressed interest in co-locating at a new facility near Twin Falls or Jerome, so options are still being considered. Although the draft budget needs to be submitted by September 1, revisions can be made to it later. Member Horsch expressed concern with inflation and the Department’s decreasing buying power.

Draft FY19-25 Idaho Transportation Investment Program (ITIP). Senior Transportation Planner Nathan Hesterman presented the draft FY19-25 ITIP. Highway funding is estimated at $524 million annually for the seven-year Program plus $74.5 million for GARVEE debt service. The average annual funding levels for pavement and bridge projects are $127.8 million and $88.6 million, respectively. The Safety and Capacity Program averages $80.9 million annually, and the rest of the funding will go to Planning, Statewide Competitive Programs, Local Programs, and other programs.

There was some discussion on the revenue shortfall, unfunded needs, and the importance of keeping the legislature and public informed of the funding shortfall.

Public Involvement Coordinator Adam Rush said the public review and comment period on the draft ITIP is scheduled for July. He outlined the planned outreach efforts.

Chairman Whitehead thanked staff for the presentations.

Modalities. Executive Assistant to the Board Higgins requested the removal of the relinquishment of a portion of US-95 to the City of Council agenda item. The Board concurred.

Board Minutes. Member Vassar made a motion to approve the minutes of the regular Board meeting held on May 16-17, 2018 as submitted. Member Kempton seconded the motion and it passed unopposed.

Board Meeting Dates. The following meeting dates and locations were scheduled:
July 18-19, 2018 – District 3
August 15-16, 2018 – District 1
September 12-13, 2018 – District 6

Consent Items. Vice Chairman Coleman noted the number of contract awards that require Board approval. He believes this trend may continue. Because of the strong economy, construction costs are increasing and the construction industry is near capacity. He questioned revisiting the policy to give staff more flexibility to award or reject contracts that exceed the engineer’s estimate by more than ten percent. Also, if a District misses the deadline to submit Board agenda items, the contract award may be delayed a month. Chairman Whitehead suggested adding contract awards to the agenda the day of the Board meeting, or, if need be, the Board could call a special meeting.
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-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 project; 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.

1) Strategic Plan for the Division of Financial Management (DFM). Idaho Code requires all state agencies to submit an annual Strategic Plan. The plan is to cover a minimum of four years forward and is to include the Department’s vision or mission statement, goals, objective, external factors, and performance measures and benchmarks.

2) GARVEE Program Annual Legislative Report. Senate Bill 1206 authorized an additional $300 million in GARVEE bonds and requires an annual report on the GARVEE Program. The report summarizes the planned GARVEE projects, projects under construction, and the debt service amounts. All of the projects are on schedule and are 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.

3) Modifications to the Transportation Alternatives Program – Transportation Management Area (TMA). The Community Planning Association of Southwest Idaho requests adjustments to the Transportation Alternatives Program – TMA. Due to savings in the Safe Routes to School Program, increases to three projects are requested: Dry Creek Trail Eagle, key #13916 - $3,000; Boise State University Secure Bike Facilities, key #20095 - $37,000; and Fairview Avenue Greenbelt Ramp, Boise, key #20639 - $51,000. A new project is also being requested: Bike/Pedestrian Bridge over North Channel of Boise River, Eagle - $62,000.

4) Add Two Wetland Monitoring Projects to the Local Rural Program. The Army Corps of Engineers directed that wetland mitigation sites associated with the Pence Bridge, Lost River Highway District project, key #11683, and the 5000 South; US-20 to Archer Lyman Highway, Madison County project, key #11681, be monitored for 10 and 5 years, respectively. These construction projects are nearing completion. Instead of keeping them open for 5 to 10 more years, the Local Highway Technical Assistance Council (LHTAC) requests adding Pence Bridge Wetland Monitoring, Lost River Highway District for $22,000 and 5000 South Wetland...
Monitoring, Madison County for $18,000 to the FY18 Local Rural Program to meet wetland mitigation site monitoring requirements. Funding for the projects has been identified.

5) Advance Main Street Pedestrian Improvements, Lewiston to Local Safety Program. LHTAC and the City of Lewiston request the advancement of Main Street Pedestrian Improvements, Lewiston, key #20020 from FY19 to FY18 of the Local Safety Program. The $268,000 safety project is ready for advertisement now, and LHTAC has funds available via several project close-outs. The Lewis Clark Valley Metropolitan Planning Organization has amended its Transportation Improvement Program accordingly.

6) Annual Update of Idaho State Highway Functional Classification Map. Staff requests approval of the annual update to the highway functional classification map, as shown as Exhibit #496, which is made a part hereof with like effect. There were no changes to the map since the Federal Highway Administration (FHWA) approved it in October 2016.

7) Exceed Work Task Agreement on the US-93, 200 South Road, Jerome County Project. Keller and Associates was selected to complete the roadway design for the US-93, 200 South Road project, key #18737 in 2015. The current agreement for $464,000 covers the concept through Plans, Specifications, and Estimates. Additional tasks estimated at $157,000 have been identified and would bring the total amount to about $621,000. Staff requests exceeding the $500,000 work task agreement limit to extend the agreement with Keller and Associates.

8) Request to Approve Consultant Agreement. 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 SH-41, Mullan Avenue to East Prairie Avenue, Post Falls project, key #19682. The request is for a supplemental agreement for Engineer of Record Services with HDR Engineering in the amount of $650,000, bringing the total professional services agreement amount to between $2.65 and $2.75 million.

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 discrepancies between the low bid and engineer’s estimate on keys #13852 and #18999 – US-95, Moctileme Creek Bridge, Benewah County and Windfall Pass Curve, Benewah County, District 1, were in the Rock Fill, Superpave Hot Mix Asphalt, Excavation, Temporary Shoring, Dewatering, and Structure Backfill items. It appears the variances are due to recent price increases and project specific complexities. The Rock Fill item was apparently bid higher because of haul costs, equipment availability, and increased material cost. Staff does not believe re-advertising the project will result in a substantial bid change, so recommends awarding the safety project. Low bidder: Scarsella Brothers, Inc. - $4,300,000.

The major difference in the engineer’s estimate versus the low bid on key #20746 – US-20B, Stockham and US-20 Roundabout, Rigby, District 6, was the Mobilization item. The increased cost is related to the complex phasing of the project and the traffic control plan requiring the majority of the construction to occur during the night. District 6 recommends awarding the contract because it does not anticipate a savings if the project is re-advertised. Low bidder: DL Beck, Inc. - $1,629,958.
The primary differences between the engineer’s estimate and low bid on key #20221 – FY19 District 5 Revegetation, Bannock were in the Seeding and Weeding items. In many instances, work on this contract will be on an on-call and as-needed basis, requiring multiple mobilizations. District 5 believes the low bid is reasonable and recommends awarding the contract. Low bidder: Adams RC Consulting LLC dba Snake River Reclamation - $117,803.

10) Contracts for Rejection. The low bids on the following projects were more than ten percent over the engineer’s estimate, requiring justification. The largest difference in costs when compared to the engineer’s estimate on key #20280 – US-95, Bridge Replacements District 1 – District 2 were in the Culvert Removal, Compacting Backfill, Seeding, Survey, Dewatering Foundation, Bridge Precast Concrete Culvert, and Temporary Shoring items. The District believes the high bids were due to the time of year the project was bid, the challenging geographic setting, and the incline of economy for fuel and concrete. Staff recommends rejecting the bid because the high cost is not in the best interests of the public. It will reassess the scope, contract time, and pricing prior to re-advertising the project later this year for construction next summer. Low bidder: N. A. Degerstrom, Inc. - $3,560,217.

District 5 recommends rejecting the bid for the I-15, Northgate Interchange, Bannock County project, key #20314. It believes the bids were high because the project was bid late in the season and the timeframe for construction was short. Low bidder: Cannon Builders, Inc. - $15,540,413.

Informational Items. 1) State FY18 Financial Statement. Revenues to the State Highway Account from all state sources were ahead of projections by 2.5% at the end of April. Of that total, receipts from the Highway Distribution Account were 1% or $1.7 million more than forecast. State revenues to the State Aeronautics Fund were ahead of projections by 11.4%, or $262,000. Expenditures were within planned budgets. Personnel costs had savings of $15.1 million or 14.2% due to reserves for horizontal career path increases, vacancies, and timing between a position becoming vacant and being filled. ITD had 94 vacancies at the end of April. Contract construction cash expenditures of $348 million through April exceeded any from the past three years.

The balance of the long term investments was $164.9 million at the end of April. These funds are obligated against construction projects and encumbrances. The long term investments plus the cash balance of $75.4 million were $32 million less than the end of June. Expenditures in the Strategic Initiatives Program Fund through April were $8.1 million. Deposits into the new Transportation Expansion and Congestion Mitigation Fund were $16.9 million year-to-date.

2) Monthly Reporting of Federal Formula Program Funding through May. Idaho received obligation authority of $276.4 million through September 30 via the Appropriations Act signed in March. In May the Board resolved to distribute $14.4 million of Highway Infrastructure general funds to ITD and its partners. The combined amount, $290.8 million, corresponds to $290.5 million with match after a reduction for indirect costs. Idaho has received apportionments via notices through April 17 of $316.6 million, which includes Redistribution of Certain Authorized Funds. Currently, obligation authority is 91.85% of apportionments. Of the $290.5 million allotted, $62 million remains.
3) Non-Construction Professional Service Contracts Issued by Business and Support Management (BSM). The BSM Section executed one professional service agreement for $5,000 in the previous month.


Key #20520 – US-95, Dufort Road to Gun Club Road, District 1. Low bidder: Interstate Concrete & Asphalt Co. – $1,036,378.

Key #20338 – SH-5, Emergency Repair Milepost 5.8, Benewah County, District 1. Low bidder: M. A. Deatley Construction, Inc. – $1,082,116.

The list of projects currently being advertised was provided.

5) Professional Services Agreements and Term Agreement Work Tasks Report. From April 27 through May 31, 51 new professional services agreements and work tasks were processed, totaling $6,003,800. Four supplemental agreements to existing professional services agreements were processed during this period in the amount of $111,500.

Draft FY19-25 ITIP. STP Hesterman presented the draft FY19-25 ITIP and requested proceeding to the public comment period.

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

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

ITB18-18 WHEREAS, it is the intent of the Idaho Transportation Board to effectively utilize all available federal, state, local, and private capital investment funding; and

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

WHEREAS, the Board has reviewed the list of projects and analysis for the Draft FY19-25 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 Board to better understand Idaho’s various transportation needs; and
WHEREAS, project selection and program approval is scheduled for the Board's September meeting after incorporating public comment.

NOW THEREFORE BE IT RESOLVED, that the 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.

Highway Safety Plan. Grants/Contracts Officer (G/CO) Cecilia Awusie presented the FY19 Highway Safety Plan. The document, required by the National Highway Traffic Safety Administration, was developed to reduce traffic crashes, deaths, and injuries. No significant changes were made to the draft Plan since it was presented last month.

Member Vassar made a motion, seconded by Member Kempton, and passed unanimously, to approve the following resolution:
RES. NO. WHEREAS, Idaho experienced 25,328 reportable traffic crashes, 253 traffic ITB18-19 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 FY19, which is on file in the Office of Highway Safety.

Board Subcommittee on Audits’ Report. Member DeLorenzo said the Subcommittee on Audits met last month. NHTSA discovered the Office of Highway Safety used federal funds for an ineligible activity to promote highway safety. ITD needs to reimburse NHTSA about $10,000. Chief Administrative Officer Char McArthur reported that Internal Review’s tracking log will now include enterprise risk management activities to ensure those items are addressed. The Executive Leadership Team reviews the log quarterly. Chief Operations Officer Travis McGrath
elaborated on the enterprise risk management initiative. Controls are being identified to address or reduce the 22 risks that were identified as either a very high or high risk.

**Director’s Report.** Chief Deputy Stokes said the Department was awarded a $90 million federal grant. The Infrastructure for Rebuilding America grant is to expand the 2.8 mile I-84, Karcher Interchange to Franklin Boulevard section in Nampa. Last weekend, seven vehicles were involved in a fatal crash in a construction zone on I-84 near the Cloverdale Road Overpass. The Division of Aeronautics partnered with the Department of Fish and Game to reopen an airstrip, provided training for pilots that have not flown in a while, conducted its annual aviation career academy earlier this month, and hired a consultant to update the aviation system plan. Chief Deputy Stokes also recognized employees for their innovations and exemplary service.

The entire Director’s Board Report can be viewed at [http://itd.idaho.gov/Board](http://itd.idaho.gov/Board).

Chairman Whitehead thanked Chief Deputy Stokes for the report.

**Toward Zero Deaths.** G/CO Awusie commended Camas County for recording zero highway fatalities in 2017. She recognized the Camas County Sheriff, Camas County Commissioners, Idaho State Police, and ITD’s maintenance staff for their partnership and exemplary service keeping the roads and traveling public safe.

Chairman Whitehead thanked the group for its efforts and remarkable accomplishment.

**Adopt-A-Highway (AAH) Presentation.** Member Kempton thanked the Northwest Farm Credit Services for its participation in the AAH Program. The group has been picking up litter along a two-mile section of US-30 since 2014.

**District 4 Report.** District 4 Engineer (DE) Devin Rigby reported on performance metrics. Staff achieved a winter mobility metric of roads being clear of ice and snow 82% of the time, exceeding the goal of 73%, and 100% of the FY18 projects were delivered on time. The District was slightly over its goal of the final construction costs versus the contract award being within 5%. Emphasis has been placed on ensuring good plans are developed to reduce changes in the field. Because projects are delivered a year in advance of construction, engineer’s estimates are not always up-to-date, which can be challenging. He also commended staff for its innovations and achievements.

Regarding minimizing changes to design plans during construction, Vice Chairman Coleman said it is sometimes better and more cost effective to make the changes in the field rather than going back later to make changes. He encouraged DE Rigby to provide flexibility to staff in the field. He also suggested identifying alternatives in the design and bidding process to reduce costs if bids come in higher than the engineer’s estimate.

Member Horsch commended DE Rigby for the I-84, Twin Bridges project. There were no major crashes during the two-year construction project. He also believes the project is a major improvement to the transportation system. Chairman Whitehead thanked DE Rigby for the report and for his leadership.
Executive Session on Personnel and Legal Issues. Member Horsch made a motion to meet in executive session at 12 noon to discuss personnel and legal issues as authorized in Idaho Code Section 74-206(b), (c), and (f). Member Vassar seconded the motion and it passed 5-0 by individual roll call vote.

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 2:20 PM.

I-84, Cloverdale Road Overpass Bridge Repair. DE 3 Amy Revis reported that the I-84, Cloverdale Road overpass sustained major damage during a crash on June 16, 2018. A resulting fire caused major damage to the span at milepost 47.058. The Cloverdale Road overpass will remain closed until the structure can be repaired or replaced. Staff determined that it is uneconomical to repair the damaged girders. DE Revis said Ada County Highway District (ACHD) would like the two-lane structure, which was built in 1966, replaced, as it would like to widen Cloverdale Road. If the bridge is replaced, ACHD would be responsible for costs associated with road work on Cloverdale Road that would not be part of the structure replacement. DE Revis recommends replacing the Cloverdale Road Bridge in an expedited manner at an estimated cost of $6 to $8 million.

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

RES. NO. WHEREAS, it is in the public interest for the Idaho Transportation Department to accomplish a current, realistic and fiscally constrained Idaho Transportation Investment Program; and

ITB18-20 WHEREAS, it is the intent of the Idaho Transportation Board to effectively utilize all available federal, state, local and private capital investment funding; and

WHEREAS, a fiery crash on June 16 at 11:30 p.m. on eastbound I-84 at milepost 47.058 resulted in extensive damage to the Cloverdale Road Overpass Bridge; and

WHEREAS, ITD inspectors have evaluated the damage and determined the bridge is not safe for travel; and

WHEREAS, the Cloverdale Overpass Bridge will remain closed for the safety of the traveling public, until full repairs or replacement can be made.

NOW THEREFORE BE IT RESOLVED, that the addition of the I-84, Cloverdale Road Overpass Bridge replacement will be added to FY19 of the Idaho Transportation Investment Program at an estimated cost of $6-8 million to replace the bridge; and

June 21, 2018
BE IT FURTHER RESOLVED, that the Board approves the use of federal and/or state funds in FY19 for the I-84, Cloverdale Road Overpass Bridge Replacement.

Chairman Whitehead thanked DE Revis for the presentation and her efforts to address this emergency project.

Long-Range Transportation Plan. Planning Services Manager (PSM) Ken Kanownik said staff realized the Department needs to do a better job of educating the public on highway data. David Coladner, Highway Data and System Management Team Leader, elaborated on the various data ITD collects and maintains, such as travel time and pavement condition.

Growth is another component of the Plan, according to PSM Kanownik. Economic and population growth have different impacts on the transportation system. Various data can be used to help make projections, such as how many drivers’ licenses were surrendered from other states and how many building permits were issued. Next month information on new technologies and the public opinion survey results will be presented.

Chairman Whitehead thanked Messrs. Kanownik and Coladner for the update.

FY19 Idaho Airport Aid Program. Senior Airport Planner (SAP) Bill Statham presented the FY19 Idaho Airport Aid Program. The $1 million Program provides funding for Commercial Service airports, General Aviation – NPIAS airports, General Aviation - community airports, and small emergency projects. There is $343 uncommitted funds. The Aeronautics Advisory Board approved the FY19 Program on June 6, 2018.

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

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 Board has the authority to expend funds for the construction, maintenance, and improvement of publicly owned aeronautical facilities.

NOW THEREFORE BE IT RESOLVED, that the Idaho airport aid program for state fiscal year 2019, as shown as Exhibit #497, which is made a part hereof with like effect, be approved; and

BE IT FURTHER RESOLVED, that the Board directs the Division of Aeronautics to issue grant offers for state fiscal year 2019; and

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

Chairman Whitehead thanked SAP Statham for the presentation.
Division of Motor Vehicles’ Modernization Update. Randi Bristol-Hogue, Modernization Program Manager (MPM), said extensive work has been completed since the go-live date for the drivers’ license component was delayed in April. The remaining work should be completed next week with final testing to follow in early July. Various users and partners provided vital information that improved the system. Later this month, the team will determine the new implementation date.

Chairman Whitehead thanked MPM Bristol-Hogue for the update.

IDAPA Rules. Ramon Hobdey-Sanchez, Government Affairs Program Specialist (GAPS), presented two administrative rule changes. IDAPA 39.02.61, Rules Governing License Plates for Governmental Agencies and Taxing Districts is being modified to align it with Idaho Code due to 2018 legislation. IDAPA 39.03.41, Rules Governing Traffic Control Devices is being revised as a result of an FHWA directive.

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

RES. NO. WHEREAS, the Idaho Transportation Department staff has proposed changes to two administrative rules:

ITB18-22  
• 39.02.61 – Rules Governing License Plates for Governmental Agencies and Taxing Districts; and
• 39.03.41 – Rules Governing Traffic Control Devices; and

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 2nd Regular Session of the 64th Idaho Legislature (2018) passing Senate Bill 1282 (2018); and

WHEREAS, the changes being made to 39.03.41 – Rules Governing Traffic Control Devices – are the result of a Federal Highway Administration mandate and reflected in its letter to the Department dated March 28, 2018; and

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 a 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 administrative rules be published in the Idaho
Administrative Bulletin as temporary/proposed and be presented to the 2018 Idaho Legislature.

Proposed Legislative Ideas. GAPS Hobdey-Sanchez presented two legislative ideas for the 2019 session. The first proposal changes the required flag size for permitted vehicles to 18” x 18” to comply with the Federal Motor Carrier Safety Rule and IDAPA Rule 39.03.12. The other idea repeals sections of code referring to the seizure and surrender of suspended driver licenses. This would allow motorists whose driver’s license has been suspended to retain the license for identification purposes. The consensus of the Board was to proceed with these ideas, which are to be submitted to the Division of Financial Management by July 13 for its review and approval.

Member DeLorenzo emphasized the importance of highway safety, and believes legislation to address safety issues such as distracted driving and mandatory helmets for motorcyclists should be considered. She made a motion to direct staff to investigate legislation to require motorists to use hands-free cell phones. Chairman Whitehead suggested researching what other state have done. Member DeLorenzo restated her motion to direct staff to research what other states have done regarding cell phone usage and to present a recommendation to proceed with legislation.

Member Kempton made a substitute motion to direct staff to draft legislation on the use of hands-free cell phones for the Board’s consideration. Vice Chairman Coleman seconded the substitute motion.

Walter Burnside, District 4, said the District assisted Blaine County and municipalities within the County on ordinances prohibiting the use of hand-held cell phones while driving. Staff worked with the local governments on language for their signs.

The substitute motion passed unanimously.

Chairman Whitehead thanked GAPS Hobdey-Sanchez for the presentations.

Request to Award Contract for FY19b District 1 Bridge Repairs. DE1 Damon Allen said the low bid on key #19326 was more than ten percent over the engineer’s estimate, requiring justification. The most significant differences between the low bid and engineer’s estimate were in the Painting Structural Steel, Special Rumble Strip Removal, and Mobilization items. Staff believes the variances were due to the complex staging requirements, the two season project duration, and the late bid time. The District does not believe significant cost savings would be realized by modifying the design and re-bidding the project.

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

RES. NO. WHEREAS, bids received for the FY91b District 1 Bridge Repairs project were ITB18-23 greater than 110% of the Engineer’s Estimate; and WHEREAS, the apparent low bidder is Braun-Jensen, Inc. with a bid of $4 million.

June 21, 2018
NOW THEREFORE BE IT RESOLVED, that the Idaho Transportation Board award the project and offset funds from state-wide balancing.

Delegation – City of Twin Falls. Twin Falls City Engineer Jackie Fields thanked the Board for its service. The City appreciates the additional funding opportunities via the Surplus Eliminator legislation. She also expressed appreciation for the assistance District 4 has provided.

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

__________________________
JERRY WHITEHEAD, Chairman
Idaho Transportation Board

Read and Approved
______________, 2018
______________, Idaho
BOARD MEETING DATES

2018

August 15-16 – District 1
September 12-13 – District 6 (tentative)
October 17 – Boise (tentative)

November 14 – Boise
December 12* – Boise

*Revisit: change to December 13

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</table>

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

Other dates of interest:
September 20-24: AASHTO annual meeting – Atlanta, GA

Action: Approve the Board meeting schedule.
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 addition of Exhibit #495 as part of the May 2018 meeting minutes; modifications to the Public Transit Program; the addition of Local Highway Technical Assistance Council Planning to FY19; the update of safety rest areas and oasis partnerships; the 2019 Children Pedestrian Safety Program; contracts for award; and contracts for rejection.
Meeting Date  July 18-19, 2018

Consent Item  Information Item  Amount of Presentation Time Needed

<table>
<thead>
<tr>
<th>Presenter's Name</th>
<th>Presenter's Title</th>
<th>Initials</th>
<th>Reviewed By</th>
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<tbody>
<tr>
<td>Sue S. Higgins</td>
<td>Executive Assistant to the Board</td>
<td>SSH</td>
<td>LSS</td>
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<th>Preparer's Title</th>
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<tbody>
<tr>
<td>Sue S. Higgins</td>
<td>Executive Assistant to the Board</td>
<td>SSH</td>
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Subject
Exhibit #495: Relinquishment of I-84 Hammett Business Loop

Background Information
At the May 2018 board meeting, the board approved the relinquishment of a 2.1 mile business loop to the Glenns Ferry Highway District. The board signed the official minute. Historically, these official minutes and maps have been incorporated into the meeting minutes as exhibits, which are separate documents filed in a three-ring binder, but are considered part of the official board meeting minutes. The May 17, 2018 board meeting minutes omitted the reference to this exhibit.

This board agenda item corrects that omission by incorporating the official minute relinquishing the I-84 Business route as Exhibit #495, which will be made a part of the official May 2018 board meeting minutes.

Recommendations
Approve the addition of Exhibit #495, relinquishing the 2.1 mile section of I-84 Business in Hammett to the Glenns Ferry Highway District, as part of the official May 2018 board meeting minutes.

Board Action
☐ Approved  ☐ Deferred
☐ Other
OFFICIAL MINUTE

WHEREAS, the Glenns Ferry Highway District is willing to assume jurisdiction for I-84B in Hammett upon construction completion and acceptance of project A013(390) and A013(947);

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

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

WHEREAS, during the March 14, 2018 meeting, the Board’s 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 a portion of I-84B in Hammett to the Glenns Ferry Highway District.

THEREFORE BE IT RESOLVED, the Board accepts the Subcommittee’s recommendation and approves the Director to sign the agreements referenced above.

BE IT FURTHER RESOLVED, that ITD 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.

APPROVED:

Chief Engineer

Date

IDAHOT TRANSPORTATION BOARD:

Chairman

Vice Chairman

RECOMMENDED BY:

District Engineer

Date

Member

Member

Member

Member
OFFICIAL NOTARY

STATE OF IDAHO  

COUNTY OF ADA  

On this 17th day of May, 2018 before me the undersigned, a Notary Public in and for said State, personally appeared Jerry Whitehead, R. James Coleman, Janice Vassar, Julie DeLorenzo, Jim Kempton, Dwight Horsch, and Lee Gagner known to me to be the Chairman, Vice Chairman, and Members, respectively, of the Idaho Transportation Board of the State of Idaho, which Idaho Transportation Board executed the within instrument, and acknowledged to me that the said Idaho Transportation Board of the State of Idaho executed the same for the State of Idaho.

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

Sue S. Higgins
Notary Public for Idaho
Residing in Boise, Idaho
Commission Expires 8-28-2021
Subject
Modify the Public Transit Program in the FY 2018 – 2024 approved STIP

Background Information
The purpose of this consent item is to modify the Public Transit Program per policy 5011 Idaho Transportation Investment Program (ITIP) and to accommodate national competitive capital FTA FY17 5339(b) Bus and Bus Facilities and 5339(c) Low or No Emissions Bus Program grant awards.

The District 4 received two nationally competitive capital grant awards totaling $1,040,000: 5339(c) $500,000 and 5339(b) $540,000

<table>
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<tr>
<th>ID</th>
<th>Mountain Rides Transportation Authority</th>
<th>Mountain Rides will purchase heavy-duty, battery electric buses and fast charging infrastructure for its fixed route bus operations in Blaine County, Idaho. This project will begin to fulfill Mountain Rides’ goal of moving from diesel powered buses to cleaner, cheaper, easier to maintain battery electric buses.</th>
<th>$500,000</th>
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<tr>
<td>ID</td>
<td>Idaho Transportation Department</td>
<td>The Idaho Transportation Department, with its partner Mountain Rides Transportation Authority, which operates bus service in a mountain resort area of Blaine County, will receive funding to purchase new vehicles to replace old ones that have exceeded their useful life.</td>
<td>$540,000</td>
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</table>

District 1 received one nationally competitive capital grant award in the amount of $136,000.

| ID | Idaho Transportation Department | The Idaho Transportation Department, with its partner Selkirk Pend Oreille Transit (SPOT) Authority, which operates bus service in a rural area of Idaho, will receive funding to purchase new transit vehicles to replace old ones that have exceeded their useful life. | $136,000 |
District 6 received one nationally competitive grant award in the amount of $240,000.

| ID | Idaho Transportation Department | The Idaho Transportation Department, with its partner the City of Driggs, will receive funding to purchase new transit vehicles to replace old ones that have exceeded their useful life. The city operates a shuttle service between Driggs and the Grand Targhee Resort, a major employment center and recreation area. | $240,000 |

Staff requests that these funding adjustments be made to the Districts 1, 4, and 6 respectively Rural Public Transit Programs and that the ITIP be amended accordingly.

**Recommendations**

Approve the program modifications detailed above to the **Public Transit Program** and authorize staff to amend the ITIP accordingly.

**Board Action**

☐ Approved  ☐ Deferred  ☐ Other

________________________________________
Meeting Date: July 19, 2018

Consent 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**

Add **FY19 LHTAC PLANNING** to FY 2019 of the Local Urban Program in the approved FY 2018 – 2024 ITIP

**Key Number:** 20843  
**District:** Statewide  
**Route Number:**

---

**Background Information**

The purpose of this consent item is to add **FY19 LHTAC PLANNING** to FY 2019 to the STP- Local Urban Program at the request of the Local Highway Technical Assistance Council (LHTAC) per policy 5011 *Idaho Transportation Investment Program (ITIP).*

This **$250,000** STP-Local Urban funds will augment the Local Highway Technical Assistance Council constituents’ planning efforts.

Various small urban areas across the state have requested planning funds to create transportation plans or update their current plan. There has been no room, or lack of funds, in the urban program to accomplish this task. After discussing with the urban committee, LHTAC requested this funding to be included in the draft program so we can work with small urban areas to update their transportation plans in order to prioritize future improvements in their community.

Once part of a plan, the urban area can apply for a STP urban project when funds are available. The intent is to fund up to 5 transportation plans for small urban areas around the state each year.

LHTAC is adding a planning project for $250,000 to each year of the FY 2019 - 2025 Draft Program in the ITIP- Local Urban Program. If funding becomes available, there is a proposal to advance the FY 2019 project during the EOY Plan. In order to achieve this it must first be added to the program.

---

**Recommendations**

Approve the addition of the **FY19 LHTAC PLANNING** (Key No. 20843) to FY 2019 of the Local Urban Program and authorize staff to amend the ITIP accordingly.

---

**Board Action**

☐ Approved  ☐ Deferred

☐ Other
Meeting Date: July 19, 2018

Consent Item:  
Information Item:  
Amount of Presentation Time Needed:  

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<tr>
<td>Steve Spoor</td>
<td>Maintenance Services Manager</td>
<td>SP</td>
<td>TCM</td>
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<tr>
<td>Cathy Ford</td>
<td>Roadside Program Manager</td>
<td>CF</td>
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**Subject**

Update of Safety Rest Areas and Oasis Partnerships

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<th>Route Number</th>
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</thead>
<tbody>
<tr>
<td>Statewide</td>
<td>Statewide</td>
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**Background Information**

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

For 2018, the rest area chart was updated to reflect current (2017) Average Daily Traffic Count data. All rest area facilities currently meet requirements in the first section.

Jerome Rest Area is designated for closure and deletion from the safety rest area program, which is referenced on the chart and map. All other rest areas listed in this second section would be future projects, and are not currently programmed.

The third section reflects the addition of potential Oasis Partnership Rest Areas on I-84.

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

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

**Recommendations**

Board Approval of 2018 Rest Area Map and Chart

**Board Action**

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

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

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

**SAFETY REST AREA CLASSIFICATION**

### Existing Safety Rest Area Meeting Requirements

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### Existing Safety Rest Area

(Rehabilitation/Expansion or Proposed Reconstruction Upgrade)

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## Public/Private & Oasis Partnerships

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<td>Oasis Partnership at Flying J Truck Stop at McCammon</td>
<td>5</td>
<td>I-15B</td>
<td>4</td>
<td>8,100</td>
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<tr>
<td>MR</td>
<td>Winchester Oasis Rest Area</td>
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<td>US-95</td>
<td>252</td>
<td>3,500</td>
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<td>4</td>
<td>I-84</td>
<td>173</td>
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<td>New Oasis Partnership Rest Area</td>
<td>4</td>
<td>I-84</td>
<td>182</td>
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## Partnership Rest Area/Visitor Center

<table>
<thead>
<tr>
<th>PROG FY</th>
<th>VISITOR CENTER LOCATION</th>
<th>PARTNER</th>
<th>DIST</th>
<th>RTE</th>
<th>APPROX M.P.</th>
<th>HWY ADT 2017</th>
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<tr>
<td>MR</td>
<td>Visitor Center at Bonners Ferry</td>
<td>City of Bonners Ferry</td>
<td>1</td>
<td>US-95B</td>
<td>507</td>
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<td>MR</td>
<td>Rest Area at Lost Trail Pass</td>
<td>Montana Department of Transportation</td>
<td>6</td>
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<td>MR</td>
<td>Rest Area at Lolo Pass (Gateway)</td>
<td>U.S. Forest Service/MDOT</td>
<td>2</td>
<td>US-12</td>
<td>174</td>
<td>580</td>
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</table>

MR – Indicates rest areas that currently meet requirements and are included in the normal cycle and schedule for rehabilitation or reconstruction program.

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

Delete – Facilities that will be removed from the program and replaced with an OASIS Partnership Agreement.
Existing Gateway
Existing Deluxe
Existing Basic Plus
Flying J Oasis Partnership
Partnership Visitor Center at Bonners Ferry
Winchester Partnership

Facility Name
Facility scheduled closure is contingent upon negotiating an Oasis partnership

Existing Rest Areas

0 5 10 20 Miles

Idaho Transportation Department
Safety Rest Areas and Oasis Partnerships Planning map
May 2018
SAFETY REST AREAS AND OASIS PARTNERSHIPS

**Purpose**
The Board directs the Department to provide safety rest areas for the traveling public.

**Legal Authority**
Idaho Code 40-120(1) - Definition of “safety rest area”.

Idaho Code 40-313(3) - Board authorized to acquire and maintain areas adjacent to highways for rest and recreation of the traveling public.

Idaho Code 40-507 - Department authorized to construct and maintain information centers at safety rest areas.

23 Code of Federal Regulations Section 752.5 Landscape and Roadside Development, Safety rest areas

The Idaho Transportation Board adopts the Statewide Transportation Improvement Program that includes rest area improvements. Funding for the Safety Rest Areas and Oasis Partnerships Program is designated as a separate program entity funded at the discretion of the Board.

The Idaho Transportation Department shall provide safe, secure, sanitary, and reliable safety rest area facilities spaced at appropriate intervals at strategic locations on the state highway system. To accommodate the traveling public, safety rest area facilities shall be located directly on the state highway system's roadway right-of-way and ensure public access to appropriately sized, restroom-equipped facilities. Each safety rest area facility shall provide a viable service and convenience to the traveling public and make a favorable impression about the state of Idaho and the Department. Safety rest area facilities shall be refurbished or reconstructed to extend service life and improve safety as determined by the Safety Rest Areas and Oasis Partnerships Program, and normal facility life cycles as approved by the Board. Safety rest area projects shall be determined in accordance with ongoing statewide needs.

Joint funding and participation partnerships may be negotiated with other public entities on safety rest areas. Visitor Information Centers are the result of safety rest area partnerships and should be incorporated into Gateway Safety Rest Areas.

Interstate Oasis Program and other public and private partnerships may provide opportunities to improve and expand the services provided by safety rest areas. Interstate Oasis and other public and private partnerships should comply with the locations identified by the Safety Rest Areas and Oasis Partnerships Program or Corridor Management Plans. Locations for partnerships on both Interstate and non-Interstate routes should be encouraged.
Private agreements may be negotiated and entered into for operation and maintenance of safety rest areas and Interstate Oasis Program and private partnerships.

Each facility in the Safety Rest Areas and partnership program shall be reviewed annually to ensure that the desired purposes are being met and the negotiated services are being provided.

A map showing the location of existing and proposed safety rest areas and partnerships shall be reviewed annually. Each year, an updated map, along with a brief Safety Rest Areas and Oasis Partnerships Program status report, shall be presented to the Board for review and approval. Authority to close existing safety rest areas or construct new ones is retained by the Board.

Approved by the Board on:

Signed: ______________________________ Date: November 20, 2013
Jerry Whitehead
Board Chairman
Board Agenda Item

Meeting Date  July 18-19, 2018

Consent Item [x]  Information Item [ ]  Amount of Presentation Time Needed

<table>
<thead>
<tr>
<th>Presenter's Name</th>
<th>Presenter's Title</th>
<th>Initials</th>
<th>Reviewed By</th>
</tr>
</thead>
<tbody>
<tr>
<td>Blake Rindlisbacher, P.E.</td>
<td>Engineering Services Administrator</td>
<td></td>
<td></td>
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<tr>
<td>Preparer's Name</td>
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<tr>
<td>Jeff Miles, P.E.</td>
<td>Administrator, LHTAC</td>
<td></td>
<td></td>
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</table>

Subject

2019 Children Pedestrian Safety Program

Key Number
District
Route Number

Background Information

During the February 2017 legislative session, House Bill 334 became law allowing Surplus Eliminator funds to be used to address Children Pedestrian Safety Projects.

In Fiscal Year 2018 ITD and LHTAC developed a joint program funding up to $2M in projects through grants administered by LHTAC. Sixty (60%) percent of the funds were contributed from the state Surplus Eliminator funds, and 40% contributed by the local Surplus Eliminator funds. Fifteen projects were funded. Grant amounts ranged from $4,715 to $250,000. Awards were given to agencies of varying size and locations across the state. Projects are required to be completed by the beginning of December with close-out documentation to be submitted to LHTAC by December 3, 2018.

For Fiscal Year 2019 ITD and LHTAC staff recommend funding Children Pedestrian Safety projects at the same $2M funding level, with the same 60/40 ITD/local split, and re-utilize the 2018 Program Guidance and Application/Scoring. This will keep our education efforts streamlined; allow for ease in reapplication by those agencies who were unsuccessful in 2019; provide an opportunity for application by those agency who elected not to participate in the 2018 effort; and allow adequate time for application and evaluation of projects for the 2019 effort.

The program guidance and a draft application are included for your review.

Recommendations

Approve the Program Guidance and Application for the 2019 Children Pedestrian Safety Program.

Board Action

☐ Approved  ☐ Deferred
☐ Other __________________________

35A
Children Pedestrian Safety Program: 2019 Application

Idaho Cities, Counties and Highway Districts

Submittal Deadline: December 6, 2018 MST
INCLUDED IN THIS PACKET

1. **APPLICATION INFORMATION**
   
   1.1 Program Background

2. **PROGRAM GUIDANCE**
   
   2.1 Program Guidance for 2019

3. **APPLICATION**
   
   3.1 Application Questions
   
   3.2 Program Agreement Form

4. **SCORING**
   
   4.1 Suggested Scoring
1. APPLICATION INFORMATION

1.1 PROGRAM BACKGROUND

The Surplus Eliminator Program was established by House Bill 312 (H312) during the 2015 Legislative session. The law states that at the end of the year, remaining funds will be split between the rainy-day fund and the Surplus Eliminator Program for state transportation projects administered by the Idaho Transportation Department (ITD). During the 2017 Legislative session, Idaho Lawmakers voted to continue the Surplus Eliminator program through Senate Bill 1206 (S1206), however now the money is shared 60% to the state system and 40% to the local system for the next two years. For 2019, the total local share of the Surplus Eliminator fund is approximately $XXM. The Local Highway Technical Assistance Council (LHTAC) will administer the local share through a Local Strategic Initiatives Program. Per the law, eligible projects must be related to maintenance, and address safety and mobility.

Another piece of legislation that was passed, House Bill 334 (H334), in 2017 allows some of the Strategic Initiatives money to be spent on projects addressing “children pedestrian safety on the state and local system.” LHTAC and ITD staff worked together to develop a joint program to fund these projects. Similar to the Local Strategic Initiatives program the project should be “shovel ready” and construction must be completed by late fall/early winter 2019.

ELIGIBLE PROJECTS:
Projects should be “bid ready” within 90 days of award. The Children Pedestrian Safety Program projects must still be considered maintenance as stated in H312. This includes but is not limited to;

- paths/sidewalks along or adjacent to an existing roadway
- connecting sidewalks/paths between two terminal points
- ADA ramps
- pedestrian crossing facilities across an existing roadway including signing and/or signalization
- paving an existing pathway

If you received funding the previous year (2018) your agency is ineligible to apply for 2019 funding.

APPLICATION:
The application for the Children Pedestrian Safety Program is included in this package, and can be found on the LHTAC website, www.LHTAC.org, under the Programs Heading. The submittal package consists of the application sheet, the signed program agreement and a schedule to complete the project.

The application is due December 6, 2018 and should be submitted electronically to applications@lhtac.org. The applications will be scored by members of the Transportation Alternatives Program (TAP) Selection and Evaluation Committee. Applicants will be notified of award in early spring 2019, with funds available shortly thereafter.
Limit one application per City, County, or Highway District.

FUNDING:
Funding for this program will be awarded as a grant, with a maximum of award of $250k. The awarded agency is responsible for the administration of the project, and for completing the project within the timeframe given. The grant funds CANNOT be used for development services fees, project match, education/outreach, or to reimburse the local agency for any equipment or employee cost.

All expenditures of these funds must follow the Idaho Local Governments "Procurement and Public Works Contracting" guidelines available on the LHTAC website in the Local SI section. Idaho Statutes for Public Works Contractors and Idaho Code for procurement must be followed. For additional information, please contact LHTAC at (208) 344-0565.
2. PROGRAM GUIDANCE

2.1 PROGRAM GUIDANCE FOR 2019

Statement of Purpose: To share guidelines for the new program addressing Children Pedestrian Safety per House Bill 334.

Team: Idaho Transportation Department & Local Highway Technical Assistance Council

Proposed guidelines and/or rules:

Basic Structure:
- Application available by September of 2018
- Application due December 6, 2018
- Projects should be “bid ready” within 90 days of award, approximately April 30, 2019
- Project completed by December 6, 2019
- City, County, or Highway District required to submit a signed agreement with terms of program
- Projects along state route will require concurrence from the ITD District, and include a maintenance agreement

Application:
- One joint (state and local) application process for the program
- Applications can be on the local system, state system, or both systems
- Limit of one application per City, County, or Highway District

Scoring:
- Transportation Alternatives Program (TAP) Selection and Evaluation Committee to score applications
- ITD and LHTAC staff to provide project recommendations to the IT Board and the LHTAC Council

Funding:
- Target a split of 60% funds from state share and 40% funds from local share
- Fund up to $2M in projects
- Funding anticipated in early spring 2019 (dependent on legislature)
- Maximum award of $250K
- Provided as a “grant” for project awarded
- Unused funds to be returned
- No match required however local is responsible for project administration
- Local can contribute in-kind services to stretch limits of the project

Eligible use of funds:
- Purchase material (state procurement rules must be followed)
- Hire contractor to perform work (state procurement rules must be followed)
- CANNOT be used for salaries, equipment fees, or to reimburse sponsor agency for any work
- CANNOT be used for other project match, education, or outreach
- CANNOT be used for project development services or fees

Eligibility:
- Must be local agency to receive funds
- Must be “maintenance” of existing pedestrian facility or adjacent to an existing roadway
- Failure to complete project or comply with terms could jeopardize the opportunity for future funds
3. APPLICATION

3.1 APPLICATION QUESTIONS

Project Title: _________________________________________________________________
City, County, or Highway District Name: _______________________________________
City, County, or Highway District Address: _____________________________________

*Contact Name: ______________________________________________________________
Phone: _______________________________________________________________________
Email: _______________________________________________________________________
*Please list the person from your agency we should call if we have any questions on this project application.

Amount Requesting: ___________________________________________________________
Total Amount of Project: ________________________________________________________
Amount and source of other funds: ______________________________________________

Include a copy of the project Schedule.
Include a copy of the Program Agreement and Maintenance Agreement if applicable.

Please provide the following supportive information in the order listed below.

1. How does your project provide direct impact to children pedestrians? (limit ½ page)

2. How does your project address safety? Do you have evidence or data to support your answer? (limit 1 page)

3. How does your project address mobility? Does it tie into an existing pedestrian system and/or provide connectivity? Is it supported by a transportation and/or pedestrian plan? (limit ½ page)

4. Do you own the right-of-way or easements for your project? If not, do you have commitment letters and/or agreements to ensure the right-of-way or easements can be acquired timely for assurance that the project can be completed within the specified time frame?

5. Do you have support from your community and/or neighboring agencies? Limit 5 pages (can be letters, emails, etc.).

6. Do you have letters of commitment from other partners to perform work or donate services/material to complete the project (beyond project funds)?
3.2 PROGRAM AGREEMENT FORM

Please complete the form and have a signing authority sign the bottom of the form. 
*Return this form with your completed application.*

City, County or Highway District: ________________________________

Signing Authority: ____________________________________________

Position: ____________________________________________________

Project Name: ______________________________________________

Receiving this grant requires the City, County, or Highway District agrees to the following program requirements;

- Receive concurrence from ITD if the project is in the state right-of-way or along a state route (provide verification with your application).
- Pay for and/or complete project design and plans.
- Provide LHTAC with a construction schedule before construction begins.
- Prepare mid-project update to LHTAC by June 1, 2019.
- Follow State Procurement Rules for advertising, bidding and award of contracts.
- Provide accounting, before and after pictures and close-out summary form upon project completion.
- Complete project construction by December 6, 2019.

ACKNOWLEDGED BY

______________________________
SIGNATURE
4. SCORING

4.1 SUGGESTED SCORING

1. Children; 20 pts
   a. If project primarily impacts children; 16-20 pts
   b. Equal number of children and other users; 8-15 pts
   c. Primarily other recreational users; 1-7 pts

2. Safety; 20 pts
   a. If answer includes hard data (crashes, reported near misses, skid marks etc) and does an excellent job of explaining safety impacts; 16-20 pts
   b. If answer includes soft data, and excellent job of explaining safety impacts; 10-15 pts
   c. If answer includes no data, and does an excellent job of explaining safety impacts; 3-9 pts
   d. If answer does an adequate job of explaining safety impacts; 1-2 pts

3. Mobility; 20 pts
   **If project is supported by a transportation/pedestrian plan, add 1 pt to score below**
   a. If project is connecting existing pedestrian system; 16-19 pts
   b. If project is providing connectivity between destinations/locations or improving existing facilities; 12-15 pts
   c. If project enhances mobility at a crossing; 8-11 pts
   d. ADA Ramps and/or other projects; 1-7 pts

4. R/W or easements; 10 pts
   a. If no R/W is needed (own property, have executed agreements, etc); 10 pts
   b. If agency has letters of commitments; 4-8 pts
   c. R/W needs to be acquired; 1-3 pts

5. Support; 10 pts
   a. Unique, diverse, and excellent letters or statement of support; 8-10 pts
   b. Form letters or non-diverse letters of support; 4-7 pts
   c. Poor community support; 1-3 pts

6. Partners; 5 pts
   a. Various commitments, letters, services, etc; 1-5 pts
Meeting Date  July 19, 2018

Consent Item  ✔ Information Item  □ Amount of Presentation Time Needed ____________

<table>
<thead>
<tr>
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<th>Presenter's Title</th>
<th>Initials</th>
<th>Reviewed By</th>
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<tr>
<td>Blake Rindlisbacher, PE</td>
<td>Engineering Services Administrator</td>
<td>BR</td>
<td>TCM</td>
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<tr>
<td>Monica Crider, P.E.</td>
<td>Contracting Services Engineer</td>
<td>MC</td>
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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 6 projects, 3 of them needing Board approval to award, 1 of them needing Board approval to reject.

FY18 – 10/1/2017 to 6/29/2018 Contracting Services has bid 101 projects, 30 of them needing Board Approval to award, 7 needing Board approval to reject.

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

[ ] Approved    [ ] Deferred

[ ] Other

Page 1 of 1
## Monthly Status Report to the Board

### CONTRACT(S) FOR BOARD APPROVAL

<table>
<thead>
<tr>
<th>District</th>
<th>Key No.</th>
<th>Route</th>
<th>Opening Date</th>
<th>No. of Bids</th>
<th>Eng. Est.</th>
<th>Low Bid</th>
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<td>$352,730.00</td>
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<td>US FOREST SERVICE, D2 HW FISH PASSAGE, MOOSE CR.</td>
<td>State</td>
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<td>S 18th St; 6th St. to American Legion Blvd. Mountain Home</td>
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<td>Contractor: Knife River Corporation - Mountain West</td>
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<td>US-12 Valley View Drive Turnbay</td>
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<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Contractor: Ascorp Inc. DBA Debco Construction</td>
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</table>
DATE OF BID OPENING - JUNE 5, 2018 - FEDERAL & STATE FINANCED PROJECT

Idaho Federal Aid  Project No. A020(072)
US FOREST SERVICE, D2 HW FISH PASSAGE, MOOSE CR.
Idaho County, Key No. 20072

DESCRIPTION: The work on this project consists of removing the existing culvert, and installing a new open bottom pipe arch with precast footings on SH-14. MP 38.95 to MP 38.99

BIDDERS:
Ascop Inc. DBA Debeo Construction $520,000.00
Orofino, ID  83544

M L Albright & Sons, Inc. $525,353.00
Lewiston, ID  83501-0603

2 BIDS ACCEPTED

ENGINEER'S ESTIMATE - $352,730.00

LOW BID - 147 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

6-20-18
Date
DATE: 6/18/18

TO: Monica Crider, PE
    Contracting Services Engineer

FROM: David B. Kuisti, PE
    District 2 Engineer

RE: Justification of Bid Award

Two bids were opened on June 5, 2018 for the above-mentioned project and the low bidder for the project has a $520,000 bid that was 147% of the Engineers Estimate. The two low bids were within 2%. District 2 and the United States Forest Service (USFS) have reviewed the bids, believe the winning bid is responsive, and recommend awarding the bid to the lowest bidder.

After reviewing the tabulation of bids, five pay items account for the vast majority of difference between the Engineer’s Estimate and the low bidder. The items are Removal of Obstructions, Superpave HMA Pavement, Precast Footing, Dewatering, and Mobilization. If those five items are adjusted in the Engineer’s Estimate to match the low bidder’s bid, the low bid would be about 105% of the Engineer’s Estimate. The source of the Engineer’s Estimate is based on a combination of factors including our experience with similar fish passage projects on SH-14, and the average unit price report.

Eighty percent of the SH-14 Moose Creek Fish Passage project is funded by the USFS and twenty percent of the project is funded by the Idaho Transportation Department. The project improves fish passage and replaces a culvert on SH-14 that is near the end of its design life. The majority of USFS funding comes from a grant from the Bonneville Power Administration. If the funding for this grant is not used during this year, the USFS will lose the money. This grant money was not available until the spring, which lead to an advertisement date that was later than ideal. The late advertisement was a likely factor to only having two bidders and is a likely factor to additional costs beyond the Engineers Estimate.

District 2 recommends awarding the project to the low bidder, since the two low bids are believed to be competitive and are within 2%. The ITD’s share of the additional funding is only $28,000 and will be provided by ITD Headquarters from statewide balancing funds. The USFS will cover all other additional funding. The potential of large savings to ITD is not significant. Rejecting the bid may eliminate the opportunity to replace this pipe with mostly USFS funding.
DATE OF BID OPENING - MAY 22, 2018 - FEDERAL & STATE FINANCED PROJECT

Idaho Federal Aid Project No. A012(382)
$ 18th St; 6th St to American Legion Blvd, Mountain Home
Elmore County, Key No. 12382

DESCRIPTION: The work on this project consists of reconstructing $ 18th Street between 6th Street and American Legion BLVD in Mountain Home with a 3-lane Urban Roadway section with bike lanes, Curb/Gutter and Sidewalk.

BIDDERS:
Knife River Corporation - Mountain West
Boise, ID  83709
Staker & Parson Companies Dba Idaho Materials & Construction
Nampa, ID  83653-1310

$2,248,278.00
$2,419,732.00

2 BIDS ACCEPTED (2- IRREGULAR DBE)

ENGINEER'S ESTIMATE - $1,630,099.01

LOW BID - 138 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

Date 6/25/18
Date: June 20, 2018

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

From: Jeff R. Miles, PE
Administrator

Project No.: A012(382)

Key No.: 12382

Project Identification, County
S. 18th St; 6th St to American Legion Blvd,
City of Mountain Home

RE: Justification of Bid for Award

Bids were opened on May 22, 2018, for the S. 18th Street; 6th Street to American Legion Blvd. project in the City of Mountain Home. LHTAC and the designer have reviewed the bid results. The Engineer’s Estimate was $1,630,099.01. Knife River Corporation – Mountain West submitted the apparent low bid at $2,248,278.00 which was $618,178.99 (37.9%) over the Engineer’s Estimate. The two bids received were very close with only a 7.6% variation between the bids. There were two additional bids submitted which were very close but were deemed irregular.

The main source for the Engineer’s Estimate was the ITD Average Unit Price Report. The most recent report available is from 2016 and unit prices were identified from this report for the Engineer’s Estimate that was prepared in the summer of 2017. These unit prices were increased based on bids LHTAC was receiving at that time to account for the increases in prices that were common for most bid items.

The major differences in the bid item total costs were distributed between 13 items. These items accounted for $592,742.86 or 95.89% of the overage. The single largest amount difference was for bid item Z629-05A, Mobilization. The Engineer’s Estimate assumed 10% of the total construction bid item cost for mobilization, as is typical of roadway construction projects. The low bid mobilization cost was more than double this amount and accounts for almost 15% of the low bid total.

The material bid items, granular subbase and 3/4” aggregate, both had higher unit prices and overall prices than the Engineer’s Estimate. Excavation and soft spot excavation were more than double the cost in the apparent low bid, reflecting the escalating cost of materials and material movement. These costs total 33% of the difference between the estimate and the bid. These cost increases are also tied to the timing of the bid and the current market, as there is a lot of construction occurring in the spring and summer now and demand for these materials is at its highest point.
PVC conduit for future lighting and irrigation pipe costs were more than double in the low bid as compared to the Engineer's Estimate which reflects a trend seen in several projects bid recently. The costs for the storm sewer pipes were also higher, although not twice as large. These costs amount to 19.5% of the difference between the estimate and the bid.

With the two bids received being only 7.6% difference, it appears that the bids are reasonable considering the current bidding climate and it is not expected that there will be any benefit to rebidding this project at a later date. LHTAC, the designer, and the Sponsor see no savings if this project was to be re-advertised and re-bid.

Urgency of the Project

This project is located adjacent to the Mountain Home Jr. High School and 18th East Street is a major connection for students and parents to reach the school from residential areas. It is the desire of the City of Mountain Home to move this project forward as quickly as possible in order to utilize the summer months to construct the project while school is not in session.

Recommend for Award

It is the desire of the Sponsor and LHTAC to award the construction project to the apparent low bidder.

LHTAC has worked with the Urban Balancing Committee to authorize the use of an additional $830,000 of urban funds to fully fund this project construction. The City has already provided additional funds as local participating funds to meet the proposed budget going to bid. The City is prepared to provide the local match for the additional funds to cover this higher bid.

At this time, we request the approval of the bids to acknowledge good and reasonable bids were received and the intent is to award the construction project to the apparent low bidder.

Jeff R. Miles, PE
Administrator

cc: Rich Urquidi – City of Mountain Home, Director of Public Works
Cameron Waite – HDR, Inc.
Date: May 31, 2018

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

Project No.: A012(382)
Key No.: 12382

Project Identification, County
S. 18th St; 6th St to American Legion Blvd,
City of Mountain Home

RE: Justification of Bid for Award

The City of Mountain Home agrees to accept the Knife River Corporation – Mountain West bid that was submitted on May 22, 2018. The City does understand this is above the threshold of the Engineer’s Estimate, but if the shortfall of funds can be found, the City agrees to pay the match required of $60,696.

The City has been planning and saving for this project for many fiscal year cycles. The citizens have voiced the excitement that the new traffic signal, paid for by City funds, and the new road reconstruction with this project would be a much needed improvement to the community.

The traffic signal project has taxed our street budget. If the City had more funds to throw at this project, we would not hesitate. The City of Mountain Home hopes that funds can be found to help this project continue to move forward and finally come to fruition.

If you have any questions, please contact me at (208) 587-2108.

Sincerely,

Richard Idrizi
Public Works Director
City of Mountain Home, Idaho
DATE OF BID OPENING - JUNE 26, 2018 - FEDERAL & STATE FINANCED PROJECT

Idaho Federal Aid Project No. A020(011)
US-12 Valley View Drive Turnbay
Idaho County, Key No. 20011

DESCRIPTION: The work on this project consists of widening along both sides of U.S. 12 to construct opposing left turn lanes and a west-bound right turn lane at Valley Drive on U.S. 12, from M.P. 69.33 to M.P. 69.64

BIDDERS:
Ascorp Inc. Dba Debco Construction
Orofino, ID 83544
Knife River Corporation - Mountain West
Boise, ID 83709

$999,999.99
$1,145,000.00

2 BIDS ACCEPTED

ENGINEER’S ESTIMATE - $782,569.60

LOW BID - 128 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

Date
DATE: 7/2/18

TO: Monica Crider, PE
Contracting Services Engineer

FROM: David B. Kuisti, PE
District 2 Engineer

RE: Justification of Bid Award

Two bids were opened on June 26, 2018 for the above-mentioned project and the low bidder for the project has a $999,999.99 bid that was 128% of the Engineers Estimate. The second low bid was 146% of the Engineer’s Estimate. District 2 reviewed the bids, believes the winning bid is responsive, and recommends awarding the bid to the lowest bidder.

After reviewing the tabulation of bids, two pay items account for the vast majority of difference between the Engineer’s Estimate and the low bidder. The items are 205-005A Excavation and 303-022A ¾” Aggregate for Base. The combined difference for the two pay items was about $160,000. If these two items were estimated properly the low bid would be within 110% of the Engineer’s Estimate. The source of the Engineer’s Estimate is based on a combination of factors including our experience with project, and the average unit price report.

The design consultant failed to take into account the late advertisement for the project and associated cost increase. Our experience on past projects is advertisements in the late spring or early summer tend to receive higher bids than advertisements in the fall or winter for construction the following summer. The late advertisement was also a likely factor to only having two bidders. It should be noted that, this project was delivered two years early and was recommended for immediate advancement this spring because it is a safety project.

District 2 recommends awarding the project to low bidder because this is a high priority turnbay project that will lead to an immediate safety benefit. Due to this, delaying the award is not in the public’s best interest. In addition, District 2 has the available resources to complete construction administration this fall. Next year is a busy construction year and the construction administration may need to be completed by consultants resulting in additional costs for the taxpayer that would erode any benefits that may be gained by re-advertising the project.
Meeting Date: July 19, 2018

Subject: Board Approval of Contracts for Rejection

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 6 projects, 3 of them needing Board approval to award, 1 of them needing Board approval to reject.

FY18 – 10/1/2017 to 6/29/2018 Contracting Services has bid 101 projects, 30 of them needing Board Approval to award, 7 needing Board approval to reject.

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:
- [ ] Approved
- [ ] Deferred
- [ ] Other
Monthly Status Report to the Board

**CONTRACT(S) FOR BOARD REJECTION**

<table>
<thead>
<tr>
<th>District</th>
<th>Key No.</th>
<th>Route</th>
<th>Opening Date</th>
<th>No. of Bids</th>
<th>Eng. Est.</th>
<th>Low Bid</th>
<th>Net +/-</th>
</tr>
</thead>
<tbody>
<tr>
<td>LHTAC(5)</td>
<td>9894</td>
<td>HWY-37</td>
<td>5/22/2018</td>
<td>1</td>
<td>$5,095,838.67</td>
<td>$6,637,000.00</td>
<td>$1,541,161.33</td>
</tr>
<tr>
<td>STC-1701</td>
<td></td>
<td>Old Highway 37, The Narrows</td>
<td>Local</td>
<td></td>
<td></td>
<td></td>
<td>130%</td>
</tr>
</tbody>
</table>

Contractor: Knife River Corporation - Mountain West
DATE OF BID OPENING - MAY 22, 2018 - FEDERAL & STATE FINANCED PROJECT

Idaho Federal Aid Project No. A09(894)
STC-1701, OLD HIGHWAY 37, THE NARROWS
Oneida County, Key No. 09894

DESCRIPTION: The work on this project consists of reconstructing the pavement, base, and sub-base of the existing roadway. Replacing 5 existing culverts with larger structures. Stabilizing portions of the roadway, adjacent to Rock Creek, using riprap, retaining walls, and similar measures.

BIDDERS:

Knife River Corporation - Mountain West
Boise, ID 83709

$6,637,000.00

1 BID ACCEPTED (1 IRREGULAR – DBE)

ENGINEER’S ESTIMATE - $5,095,838.67

LOW BID - 130 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.

[Signature]
Monica Crider, P.E.
Contracting Services Engineer

6/28/18

Date
Date: June 22, 2018
To: Monica Cramer, P.E.
Contracting Services Engineer
From: Jeff R. Miles, PE
Administrator
RE: Rejection of Bid

Project No.: A09(894)
Key No.: 09894

Project Identification, County
STC-1701 Old Hwy 37, The Narrows, Oneida County

Bids were opened on May 22, 2018, for STC-1701 Old Hwy 37, The Narrows project in Oneida County. The Engineer’s Estimate was $5,095,838.67. There were two bids received and one determined irregular on June 12, 2018. Knife River Corporation – Mountain West submitted the apparent low bid at $6,637,000.00 which was $1,541,181.33 (30.2%) over the Engineer’s Estimate.

LHTAC is recommending the bid be rejected for the following reasons:

- There were two bids received which only one was deemed responsive.
- The remaining low bid was $1,541,161.33 over the Engineer’s Estimate (30.2%).
- LHTAC is not able to identify a source for the additional funds at this time.

County Commissioners held an emergency meeting on Friday June 22, 2018 at which they determined to reject the bids. LHTAC, the designer, and the Sponsor believe that re-bidding this project with revisions to the schedule may produce more favorable bids.

If you have further questions, please let me know.

Jeff R. Miles, PE
Administrator
Meeting Date  July 19, 2018

Consent Item  Information Item  Amount of Presentation Time Needed

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

Subject
Contract Awards and Advertisements

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 6 projects, 3 of them needing Board approval to award, 1 of them needing Board approval to reject.

FY18 – 10/1/2017 to 6/29/2018 Contracting Services has bid 101 projects, 30 of them needing Board Approval to award, 7 needing Board approval to reject.

Recommendations
For Information Only.

Board Action
☐ Approved  ☐ Deferred  ☐ Other
# Monthly Status Report to the Board

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

<table>
<thead>
<tr>
<th>District</th>
<th>Key No.</th>
<th>Route</th>
<th>Opening Date</th>
<th>No. of Bids</th>
<th>Eng. Est.</th>
<th>Low Bid</th>
<th>Net +/-</th>
</tr>
</thead>
<tbody>
<tr>
<td>3</td>
<td>19961</td>
<td>SH-51, I-84B, US-20</td>
<td>6/5/2018</td>
<td>2</td>
<td>$1,853,959.75</td>
<td>$1,911,028.52</td>
<td>$57,068.77</td>
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<tr>
<td></td>
<td></td>
<td>FY19 Elmore County Seal Coats</td>
<td></td>
<td></td>
<td>State</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Contractor: Intermountain Slurry Seal, Inc.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>5</td>
<td>14002</td>
<td>I-15</td>
<td>6/26/2018</td>
<td>4</td>
<td>$9,935,883.91</td>
<td>$10,843,118.68</td>
<td>$907,234.77</td>
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<tr>
<td></td>
<td></td>
<td>I-15 Rose Road IC</td>
<td></td>
<td></td>
<td>State</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Contractor: Cannon Builders Inc.</td>
<td></td>
<td></td>
<td></td>
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</tr>
<tr>
<td>District</td>
<td>Key No.</td>
<td>Route</td>
<td>Opening Date</td>
<td>Description</td>
<td>Type</td>
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<td></td>
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<td></td>
<td></td>
</tr>
<tr>
<td>3</td>
<td>13962</td>
<td>US-95</td>
<td>7/10/2018</td>
<td>US-95, S. End Rd. to Jct. SH-55, New Meadows $1,000,000 to $2,500,000</td>
<td>State</td>
<td></td>
<td></td>
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<tr>
<td>3</td>
<td>13387/13932</td>
<td>US-95</td>
<td>7/17/2018</td>
<td>SH-55 Marsing Bridge/SH-55, Jct. US-95 to Snake River, Marsing $15,000,000 to $25,000,000</td>
<td>State</td>
<td></td>
<td></td>
</tr>
<tr>
<td>3</td>
<td>18950</td>
<td>SH-44</td>
<td>7/17/2018</td>
<td>SH-44 Canyon Canal Bridge Replacement $500,000 to $1,000,000</td>
<td>State</td>
<td></td>
<td></td>
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<tr>
<td>LHTAC(6)</td>
<td>12122</td>
<td>OFF SYS</td>
<td>7/31/2018</td>
<td>E 1300 N. Ora Road Bridge $5,000,000 to $10,000,000</td>
<td>Local</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
Meeting Date  July 19, 2018

Consent Item  Information Item  Amount of Presentation Time Needed

**Presenter's Name**
Monica Crider, P.E.

**Preparer's Name**
Mike Cram

**Presenter's Title**
Contracting Services Engineer

**Preparer's Title**
Project Manager

**Initials**
MC

**Initials**
MWC

**Reviewed By**
TCM

LSS

---

**Subject**

REPORT ON PROFESSIONAL SERVICES AGREEMENTS AND TERM AGREEMENT WORK TASKS

<table>
<thead>
<tr>
<th>Key Number</th>
<th>District</th>
<th>Route Number</th>
</tr>
</thead>
<tbody>
<tr>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
</tr>
</tbody>
</table>

**Background Information**

**For all of ITD:**

Consultant Services processed twenty (20) new professional services agreements and work tasks totaling **$5,197,820** and four (4) supplemental agreements to existing professional services agreements totaling **$568,400** from June 1, 2018 through June 28, 2018.

**New Professional Services Agreements and Work Tasks**

<table>
<thead>
<tr>
<th>Reason Consultant Needed</th>
<th>District</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>1 2 3 4 5 6 HQ</td>
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</tr>
<tr>
<td><strong>Resources not Available</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Design</td>
<td>1 1 1</td>
<td>3</td>
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<tr>
<td>Environmental</td>
<td>1 1</td>
<td>2</td>
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<tr>
<td>Public Involvement</td>
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<td></td>
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<tr>
<td>Geotechnical</td>
<td></td>
<td></td>
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<tr>
<td>Safety</td>
<td>1</td>
<td>1</td>
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<tr>
<td>Surveying</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Construction</td>
<td>1 2 2 2</td>
<td>7</td>
</tr>
<tr>
<td>Bridge</td>
<td>1 2 1</td>
<td>4</td>
</tr>
<tr>
<td>Local Public Agency Projects</td>
<td>2 0 0 0 0 1 0</td>
<td>3</td>
</tr>
</tbody>
</table>

**Total**

4 1 2 4 4 4 1 20
For ITD District Projects:

Seventeen (17) new professional services agreements and work tasks were processed during this period totaling $4,889,620. Three (3) supplemental agreements were processed totaling $556,900.

### District 1

<table>
<thead>
<tr>
<th>Project</th>
<th>Reason Consultant Needed</th>
<th>Description</th>
<th>Selection Method</th>
<th>Consultant</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>US-95, Jct SH-53 IC, Garwood Rd, Union Pacific Railroad Bridge, &amp; Frontage Rds</td>
<td>Resources not available: Bridge</td>
<td>Hydraulic Analysis Report / Recommendations</td>
<td>Direct from Term Agreement</td>
<td>Keller Associates</td>
<td>$30,000</td>
</tr>
<tr>
<td>US-95, McArthur Lake, Boundary Co</td>
<td>Resources not available: Environmental</td>
<td>Environmental Evaluation</td>
<td>Direct from Term Agreement</td>
<td>Power Engineers</td>
<td>$28,900</td>
</tr>
</tbody>
</table>

### District 2

<table>
<thead>
<tr>
<th>Project</th>
<th>Reason Consultant Needed</th>
<th>Description</th>
<th>Selection Method</th>
<th>Consultant</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>US-95, Riverside North Bound Passing Lane</td>
<td>Resources not available: Design</td>
<td>Roadway Design through PS&amp;E</td>
<td>RFI from Term Agreement</td>
<td>J-U-B Engineers</td>
<td>$305,000</td>
</tr>
</tbody>
</table>

### District 3

<table>
<thead>
<tr>
<th>Project</th>
<th>Reason Consultant Needed</th>
<th>Description</th>
<th>Selection Method</th>
<th>Consultant</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>SH-44, Canyon Canal Bridge, Middleton</td>
<td>Resources not available: Construction</td>
<td>Engineer of Record Services during Construction</td>
<td>Individual Project Solicitation</td>
<td>HDR Engineering</td>
<td>Prev: $413,000 This: $ 93,000 Total: $506,000</td>
</tr>
<tr>
<td>I-84, FY24 Simco Rd Creek IC, Elmore Co</td>
<td>Resources not available: Design</td>
<td>Interchange Design, Phase 1: Structure Type, Size, &amp; Location and Preliminary</td>
<td>Individual Project Solicitation</td>
<td>Horrocks Engineers</td>
<td>$312,800</td>
</tr>
</tbody>
</table>
### District 4

<table>
<thead>
<tr>
<th>Project</th>
<th>Reason Consultant Needed</th>
<th>Description</th>
<th>Selection Method</th>
<th>Consultant</th>
<th>Amount</th>
</tr>
</thead>
</table>
| I-84, I-86 Salt Lake System Interchange | Resources not available: Construction | Engineer of Record Services during Construction | Individual Project Solicitation | Stanley Consultants | Prev: $3,253,525  
This: $540,400  
Total: $3,793,925  
Board Approved > $1M during May 2018 meeting |
| I-84, I-86 Salt Lake System Interchange | Resources not available: Construction | Construction Inspection and Sampling & Testing Services | Individual Project Solicitation | Horrocks Engineers | $1,500,000  
Board Approved > $1M during May 2018 meeting |
| SH-75, Galena Summit Slide, Blaine Co | Resources not available: Environmental | Environmental Evaluation | Direct from Term Agreement | Power Engineers | $55,500 |
| US-93, 200 South Rd, Jerome Co | Resources not available: Design | Add’l design, public involvement and right-of-way services | RFI from Term Agreement | Keller Associates | Prev: $464,000  
This: $63,020  
Total: $527,020  
Board Approved > $500K during June 2018 meeting |

### District 5

<table>
<thead>
<tr>
<th>Project</th>
<th>Reason Consultant Needed</th>
<th>Description</th>
<th>Selection Method</th>
<th>Consultant</th>
<th>Amount</th>
</tr>
</thead>
</table>
| US-30, Portneuf River Bridge, Bannock Co | Resources not available: Construction | Engineer of Record Services during Construction | RFI from Term Agreement | Burns & McDonnell Engineering | Prev: $280,518  
This: $116,900  
Total: $397,418 |
| I-15, Fort Hall IC #80, Bannock Co | Resources not available: Bridge | Hydraulics Reports for Multiple Bridge Replacements | Direct from Term Agreement | CH2M Hill | $37,400 |
### Board Agenda Item

<table>
<thead>
<tr>
<th>Project</th>
<th>Reason Consultant Needed</th>
<th>Description</th>
<th>Selection Method</th>
<th>Consultant</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>US-30, Bannock County Line to Lund</td>
<td>Resources not available: Construction</td>
<td>Materials Sampling and Testing Augmentation Services</td>
<td>RFI from Term Agreement</td>
<td>Materials Testing &amp; Inspection</td>
<td>$122,100</td>
</tr>
<tr>
<td>SH-34, Tincup Creek Bridge Restoration MP 106.8, Caribou Co</td>
<td>Resources not available: Bridge</td>
<td>Hydraulic Services</td>
<td>Direct from Term Agreement</td>
<td>CH2M Hill</td>
<td>$18,200</td>
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</tbody>
</table>

#### District 6

<table>
<thead>
<tr>
<th>Project</th>
<th>Reason Consultant Needed</th>
<th>Description</th>
<th>Selection Method</th>
<th>Consultant</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>State, Jct I-15 / US-20 Safety &amp; Mobility Improvements</td>
<td>Resources not available: Safety</td>
<td>Safety &amp; Mobility Study, Phase B: Development of Alternatives</td>
<td>Individual Project Solicitation</td>
<td>HDR Engineering</td>
<td>$1,397,600</td>
</tr>
<tr>
<td>SH-31, North Pine Creek Bridge, Bonneville Co</td>
<td>Resources not available: Construction</td>
<td>Design Related Construction Support Services</td>
<td>RFI from Term Agreement</td>
<td>Forsgren Associates</td>
<td>$83,800</td>
</tr>
<tr>
<td>State, D6 SH-33 &amp; US-93 Mill and Inlay</td>
<td>Resources not available: Construction</td>
<td>Construction Engineering and Inspection Services</td>
<td>RFI from Term Agreement</td>
<td>Keller Associates</td>
<td>$135,000</td>
</tr>
</tbody>
</table>

#### Headquarters

<table>
<thead>
<tr>
<th>Project</th>
<th>Reason Consultant Needed</th>
<th>Description</th>
<th>Selection Method</th>
<th>Consultant</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>FY18 SHS Bridge Inspection</td>
<td>Resources not available: Bridge</td>
<td>Bridge Load Rating</td>
<td>Direct from Term Agreement</td>
<td>Vander Boegh Engineering</td>
<td>$50,000</td>
</tr>
</tbody>
</table>
### Supplemental Agreements to Existing ITD Professional Service Agreements

<table>
<thead>
<tr>
<th>District</th>
<th>Project</th>
<th>Consultant</th>
<th>Original Agreement Date/Description</th>
<th>Supplemental Agreement Description</th>
<th>Total Agreement Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>SH-41, Mullan Ave to E Prairie Ave, Post Falls</td>
<td>HDR Engineering</td>
<td>5/17, Roadway Design Ph III: Completion of Design through PS&amp;E</td>
<td>Add’l design due to shift in roadway alignment. Add’l utility coordination.</td>
<td>Prev: $1,384,600  This: $ 353,800  Total: $1,738,400</td>
</tr>
<tr>
<td>1</td>
<td>SH-41, Burlington Northern Railroad Bridge, Bonner Co</td>
<td>H.W. Lochner</td>
<td>3/18, Construction Engineering, Inspection, Sampling &amp; Testing Services</td>
<td>Inspection of Steel Girder Fabrication and Full Materials Sampling &amp; Testing Services</td>
<td>Prev: $556,000  This: $ 43,700  Total: $599,700</td>
</tr>
<tr>
<td>4</td>
<td>I-84, South Jerome IC, Jerome Co</td>
<td>J-U-B Engineers</td>
<td>10/17, Bridge/Roadway Design, Stage 2: Preliminary Design through Design Approval and Intermediate Design</td>
<td>Add’l modeling information, design meetings, subsurface investigations, and enhanced simulations used at public meetings</td>
<td>Prev: $1,010,850  This: $ 159,400  Total: $1,170,250</td>
</tr>
</tbody>
</table>

**For Local Public Agency Projects:**

Three (3) new professional services agreements totaling **$308,200** were processed during this period. One (1) supplemental agreement was processed totaling **$11,500**.

### Local Public Agency Projects

<table>
<thead>
<tr>
<th>Project</th>
<th>Sponsor</th>
<th>Description</th>
<th>Selection Method</th>
<th>Consultant</th>
<th>Amount</th>
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</thead>
<tbody>
<tr>
<td>Spokane St River Bridge, Post Falls Bridge, Post Falls District</td>
<td>Roadway Design, Phase II: Final Design through PS&amp;E</td>
<td>Individual Project Solicitation</td>
<td>HDR Engineering</td>
<td>Prev: $ 89,800 This: $191,500 Total: $281,300</td>
<td></td>
</tr>
<tr>
<td>Grouped Guardrail Safety</td>
<td>LHTAC</td>
<td>Design Services for Local</td>
<td>Local Project RFI</td>
<td>J-U-B Engineers</td>
<td>$104,700</td>
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</tbody>
</table>
### Projects, District 1

<table>
<thead>
<tr>
<th>Highway Safety Guardrail Projects</th>
<th>from the Term Agreement</th>
<th></th>
</tr>
</thead>
</table>

| 17th St; Holmes to S Woodruff, Idaho Falls | City of Idaho Falls | Independent Assurance Inspection | GeoTek | $12,000 |

### Supplemental Agreements to Existing Local Professional Services Agreements

<table>
<thead>
<tr>
<th>District</th>
<th>Project Description</th>
<th>Consultant</th>
<th>Original Agreement Date/Description</th>
<th>Supplemental Agreement Description</th>
<th>Total Agreement Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>3</td>
<td>Strike Dam Rd Improvements, Mountain Home Highway District</td>
<td>T-O Engineers</td>
<td>12/17, Design of Roadway Safety Project along Strike Dam Cut-off Rd</td>
<td>Development of Alternative Designs</td>
<td>Prev: $49,600 This: $11,500 Total: $61,100</td>
</tr>
</tbody>
</table>

### Recommendations

For Information Only

### Board Action

- [ ] Approved
- [ ] Deferred
- [ ] Other

---

Page 6 of 6
Meeting Date  July 19, 2018

Consent Item  Information Item  Amount of Presentation Time Needed

<table>
<thead>
<tr>
<th>Presenter's Name</th>
<th>Presenter's Title</th>
<th>Initials</th>
<th>Reviewed By</th>
</tr>
</thead>
<tbody>
<tr>
<td>Justin Pond</td>
<td>Right of Way Program Manager</td>
<td>JP</td>
<td>LSS</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Preparer's Name</th>
<th>Preparer's Title</th>
<th>Initials</th>
</tr>
</thead>
<tbody>
<tr>
<td>Dennis C. Wagner</td>
<td>Senior Right of Way Agent</td>
<td></td>
</tr>
</tbody>
</table>

Subject
Administrative Settlements in Right of Way Acquisitions

Background Information

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

During the semi-annual period of January 1, 2018 through June 30, 2018, the Right of Way Section processed 59 parcels. Of the 59 parcels, 17 parcels had an Administrative Settlement. Attached is a summary showing the parcels with Administrative Settlements.

Recommendations

For information.
### Board Agenda Item

**Board Agenda Item**

**ITD 2210**  (Rev. 10-13)

---

**Board Action**

- [ ] Approved
- [ ] Deferred
- [ ] Other

---

---
## RIGHT OF WAY ACQUISITIONS
### ADMINISTRATIVE SETTLEMENT JUSTIFICATIONS

January 1, 2018 to June 30, 2018

<table>
<thead>
<tr>
<th>Dist.</th>
<th>Parcel No.</th>
<th>Program</th>
<th>Major Program</th>
<th>Project Name</th>
<th>Admin. Settlements</th>
<th>% of parcel purchase</th>
<th>Justification</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>7</td>
<td>P121590</td>
<td>012964</td>
<td>US 95, BONNERS FERRY</td>
<td>$1,000.00</td>
<td>33%</td>
<td>Owner compensated for higher land value</td>
</tr>
<tr>
<td>1</td>
<td>14</td>
<td>P121590</td>
<td>012964</td>
<td>US 95, BONNERS FERRY</td>
<td>$500.00</td>
<td>18%</td>
<td>Owner compensated for additional landscaping</td>
</tr>
<tr>
<td>1</td>
<td>15</td>
<td>P121590</td>
<td>012964</td>
<td>US 95, BONNERS FERRY</td>
<td>$81.00</td>
<td>3%</td>
<td>Owner compensated for additional Temp. Easement Area</td>
</tr>
<tr>
<td>1</td>
<td>20</td>
<td>P121590</td>
<td>012964</td>
<td>US 95, BONNERS FERRY</td>
<td>$2,000.00</td>
<td>55%</td>
<td>Owner compensated for loss of parking</td>
</tr>
<tr>
<td>1</td>
<td>31</td>
<td>P121590</td>
<td>012964</td>
<td>US 95, BONNERS FERRY</td>
<td>$225.00</td>
<td>2%</td>
<td>Payment for later-discovered landscaping damages</td>
</tr>
<tr>
<td>1</td>
<td>35</td>
<td>P121590</td>
<td>012964</td>
<td>US 95, BONNERS FERRY</td>
<td>$3,252.00</td>
<td>26%</td>
<td>Owner compensated for higher land value</td>
</tr>
<tr>
<td>3</td>
<td>3 &amp; 8</td>
<td>P153440</td>
<td>013946</td>
<td>US 95, LITTLE RAINBOW BR, ADAMS CO, 18265</td>
<td>$1,180.00</td>
<td>35%</td>
<td>Assessor's land value was higher than appraised value</td>
</tr>
<tr>
<td>3</td>
<td>3</td>
<td>P153500</td>
<td>018872</td>
<td>SH-16, INT BEACON LIGHT RD</td>
<td>$13,970.00</td>
<td>40%</td>
<td>Up trending land values increased fee land value</td>
</tr>
<tr>
<td>4</td>
<td>5</td>
<td>P134480</td>
<td>013397</td>
<td>I-84, B, UPRR BR MP 170.9, GOODING CO, 13545</td>
<td>$1,300.00</td>
<td>13%</td>
<td>Owner compensated for higher land value</td>
</tr>
<tr>
<td>4</td>
<td>6</td>
<td>P134480</td>
<td>013397</td>
<td>I-84, B, UPRR BR MP 170.9, GOODING CO, 13545</td>
<td>$1,200.00</td>
<td>14%</td>
<td>Owner compensated for higher land value</td>
</tr>
<tr>
<td>4</td>
<td>10</td>
<td>P134480</td>
<td>013397</td>
<td>I-84, B, UPRR BR MP 170.9, GOODING CO, 13545</td>
<td>$5,301.00</td>
<td>48%</td>
<td>Possession Agreement Payment includes Admin. Settlement</td>
</tr>
<tr>
<td>4</td>
<td>1</td>
<td>I154710</td>
<td>018881</td>
<td>I 84, I 86 SALT LAKE SYSTEM INTERCHANGE</td>
<td>$5,671.00</td>
<td>50%</td>
<td>Up trending land values increased fee land value</td>
</tr>
<tr>
<td>4</td>
<td>1.5</td>
<td>I154710</td>
<td>018881</td>
<td>I 84, I 86 SALT LAKE SYSTEM INTERCHANGE</td>
<td>$3,605.00</td>
<td>50%</td>
<td>Bruce Newcomb Up trending land values</td>
</tr>
<tr>
<td>4</td>
<td>1.5</td>
<td>I154710</td>
<td>018881</td>
<td>I 84, I 86 SALT LAKE SYSTEM INTERCHANGE</td>
<td>$3,605.00</td>
<td>50%</td>
<td>Mark Newcomb Up trending land values</td>
</tr>
<tr>
<td>4</td>
<td>2</td>
<td>I154710</td>
<td>018881</td>
<td>I 84, I 86 SALT LAKE SYSTEM INTERCHANGE</td>
<td>$6,710.00</td>
<td>93%</td>
<td>Mark Newcomb - Land trade with ITD</td>
</tr>
<tr>
<td>5</td>
<td>1A-B-C</td>
<td>I145580</td>
<td>014002</td>
<td>I-15, ROSE RD IC, BINGHAM CO</td>
<td>$40,000.00</td>
<td>31%</td>
<td>Loss of farm ground due to reconfiguration of Center Pivot</td>
</tr>
</tbody>
</table>

Total cost of Administrative Settlements: $103,200.00 17% of total value of all parcels processed.

Total number of parcels processed with administrative settlements: 17
Total number of parcels processed: 59
Total value of all parcels processed: $602,102.00
Meeting Date   July 18-19, 2018

Consent Item   □   Information Item   □   Amount of Presentation Time Needed   

<table>
<thead>
<tr>
<th>Presenter's Name</th>
<th>Presenter's Title</th>
<th>Initials</th>
<th>Reviewed By</th>
</tr>
</thead>
<tbody>
<tr>
<td>David Tolman</td>
<td>Controller</td>
<td>DT</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Preparer's Name</th>
<th>Preparer's Title</th>
<th>Initials</th>
</tr>
</thead>
<tbody>
<tr>
<td>David Tolman</td>
<td>Controller</td>
<td>DT</td>
</tr>
</tbody>
</table>

**Subject**

Annual Report of Activities to the Board of Examiners

<table>
<thead>
<tr>
<th>Key Number</th>
<th>District</th>
<th>Route Number</th>
</tr>
</thead>
</table>

**Background Information**

ITD did not submit a request to the full Board of Examiners for Fiscal Year 2018.

**Recommendations**


**Board Action**

- Approved
- Deferred
- Other

- □
- □
- □
Meeting Date  July 18-19, 2018

Consent Item  Information Item  Amount of Presentation Time Needed

<table>
<thead>
<tr>
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</tr>
</thead>
<tbody>
<tr>
<td>David Tolman</td>
<td>Controller</td>
<td>DT</td>
<td>CRM</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Preparer's Name</th>
<th>Preparer's Title</th>
<th>Initials</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>David Tolman</td>
<td>Controller</td>
<td>DT</td>
<td></td>
</tr>
</tbody>
</table>

Subject

State Fiscal Year 2018 Financial Statements

Background Information

**July 01, 2017 thru May 31, 2018, Fiscal Year 2018 Financial Statements**

The financial operations of the Department as of May 31, 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 show they are behind forecast by 2.2%. This is the result of a timing difference of when the receipts from the sale of the Buy-Back Equipment would be received. The forecast was to receive those funds in May and they were actually received in June. With this adjustment of forecast, total state receipts would have been 2.5% ahead of forecast. Total, receipts from the Highway Distribution Account are ahead of forecast by 1.2% or $2.3M. 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 $285,000.

- 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 $16.3M million or 13.9% is due to reserves for horizontal career path increases, vacancies and timing between a position becoming vacant and filled. During the month of May, $5.8M was transferred to Highways to fund one-time operating costs. As of the end of May ITD had 106 vacancies.

- Contract construction cash expenditures through May of this fiscal year has exceeded any from the past three years: FY18 = $378 M; FY17 = $217 M; FY16 = $253 M. After eleven 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 May is $165.2 Million. These funds are obligated against both construction projects and encumbrances. The long term investments plus the cash balance ($74.9M) totals $240.1M, however that is $32M less than the end of June.

Expenditures in the Strategic Initiatives Program Fund (GF Surplus), through the month of May, are $10.8M.

Deposits into the new Transportation Expansion and Congestion Mitigation Fund of $19.6M 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
Board Agenda Item

ITD 2210 (Rev. 10-13)

Board Action

☐ Approved  ☐ Deferred
☐ Other

☐ Approved  ☐ Deferred
☐ Other

☐ Approved  ☐ Deferred
☐ Other

☐ Approved  ☐ Deferred
☐ Other

☐ Approved  ☐ Deferred
☐ Other

☐ Approved  ☐ Deferred
☐ Other

☐ Approved  ☐ Deferred
☐ Other

☐ Approved  ☐ Deferred
☐ Other

☐ Approved  ☐ Deferred
☐ Other

☐ Approved  ☐ Deferred
☐ Other

☐ Approved  ☐ Deferred
☐ Other

☐ Approved  ☐ Deferred
☐ Other

☐ Approved  ☐ Deferred
☐ Other
### Expenditures by Type

<table>
<thead>
<tr>
<th>FY17 Actual</th>
<th>FY18 Actual</th>
<th>FY18 Budget</th>
<th>FY18 to FY17 Actual</th>
<th>FY18 to Budget</th>
</tr>
</thead>
<tbody>
<tr>
<td>YTD</td>
<td>YTD</td>
<td>YTD</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Personnel</td>
<td>100,088</td>
<td>100,935</td>
<td>111,403</td>
<td>0.8%</td>
</tr>
<tr>
<td>Operating</td>
<td>77,753</td>
<td>81,071</td>
<td>84,627</td>
<td>4.3%</td>
</tr>
<tr>
<td>Capital Outlay</td>
<td>19,350</td>
<td>22,356</td>
<td>31,472</td>
<td>15.5%</td>
</tr>
<tr>
<td>Sub-Grantee</td>
<td>11,375</td>
<td>16,251</td>
<td>19,683</td>
<td>42.9%</td>
</tr>
<tr>
<td>Totals Operations Expenses:</td>
<td><strong>208,565</strong></td>
<td><strong>220,613</strong></td>
<td><strong>247,184</strong></td>
<td><strong>5.8%</strong></td>
</tr>
<tr>
<td>Contract Construction</td>
<td>217,868</td>
<td>379,649</td>
<td>369,391</td>
<td>-2.8%</td>
</tr>
<tr>
<td>Totals (excluding Transfers):</td>
<td><strong>426,432</strong></td>
<td><strong>600,262</strong></td>
<td><strong>616,575</strong></td>
<td><strong>40.8%</strong></td>
</tr>
</tbody>
</table>

### Funds Received

<table>
<thead>
<tr>
<th>State Highway Account</th>
<th>FY17 Actual YTD</th>
<th>FY18 Actual YTD</th>
<th>FY18 Forecast YTD</th>
<th>FY18 to FY17 Actual</th>
<th>FY18 to Forecast</th>
</tr>
</thead>
<tbody>
<tr>
<td>Federal Reimbursements</td>
<td>197,310</td>
<td>267,269</td>
<td>286,250</td>
<td>35.5%</td>
<td>-6.6%</td>
</tr>
<tr>
<td>State (Inc. H.D.A.)</td>
<td>306,932</td>
<td>299,623</td>
<td>306,223</td>
<td>-2.4%</td>
<td>-2.2%</td>
</tr>
<tr>
<td>Local</td>
<td>4,938</td>
<td>3,768</td>
<td>6,991</td>
<td>-23.7%</td>
<td>-46.1%</td>
</tr>
<tr>
<td><strong>Total State Highway Account:</strong></td>
<td><strong>509,180</strong></td>
<td><strong>570,660</strong></td>
<td><strong>599,463</strong></td>
<td><strong>12.1%</strong></td>
<td><strong>-4.8%</strong></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>State Aeronautics Fund</th>
<th>FY17 Actual YTD</th>
<th>FY18 Actual YTD</th>
<th>FY18 Forecast YTD</th>
<th>FY18 to FY17 Actual</th>
<th>FY18 to Forecast</th>
</tr>
</thead>
<tbody>
<tr>
<td>Federal Reimbursements</td>
<td>186</td>
<td>250</td>
<td>328</td>
<td>34.5%</td>
<td>-23.8%</td>
</tr>
<tr>
<td>State</td>
<td>2,491</td>
<td>2,780</td>
<td>2,495</td>
<td>11.6%</td>
<td>11.4%</td>
</tr>
<tr>
<td><strong>Total State Aeronautics Fund:</strong></td>
<td><strong>2,677</strong></td>
<td><strong>3,031</strong></td>
<td><strong>2,823</strong></td>
<td><strong>13.2%</strong></td>
<td><strong>7.3%</strong></td>
</tr>
</tbody>
</table>

**Total Fund Received:**

- **511,857**
- **573,691**
- **602,287**
- **12.1%**
- **-4.7%**

### Disbursements (includes Encumbrances)

<table>
<thead>
<tr>
<th>Construction Payouts</th>
<th>FY17 Actual YTD</th>
<th>FY18 Actual YTD</th>
<th>FY18 Budget YTD</th>
<th>FY18 to FY17 Actual</th>
<th>FY18 to Budget</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>217,868</td>
<td>379,649</td>
<td>369,391</td>
<td>74.3%</td>
<td>2.8%</td>
</tr>
</tbody>
</table>

### Operations Expenses

- **Highways:**
  - FY17 Actual: 154,136
  - FY18 Actual: 161,693
  - FY18 Budget: 183,742
  - FY18 to FY17 Actual: 4.9%
  - FY18 to Budget: -12.0%
- **DMV:**
  - FY17 Actual: 30,138
  - FY18 Actual: 31,395
  - FY18 Budget: 32,544
  - FY18 to FY17 Actual: 4.2%
  - FY18 to Budget: -3.5%
- **Administration:**
  - FY17 Actual: 20,347
  - FY18 Actual: 21,875
  - FY18 Budget: 24,043
  - FY18 to FY17 Actual: 7.5%
  - FY18 to Budget: -9.0%
- **Transit:**
  - FY17 Actual: 0
  - FY18 Actual: 0
  - FY18 Budget: 0
  - FY18 to FY17 Actual: 0.0%
  - FY18 to Budget: 0.0%
- **Facilities:**
  - FY17 Actual: 1,682
  - FY18 Actual: 2,740
  - FY18 Budget: 4,065
  - FY18 to FY17 Actual: 62.9%
  - FY18 to Budget: -32.6%
- **Aeronautics:**
  - FY17 Actual: 2,262
  - FY18 Actual: 2,909
  - FY18 Budget: 2,790
  - FY18 to FY17 Actual: 28.6%
  - FY18 to Budget: 4.3%

**Total Operations Expenses:**

- **208,565**
- **220,613**
- **247,184**
- **5.8%**
- **-10.7%**

### Transfers

<table>
<thead>
<tr>
<th>Transfers</th>
<th>FY17 Actual</th>
<th>FY18 Actual</th>
<th>FY18 Budget</th>
<th>FY18 to FY17</th>
<th>FY18 to Budget</th>
</tr>
</thead>
<tbody>
<tr>
<td>Operating</td>
<td>25</td>
<td>25</td>
<td>25</td>
<td>0.0%</td>
<td>0.0%</td>
</tr>
<tr>
<td>Debt Service</td>
<td>12,502</td>
<td>10,491</td>
<td>11,780</td>
<td>-16.1%</td>
<td>-10.9%</td>
</tr>
<tr>
<td><strong>Total Transfers:</strong></td>
<td><strong>12,527</strong></td>
<td><strong>10,516</strong></td>
<td><strong>11,805</strong></td>
<td><strong>-16.1%</strong></td>
<td><strong>-10.9%</strong></td>
</tr>
</tbody>
</table>

**Total Disbursements:**

- **438,959**
- **610,778**
- **628,380**
- **39.1%**
- **-2.8%**
State Highway Fund 0260
Fiscal Year 2018
State Revenue Source Forecast vs Actual
May - For Period Ending 5/31/2018

Includes Equipment Buy Back Program

<table>
<thead>
<tr>
<th></th>
<th>Jul</th>
<th>Aug</th>
<th>Sep</th>
<th>Oct</th>
<th>Nov</th>
<th>Dec</th>
<th>Jan</th>
<th>Feb</th>
<th>Mar</th>
<th>Apr</th>
<th>May</th>
<th>Jun</th>
</tr>
</thead>
<tbody>
<tr>
<td>FY16 Actual Revenue</td>
<td>20.652</td>
<td>42.749</td>
<td>66.656</td>
<td>95.046</td>
<td>119.898</td>
<td>147.858</td>
<td>175.970</td>
<td>204.137</td>
<td>229.900</td>
<td>255.244</td>
<td>293.535</td>
<td>326.297</td>
</tr>
<tr>
<td>FY17 Actual Revenue</td>
<td>24.386</td>
<td>51.275</td>
<td>80.145</td>
<td>107.095</td>
<td>131.576</td>
<td>158.480</td>
<td>188.080</td>
<td>214.414</td>
<td>240.295</td>
<td>264.866</td>
<td>306.932</td>
<td>335.742</td>
</tr>
<tr>
<td>FY18 Current</td>
<td>27.003</td>
<td>54.686</td>
<td>82.976</td>
<td>110.644</td>
<td>136.997</td>
<td>164.897</td>
<td>195.901</td>
<td>222.483</td>
<td>249.311</td>
<td>273.673</td>
<td>299.623</td>
<td></td>
</tr>
</tbody>
</table>
State Highway Fund 0260
Fiscal Year 2018
Expenditures
May - For Period Ending 5/31/2018

<table>
<thead>
<tr>
<th>Month</th>
<th>Jul</th>
<th>Aug</th>
<th>Sep</th>
<th>Oct</th>
<th>Nov</th>
<th>Dec</th>
<th>Jan</th>
<th>Feb</th>
<th>Mar</th>
<th>Apr</th>
<th>May</th>
<th>Jun</th>
</tr>
</thead>
<tbody>
<tr>
<td>FY16 Actual Expenditures</td>
<td>50.203</td>
<td>113.246</td>
<td>171.532</td>
<td>210.812</td>
<td>254.413</td>
<td>292.240</td>
<td>320.437</td>
<td>351.327</td>
<td>378.930</td>
<td>408.990</td>
<td>453.451</td>
<td>508.839</td>
</tr>
<tr>
<td>FY18 Current</td>
<td>66.330</td>
<td>139.287</td>
<td>221.745</td>
<td>308.357</td>
<td>360.460</td>
<td>405.710</td>
<td>437.190</td>
<td>468.029</td>
<td>504.461</td>
<td>550.126</td>
<td>607.868</td>
<td></td>
</tr>
<tr>
<td>FY18 Forecast</td>
<td>73.488</td>
<td>162.918</td>
<td>252.409</td>
<td>322.459</td>
<td>387.930</td>
<td>428.791</td>
<td>462.932</td>
<td>494.540</td>
<td>526.805</td>
<td>564.903</td>
<td>613.785</td>
<td>1,002.929</td>
</tr>
</tbody>
</table>

Current = Actual Payments and Encumbrances
Aeronautics Fund 0221
Fiscal Year 2018
State and Interagency Revenue Sources Forecast vs Actual
May - For Period Ending 5/31/2018

Includes Misc. Revenue and Transfers - In

<table>
<thead>
<tr>
<th>Month</th>
<th>FY16 Actual Revenue</th>
<th>FY17 Actual Revenue</th>
<th>FY18 Current</th>
<th>FY18 Forecast</th>
</tr>
</thead>
<tbody>
<tr>
<td>Jul</td>
<td>0.191</td>
<td>0.201</td>
<td>0.191</td>
<td>0.180</td>
</tr>
<tr>
<td>Aug</td>
<td>0.395</td>
<td>0.459</td>
<td>0.524</td>
<td>0.408</td>
</tr>
<tr>
<td>Sep</td>
<td>0.654</td>
<td>0.789</td>
<td>0.834</td>
<td>0.695</td>
</tr>
<tr>
<td>Oct</td>
<td>1.018</td>
<td>1.059</td>
<td>1.159</td>
<td>1.061</td>
</tr>
<tr>
<td>Nov</td>
<td>1.254</td>
<td>1.256</td>
<td>1.338</td>
<td>1.276</td>
</tr>
<tr>
<td>Dec</td>
<td>1.561</td>
<td>1.559</td>
<td>1.546</td>
<td>1.524</td>
</tr>
<tr>
<td>Jan</td>
<td>1.778</td>
<td>1.780</td>
<td>1.913</td>
<td>1.774</td>
</tr>
<tr>
<td>Feb</td>
<td>1.956</td>
<td>1.967</td>
<td>2.162</td>
<td>1.972</td>
</tr>
<tr>
<td>Mar</td>
<td>2.154</td>
<td>2.123</td>
<td>2.354</td>
<td>2.145</td>
</tr>
<tr>
<td>Apr</td>
<td>2.287</td>
<td>2.280</td>
<td>2.558</td>
<td>2.296</td>
</tr>
<tr>
<td>May</td>
<td>2.492</td>
<td>2.491</td>
<td>2.780</td>
<td>2.495</td>
</tr>
<tr>
<td>Jun</td>
<td>2.683</td>
<td>2.699</td>
<td>2.691</td>
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</table>
Aeronautics Fund 0221
Fiscal Year 2018
Expenditures
May - For Period Ending 5/31/2018

<table>
<thead>
<tr>
<th></th>
<th>Jul</th>
<th>Aug</th>
<th>Sep</th>
<th>Oct</th>
<th>Nov</th>
<th>Dec</th>
<th>Jan</th>
<th>Feb</th>
<th>Mar</th>
<th>Apr</th>
<th>May</th>
<th>Jun</th>
</tr>
</thead>
<tbody>
<tr>
<td>FY16 Actual Expenditures</td>
<td>0.178</td>
<td>0.351</td>
<td>0.575</td>
<td>0.729</td>
<td>0.831</td>
<td>1.327</td>
<td>1.422</td>
<td>1.574</td>
<td>1.869</td>
<td>1.983</td>
<td>2.135</td>
<td>2.349</td>
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<tr>
<td>FY17 Actual Expenditures</td>
<td>0.170</td>
<td>0.330</td>
<td>0.697</td>
<td>0.832</td>
<td>1.246</td>
<td>1.390</td>
<td>1.532</td>
<td>1.637</td>
<td>1.767</td>
<td>1.878</td>
<td>2.258</td>
<td>2.514</td>
</tr>
<tr>
<td>FY18 Current</td>
<td>0.645</td>
<td>0.778</td>
<td>0.999</td>
<td>1.131</td>
<td>1.262</td>
<td>1.411</td>
<td>1.685</td>
<td>1.894</td>
<td>2.299</td>
<td>2.522</td>
<td>2.909</td>
<td></td>
</tr>
<tr>
<td>FY18 Forecast</td>
<td>0.316</td>
<td>0.465</td>
<td>1.235</td>
<td>1.227</td>
<td>1.311</td>
<td>1.789</td>
<td>1.796</td>
<td>1.920</td>
<td>2.241</td>
<td>2.441</td>
<td>2.790</td>
<td>4.451</td>
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</table>

Current = Actual Payments and Encumbrances
<table>
<thead>
<tr>
<th></th>
<th>State Aeronautics Fund</th>
<th>State Highway Fund</th>
<th>Transportation Expansion and Congestion Mitigation Fund</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Apr-18</td>
<td>May-18</td>
<td>Apr-18</td>
</tr>
<tr>
<td><strong>ASSETS</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Cash on Hand (Change Fund)</td>
<td>0</td>
<td>0</td>
<td>5,845</td>
</tr>
<tr>
<td>Cash in Bank (Daily Cash Operations)</td>
<td>1,918,106</td>
<td>1,915,314</td>
<td>75,392,139</td>
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<tr>
<td>Investments (Long Term Investments)</td>
<td>823,039</td>
<td>824,336</td>
<td>164,921,467</td>
</tr>
<tr>
<td>Total Cash &amp; Investments</td>
<td>2,741,144</td>
<td>2,739,650</td>
<td>240,319,451</td>
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<tr>
<td>Receivables - Other</td>
<td>0</td>
<td>5,812</td>
<td>1,080,391</td>
</tr>
<tr>
<td>- Due From Locals (Project Overruns)</td>
<td>(0)</td>
<td>(0)</td>
<td>3,792,755</td>
</tr>
<tr>
<td>- Inter Agency</td>
<td>17,278</td>
<td>4,564</td>
<td>4,628</td>
</tr>
<tr>
<td>Total Receivables</td>
<td>17,278</td>
<td>10,377</td>
<td>4,877,775</td>
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<tr>
<td>Inventory on Hand</td>
<td>0</td>
<td>0</td>
<td>19,715,292</td>
</tr>
<tr>
<td><strong>Total Assets:</strong></td>
<td>2,758,423</td>
<td>2,750,027</td>
<td>264,912,518</td>
</tr>
<tr>
<td><strong>LIABILITIES</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Vouchers Payable</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Sales Tax Payable</td>
<td>0</td>
<td>0</td>
<td>15,756</td>
</tr>
<tr>
<td>Deferred Revenue (Local Projects Match)</td>
<td>0</td>
<td>0</td>
<td>17,898,990</td>
</tr>
<tr>
<td>Accounts Receivable Overpayment</td>
<td>0</td>
<td>0</td>
<td>34,466</td>
</tr>
<tr>
<td>Contractor Retained % (In Lieu Of Performance Bond)</td>
<td>0</td>
<td>0</td>
<td>140,661</td>
</tr>
<tr>
<td><strong>Total Liabilities:</strong></td>
<td>0</td>
<td>0</td>
<td>18,089,872</td>
</tr>
<tr>
<td><strong>FUND BALANCE</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Reserve for Encumbrance</td>
<td>105,612</td>
<td>255,538</td>
<td>28,653,231</td>
</tr>
<tr>
<td>Fund Balance</td>
<td>2,652,811</td>
<td>2,494,489</td>
<td>218,169,415</td>
</tr>
<tr>
<td><strong>Total Fund Balance:</strong></td>
<td>2,758,423</td>
<td>2,750,027</td>
<td>246,822,646</td>
</tr>
<tr>
<td><strong>Total Liabilities and Fund Balance</strong></td>
<td>2,758,423</td>
<td>2,750,027</td>
<td>264,912,518</td>
</tr>
</tbody>
</table>
# Idaho Transportation Department

**OPERATING FUND BALANCE SHEET**

**FOR THE PERIOD ENDED 5/31/2018**

<table>
<thead>
<tr>
<th></th>
<th>Strategic Initiatives Fund (State Share)</th>
<th>Strategic Initiatives Fund (Local Share)</th>
<th>Total Strategic Initiatives Fund</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Apr-18</td>
<td>May-18</td>
<td>Apr-18</td>
</tr>
<tr>
<td><strong>ASSETS</strong></td>
<td></td>
<td></td>
<td>28,705,303</td>
</tr>
<tr>
<td>Cash on Hand</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Cash in Bank</td>
<td>28,358,288</td>
<td>25,600,262</td>
<td>372,300</td>
</tr>
<tr>
<td>Investments</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Total Cash &amp; Investments</td>
<td>28,358,288</td>
<td>25,600,262</td>
<td>372,300</td>
</tr>
<tr>
<td>Receivables - Other</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>- Due From Locals (Project Overruns)</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>- Inter Agency</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Total Receivables</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Inventory on Hand</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td><strong>Total Assets:</strong></td>
<td>28,358,288</td>
<td>25,600,262</td>
<td>372,300</td>
</tr>
<tr>
<td>Vouchers Payable</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Sales Tax Payable</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Deferred Revenue</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Accounts Receivable Overpayment</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Contractor Retained % (In Lieu Of Performance Bond)</td>
<td>24,285</td>
<td>24,285</td>
<td>0</td>
</tr>
<tr>
<td><strong>Total Liabilities:</strong></td>
<td>24,285</td>
<td>24,285</td>
<td>0</td>
</tr>
<tr>
<td><strong>FUND BALANCE</strong></td>
<td></td>
<td></td>
<td>28,706,303</td>
</tr>
<tr>
<td>Reserve for Encumbrance</td>
<td>1,000</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Fund Balance</td>
<td>28,705,303</td>
<td>25,598,736</td>
<td>28,705,303</td>
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<tr>
<td><strong>Total Fund Balance:</strong></td>
<td>28,706,303</td>
<td>25,598,736</td>
<td>28,706,303</td>
</tr>
</tbody>
</table>
## Idaho Transportation Department

**STATEMENT OF REVENUES AND EXPENDITURES**

**BUDGET TO ACTUAL**

**FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 5/31/2018**

<table>
<thead>
<tr>
<th>Fiscal Year:</th>
<th>2018</th>
</tr>
</thead>
<tbody>
<tr>
<td>Budget Fiscal Year:</td>
<td>2018</td>
</tr>
</tbody>
</table>

### REVENUES

#### Federal Sources

- **FHWA - Highway**
  - Year to Date Allotment: 244,863,816
  - Year to Date Actual: 233,496,852
  - Current Month Activity: 18,225,212
  - Variance Favorable / Unfavorable: (11,366,964) -4.64%
- **FHWA - Indirect Cost Allocation**
  - Year to Date Allotment: 22,383,352
  - Year to Date Actual: 19,943,433
  - Current Month Activity: 1,517,456
  - Variance Favorable / Unfavorable: (2,439,919) -10.90%
- **Federal Transit Authority**
  - Year to Date Allotment: 14,693,899
  - Year to Date Actual: 9,576,877
  - Current Month Activity: 862,780
  - Variance Favorable / Unfavorable: (5,117,022) -34.82%
- **NHTSA - Highway Safety**
  - Year to Date Allotment: 4,027,344
  - Year to Date Actual: 3,500,821
  - Current Month Activity: 216,788
  - Variance Favorable / Unfavorable: (526,523) -13.07%
- **Other Federal Aid**
  - Year to Date Allotment: 281,100
  - Year to Date Actual: 750,843
  - Current Month Activity: 16,150
  - Variance Favorable / Unfavorable: 469,743 167.11%

**Total Federal Sources:**

- Year to Date Allotment: 286,249,511
- Year to Date Actual: 267,268,827
- Current Month Activity: 20,838,387
- Variance Favorable / Unfavorable: (18,980,684) -6.63%

#### State Sources

- **Equipment Buy Back**
  - Year to Date Allotment: 13,848,700
  - Year to Date Actual: 0
  - Current Month Activity: 0
  - Variance Favorable / Unfavorable: (13,848,700) -100.00%
- **Miscellaneous Revenues**
  - Year to Date Allotment: 27,802,140
  - Year to Date Actual: 32,141,547
  - Current Month Activity: 2,828,988
  - Variance Favorable / Unfavorable: 4,339,407 15.61%

**Total State Sources:**

- Year to Date Allotment: 41,650,840
- Year to Date Actual: 32,141,547
- Current Month Activity: 2,828,988
- Variance Favorable / Unfavorable: (9,509,293) -22.83%

#### Local Sources

- **Match For Local Projects**
  - Year to Date Allotment: 6,990,658
  - Year to Date Actual: 3,238,212
  - Current Month Activity: 286,153
  - Variance Favorable / Unfavorable: (3,752,446) -53.68%
- **Other Local Sources**
  - Year to Date Allotment: 0
  - Year to Date Actual: 529,600
  - Current Month Activity: (15,300)
  - Variance Favorable / Unfavorable: 529,600 0.00%

**Total Local Sources:**

- Year to Date Allotment: 6,990,658
- Year to Date Actual: 3,767,811
- Current Month Activity: 270,853
- Variance Favorable / Unfavorable: (3,222,847) -46.10%

### TOTAL REVENUES:

- Year to Date Allotment: 334,891,009
- Year to Date Actual: 303,178,185
- Current Month Activity: 23,938,229
- Variance Favorable / Unfavorable: (31,712,824) -9.47%

### TRANSFERS-IN

- **Highway Distribution Account**
  - Year to Date Allotment: 189,071,700
  - Year to Date Actual: 191,368,561
  - Current Month Activity: 16,646,558
  - Variance Favorable / Unfavorable: 2,296,861 1.21%
- **Fuel/Registration Direct**
  - Year to Date Allotment: 59,219,589
  - Year to Date Actual: 59,820,932
  - Current Month Activity: 5,139,831
  - Variance Favorable / Unfavorable: 601,343 1.02%
- **Ethanol Fuels Tax**
  - Year to Date Allotment: 16,281,000
  - Year to Date Actual: 16,292,252
  - Current Month Activity: 1,335,217
  - Variance Favorable / Unfavorable: 11,252 0.07%

**TOTAL TRANSFERS-IN:**

- Year to Date Allotment: 264,572,289
- Year to Date Actual: 267,481,746
- Current Month Activity: 23,121,606
- Variance Favorable / Unfavorable: 2,909,457 1.10%

**TOTAL REV AND TRANSFERS-IN:**

- Year to Date Allotment: 599,463,298
- Year to Date Actual: 570,659,931
- Current Month Activity: 47,059,835
- Variance Favorable / Unfavorable: (28,803,367) -4.80%
# Idaho Transportation Department

STATEMENT OF REVENUES AND EXPENDITURES

BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 5/31/2018

<table>
<thead>
<tr>
<th>Fiscal Year:</th>
<th>2018</th>
</tr>
</thead>
<tbody>
<tr>
<td>Budget Fiscal Year:</td>
<td>2018</td>
</tr>
</tbody>
</table>

## EXPENDITURES

### Operations Expense

<table>
<thead>
<tr>
<th>Description</th>
<th>Year to Date Allotment</th>
<th>Year to Date Actual</th>
<th>Current Month Activity</th>
<th>Year to Date Encumbrance</th>
<th>Variance Favorable / Unfavorable</th>
<th>Percent Variance</th>
<th>Annual Appropriation</th>
<th>Appropriation Balance</th>
<th>Percent Remaining</th>
</tr>
</thead>
<tbody>
<tr>
<td>Permanent Staff Salaries</td>
<td>72,169,262</td>
<td>65,508,243</td>
<td>5,919,581</td>
<td>0</td>
<td>6,661,019</td>
<td>9.23%</td>
<td>82,255,309</td>
<td>16,747,066</td>
<td>20.36%</td>
</tr>
<tr>
<td>Board, Hourly, OT, Shift Diff</td>
<td>1,009,304</td>
<td>1,045,730</td>
<td>48,900</td>
<td>0</td>
<td>(36,426)</td>
<td>-3.61%</td>
<td>1,033,300</td>
<td>(12,430)</td>
<td>-1.20%</td>
</tr>
<tr>
<td>Fringe Benefits</td>
<td>37,199,090</td>
<td>33,429,807</td>
<td>3,048,648</td>
<td>0</td>
<td>3,769,283</td>
<td>10.13%</td>
<td>41,462,191</td>
<td>8,032,384</td>
<td>19.37%</td>
</tr>
<tr>
<td>In State Travel Expense</td>
<td>1,410,687</td>
<td>1,338,243</td>
<td>180,686</td>
<td>1,630</td>
<td>70,814</td>
<td>5.02%</td>
<td>1,520,946</td>
<td>181,073</td>
<td>11.91%</td>
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<tr>
<td>Out of State Travel Expense</td>
<td>306,805</td>
<td>300,270</td>
<td>6,508</td>
<td>0</td>
<td>6,535</td>
<td>2.13%</td>
<td>350,480</td>
<td>50,210</td>
<td>14.33%</td>
</tr>
<tr>
<td>Operating Expenditures</td>
<td>82,073,747</td>
<td>70,839,947</td>
<td>7,252,611</td>
<td>7,755,811</td>
<td>3,477,989</td>
<td>4.24%</td>
<td>93,112,967</td>
<td>14,517,209</td>
<td>15.59%</td>
</tr>
<tr>
<td>Capital Equipment Expense</td>
<td>27,060,485</td>
<td>16,417,079</td>
<td>500,866</td>
<td>3,107,202</td>
<td>7,536,203</td>
<td>27.85%</td>
<td>26,771,220</td>
<td>7,246,938</td>
<td>27.07%</td>
</tr>
<tr>
<td>Internal Holdback-Capital</td>
<td>245,000</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>245,000</td>
<td>100.00%</td>
<td>245,000</td>
<td>245,000</td>
<td>100.00%</td>
</tr>
<tr>
<td>Capital Facilities Expense</td>
<td>4,010,539</td>
<td>993,566</td>
<td>167,842</td>
<td>1,338,547</td>
<td>7,190,738</td>
<td>33.38%</td>
<td>4,518,746</td>
<td>62.84%</td>
<td></td>
</tr>
<tr>
<td>Trustee &amp; Benefit Payments</td>
<td>18,909,662</td>
<td>12,237,225</td>
<td>1,132,517</td>
<td>3,621,856</td>
<td>20,583,800</td>
<td>19.15%</td>
<td>5,295,994</td>
<td>25.73%</td>
<td></td>
</tr>
</tbody>
</table>

**Total Operations Expense:** 244,394,581

### Contract Construction

<table>
<thead>
<tr>
<th>Description</th>
<th>Year to Date Allotment</th>
<th>Year to Date Actual</th>
<th>Current Month Activity</th>
<th>Year to Date Encumbrance</th>
<th>Variance Favorable / Unfavorable</th>
<th>Percent Variance</th>
<th>Annual Appropriation</th>
<th>Appropriation Balance</th>
<th>Percent Remaining</th>
</tr>
</thead>
<tbody>
<tr>
<td>Operating Expenditures</td>
<td>6,911,500</td>
<td>5,670,396</td>
<td>375,549</td>
<td>1,063,126</td>
<td>177,977</td>
<td>2.58%</td>
<td>30,810,664</td>
<td>24,077,141</td>
<td>78.15%</td>
</tr>
<tr>
<td>Capital Projects</td>
<td>361,340,416</td>
<td>371,833,880</td>
<td>29,773,009</td>
<td>0</td>
<td>(10,493,464)</td>
<td>-2.90%</td>
<td>688,441,090</td>
<td>316,607,210</td>
<td>45.99%</td>
</tr>
<tr>
<td>Trustee &amp; Benefit Payments</td>
<td>1,139,000</td>
<td>1,081,744</td>
<td>25,508</td>
<td>0</td>
<td>57,256</td>
<td>5.03%</td>
<td>9,151,506</td>
<td>8,069,762</td>
<td>88.18%</td>
</tr>
</tbody>
</table>

**Total Contract Construction:** 369,390,916

### TOTAL EXPENDITURES

**Total Operating Expenses:** 244,394,581

**Total Contract Construction:** 369,390,916

**Total EXPD and TRANSFERS OUT:** 625,589,997

### TRANSFERS OUT

<table>
<thead>
<tr>
<th>Description</th>
<th>Year to Date Allotment</th>
<th>Year to Date Actual</th>
<th>Current Month Activity</th>
<th>Year to Date Encumbrance</th>
<th>Variance Favorable / Unfavorable</th>
<th>Percent Variance</th>
<th>Annual Appropriation</th>
<th>Appropriation Balance</th>
<th>Percent Remaining</th>
</tr>
</thead>
<tbody>
<tr>
<td>Statutory</td>
<td>25,000</td>
<td>25,000</td>
<td>0</td>
<td>0</td>
<td>0.00 %</td>
<td>0.00%</td>
<td>25,000</td>
<td>0.00%</td>
<td></td>
</tr>
<tr>
<td>Operating</td>
<td>11,779,500</td>
<td>10,490,552</td>
<td>0</td>
<td>0</td>
<td>1,288,948</td>
<td>10.94%</td>
<td>53,641,900</td>
<td>43,151,348</td>
<td>80.44%</td>
</tr>
</tbody>
</table>

**TOTAL TRANSFERS OUT:** 11,804,500

**TOTAL EXPD AND TRANSFERS OUT:** 625,589,997

### Net for Fiscal Year 2018:

(26,126,699) (20,551,750) (1,309,686) (11,081,827) (242,496,080) (205,287,554)
Idaho Transportation Department

STATEMENT OF REVENUES AND EXPENDITURES
BUDGET TO ACTUAL
FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 5/31/2018

| Fiscal Year: | 2018 |
|----------------|
| Budget Fiscal Year: | 2018 |

### Contract Construction

#### Operating Expenditures

<table>
<thead>
<tr>
<th>Type</th>
<th>Year to Date Allotment</th>
<th>Year to Date Actual</th>
<th>Current Month Activity</th>
<th>Year to Date Encumbrance</th>
<th>Variance Favorable / Unfavorable</th>
<th>Percent Variance</th>
<th>Annual Appropriation</th>
<th>Appropriation Balance</th>
<th>Percent Remaining</th>
</tr>
</thead>
<tbody>
<tr>
<td>Dedicated Operating Expenditures</td>
<td>1,310,000</td>
<td>1,006,147</td>
<td>53,712</td>
<td>78,033</td>
<td>225,820</td>
<td>17.24 %</td>
<td>13,744,637</td>
<td>12,660,457</td>
<td>92.11 %</td>
</tr>
<tr>
<td>Federal Operating Expenditures</td>
<td>5,600,000</td>
<td>4,662,247</td>
<td>321,776</td>
<td>985,093</td>
<td>(47,340)</td>
<td>-0.85 %</td>
<td>16,019,678</td>
<td>10,372,338</td>
<td>64.75 %</td>
</tr>
<tr>
<td>Local Operating Expenditures</td>
<td>1,500</td>
<td>2,002</td>
<td>62</td>
<td>0</td>
<td>(502)</td>
<td>-33.50 %</td>
<td>1,046,349</td>
<td>1,044,347</td>
<td>99.81 %</td>
</tr>
</tbody>
</table>

#### Total Operating Expenditures

| Year to Date | 6,911,500 | 5,670,396 | 375,549 | 1,063,126 | 177,977 | 2.58 % | 30,810,664 | 24,077,141 | 78.15 % |

### Capital Outlay

<table>
<thead>
<tr>
<th>Type</th>
<th>Year to Date Allotment</th>
<th>Year to Date Actual</th>
<th>Current Month Activity</th>
<th>Year to Date Encumbrance</th>
<th>Variance Favorable / Unfavorable</th>
<th>Percent Variance</th>
<th>Annual Appropriation</th>
<th>Appropriation Balance</th>
<th>Percent Remaining</th>
</tr>
</thead>
<tbody>
<tr>
<td>Dedicated Capital Outlay</td>
<td>106,297,447</td>
<td>134,430,854</td>
<td>11,449,538</td>
<td>0</td>
<td>(28,133,407)</td>
<td>-26.47 %</td>
<td>256,178,856</td>
<td>121,748,002</td>
<td>47.52 %</td>
</tr>
<tr>
<td>Federal Capital Outlay</td>
<td>219,644,292</td>
<td>208,412,176</td>
<td>16,377,551</td>
<td>0</td>
<td>11,232,116</td>
<td>5.11 %</td>
<td>329,404,660</td>
<td>95,032,494</td>
<td>29.02 %</td>
</tr>
<tr>
<td>FICR Capital Outlay</td>
<td>28,595,870</td>
<td>25,559,591</td>
<td>1,668,715</td>
<td>0</td>
<td>3,036,279</td>
<td>10.62 %</td>
<td>54,418,650</td>
<td>28,859,059</td>
<td>53.03 %</td>
</tr>
<tr>
<td>Local Capital Outlay</td>
<td>6,802,807</td>
<td>3,431,259</td>
<td>277,206</td>
<td>0</td>
<td>3,371,548</td>
<td>49.56 %</td>
<td>15,441,078</td>
<td>12,009,819</td>
<td>77.78 %</td>
</tr>
</tbody>
</table>

#### Total Capital Outlay

| Year to Date | 361,340,416 | 371,833,880 | 29,773,009 | 0 | (10,493,464) | -2.90 % | 688,441,090 | 316,607,210 | 45.99 % |

### Trustee & Benefit Payments

<table>
<thead>
<tr>
<th>Type</th>
<th>Year to Date Allotment</th>
<th>Year to Date Actual</th>
<th>Current Month Activity</th>
<th>Year to Date Encumbrance</th>
<th>Variance Favorable / Unfavorable</th>
<th>Percent Variance</th>
<th>Annual Appropriation</th>
<th>Appropriation Balance</th>
<th>Percent Remaining</th>
</tr>
</thead>
<tbody>
<tr>
<td>Dedicated Trustee &amp; Benefit Payments</td>
<td>50,000</td>
<td>3,999</td>
<td>(22,604)</td>
<td>0</td>
<td>46,001</td>
<td>92.00 %</td>
<td>3,315,807</td>
<td>3,311,808</td>
<td>99.88 %</td>
</tr>
<tr>
<td>Federal Trustee &amp; Benefit Payments</td>
<td>1,080,000</td>
<td>1,076,317</td>
<td>48,112</td>
<td>0</td>
<td>3,683</td>
<td>0.34 %</td>
<td>5,096,397</td>
<td>4,020,080</td>
<td>78.88 %</td>
</tr>
<tr>
<td>Local Trustee &amp; Benefit Payments</td>
<td>9,000</td>
<td>1,428</td>
<td>0</td>
<td>0</td>
<td>7,572</td>
<td>84.14 %</td>
<td>739,302</td>
<td>737,874</td>
<td>99.81 %</td>
</tr>
</tbody>
</table>

#### Total Trustee & Benefit Payments

| Year to Date | 1,139,000 | 1,081,744 | 25,508 | 0 | 57,256 | 5.03 % | 9,151,506 | 8,069,762 | 88.18 % |

### Total Contract Construction:

| Year to Date | 369,390,916 | 378,586,020 | 30,174,066 | 1,063,126 | (10,258,230) | -2.78 % | 728,403,260 | 348,754,114 | 47.88 % |
# Idaho Transportation Department

STATEMENT OF REVENUES AND EXPENDITURES

BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 5/31/2018

Fund: 0269  Transportation Expansion and Congestion Mitigation Fund

<table>
<thead>
<tr>
<th>Fiscal Year: 2018</th>
<th>Budget Fiscal Year: 2018</th>
</tr>
</thead>
</table>

<table>
<thead>
<tr>
<th>Year to Date Allotment (A)</th>
<th>Year to Date Actual (B)</th>
<th>Current Month Activity (C)</th>
<th>Year to Date Encumbrance (D)</th>
<th>Variance Favorable / Unfavorable (E = A - B - D)</th>
<th>Percent Variance (F = E / A)</th>
<th>Annual Appropriation (G)</th>
<th>Appropriation Balance (H = G - B - D)</th>
<th>Percent Remaining (I = H / G)</th>
</tr>
</thead>
<tbody>
<tr>
<td>REVENUES</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Miscellaneous Revenues</td>
<td>68,000</td>
<td>85,045</td>
<td>20,328</td>
<td>0</td>
<td>17,045</td>
<td>25.07 %</td>
<td>68,000</td>
<td>(17,045)</td>
</tr>
<tr>
<td>TOTAL REVENUES:</td>
<td>68,000</td>
<td>85,045</td>
<td>20,328</td>
<td>0</td>
<td>17,045</td>
<td>25.07 %</td>
<td>68,000</td>
<td>(17,045)</td>
</tr>
<tr>
<td>TRANSFERS-IN:</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Cigarette Tax</td>
<td>4,385,030</td>
<td>5,260,147</td>
<td>1,395,052</td>
<td>0</td>
<td>875,117</td>
<td>19.96 %</td>
<td>5,800,700</td>
<td>540,553</td>
</tr>
<tr>
<td>Sales Tax</td>
<td>13,899,800</td>
<td>14,298,925</td>
<td>1,262,981</td>
<td>0</td>
<td>399,125</td>
<td>2.87 %</td>
<td>15,248,000</td>
<td>949,075</td>
</tr>
<tr>
<td>TOTAL TRANSFERS-IN:</td>
<td>18,284,830</td>
<td>19,559,072</td>
<td>2,658,033</td>
<td>0</td>
<td>1,274,242</td>
<td>6.97 %</td>
<td>21,048,700</td>
<td>1,489,628</td>
</tr>
<tr>
<td>TOTAL REV AND TRANSFERS-IN:</td>
<td>18,352,830</td>
<td>19,644,116</td>
<td>2,678,361</td>
<td>0</td>
<td>1,291,286</td>
<td>7.04 %</td>
<td>21,116,700</td>
<td>1,472,584</td>
</tr>
</tbody>
</table>

| EXPENDITURES              |                        |                           |                             |                                 |                             |                        |                             |                             |                             |
| Contract Construction - Capital Projects | 21,116,700 | 28,000 | 28,000 | 0 | 21,088,700 | 99.87 % | 21,116,700 | 21,088,700 | 99.87 % |
| TOTAL EXPENDITURES:       | 21,116,700             | 28,000                    | 28,000                      | 0                              | 21,088,700                  | 99.87 %                | 21,116,700                  | 21,088,700                  | 99.87 %                    |
| TOTAL EXPD AND TRANSFERS OUT: | 21,116,700             | 28,000                    | 28,000                      | 0                              | 21,088,700                  | 99.87 %                | 21,116,700                  | 21,088,700                  | 99.87 %                    |

Net for Fiscal Year 2018: (2,763,870) 19,616,116 2,650,361 22,379,986 0 (19,616,116)
# Idaho Transportation Department

**STATEMENT OF REVENUES AND EXPENDITURES**

**BUDGET TO ACTUAL**

**FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 5/31/2018**

<table>
<thead>
<tr>
<th>Fund: 0270</th>
<th>Strategic Initiatives Program Fund (State 60%)</th>
</tr>
</thead>
</table>

| Fiscal Year: | 2018 |
| Budget Fiscal Year: | 2018 |

<table>
<thead>
<tr>
<th>Year to Date Allotment</th>
<th>Year to Date Actual</th>
<th>Current Month Activity</th>
<th>Year to Date Encumbrance</th>
<th>Variance Favorable / Unfavorable</th>
<th>Percent Variance</th>
<th>Annual Appropriation</th>
<th>Appropriation Balance</th>
<th>Percent Remaining</th>
</tr>
</thead>
<tbody>
<tr>
<td>(A)</td>
<td>(B)</td>
<td>(C)</td>
<td>(D)</td>
<td>(E = A - B - D)</td>
<td>(F = E / A)</td>
<td>(G)</td>
<td>(H = G - B - D)</td>
<td>(I = H / G)</td>
</tr>
</tbody>
</table>

## REVENUES

State Sources - Miscellaneous Revenues

| 68,000 | 248,293 | 39,762 | 0 | 180,293 | 265.14% | 205,200 | (43,903) | -21.00% |

**TOTAL REVENUES:**

| 68,000 | 248,293 | 39,762 | 0 | 180,293 | 265.14% | 205,200 | (43,903) | -21.00% |

## TRANSFERS-IN

Statutory

| 21,971,440 | 16,601,700 | 0 | 0 | (5,369,740) | -24.44% | 27,464,300 | 10,862,600 | 39.55% |

**TOTAL TRANSFERS-IN:**

| 21,971,440 | 16,601,700 | 0 | 0 | (5,369,740) | -24.44% | 27,464,300 | 10,862,600 | 39.55% |

## TOTAL REV AND TRANSFERS-IN:

| 22,039,440 | 16,849,993 | 39,762 | 0 | (5,189,448) | -23.55% | 27,669,500 | 10,819,508 | 39.10% |

## EXPENDITURES

Contract Construction - Capital Projects

| 36,221,982 | 10,859,050 | 2,797,788 | 0 | 25,362,932 | 70.02% | 36,221,982 | 25,362,932 | 70.02% |

**TOTAL EXPENDITURES:**

| 36,221,982 | 10,859,050 | 2,797,788 | 0 | 25,362,932 | 70.02% | 36,221,982 | 25,362,932 | 70.02% |

## TOTAL EXPD AND TRANSFERS OUT:

| 36,221,982 | 10,859,050 | 2,797,788 | 0 | 25,362,932 | 70.02% | 36,221,982 | 25,362,932 | 70.02% |

Net for Fiscal Year 2018:

| (14,182,542) | 5,990,943 | (2,758,025) | 20,173,485 | (8,552,482) | (14,543,425) |
# Idaho Transportation Department

STATEMENT OF REVENUES AND EXPENDITURES
BUDGET TO ACTUAL
FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 5/31/2018

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

<table>
<thead>
<tr>
<th>Fiscal Year: 2018</th>
<th>Budget Fiscal Year: 2018</th>
</tr>
</thead>
<tbody>
<tr>
<td>Year to Date Allotment</td>
<td>Year to Date Actual</td>
</tr>
<tr>
<td>(A)</td>
<td>(B)</td>
</tr>
<tr>
<td>------------------</td>
<td>------------------</td>
</tr>
<tr>
<td><strong>REVENUES</strong></td>
<td></td>
</tr>
<tr>
<td>State Sources - Miscellaneous Revenues</td>
<td>0</td>
</tr>
<tr>
<td><strong>TOTAL REVENUES:</strong></td>
<td>0</td>
</tr>
<tr>
<td><strong>TRANSFERS-IN</strong></td>
<td></td>
</tr>
<tr>
<td>Statutory</td>
<td>0</td>
</tr>
<tr>
<td><strong>TOTAL TRANSFERS-IN:</strong></td>
<td>0</td>
</tr>
<tr>
<td><strong>TOTAL REV AND TRANSFERS-IN:</strong></td>
<td>0</td>
</tr>
</tbody>
</table>

## EXPENDITURES

| Contract Construction - Trustee & Benefit Payments | 11,067,800 | 11,062,958 | 351,640 | 0 | 4,842 | 0.04 % | 11,067,800 | 4,842 | 0.04 % |
|**TOTAL EXPENDITURES:** | 11,067,800 | 11,062,958 | 351,640 | 0 | 4,842 | 0.04 % | 11,067,800 | 4,842 | 0.04 % |
| **TOTAL EXPD AND TRANSFERS OUT:** | 11,067,800 | 11,062,958 | 351,640 | 0 | 4,842 | 0.04 % | 11,067,800 | 4,842 | 0.04 % |

**Net for Fiscal Year 2018:** (11,067,800) 22,758 (349,542) 11,090,558 (11,067,800) (11,090,558)
## Idaho Transportation Department

**STATEMENT OF REVENUES AND EXPENDITURES**

**BUDGET TO ACTUAL**

**FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 5/31/2018**

**Fund: 0375 GARVEE Debt Service Fund**

<table>
<thead>
<tr>
<th>Fiscal Year: 2018</th>
<th>Year to Date Allotment (A)</th>
<th>Year to Date Actual (B)</th>
<th>Current Month Activity (C)</th>
<th>Year to Date Encumbrance (D)</th>
<th>Variance Favorable / Unfavorable (E = A - B - D)</th>
<th>Percent Variance (F = E / A)</th>
<th>Annual Appropriation (G)</th>
<th>Appropriation Balance (H = G - B - D)</th>
<th>Percent Remaining (I = H / G)</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>REVENUES</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>State Sources - Miscellaneous Revenues</td>
<td>0</td>
<td>63,473</td>
<td>2,883</td>
<td>0</td>
<td>63,473</td>
<td>0.00 %</td>
<td>0</td>
<td>(63,473)</td>
<td>0.00 %</td>
</tr>
<tr>
<td><strong>TOTAL REVENUES:</strong></td>
<td>0</td>
<td>63,473</td>
<td>2,883</td>
<td>0</td>
<td>63,473</td>
<td>0.00 %</td>
<td>0</td>
<td>(63,473)</td>
<td>0.00 %</td>
</tr>
<tr>
<td><strong>TRANSFERS-IN</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Operating</td>
<td>0</td>
<td>15,190,552</td>
<td>0</td>
<td>0</td>
<td>15,190,552</td>
<td>0.00 %</td>
<td>0</td>
<td>(15,190,552)</td>
<td>0.00 %</td>
</tr>
<tr>
<td><strong>TOTAL TRANSFERS-IN:</strong></td>
<td>0</td>
<td>15,190,552</td>
<td>0</td>
<td>0</td>
<td>15,190,552</td>
<td>0.00 %</td>
<td>0</td>
<td>(15,190,552)</td>
<td>0.00 %</td>
</tr>
<tr>
<td><strong>TOTAL REV AND TRANSFERS-IN:</strong></td>
<td>0</td>
<td>15,254,024</td>
<td>2,883</td>
<td>0</td>
<td>15,254,024</td>
<td>0.00 %</td>
<td>0</td>
<td>(15,254,024)</td>
<td>0.00 %</td>
</tr>
<tr>
<td><strong>EXPENDITURES</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bond Principal / Interest</td>
<td>0</td>
<td>55,452,992</td>
<td>372,123</td>
<td>0</td>
<td>(55,452,992)</td>
<td>0.00 %</td>
<td>0</td>
<td>(55,452,992)</td>
<td>0.00 %</td>
</tr>
<tr>
<td><strong>TOTAL EXPENDITURES:</strong></td>
<td>0</td>
<td>55,452,992</td>
<td>372,123</td>
<td>0</td>
<td>(55,452,992)</td>
<td>0.00 %</td>
<td>0</td>
<td>(55,452,992)</td>
<td>0.00 %</td>
</tr>
<tr>
<td><strong>TOTAL EXPD AND TRANSFERS OUT:</strong></td>
<td>0</td>
<td>55,452,992</td>
<td>372,123</td>
<td>0</td>
<td>(55,452,992)</td>
<td>0.00 %</td>
<td>0</td>
<td>(55,452,992)</td>
<td>0.00 %</td>
</tr>
<tr>
<td>Net for Fiscal Year 2018:</td>
<td>0</td>
<td>(40,198,968)</td>
<td>(369,240)</td>
<td>(40,198,968)</td>
<td>0</td>
<td>40,198,968</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
# Idaho Transportation Department

**Statement of Revenues and Expenditures**

**Budget to Actual**

**For the Fiscal Year to Date - For the Period Ended 5/31/2018**

### Fund: 0221 State Aeronautics Fund

<table>
<thead>
<tr>
<th>Fiscal Year:</th>
<th>2018</th>
</tr>
</thead>
<tbody>
<tr>
<td>Budget Fiscal Year:</td>
<td>2018</td>
</tr>
</tbody>
</table>

### Revenues

<table>
<thead>
<tr>
<th>Source Type</th>
<th>Current Year</th>
<th>Year to Date Actual</th>
<th>Year to Date Allotment</th>
<th>Variance (E = A - B - D)</th>
<th>Percent Variance</th>
<th>Annual Appropriation</th>
<th>Appropriation Balance</th>
<th>Percent Remaining</th>
</tr>
</thead>
<tbody>
<tr>
<td>Federal Sources - FAA</td>
<td>328,351</td>
<td>250,267</td>
<td>0</td>
<td>(78,084)</td>
<td>-23.78%</td>
<td>441,700</td>
<td>191,433</td>
<td>43.34%</td>
</tr>
<tr>
<td>State Sources - Miscellaneous Revenues</td>
<td>356,846</td>
<td>403,497</td>
<td>0</td>
<td>46,651</td>
<td>13.07%</td>
<td>366,425</td>
<td>(37,072)</td>
<td>-10.12%</td>
</tr>
<tr>
<td>Interagency Sources - Miscellaneous Revenues</td>
<td>191,655</td>
<td>261,219</td>
<td>0</td>
<td>69,564</td>
<td>36.30%</td>
<td>225,000</td>
<td>(36,219)</td>
<td>-16.10%</td>
</tr>
<tr>
<td><strong>Total Revenues:</strong></td>
<td><strong>876,852</strong></td>
<td><strong>914,983</strong></td>
<td><strong>44,213</strong></td>
<td><strong>0</strong></td>
<td><strong>38,132</strong></td>
<td><strong>4.35%</strong></td>
<td><strong>1,033,125</strong></td>
<td><strong>118,141</strong></td>
</tr>
</tbody>
</table>

### Transfers-In

- Operating: 1,946,570

<table>
<thead>
<tr>
<th>Current Year</th>
<th>Year to Date Actual</th>
<th>Year to Date Allotment</th>
<th>Variance (E = A - B - D)</th>
<th>Percent Variance</th>
<th>Annual Appropriation</th>
<th>Appropriation Balance</th>
<th>Percent Remaining</th>
</tr>
</thead>
<tbody>
<tr>
<td>1,946,570</td>
<td>2,115,734</td>
<td>185,184</td>
<td>0</td>
<td>169,164</td>
<td>8.69%</td>
<td>2,100,000</td>
<td>(15,734)</td>
</tr>
<tr>
<td><strong>Total Transfers-In:</strong></td>
<td><strong>1,946,570</strong></td>
<td><strong>2,115,734</strong></td>
<td><strong>185,184</strong></td>
<td><strong>0</strong></td>
<td><strong>169,164</strong></td>
<td><strong>8.69%</strong></td>
<td><strong>2,100,000</strong></td>
</tr>
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</table>

### Total Rev and Transfers-In:

<table>
<thead>
<tr>
<th>Current Year</th>
<th>Year to Date Actual</th>
<th>Year to Date Allotment</th>
<th>Variance (E = A - B - D)</th>
<th>Percent Variance</th>
<th>Annual Appropriation</th>
<th>Appropriation Balance</th>
<th>Percent Remaining</th>
</tr>
</thead>
<tbody>
<tr>
<td>2,823,422</td>
<td>3,030,717</td>
<td>229,397</td>
<td>0</td>
<td>207,295</td>
<td>7.34%</td>
<td>3,133,125</td>
<td>102,408</td>
</tr>
</tbody>
</table>

### Expenditures

- Permanent Staff Salaries: 664,701
- Board, Hourly, OT, Shift Diff: 40,200
- Fringe Benefits: 320,464
- In State Travel Expense: 58,762
- Out of State Travel Expense: 17,800
- Operating Expenditures: 759,335
- Capital Equipment Expense: 105,789
- Capital Facilities Expense: 50,000
- Trustee & Benefit Payments: 772,847

<table>
<thead>
<tr>
<th>Current Year</th>
<th>Year to Date Actual</th>
<th>Year to Date Allotment</th>
<th>Variance (E = A - B - D)</th>
<th>Percent Variance</th>
<th>Annual Appropriation</th>
<th>Appropriation Balance</th>
<th>Percent Remaining</th>
</tr>
</thead>
<tbody>
<tr>
<td>664,701</td>
<td>613,694</td>
<td>56,061</td>
<td>0</td>
<td>51,007</td>
<td>7.67%</td>
<td>751,092</td>
<td>137,398</td>
</tr>
<tr>
<td>40,200</td>
<td>42,959</td>
<td>3,228</td>
<td>0</td>
<td>(2,759)</td>
<td>-6.86%</td>
<td>54,300</td>
<td>11,341</td>
</tr>
<tr>
<td>320,464</td>
<td>294,323</td>
<td>28,348</td>
<td>0</td>
<td>26,141</td>
<td>8.16%</td>
<td>357,608</td>
<td>63,285</td>
</tr>
<tr>
<td>58,762</td>
<td>58,996</td>
<td>6,095</td>
<td>0</td>
<td>(234)</td>
<td>-0.40%</td>
<td>58,835</td>
<td>(161)</td>
</tr>
<tr>
<td>17,800</td>
<td>16,222</td>
<td>2,424</td>
<td>0</td>
<td>1,578</td>
<td>8.87%</td>
<td>17,800</td>
<td>1,578</td>
</tr>
<tr>
<td>759,335</td>
<td>551,625</td>
<td>42,815</td>
<td>208,378</td>
<td>(667)</td>
<td>-0.09%</td>
<td>998,510</td>
<td>238,508</td>
</tr>
<tr>
<td>105,789</td>
<td>105,789</td>
<td>53,000</td>
<td>0</td>
<td>0</td>
<td>0.00%</td>
<td>161,000</td>
<td>55,211</td>
</tr>
<tr>
<td>50,000</td>
<td>7,101</td>
<td>4,220</td>
<td>47,160</td>
<td>(4,261)</td>
<td>-8.52%</td>
<td>99,480</td>
<td>45,219</td>
</tr>
<tr>
<td>772,847</td>
<td>963,167</td>
<td>43,600</td>
<td>0</td>
<td>(190,320)</td>
<td>-24.63%</td>
<td>1,951,935</td>
<td>988,768</td>
</tr>
<tr>
<td><strong>Total Expenditures:</strong></td>
<td><strong>2,789,898</strong></td>
<td><strong>2,653,875</strong></td>
<td><strong>237,792</strong></td>
<td><strong>255,538</strong></td>
<td><strong>(119,515)</strong></td>
<td><strong>-4.28%</strong></td>
<td><strong>4,450,560</strong></td>
</tr>
</tbody>
</table>

### Total Expd and Transfers Out:

<table>
<thead>
<tr>
<th>Current Year</th>
<th>Year to Date Actual</th>
<th>Year to Date Allotment</th>
<th>Variance (E = A - B - D)</th>
<th>Percent Variance</th>
<th>Annual Appropriation</th>
<th>Appropriation Balance</th>
<th>Percent Remaining</th>
</tr>
</thead>
<tbody>
<tr>
<td>2,789,898</td>
<td>2,653,875</td>
<td>237,792</td>
<td>255,538</td>
<td>(119,515)</td>
<td>-4.28%</td>
<td>4,450,560</td>
<td>1,541,147</td>
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</tbody>
</table>

### Net for Fiscal Year 2018:

<table>
<thead>
<tr>
<th>Current Year</th>
<th>Year to Date Actual</th>
<th>Year to Date Allotment</th>
<th>Variance</th>
<th>Percent Variance</th>
<th>Annual Appropriation</th>
<th>Appropriation Balance</th>
<th>Percent Remaining</th>
</tr>
</thead>
<tbody>
<tr>
<td>33,524</td>
<td>376,842</td>
<td>(8,395)</td>
<td>87,780</td>
<td>(1,317,435)</td>
<td>(1,438,739)</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
Meeting Date  July 19, 2018

Subject

Monthly Reporting of Federal Formula Program Funding Through June 2018

<table>
<thead>
<tr>
<th>Key Number</th>
<th>District</th>
<th>Route Number</th>
</tr>
</thead>
<tbody>
<tr>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
</tr>
</tbody>
</table>

Background Information

Idaho received obligation authority of $276.4 million through September 30th (365/365th) 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 17th 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

☐ Approved  ☐ Deferred  ☐ Other
Exhibit One
Actual Formula Funding for FY2018

<table>
<thead>
<tr>
<th>Per FAST Tables – Total Year</th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Federal Aid Only</td>
<td>$302,157</td>
<td></td>
</tr>
<tr>
<td>Including Match</td>
<td>$327,648</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Per Apports. &amp; General Funds – Total Year</th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Federal Aid Only</td>
<td>$316,635</td>
<td></td>
</tr>
<tr>
<td>Including Match</td>
<td>$343,385</td>
<td></td>
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</tbody>
</table>

<table>
<thead>
<tr>
<th>Obligation Limits through 9/30/2018</th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Federal Aid Only</td>
<td>$290,833</td>
<td></td>
</tr>
<tr>
<td>Less prorated $25M indirect costs w/Match</td>
<td>$290,551</td>
<td></td>
</tr>
</tbody>
</table>

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

<table>
<thead>
<tr>
<th>Program</th>
<th>Allotted Total Program Funding</th>
<th>Total Program Funding Remaining</th>
</tr>
</thead>
<tbody>
<tr>
<td>All Other SHS Programs</td>
<td>$172,245</td>
<td>$30,401</td>
</tr>
<tr>
<td>GARVEE Formula Debt Service*</td>
<td>$58,190</td>
<td>$2,308</td>
</tr>
<tr>
<td>State Planning and Research*</td>
<td>$6,735</td>
<td>$764</td>
</tr>
<tr>
<td>Metropolitan Planning*</td>
<td>$1,804</td>
<td>$0</td>
</tr>
<tr>
<td>Transportation Alternatives (Urban/Rural)</td>
<td>$3,608</td>
<td>$190</td>
</tr>
<tr>
<td>Recreational Trails</td>
<td>$1,685</td>
<td>$1,668</td>
</tr>
<tr>
<td>STBG - Local Urban</td>
<td>$8,949</td>
<td>$639</td>
</tr>
<tr>
<td>STBG - Transportation Mgt. Area</td>
<td>$11,020</td>
<td>$9,564</td>
</tr>
<tr>
<td>Transportation Alternatives (TMA)</td>
<td>$438</td>
<td>$30</td>
</tr>
<tr>
<td>STBG – Local Rural</td>
<td>$13,661</td>
<td>$1,248</td>
</tr>
<tr>
<td>Local Bridge</td>
<td>$4,972</td>
<td>$3,950</td>
</tr>
<tr>
<td>Off System Bridge</td>
<td>$3,729</td>
<td>($4,333)</td>
</tr>
<tr>
<td>Local HSIP</td>
<td>$3,515</td>
<td>$178</td>
</tr>
<tr>
<td><strong>Total (excluding indirect costs)</strong></td>
<td><strong>$290,551</strong></td>
<td><strong>$46,607</strong></td>
</tr>
</tbody>
</table>

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 June 30th.  
5. Advanced construction conversions of $28.8 million are outstanding for FY 2018.  
* These programs are provided 100% Obligation Authority. Other programs are reduced accordingly.
Meeting Date  July 19, 2018

Consent Item  Information Item  Amount of Presentation Time Needed

<table>
<thead>
<tr>
<th>Presenter's Name</th>
<th>Presenter's Title</th>
<th>Initials</th>
<th>Reviewed By</th>
</tr>
</thead>
<tbody>
<tr>
<td>Michelle Doane</td>
<td>Business &amp; Support Mgr</td>
<td>MD</td>
<td>LSS</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Preparer's Name</th>
<th>Preparer's Title</th>
<th>Initials</th>
</tr>
</thead>
<tbody>
<tr>
<td>Michelle Doane</td>
<td>Business &amp; Support Mgr</td>
<td>MD</td>
</tr>
</tbody>
</table>

Subject

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

<table>
<thead>
<tr>
<th>Key Number</th>
<th>District</th>
<th>Route Number</th>
</tr>
</thead>
<tbody>
<tr>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
</tr>
</tbody>
</table>

Background Information

The purpose of this Board item is to comply with the reporting requirements established in Board Policy 4001 -'Each month the Chief Administrative Officer shall report to the Board all non-construction professional service agreements entered into by the Department during the previous month.' Business and Support Management section did not execute any professional service agreements in the previous month.

Recommendations

Information only

Board Action

☐ Approved  ☐ Deferred  ☐ Other
Subject

Six Year Capital Facilities Program

Background Information

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

The annual facilities program is completely funded with department operation funds. The funds are allocated into two areas: 1) Districts and Headquarters Capital Building (CB) and 2) statewide and aeronautics Alterations & Repairs (A&R).

The CB program provides for expansion, reconstruction, modification and roof deterioration replacement of existing facilities to meet the department’s operational function and needs. The A&R program provides for maintenance to the facilities (including aeronautics) for minor remodeling, increasing energy conservation, code upgrade and equipment associated with the building, and any preventive work to reduce the number of possible emergency repairs.

Attached is a list of building projects for the current six-year program. It is important to note that:

- The FY-19 capital expenditure list reflects the projects funded using this year’s annual appropriation.
- The FY-20 through FY-24 expenditures adds, replace, or modify facilities to ensure efficient and ongoing critical winter operations. It provides for the equipment to be ready to respond during winter storms, assures that our existing investment is preserved, and provides accessibility to and protection of materials from contamination now rather than waiting until its turn in line.
- The FY-21 capital expenditure specifically addresses the replacement of the current District 4 headquarters office.
- FY-21 through FY-24 adds additional De-Icer making facilities systematically throughout the State to reduce on-going Operating Expenses and creates a better continuity of operations for snow removal.

The approach to the capital facilities program beyond FY-19 is to establish a more fluid and focused program that will identify facility needs on an annual basis. It is intended that the Facilities Program will create a more effective and beneficial process that will annually assess, evaluate and prioritize capital facility deficiencies based on overall condition and operation needs to meet the department goals. Furthermore, the developed program budget allocates anticipated roofing deterioration replacements and will address present needs and establish priorities that will continue to increase and enhance statewide and district operations. These costs are based off of estimates from 2018.
**Recommendations**

For information only

**Board Action**

- [ ] Approved
- [ ] Deferred
- [ ] Other

---

**Board Agenda Item**

ITD 2210 (Rev. 10-13)

Page 2 of 2
### FY 2019 Budget

<table>
<thead>
<tr>
<th>Project</th>
<th>Estimated Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sheep Creek De-Icer Making Facility - D1</td>
<td>$796,300</td>
</tr>
<tr>
<td>Sheep Creek Salt Shed Concrete Pad - D1</td>
<td>$50,000</td>
</tr>
<tr>
<td>Sheep Creek Well - D1</td>
<td>$50,000</td>
</tr>
<tr>
<td>A&amp;E Design Services - District 2 Main Office Upgrade</td>
<td>$67,032</td>
</tr>
<tr>
<td>Powell Sand Shed - D2</td>
<td>$100,000</td>
</tr>
<tr>
<td>Lowman Housing - D3</td>
<td>$800,000</td>
</tr>
<tr>
<td>D3 Shop Renovation</td>
<td>$31,668</td>
</tr>
<tr>
<td>Shoshone Brine Storage and Containment Facility - D4</td>
<td>$50,000</td>
</tr>
<tr>
<td>Downey Brine Facility - D5</td>
<td>$620,000</td>
</tr>
<tr>
<td>D5 HQ Roof</td>
<td>$300,000</td>
</tr>
<tr>
<td>A&amp;E Services - Dubois De-Icer Facility and well - D6</td>
<td>$35,000</td>
</tr>
</tbody>
</table>

#### Recurrent Alt & Repairs and Maint.

| Project                                                         | Estimated Cost |
|                                                               |----------------|
| Alterations and Repairs Statewide                              | $350,000       |
| Aero Alterations & Repairs and Smilley Creek                   | $260,000       |
| Security System Maintenance (HQ) - Operating Expense           | $30,000        |
| Statewide Preventive Maintenance                               | $15,000        |

**Total:** $3,555,000

### FY 2020 Budget

| Project                                                         | Estimated Cost |
|                                                               |----------------|
| Clarkia Salt Shed - D1                                         | $300,000       |
| A&E Design Services - Bonners Ferry Mtc. Building Addition - D1 | $60,000        |
| D1 HQ Server Room Fire System Replacement                     | $40,000        |
| District 2 Main Office Upgrade - ADA ramp, conference room, De/Con renovation | $1,135,000   |
| Salt Storage – Kendrick - D2                                   | $300,000       |
| A&E Design Services - Grangeville Equipment Shed - D2          | $30,000        |
| A&E Design Services - Fuel Island at Council - D3              | $15,000        |
| A&E Design Services - Fuel Island at New Plymouth - D3         | $15,000        |
| A&E Design Services - Fuel Island at Emmett - D3               | $15,000        |
| A&E Design Services - Cascade Salt Shed Relocation and Extension - D3 | $25,000        |
| Bliss Salt Shed - D4                                           | $300,000       |
| D5 Chemical/Storage Building Renovation                        | $250,000       |
| Pocatello De-Icer Making Facility Upgrade - D5                 | $300,000       |
| Challis Equipment Shed - D6                                    | $300,000       |
| Salmon Equipment Shed - D6                                     | $300,000       |
| Dubois De-Icer Facility - D6                                   | $850,000       |
| Dubois Well - D6                                               | $50,000        |
| A&E Design Services - Mackay Equipment Shed - D6               | $30,000        |
| A&E Design Services - Driggs Equipment Shed - D6               | $30,000        |
| Rigby Sewer Line - D6                                          | $300,000       |

#### Recurrent Alt & Repairs and Maint.

| Project                                                         | Estimated Cost |
|                                                               |----------------|
| Districts 1 - 6 and 9 (HQ) A&R at $50,000 each                | $350,000       |
| Aero A&R                                                       | $50,000        |
| Statewide Preventive Maintenance                               | $100,000       |
| Ongoing OE *                                                   | $300,000       |

**Total:** $5,445,000

* Includes: one District-wide Property Condition Assessment (perform one each year), feasibility studies, travel expense, land surveys, etc.
### FY 2021 Budget Request

<table>
<thead>
<tr>
<th>Project</th>
<th>Estimated Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bonners Ferry Mtc. Building Addition - D1</td>
<td>$600,000</td>
</tr>
<tr>
<td>Bonners Ferry De-Icer Making Facility and A&amp;E services - D1</td>
<td>$850,000</td>
</tr>
<tr>
<td>Grangeville Equipment Shed - D2</td>
<td>$361,000</td>
</tr>
<tr>
<td>A&amp;E Design and CM Services - Lower POE Building Replacement - D2</td>
<td>$200,000</td>
</tr>
<tr>
<td>D2 De-Icer Facility and A&amp;E Services - location to be determined</td>
<td>$850,000</td>
</tr>
<tr>
<td>Fuel Islands at Council - D3</td>
<td>$150,000</td>
</tr>
<tr>
<td>Fuel Islands at New Plymouth - D3</td>
<td>$150,000</td>
</tr>
<tr>
<td>Fuel Islands at Emmett - D3</td>
<td>$150,000</td>
</tr>
<tr>
<td>D3 De-Icer Facility and A&amp;E Services - location to be determined</td>
<td>$850,000</td>
</tr>
<tr>
<td>Cascade Salt Shed Relocation and Extension - D3</td>
<td>$250,000</td>
</tr>
<tr>
<td>A&amp;E Design Services - Caldwell Maintenance Station and Residency - D3</td>
<td>$150,000</td>
</tr>
<tr>
<td>D4 Headquarters Office relocation</td>
<td>$15,000,000</td>
</tr>
<tr>
<td>Bliss Equipment Shed - D4</td>
<td>$300,000</td>
</tr>
<tr>
<td>D5 De-Icer Facility and A&amp;E services - location to be determined</td>
<td>$850,000</td>
</tr>
<tr>
<td>Mackay Equipment Shed - D6</td>
<td>$300,000</td>
</tr>
<tr>
<td>A&amp;E Design Services - Rigby Shop - D6</td>
<td>$100,000</td>
</tr>
<tr>
<td>Driggs Equipment Shed - D6</td>
<td>$300,000</td>
</tr>
<tr>
<td><strong>Recurrent Alt &amp; Repairs and Maint.</strong></td>
<td></td>
</tr>
<tr>
<td>Districts 1 - 6 and 9 (HQ) A&amp;R at $50,000 each</td>
<td>$350,000</td>
</tr>
<tr>
<td>Aero A&amp;R</td>
<td>$50,000</td>
</tr>
<tr>
<td>Statewide Preventive Maintenance</td>
<td>$100,000</td>
</tr>
<tr>
<td>Ongoing OE*</td>
<td>$300,000</td>
</tr>
<tr>
<td><strong>Total Annual:</strong></td>
<td><strong>$22,211,000</strong></td>
</tr>
</tbody>
</table>

* Includes: one District-wide Property Condition Assessment (perform one each year), feasibility studies, travel expense, land surveys, etc.

### FY 2022 Budget

<table>
<thead>
<tr>
<th>Project</th>
<th>Estimated Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Osburn or Mullan De-Icer Making Facility with A&amp;E services - D1</td>
<td>$850,000</td>
</tr>
<tr>
<td>D2 De-Icer Making Facility and A&amp;E Services - location to be determined</td>
<td>$850,000</td>
</tr>
<tr>
<td>Salt Storage - Moscow - D2</td>
<td>$300,000</td>
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<tr>
<td>Lower POE Building Replacement - D2</td>
<td>$2,000,000</td>
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<tr>
<td>D3 De-Icer Making Facility and A&amp;E Services - location to be determined</td>
<td>$850,000</td>
</tr>
<tr>
<td>Caldwell Maintenance Station and Residency Building - D3</td>
<td>$2,000,000</td>
</tr>
<tr>
<td>Carey Maintenance Building Addition - D4</td>
<td>$550,000</td>
</tr>
<tr>
<td>D5 De-Icer Making Facility and A&amp;E Services - location to be determined</td>
<td>$850,000</td>
</tr>
<tr>
<td>D6 De-Icer Making Facility and A&amp;E Services - location to be determined</td>
<td>$850,000</td>
</tr>
<tr>
<td><strong>Recurrent Alt &amp; Repairs and Maint.</strong></td>
<td></td>
</tr>
<tr>
<td>Districts 1 - 6 and 9 (HQ) A&amp;R at $50,000 each</td>
<td>$350,000</td>
</tr>
<tr>
<td>Aero A&amp;R</td>
<td>$50,000</td>
</tr>
<tr>
<td>Statewide Preventive Maintenance</td>
<td>$100,000</td>
</tr>
<tr>
<td>Anticipated Roof Replacement Statewide</td>
<td>$500,000</td>
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<tr>
<td>Ongoing OE</td>
<td>$300,000</td>
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<tr>
<td><strong>Total Annual:</strong></td>
<td><strong>$10,400,000</strong></td>
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</tbody>
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### FY 2023 Budget

<table>
<thead>
<tr>
<th>Project</th>
<th>Estimated Cost</th>
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</thead>
<tbody>
<tr>
<td>Sheep Creek Perimeter Fencing - D1</td>
<td>$ 50,000</td>
</tr>
<tr>
<td>Salt Storage - Potlatch - D2</td>
<td>$ 300,000</td>
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<tr>
<td>D2 De-Icer Making Facility and A&amp;E services - location to be determined</td>
<td>$ 850,000</td>
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<tr>
<td>D3 2nd Floor Elevator / Office upgrade above Supply to relocate staff in aging modulars</td>
<td>$1,000,000</td>
</tr>
<tr>
<td>D3 De-Icer Making Facility and A&amp;E services - location to be determined</td>
<td>$ 850,000</td>
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<tr>
<td>Garden City Maintenance Shed Expansion - D3</td>
<td>$ 400,000</td>
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<tr>
<td>Bliss Equipment Shed - D4</td>
<td>$ 300,000</td>
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<tr>
<td>Shoshone Supply Storage Building - D4</td>
<td>$ 290,000</td>
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<tr>
<td>Shoshone De-Icer Making Facility - D4</td>
<td>$ 850,000</td>
</tr>
<tr>
<td>D5 De-Icer Making Facility and A&amp;E services - location to be determined</td>
<td>$ 850,000</td>
</tr>
<tr>
<td>D6 De-Icer Making Facility and A&amp;E services - location to be determined</td>
<td>$ 850,000</td>
</tr>
<tr>
<td>Recurrent Alt &amp; Repairs and Maint.</td>
<td></td>
</tr>
<tr>
<td>Districts 1 - 6 and 9 (HQ) A&amp;R at $50,000 each</td>
<td>$350,000</td>
</tr>
<tr>
<td>Aero A&amp;R</td>
<td>$ 50,000</td>
</tr>
<tr>
<td>Statewide Preventive Maintenance</td>
<td>$100,000</td>
</tr>
<tr>
<td>Ongoing OE *</td>
<td>$300,000</td>
</tr>
<tr>
<td><strong>Total Annual:</strong></td>
<td><strong>$ 7,390,000</strong></td>
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</tbody>
</table>

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### FY 2024 Budget

<table>
<thead>
<tr>
<th>Project</th>
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</thead>
<tbody>
<tr>
<td>Truck Wash, Phase 2 - D1</td>
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<tr>
<td>D2 De-Icer Making Facility and A&amp;E services - location to be determined</td>
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</tr>
<tr>
<td>D3 De-Icer Making Facility and A&amp;E services - location to be determined</td>
<td>$ 850,000</td>
</tr>
<tr>
<td>D4 De-Icer Making Facility and A&amp;E services - location to be determined</td>
<td>$ 850,000</td>
</tr>
<tr>
<td>D5 De-Icer Making Facility and A&amp;E services - location to be determined</td>
<td>$ 850,000</td>
</tr>
<tr>
<td>Mud Lake Equipment Shed - D6</td>
<td>$ 300,000</td>
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<tr>
<td>Driggs Source Site Improvements - D6</td>
<td>$ 150,000</td>
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<tr>
<td>Driggs Source Site Bunkhouse - D6</td>
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<tr>
<td>Driggs Equipment Shed - D6</td>
<td>$ 300,000</td>
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<tr>
<td>HQ Pneumatic Control Upgrade - D9</td>
<td>$ 320,000</td>
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<tr>
<td>HQ Annex HVAC Upgrade - D9</td>
<td>$ 130,000</td>
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<tr>
<td>HQ Main Generator replacement - D9</td>
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<tr>
<td>Recurrent Alt &amp; Repairs and Maint.</td>
<td></td>
</tr>
<tr>
<td>Districts 1 - 6 and 9 (HQ) A&amp;R at $50,000 each</td>
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<tr>
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<td>$100,000</td>
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<tr>
<td>Ongoing OE *</td>
<td>$300,000</td>
</tr>
<tr>
<td><strong>Total Annual:</strong></td>
<td><strong>$ 6,585,000</strong></td>
</tr>
</tbody>
</table>

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Meeting Date  July 19, 2018

Consent Item  Information Item  Amount of Presentation Time Needed  30 minutes

<table>
<thead>
<tr>
<th>Presenter's Name</th>
<th>Presenter's Title</th>
<th>Initials</th>
<th>Reviewed By</th>
</tr>
</thead>
<tbody>
<tr>
<td>John Tomlinson</td>
<td>Highway Safety Manager</td>
<td>JT</td>
<td>TCM</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Preparer's Name</th>
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<tbody>
<tr>
<td>John Tomlinson</td>
<td>Highway Safety Manager</td>
<td>JT</td>
</tr>
</tbody>
</table>

Subject

Safety Presentation: AIC and Work Zone Videos

Background Information

The Association of Idaho Cities has a meeting each year in Boise. As part of the conference, there is a youth track. Ken Corder is the lead chaperone for the youth. This year, the youth were put in groups and given a specific highway safety related topic to put together a public service announcement (PSA). With the help of SOVRN, a creative agency out of Boise, these PSAs were produced and filmed to be used throughout Idaho. Some of the youth participants as well as representatives from SOVRN will talk about their experience putting these videos together.

Also, I will highlight the videos focusing on work zone safety. The second video is about done, and will be shown for the first time. This video focuses on the workers who are in the construction zone doing their job, and the preparations they take to stay safe. This goes together with the first video that ran for the July 4th week, which focuses on a family traveling for vacation through a construction zone.

Recommendations

For information.

Board Action

☐ Approved  ☐ Deferred  __________________________________________

☐ Other  __________________________________________
Meeting Date  July 19, 2018

Consent Item  Information Item  Amount of Presentation Time Needed  20 minutes

<table>
<thead>
<tr>
<th>Presenter's Name</th>
<th>Presenter's Title</th>
<th>Initials</th>
<th>Reviewed By</th>
</tr>
</thead>
<tbody>
<tr>
<td>John Tomlinson and Mollie McCarty</td>
<td>Hwy Safety Manager/Gov. Affairs</td>
<td>JT/MM</td>
<td>TCM</td>
</tr>
</tbody>
</table>

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<tr>
<th>Preparer's Name</th>
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<td>Hwy Safety Manager/Gov. Affairs</td>
<td>JT/MM</td>
</tr>
</tbody>
</table>

**Subject**

Distracted Driving Legislation

**Background Information**

At the June 21, 2018 Idaho Transportation Board meeting, board members directed staff to develop draft legislation for distracted driving. This will be a discussion of the following:

- Potential draft legislation to address hands free cell phone use
- What impact distracted driving has had on crashes and fatalities in Idaho
- What other states have done to pass distracted driving legislation and seat belt legislation

From 2012-2016, 22% of all fatal and 28% of all serious injury crashes in Idaho were caused by distracted driving. In 2016, 64 people were killed in distracted driving crashes. Of all distracted driving crashes, 71% of the fatal crashes occurred on rural roadways. Also, 45% of fatal distracted driving crashes involved a single vehicle. There are many types of distractions, including passengers, electronic devices, food, and electronics inside vehicles.

Attached in this agenda item are potential draft legislation, fact sheets relevant to distracted driving in Idaho, and state-by-state comparison information.

**Recommendations**

Seek further direction from Board

**Board Action**

☐ Approved  ☐ Deferred

☐ Other

Page 1 of 1
AN ACT
RELATING TO MOTOR VEHICLES; REPEALING SECTION 49-1401A, IDAHO CODE, RELATING TO
TEXTING WHILE DRIVING; AND AMENDING CHAPTER 14, TITLE 49, IDAHO CODE, BY
THE ADDITION OF A NEW SECTION 49-1401A, IDAHO CODE, TO DEFINE TERMS, TO
PROHIBIT PERSONS FROM OPERATING A MOTOR VEHICLE WHILE USING A MOBILE
ELECTRONIC COMMUNICATIONS DEVICE, TO PROVIDE EXCEPTIONS, TO PROHIBIT
PERSONS FROM OPERATING A MOTOR VEHICLE WHILE WEARING EARPHONES, TO
PROHIBIT CERTAIN ACTIONS REGARDING SOCIAL NETWORKING SITES, TO PROVIDE
PENALTIES AND TO PROVIDE THAT LAW ENFORCEMENT OFFICERS MAY TAKE
CERTAIN ACTIONS.

Be It Enacted by the Legislature of the State of Idaho:

SECTION 1. That Section 49-1401A, Idaho Code, be, and the same is hereby repealed.

SECTION 2. That Chapter 14, Title 49, Idaho Code, be, and the same is hereby amended
by the addition thereto of a NEW SECTION, to be known and designated as Section 49-1401A,
Idaho Code, and to read as follows:

49-1401A. DISTRACTED DRIVING. (1) As used in this section:
(a) "Mobile electronic device" means any handheld or portable electronic device
capable of providing wireless data or voice communication between two (2) or more
persons or for amusement, including a cellular telephone; broadband personal
communication device; two-way messaging device; text messaging device; pager;
electronic device that can receive or transmit text, video, photographic, or character-
based images, access or store data or connect to the internet; personal digital assistant;
laptop computer; computer tablet; stand-alone computer; portable computing device;
mobile device with a touchscreen display that is designed to be worn; electronic games;
equipment that is capable of playing a video, taking photographs, capturing images or
recording or transmitting video; and any similar device that is readily removable from a
vehicle and is used to write, send or read text or data or capture images or video
through manual input. "Mobile electronic device" does not include a radio designed for
the citizens band service or the amateur radio service of the federal communications
commission or a commercial two-way radio communications device.
(b) "Operate" means to drive or assume physical control of a motor vehicle in motion upon a public way, street, road or highway, including moving forward or temporarily stationary because of traffic, traffic control devices, or other momentary delays. "Operate" does not include a motor vehicle that is lawfully parked or an automated vehicle with an SAE level 5 automated driving system performing dynamic driving tasks in automated mode as referenced in SAE international standard J3016 (2014).

(2) Except as provided in this subsection, a person shall not operate a motor vehicle while using a mobile electronic device. The provisions of this subsection shall not apply to:
   (a) The use of a mobile electronic device in a voice-operated or hands free mode if the operator of the motor vehicle does not use his hands to operate the device,
   (b) The use of a mobile electronic device for emergency purposes to call to a law enforcement agency, health care provider, fire department or other emergency services agency or entity; reporting a fire, traffic accident, serious road hazard or medical or hazardous materials emergency to appropriate authorities; reporting the operator of another motor vehicle who is driving in a reckless or otherwise unsafe manner or who appears to be driving under the influence of alcohol or drugs; or reporting a crime;
   (c) The use of a global positioning or navigation system feature of a mobile electronic device, provided that the operator of the vehicle is not manually entering information into the global positioning or navigation system feature of the device while operating the vehicle;
   (d) A law enforcement officer, firefighter, emergency medical technician, paramedic, operator of an authorized emergency vehicle or similarly engaged paid or volunteer public safety first responder and a public utility employee or contractor acting within the scope of that person's employment when responding to an emergency;
   (3) No person shall operate a motor vehicle while wearing headphones or earphones in both ears simultaneously for the purposes of listening to music, video or other sound broadcasts.
   (4) No person shall access, read or post to a social networking site while operating a motor vehicle.
   (5) A violation of this section shall be a moving violation and shall be an infraction punishable by a fine of one hundred dollars ($100). For each subsequent offense, the offender shall be punished by a fine of two hundred fifty dollars ($250).
   (6) If a person is involved in crash at the time of the violation of this section, the fine shall be double the amount of the fine imposed under subsection (6) of this section, and the law enforcement officer investigating the collision shall indicate in any written crash report that the person was using a mobile electronic device at the time of the collision.
   (7) A court may suspend a person's driver's license for up to ninety (90) days if the person has three (3) or more convictions for violations of 6 this section within a three (3) year period.
   (8) A law enforcement officer enforcing the provisions of this section 8 may treat a violation of this section as the primary or sole reason for issuing a citation to a driver.
Be It Enacted by the Legislature of the State of Idaho:

SECTION 1. That Section 49-1401A, Idaho Code, be, and the same is hereby repealed.

SECTION 2. That Chapter 14, Title 49, Idaho Code, be, and the same is hereby amended by the addition thereto of a NEW SECTION, to be known and designated as Section 49-1401A, Idaho Code, and to read as follows:

49-1401A. DISTRACTED DRIVING. (1) As used in this section:
(a) "Mobile electronic device" means any handheld or portable electronic device capable of providing wireless data or voice communication between two (2) or more persons or for amusement, including a cellular telephone; broadband personal communication device; two-way messaging device; text messaging device; pager; electronic device that can receive or transmit text or character-based images, access or store data or connect to the internet; personal digital assistant; laptop computer; computer tablet; stand-alone computer; portable computing device; mobile device with a touchscreen display that is designed to be worn; electronic games; equipment that is capable of playing a video, taking photographs, capturing images or recording or transmitting video; and any similar device that is readily removable from a vehicle and is used to write, send or read text or data or capture images or video through manual input. "Mobile electronic device" does not include a radio designed for the citizens band service or the amateur radio service of the federal communications commission or a commercial two-way radio communications device.
(b) "Operate" means to drive or assume physical control of a motor vehicle in motion upon a public way, street, road or highway. "Operate" does not include a motor vehicle that is lawfully parked or an automated vehicle with an SAE level 5 automated driving system performing dynamic driving tasks in automated mode as referenced in SAE international standard J3016 (2014).
(c) "Social networking site" means any web-based service that allows
individuals to construct a profile within a founded system and communi-
cate with other users of the site.
(2) Except as provided in this subsection, a person shall not operate a
motor vehicle while using a mobile electronic device. The provisions of this
subsection shall not apply to:
(a) A law enforcement officer, firefighter, emergency medical techni-
cian, paramedic, operator of an authorized emergency vehicle or sim-
ilarly engaged paid or volunteer public safety first responder during
the performance of that person's official duties, and a public utility
employee or contractor acting within the scope of that person's employ-
ment when responding to a public utility emergency;
(b) The use of a mobile electronic device for emergency purposes, in-
cluding a text messaging device to contact a 911 system, an emergency
call to a law enforcement agency, health care provider, fire department
or other emergency services agency or entity; reporting a fire, traffic
accident, serious road hazard or medical or hazardous materials emer-
gency to appropriate authorities; reporting the operator of another mo-
tor vehicle who is driving in a reckless or otherwise unsafe manner or
who appears to be driving under the influence of alcohol or drugs; or re-
porting a crime;
(c) The use of a global positioning or navigation system feature of a
mobile electronic device, provided that the operator of the vehicle is
not manually entering information into the global positioning or navi-
gation system feature of the device;
(d) Reading, selecting or entering a telephone number or name in a mo-
bile electronic device for the purpose of making or receiving a tele-
phone call or if a person otherwise activates or deactivates a feature
or function of a mobile electronic device;
(e) The use of a mobile electronic device in a voice-operated or hands-
free mode if the operator of the motor vehicle does not use his hands to
operate the device, except to activate or deactivate a feature or func-
tion of the device; or
(f) The use of a mobile electronic device by a governmental or commer-
cial user as long as the mobile electronic device is being used in a sim-
ilar manner as a commercial two-way radio communication device.
3 No person shall operate a motor vehicle while wearing headphones or
earphones in both ears simultaneously for the purposes of listening to mu-
sic, video or other sound broadcasts.
(4) No person shall access, read or post to a social networking site
while operating a motor vehicle.
(5) No person shall operate a school bus that is transporting one (1) or
more children while using a mobile electronic device, except for emergency
purposes as provided in subsection (2)(b) of this section.
(6) A violation of this section shall be a moving violation and shall be
an infraction punishable by a fine of one hundred dollars ($100). For each
subsequent offense, the offender shall be punished by a fine of two hundred
fifty dollars ($250).
(7) If a person is involved in an accident at the time of the violation
of this section, the fine shall be double the amount of the fine imposed under
subsection (6) of this section, and the law enforcement officer investigat-
ing the accident shall indicate in any written accident report that the per-
son was using a mobile electronic device at the time of the accident.

(8) A court may suspend a person's driver's license for up to ninety
(90) days if the person has three (3) or more convictions for violations of
this section within a three (3) year period.

(9) A law enforcement officer enforcing the provisions of this section
may treat a violation of this section as the primary or sole reason for issu-
ing a citation to a driver.
Be It Enacted by the Legislature of the State of Idaho:

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(a) "Mobile electronic device" means any handheld or portable electronic device capable of providing wireless data or voice communication between two (2) or more persons or for amusement, including a cellular telephone; broadband personal communication device; two-way messaging device; text messaging device; pager; electronic device that can receive or transmit text, video, photographic, or character-based images, access or store data or connect to the internet; personal digital assistant; laptop computer; computer tablet; stand-alone computer; portable computing device; mobile device with a touchscreen display that is designed to be worn; electronic games; equipment that is capable of playing a video, taking photographs, capturing images or recording or transmitting video; and any similar device that is readily removable from a vehicle and is used to write, send or read text or data or capture images or video through manual input. "Mobile electronic device" does not include a radio designed for
the citizens band service or the amateur radio service of the federal communications
commission or a commercial two-way radio communications device.
(b) "Operate" means to drive or assume physical control of a motor vehicle in motion
upon a public way, street, road or highway, including moving forward or temporarily
stationary because of traffic, traffic control devices, or other momentary delays.
"Operate" does not include a motor vehicle that is lawfully parked or an automated
vehicle with an SAE level 5 automated driving system performing dynamic driving tasks
in automated mode as referenced in SAE international standard J3016 (2014).
(c) "Social networking site" means any web-based service that allows 2 individuals to
construct a profile within a founded system and communicate with other users of the
site.
(2) Except as provided in this subsection, a person shall not operate a motor vehicle while using
a mobile electronic device. The provisions of this subsection shall not apply to:
(a) A law enforcement officer, firefighter, emergency medical technician, paramedic,
operator of an authorized emergency vehicle or similarly engaged paid or volunteer
public safety first responder during the performance of that person's official duties, and
a public utility employee or contractor acting within the scope of that person's
employment when responding to an public utility emergency;
(b) The use of a mobile electronic device for emergency purposes, including a text
messaging device to contact a 911 system, an emergency to call to a law enforcement
agency, health care provider, fire department or other emergency services agency or
entity; reporting a fire, traffic accident, serious road hazard or medical or hazardous
materials emergency to appropriate authorities; reporting the operator of another
motor vehicle who is driving in a reckless or otherwise unsafe manner or who appears
to be driving under the influence of alcohol or drugs; or reporting a crime;
(c) The use of a global positioning or navigation system feature of a mobile electronic
device, provided that the operator of the vehicle is not manually entering information
into the global positioning or navigation system feature of the device while operating
the vehicle;
(d) Reading, selecting or entering a telephone number or name in a mobile electronic
device for the purpose of making or receiving a telephone call or if a person otherwise
activates or deactivates a feature or function of a mobile electronic device;
(e) The use of a mobile electronic device in a voice-operated or hands free mode if the
operator of the motor vehicle does not use his hands to operate the device, except to
activate or deactivate a feature or function of the device; or
(f) The use of a mobile electronic device by a governmental or commercial user as long
as the mobile electronic device is being used in a similar manner as a commercial two-
way radio communication device.
(3) No person shall operate a motor vehicle while wearing headphones or 38 earphones
in both ears simultaneously for the purposes of listening to music, video or other sound
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(4) No person shall access, read or post to a social networking site while operating a
motor vehicle.
(5) No person shall operate a school bus that is transporting one (1) or more children while using a mobile electronic device, except for emergency purposes as provided in subsection (2)(b) of this section.

(6) A violation of this section shall be a moving violation and shall be an infraction punishable by a fine of one hundred dollars ($100). For each subsequent offense, the offender shall be punished by a fine of two hundred fifty dollars ($250).

(7) If a person is involved in an accident at the time of the violation of this section, the fine shall be double the amount of the fine imposed under subsection (6) of this section, and the law enforcement officer investigating the accident shall indicate in any written report that the person was using a mobile electronic device at the time of the accident.

(8) A court may suspend a person's driver's license for up to ninety (90) days if the person has three (3) or more convictions for violations of this section within a three (3) year period.

(9) A law enforcement officer enforcing the provisions of this section may treat a violation of this section as the primary or sole reason for issuing a citation to a driver.
**Summary**

At the Idaho Transportation Department (ITD) our Strategic Plan is “Your Safety, Your Mobility, Your Economic Opportunity.” ITD is committed to providing the safest transportation system possible. Each year progress is made to eliminate death and serious injuries (SI) on Idaho’s highways. Traffic safety professionals have addressed behaviors, infrastructure improvements and enforcement countermeasures to reduce crashes. The goal, “Toward Zero Deaths”, is the foundation upon which we work.

All data and tables are 5 years of data, (2012-2016) except for the Fatalities and Serious Injuries graphs which are 10 years of data (2007-2016). The source of the crash information is the ITD statewide crash database which consists of crash reports completed by all law enforcement agencies in Idaho.

**Special points of interest:**

**Fatalities (2012-2016)**

- 22% of all fatal crashes
- 23% of all fatalities
- 216 fatal crashes
- 237 people killed
- 52% killed were unbelted (passenger vehicles only ages 7 and older)
- 78% crashes on rural roads
- 15% crashes on interstates (rural and urban)
- 41% crashes on US or state highways (rural and urban)
- 44% crashes on local roads (rural and urban)

**Serious Injuries (2012-2016)**

- 28% of all serious injury crashes
- 29% of all serious injuries
- 1,441 crashes
- 1,909 people seriously injured
- 26% seriously injured were unbelted (passenger vehicles only ages 7 and older)
- 42% crashes on rural roads
- 12% crashes interstates (rural and urban)
- 38% crashes US or state highways (rural and urban)
- 49% crashes local roads (rural and urban)
For more information about Distracted Driving Program contact Josephine Middleton, 208.334.8112, Josephine.middleton@itd.idaho.gov

Distracted Crash Summary

The graph shows the percent of crashes in the county compared to the percent of licensed drivers in a county.

Involvement by gender and age. Involvement is determined by dividing the percentage of the drivers involved in crashes by the percentage of licensed drivers. The expected involvement is 1. A value greater than 1 indicates that the group is over involved in crashes.

This graph represents some of the other contributing factors or characteristics in fatal and serious injury distracted driving crashes.

---

Fatal and SI Crashes by Month

- Oct-Dec, 22%
- Jul-Sep, 32%
- Apr-Jun, 28%
- Jan-Mar, 18%
- Other, 30%

---

Fatal and SI Crashes by Day of Week

- Sat, 13%
- Fri, 16%
- Thur, 15%
- Wed, 15%
- Tue, 15%
- Mon, 15%
- Sun, 11%

---

Time of Day

- 3:00 AM to 5:59 AM, 2%
- 6:00 AM to 8:59 AM, 12%
- 9:00 AM to 11:59 AM, 14%
- Noon to 2:59 PM, 21%
- 3:00 PM to 5:59 PM, 24%
- 6:00 PM to 8:59 PM, 14%
- Midnight to 2:59 AM, 4%
- Unknown, 1%
## Distracted Driving Laws by State

**Updated April 2018**

<table>
<thead>
<tr>
<th>State</th>
<th>Hand-held Ban</th>
<th>All Cell Phone Ban</th>
<th>Text Messaging Ban</th>
<th>Crash Data</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>School Bus Drivers</td>
<td>Novice Drivers</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Alabama</td>
<td></td>
<td>16, or 17 w/ Intermediate License &lt;6 months (Primary)</td>
<td>Yes (Primary)</td>
<td>Yes</td>
</tr>
<tr>
<td>Alaska</td>
<td></td>
<td>Yes (Primary)</td>
<td>Yes (Primary)</td>
<td>Yes</td>
</tr>
<tr>
<td>Arizona</td>
<td>Yes (Primary)</td>
<td>&lt;18 (Secondary)</td>
<td>Yes (Primary)</td>
<td>Yes</td>
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<tr>
<td>Arkansas 1</td>
<td>18 - 20 years old (Primary)</td>
<td>Yes (Primary)</td>
<td>&lt;18 (Secondary)</td>
<td>Yes (Primary)</td>
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<td>California</td>
<td>Yes (Primary)</td>
<td>&lt;18 (Secondary)</td>
<td>Yes (Primary)</td>
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<tr>
<td>Colorado</td>
<td>&lt;18 (Primary)</td>
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<td>Connecticut</td>
<td>Yes (Primary)</td>
<td>Yes (Primary)</td>
<td>Yes (Primary)</td>
<td></td>
</tr>
<tr>
<td>Delaware</td>
<td>Yes (Primary)</td>
<td>Learner or Intermediate License (Primary)</td>
<td>Yes (Primary)</td>
<td>Yes</td>
</tr>
<tr>
<td>D.C.</td>
<td>Yes (Primary)</td>
<td>Learners Permit (Primary)</td>
<td>Yes (Primary)</td>
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<tr>
<td>Florida</td>
<td></td>
<td></td>
<td>Yes (Secondary)</td>
<td>Yes</td>
</tr>
<tr>
<td>Georgia</td>
<td>Yes (Primary)</td>
<td>&lt;18 (Primary)</td>
<td>Yes (Primary)</td>
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<tr>
<td>Guam</td>
<td>Yes (Primary)</td>
<td></td>
<td>Yes (Primary)</td>
<td></td>
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<tr>
<td>Hawaii</td>
<td>Yes (Primary)</td>
<td>&lt;18 (Primary)</td>
<td>Yes (Primary)</td>
<td>Yes</td>
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<tr>
<td>Idaho</td>
<td></td>
<td></td>
<td>Yes (Primary)</td>
<td>Yes</td>
</tr>
<tr>
<td>Illinois</td>
<td>Yes (Primary)</td>
<td>&lt;19 (Primary)</td>
<td>Yes (Primary)</td>
<td>Yes</td>
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<tr>
<td>Indiana</td>
<td></td>
<td>&lt;21 (Primary)</td>
<td>Yes (Primary)</td>
<td>Yes</td>
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<tr>
<td>Iowa</td>
<td></td>
<td>Restricted or Intermediate License (Primary)</td>
<td>Yes (Primary)</td>
<td>Yes</td>
</tr>
<tr>
<td>Kansas</td>
<td></td>
<td>Learner or Intermediate License (Primary)</td>
<td>Yes (Primary)</td>
<td>Yes</td>
</tr>
<tr>
<td>Kentucky</td>
<td>Yes (Primary)</td>
<td>&lt;18 (Primary)</td>
<td>Yes (Primary)</td>
<td>Yes</td>
</tr>
<tr>
<td>Louisiana</td>
<td>Learner or Intermediate License (regardless of age)</td>
<td>Yes (Primary)</td>
<td>1st year of License (Primary for &lt;18)</td>
<td>Yes (Primary)</td>
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</table>

<table>
<thead>
<tr>
<th>State</th>
<th>License Age</th>
<th>License Type</th>
<th>Primary</th>
<th>Secondary</th>
<th>Year of Age</th>
</tr>
</thead>
<tbody>
<tr>
<td>Maine</td>
<td>Yes</td>
<td>Learner or Intermediate License (Primary)</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
</tr>
<tr>
<td>Maryland</td>
<td>Yes (Primary)</td>
<td>&lt;18 (Primary)</td>
<td>Yes (Primary)</td>
<td>Yes (Primary)</td>
<td>Yes</td>
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<tr>
<td>Massachusetts</td>
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<td>&lt;18 (Primary)</td>
<td>Yes (Primary)</td>
<td>Yes (Primary)</td>
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<tr>
<td>Michigan</td>
<td>Yes (Primary)</td>
<td>Level 1 or 2 License (Primary)</td>
<td>Yes (Primary)</td>
<td>Yes (Primary)</td>
<td>Yes</td>
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<tr>
<td>Minnesota</td>
<td>Yes (Primary)</td>
<td>&lt;18 w/ Learner or Provisional License (Primary)</td>
<td>Yes (Primary)</td>
<td>Yes (Primary)</td>
<td>Yes</td>
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<tr>
<td>Mississippi</td>
<td>Yes (Primary)</td>
<td></td>
<td>Yes (Primary)</td>
<td>Yes (Primary)</td>
<td>Yes</td>
</tr>
<tr>
<td>Missouri</td>
<td></td>
<td></td>
<td>&lt;21 only (Primary)</td>
<td>Yes (Primary)</td>
<td>Yes</td>
</tr>
<tr>
<td>Montana</td>
<td></td>
<td></td>
<td></td>
<td>Yes (Primary)</td>
<td>Yes</td>
</tr>
<tr>
<td>Nebraska</td>
<td></td>
<td>&lt;18 w/ Learner or Intermediate License (Secondary)</td>
<td>Yes (Secondary)</td>
<td>Yes (Secondary)</td>
<td>Yes</td>
</tr>
<tr>
<td>Nevada</td>
<td>Yes (Primary)</td>
<td></td>
<td>Yes (Primary)</td>
<td>Yes (Primary)</td>
<td>Yes</td>
</tr>
<tr>
<td>New Hampshire</td>
<td>Yes (Primary)</td>
<td>&lt;18 (Primary)</td>
<td>Yes (Primary)</td>
<td>Yes (Primary)</td>
<td>Yes</td>
</tr>
<tr>
<td>New Jersey</td>
<td>Yes (Primary)</td>
<td>Yes (Primary)</td>
<td>Permit or Provisional License (Primary)</td>
<td>Yes (Primary)</td>
<td>Yes</td>
</tr>
<tr>
<td>New Mexico</td>
<td>In State vehicles</td>
<td>Learner or Provisional License (Primary)</td>
<td>Yes (Primary)</td>
<td>Yes (Primary)</td>
<td>Yes</td>
</tr>
<tr>
<td>New York</td>
<td>Yes (Primary)</td>
<td></td>
<td>Yes (Primary)</td>
<td>Yes (Primary)</td>
<td>Yes</td>
</tr>
<tr>
<td>North Carolina</td>
<td>Yes (Primary)</td>
<td>&lt;18 (Primary)</td>
<td>Yes (Primary)</td>
<td>Yes (Primary)</td>
<td>Yes</td>
</tr>
<tr>
<td>North Dakota</td>
<td></td>
<td>&lt;18 (Primary)</td>
<td>Yes (Primary)</td>
<td>Yes (Primary)</td>
<td>Yes</td>
</tr>
<tr>
<td>Ohio</td>
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<td>&lt;18 (Primary)</td>
<td>Yes (Secondary)</td>
<td>Yes (Secondary)</td>
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<tr>
<td>Oklahoma</td>
<td>Learner or Intermediate License (Primary)</td>
<td></td>
<td>Yes (Primary)</td>
<td>Yes (Primary)</td>
<td>Yes</td>
</tr>
<tr>
<td>Oregon</td>
<td>Yes (Primary)</td>
<td>&lt;18 (Primary)</td>
<td>Yes (Primary)</td>
<td>Yes (Primary)</td>
<td>Yes</td>
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<tr>
<td>Pennsylvania</td>
<td></td>
<td></td>
<td>Yes (Primary)</td>
<td>Yes (Primary)</td>
<td>Yes</td>
</tr>
<tr>
<td>State</td>
<td>Primary (All Drivers)</td>
<td>Secondary (Novice Drivers Only)</td>
<td>Primary (Novice Drivers Only)</td>
<td>16 + D.C., PR, Guam, Virgin Islands</td>
<td>20 + D.C.</td>
</tr>
<tr>
<td>--------------------</td>
<td>------------------------</td>
<td>---------------------------------</td>
<td>--------------------------------</td>
<td>-------------------------------------</td>
<td>-----------</td>
</tr>
<tr>
<td>Puerto Rico</td>
<td>Yes (Primary)</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Rhode Island</td>
<td>Yes (Primary)</td>
<td>Yes (Primary)</td>
<td>&lt;18 (Primary)</td>
<td>Yes (Primary)</td>
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</tr>
<tr>
<td>South Carolina</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>South Dakota</td>
<td></td>
<td>Learner or Intermediate License</td>
<td>(Secondary)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Tennessee</td>
<td>School zones only, while warning lights flashing</td>
<td>Yes (Primary)</td>
<td>Learner or Intermediate License (Primary)</td>
<td>Yes (while vehicle in motion)</td>
<td></td>
</tr>
<tr>
<td>Texas</td>
<td>Yes, w/ passenger &lt;17 (Primary)</td>
<td>&lt;18 (Primary)</td>
<td></td>
<td>Yes (Primary)</td>
<td></td>
</tr>
<tr>
<td>Utah</td>
<td>Yes (Primary)</td>
<td>&lt;18 (Primary)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Vermont</td>
<td>Yes (Primary)</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Virgin Islands</td>
<td>Yes (Primary)</td>
<td></td>
<td></td>
<td></td>
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</tr>
<tr>
<td>Virginia</td>
<td>Yes (Primary)</td>
<td>&lt;18 (Secondary)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Washington</td>
<td>Yes (Primary)</td>
<td>Learner or Intermediate License (Primary)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>West Virginia</td>
<td>Yes (Primary)</td>
<td>&lt;18 w/ Learner or Intermediate License (Primary)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Wisconsin</td>
<td></td>
<td>Learner or Intermediate License (Primary)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Wyoming</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Total States</strong></td>
<td>16 + D.C., PR, Guam, Virgin Islands</td>
<td>20 + D.C.</td>
<td>38 + D.C.</td>
<td>All Drivers: 47 + D.C., PR, Guam, Virgin Islands</td>
<td>48 + D.C., Virgin Islands</td>
</tr>
</tbody>
</table>

1 Arkansas also bans the use of hand-held cell phones while driving in a school zone or in a highway construction zone. This law is secondarily enforced.

2 Texas has banned the use of hand-held phones in school zones.

**Idaho and Safety Restraints**

An unrestrained passenger motor vehicle occupant is killed in Idaho every 4.3 days.

**Key points:** (From Idaho Traffic Crashes 2009 unless otherwise noted.)

- Idaho’s seat belt law took effect 24 years ago in 1986.
- In 2009, 85 Idahoans killed in car crashes were not wearing their safety restraints. In addition, 305 unbelted Idahoans were critically injured in traffic crashes.
- In 2009, the 21% of Idahoans that did not buckle up accounted for 60% of the occupants killed in traffic crashes.
- In 2009, 73% of occupants killed in DUI crashes were not buckled up. 55% of those killed in speed-related crashes were not buckled up.
- Idaho’s observed safety restraint use rate increased from 77% in 2008 to 78% in 2010.
- In 2009, 69 people were killed in single-vehicle rollover crashes, only 20 people, or 29%, were wearing safety restraints or in a child safety seat.
- In 2009, 60% of the motor vehicle occupants killed in crashes were not wearing seat belts. If everyone had been wearing safety restraints, 43 of the 85 unbelted motor vehicle occupants may have been saved.
- Safety restraints are estimated to be even more effective in preventing fatalities in rollover crashes. Seat belt use reduces fatalities by 74% in rollover crashes involving passenger cars and by 80% in rollover crashes involving light trucks. (Fatality Reduction by Safety Belts for Front Seat Occupants of Cars and Light Trucks, NHTSA, DOT HS 809 199)
- In 2009, the cost of crashes involving unrestrained occupants was $679 million.
- Society picks up 85% of the associated medical costs with 24% of the medical costs paid first by the government. (The Economic Impact of Motor Vehicle Crashes, 2000)

**Saving Idaho tax dollars:**

According to the report, Harborview Injury Prevention & Research Center – Seat Belt Use and Health Care Costs in Idaho 12/2/2010:

- Each year in Idaho, an estimated 821 unbelted injured vehicle occupants are hospitalized for care. An estimated 757 hospital admissions might have been prevented if a seat belt had been used.*
- Caring for unbelted Idaho patients costs $47.5 million each year in direct inpatient health care costs. These Costs result from more hospital admissions (757 individuals) and higher costs per hospital stay.*
- Over ¼ of unrestrained occupants have no insurance. Their hospital costs are ultimately paid for by the state of Idaho, costing Idaho over $11.9 million annually for the hospital care of their preventable injuries.

![Idaho Health Care Costs Based on Increased Seatbelt Usage](image)

*Projected Cost Savings: $30.5 Million

Percent Seatbelt Usage

-$\ldots$ $10.0$ $20.0$ $30.0$ $40.0$ $50.0$

Projected Costs (millions)
Who Are the Unbelted Killed

There were 959 passenger vehicle occupants killed in traffic crashes in the last 5 years (from 2005 to 2009). Of the 959 killed, 559 (58%) were unrestrained.


- **Age**
  - Of the teen passenger vehicle occupants killed in crashes, 71% were unrestrained.
  - Nearly one-third (31%) of the unrestrained passenger vehicle occupants killed were 15-24.
  - The average age of the unrestrained passenger vehicle occupants killed was 35.9 years old.

- **Males**
  - Males are less likely than women to buckle up.
  - In Idaho, men comprised 64% of all the passenger vehicle occupants killed.
  - Of the 614 male passenger vehicle occupants killed from 2005-2009, 62% (383) were unrestrained.

- **Rural Roads**
  - Crashes occurring on rural roads accounted for 83% of the passenger vehicle occupants killed.
  - Of the 770 passenger vehicle occupants killed on rural roads over the last 5 years, 62% (476) were unrestrained.

Belt Use in Idaho has Reduced Deaths and Serious Injuries

As the belt use rate increased, unbelted fatalities and serious injuries decreased in Idaho.

<table>
<thead>
<tr>
<th></th>
<th>2000</th>
<th>2001</th>
<th>2002</th>
<th>2003</th>
<th>2004</th>
<th>2005</th>
<th>2006</th>
<th>2007</th>
<th>2008</th>
<th>2009</th>
<th>2010</th>
</tr>
</thead>
<tbody>
<tr>
<td>Idaho’s Safety</td>
<td>59%</td>
<td>60%</td>
<td>63%</td>
<td>72%</td>
<td>74%</td>
<td>76%</td>
<td>80%</td>
<td>78%</td>
<td>77%</td>
<td>79%</td>
<td>78%</td>
</tr>
<tr>
<td>Restraint Use</td>
<td>Rate</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>Unbelted</td>
<td>169</td>
<td>149</td>
<td>135</td>
<td>150</td>
<td>113</td>
<td>126</td>
<td>116</td>
<td>114</td>
<td>105</td>
<td>85</td>
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<tr>
<td>Fatalities</td>
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<td>729</td>
<td>668</td>
<td>612</td>
<td>545</td>
<td>476</td>
<td>452</td>
<td>384</td>
<td>402</td>
<td>350</td>
<td>305</td>
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</tr>
<tr>
<td>Seriously</td>
<td></td>
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<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
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</tr>
</tbody>
</table>

(Idaho Traffic Crashes 2009)

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Mary.hunter@itd.idaho.gov
(208) 334-8101

Lisa Losness, Seat Belt/Child Passenger Safety Program Coordinator
Lisa.losness@itd.idaho.gov

Idaho Transportation Department Office of Highway Safety
PO Box 7129, Boise, ID 83707 - www.itd.idaho/ohs - Fax (208) 334-4430

8 out of 10 Idahoans Buckle Up.

Do you?

Buckled Up?

December 28, 2010
# Seat Belt Laws by State
## Updated May 2018

<table>
<thead>
<tr>
<th>State</th>
<th>Who is Covered (Yrs.)</th>
<th>In What Seat</th>
<th>Maximum Fine 1st Offense</th>
</tr>
</thead>
<tbody>
<tr>
<td>Alabama</td>
<td>&gt;15</td>
<td>Front</td>
<td>$25</td>
</tr>
<tr>
<td>Alaska</td>
<td>&gt;16</td>
<td>All</td>
<td>$15</td>
</tr>
<tr>
<td>Arkansas</td>
<td>&gt;15</td>
<td>Front</td>
<td>$25 (plus court costs and city/county jail fines)</td>
</tr>
<tr>
<td>California</td>
<td>&gt;16</td>
<td>All</td>
<td>$162 ($20 fine + $142 in penalties and assessments)</td>
</tr>
<tr>
<td>Connecticut</td>
<td>&gt;7</td>
<td>Front</td>
<td>$92 for &gt;18 ($50 fine + $7 fee + $35 surcharge)</td>
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<tr>
<td></td>
<td></td>
<td></td>
<td>$120 for &lt;18 ($75 fine + $10 fee + $35 surcharge)</td>
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<tr>
<td>Delaware</td>
<td>&gt;16</td>
<td>All</td>
<td>$25</td>
</tr>
<tr>
<td>D.C.</td>
<td>&gt;16</td>
<td>All</td>
<td>$50</td>
</tr>
<tr>
<td>Florida</td>
<td>&gt;6, 6-17</td>
<td>Front</td>
<td>$30</td>
</tr>
<tr>
<td>Georgia</td>
<td>8-17, &gt;18</td>
<td>All</td>
<td>$15</td>
</tr>
<tr>
<td>Guam</td>
<td>All</td>
<td>All</td>
<td>$100</td>
</tr>
<tr>
<td>Hawaii</td>
<td>&gt;8</td>
<td>All</td>
<td>$112 (including administrative fees)</td>
</tr>
<tr>
<td>Illinois</td>
<td>&lt;18, if driver &lt;18</td>
<td>All</td>
<td>$25 plus court costs</td>
</tr>
<tr>
<td>Indiana</td>
<td>&gt;16</td>
<td>All</td>
<td>$25</td>
</tr>
<tr>
<td>Iowa</td>
<td>All</td>
<td>Front</td>
<td>$127.50 (including court costs)</td>
</tr>
<tr>
<td>Kansas</td>
<td>14-17, &gt;18</td>
<td>All</td>
<td>$60</td>
</tr>
<tr>
<td>Kentucky</td>
<td>&lt;6 and &gt;50&quot;</td>
<td>All</td>
<td>$25</td>
</tr>
<tr>
<td>Louisiana</td>
<td>&gt;13</td>
<td>All</td>
<td>$25</td>
</tr>
<tr>
<td>Maine</td>
<td>&gt;18</td>
<td>All</td>
<td>$50</td>
</tr>
<tr>
<td>Maryland</td>
<td>&gt;16</td>
<td>All (secondary for rear seats)</td>
<td>$83 (fine plus court costs)</td>
</tr>
<tr>
<td>Michigan</td>
<td>&gt;16</td>
<td>Front</td>
<td>$25</td>
</tr>
<tr>
<td>Minnesota</td>
<td>&lt;7 (and &gt;57&quot;) or &gt;8</td>
<td>All</td>
<td>$25, plus approx. $75 court surcharge (surcharge varies slightly by county)</td>
</tr>
<tr>
<td>Mississippi</td>
<td>&gt;7</td>
<td>Front</td>
<td>$25</td>
</tr>
<tr>
<td>New Jersey</td>
<td>&lt;7 and &gt;57&quot;</td>
<td>All (secondary for rear seats)</td>
<td>$46 (including court costs)</td>
</tr>
<tr>
<td>New Mexico</td>
<td>&gt;18</td>
<td>All</td>
<td>$25</td>
</tr>
<tr>
<td>New York</td>
<td>&lt;16</td>
<td>All</td>
<td>$50</td>
</tr>
<tr>
<td></td>
<td>All</td>
<td>Front</td>
<td>$25, plus approx. $75 court surcharge ($10 + no court costs for rear seats)</td>
</tr>
<tr>
<td>North Carolina</td>
<td>&gt;16</td>
<td>All (secondary for rear seats)</td>
<td>$25.50 + $135.50 in court costs</td>
</tr>
<tr>
<td>Northern Mariana Islands</td>
<td>&gt;6</td>
<td>All</td>
<td>$25</td>
</tr>
<tr>
<td>Oklahoma</td>
<td>&gt;13</td>
<td>Front</td>
<td>$20</td>
</tr>
<tr>
<td>State</td>
<td>Who is Covered (Yrs.)</td>
<td>In What Seat</td>
<td>Maximum Fine 1st Offense</td>
</tr>
<tr>
<td>-----------</td>
<td>-----------------------</td>
<td>--------------</td>
<td>--------------------------</td>
</tr>
<tr>
<td>Oregon</td>
<td>All</td>
<td>All</td>
<td>$130</td>
</tr>
<tr>
<td>Puerto Rico</td>
<td>&gt;9 (or &gt;57&quot;)</td>
<td>All</td>
<td>$50</td>
</tr>
<tr>
<td>Rhode Island</td>
<td>&gt;8</td>
<td>All</td>
<td>$40</td>
</tr>
<tr>
<td>South Carolina</td>
<td>&gt;6</td>
<td>All</td>
<td>$25</td>
</tr>
<tr>
<td>Tennessee</td>
<td>&gt;4</td>
<td>All</td>
<td>$30</td>
</tr>
<tr>
<td>Texas</td>
<td>&gt;15</td>
<td>All</td>
<td>$50 (driver or passenger)</td>
</tr>
<tr>
<td></td>
<td>&lt;7 (and &gt;57&quot;) - &lt;17</td>
<td>All</td>
<td>$200 (driver)</td>
</tr>
<tr>
<td>Utah</td>
<td>All</td>
<td>All</td>
<td>$45 (2nd offense)</td>
</tr>
<tr>
<td>Virgin Islands</td>
<td>All</td>
<td>Front</td>
<td>$25 to $250</td>
</tr>
<tr>
<td>Washington</td>
<td>&gt;8 or &gt;4'9&quot;</td>
<td>All</td>
<td>$124</td>
</tr>
<tr>
<td>West Virginia</td>
<td>8 - 17</td>
<td>All</td>
<td>$25</td>
</tr>
<tr>
<td>Wisconsin</td>
<td>&gt;8</td>
<td>All</td>
<td>$10</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>34 States + D.C., PR, 4 Terr.</strong></td>
<td><strong>All (18 + D.C., 2 Terr.) Rear Secondary (4) Front Seat Only (12 + VI)</strong></td>
<td><strong>$10</strong></td>
</tr>
</tbody>
</table>

1 Delaware’s seat belt law is a civil penalty.

2 In Wisconsin, all passengers are covered except for children properly restrained in a child safety restraint system.

**States with Secondary Seat Belt Laws**

<table>
<thead>
<tr>
<th>State</th>
<th>Who is Covered (Yrs.)</th>
<th>In What Seat</th>
<th>Maximum Fine 1st Offense</th>
</tr>
</thead>
<tbody>
<tr>
<td>Arizona</td>
<td>8-15</td>
<td>All</td>
<td>$10</td>
</tr>
<tr>
<td></td>
<td>&gt;8</td>
<td>Front</td>
<td>$71</td>
</tr>
<tr>
<td>Colorado</td>
<td>&gt;18 (primary for &lt;18)</td>
<td>Front</td>
<td>$50</td>
</tr>
<tr>
<td>Idaho</td>
<td>&gt;7 (primary for drivers &lt;18)</td>
<td>All</td>
<td>$10 (drivers &lt;18 pay $51.50, including court costs)</td>
</tr>
<tr>
<td>Massachusetts</td>
<td>&gt;13</td>
<td>All</td>
<td>$25</td>
</tr>
<tr>
<td>Missouri</td>
<td>8 - 15 (primary)</td>
<td>All</td>
<td>$50</td>
</tr>
<tr>
<td></td>
<td>&gt;16</td>
<td>Front</td>
<td>$10 (driver and passenger)</td>
</tr>
<tr>
<td>Montana</td>
<td>&gt;6</td>
<td>All</td>
<td>$20</td>
</tr>
<tr>
<td>Nebraska</td>
<td>&gt;18</td>
<td>Front</td>
<td>$25</td>
</tr>
<tr>
<td>Nevada</td>
<td>&gt;6</td>
<td>All</td>
<td>$25</td>
</tr>
<tr>
<td>North Dakota</td>
<td>&gt;18</td>
<td>Front</td>
<td>$20</td>
</tr>
<tr>
<td></td>
<td>&lt;18 (primary)</td>
<td>All</td>
<td>$25 + 1 point on license</td>
</tr>
<tr>
<td>Ohio</td>
<td>8 - 14</td>
<td>All</td>
<td>$30 driver; $20 passenger</td>
</tr>
<tr>
<td></td>
<td>&gt;15</td>
<td>Front</td>
<td>$10</td>
</tr>
<tr>
<td>Pennsylvania</td>
<td>&gt;18</td>
<td>Front</td>
<td>$10</td>
</tr>
<tr>
<td></td>
<td>8 - 17 (primary)</td>
<td>All</td>
<td>$25</td>
</tr>
<tr>
<td>South Dakota</td>
<td>&gt;18</td>
<td>Front</td>
<td>$25</td>
</tr>
<tr>
<td>Vermont</td>
<td>&gt;18 (primary for &lt;18)</td>
<td>All</td>
<td>$25</td>
</tr>
<tr>
<td>Virginia</td>
<td>All drivers; passengers &gt;18 (primary for passengers &lt;18 in all seats)</td>
<td>Front</td>
<td>$25 (driver ticketed for passengers &lt;18)</td>
</tr>
<tr>
<td>Wyoming</td>
<td>&gt;9</td>
<td>All</td>
<td>$25 driver; $10 passenger</td>
</tr>
<tr>
<td><strong>Total States</strong></td>
<td><strong>15 States</strong></td>
<td><strong>All (6) Front Seat Only (9)</strong></td>
<td><strong>$10</strong></td>
</tr>
</tbody>
</table>

Summary

At the Idaho Transportation Department (ITD) our Strategic Plan is “Your Safety, Your Mobility, Your Economic Opportunity.” ITD is committed to providing the safest transportation system possible. Each year progress is made to eliminate death and serious injuries (SI) on Idaho’s highways. Traffic safety professionals have addressed behaviors, infrastructure improvements and enforcement countermeasures to reduce crashes. The goal, “Toward Zero Deaths,” is the foundation upon which we work.

All data and tables are 5 years of data, (2012-2016) except for the Fatalities and Serious Injuries graphs which are 10 years of data (2007-2016). The source of the crash information is the ITD statewide crash database which consists of crash reports completed by all law enforcement agencies in Idaho.

Special points of interest:

**Fatalities (2012-2016)**

- 51% of fatal crashes
- 534 people killed
- 70% killed were unbelted (passenger vehicles only ages 7 and older)
- 87% crashes on rural roads
- 21% crashes on interstates (rural and urban)
- 37% crashes on US or state highways (rural and urban)
- 43% crashes on local roads (rural and urban)

**Serious Injuries (2012-2016)**

- 30% of seriously injured crashes
- 1914 people seriously injured
- 42% seriously injured were unbelted (passenger vehicles only ages 7 and older)
- 77% crashes on rural roads
- 21% crashes on interstates (rural and urban)
- 36% crashes on US or state highways (rural and urban)
- 44% crashes on local roads (rural and urban)
This page contains graphs and charts that represent some of the other contributing factors or characteristics in fatal and serious injury single vehicle run off road crashes. The graphs show the involvement by gender and age, the top ten counties, the percentage of crashes by month and day, and the time of day for fatalities and serious injuries. The involvement is determined by dividing the percentage of the drivers involved in crashes by the percentage of licensed drivers. The expected involvement is 1. A value greater than 1 indicates that the group is over involved in crashes.

For more information about Idaho Crash Statistics contact Kelly Campbell, 208.334.8105, Kelly.campbell@itd.id
Meeting Date 7/19/2018

Consent Item □ Information Item □ Amount of Presentation Time Needed 45 Minutes

<table>
<thead>
<tr>
<th>Presenter's Name</th>
<th>Presenter's Title</th>
<th>Initials</th>
<th>Reviewed By</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ken Kanownik</td>
<td>STP</td>
<td>KJK</td>
<td></td>
</tr>
</tbody>
</table>

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<td>STP</td>
<td>KJK</td>
</tr>
</tbody>
</table>

**Subject**

Idaho Transportation Department Long-Range Transportation Plan

**Background Information**

As presented during the June 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.

Staff will present the summary of the Public Opinion Survey results and follow up on a request for more information on driver’s license surrenders in Idaho.

**Recommendations**

Staff seeks the Board’s comments on this portion of the Long Range Transportation Plan.

**Board Action**

☐ Approved  ☐ Deferred

☐ Other
Idaho Transportation Department
Long-Range Transportation Plan
Online Survey Results

Who took the survey?
983 Visits • 559 Participants • 183 Comments

Participation via ...
- Desktop Devices: 81%
- Mobile Devices: 19%

Comments Came From
- <19 Years of Age
- 20-35 Year Olds
- 36-50 Year Olds
- 51-65 Year Olds
- >66 Years of Age

What did you tell us?

... That your PRIMARY MODE OF TRANSPORTATION is ...
- Automobile: 92%
- Transit: 2%
- Bicycle: 5%
- Walking: 1%

THANK YOU!
ITD thanks the participants of the survey for volunteering their time to provide input. If you did not have a chance to participate in the first round, you still have another opportunity in the fall of 2018. This next occasion to participate in the development of ITD’s Long-Range Transportation Plan will allow for citizens to give feedback on the draft plan.

ITD will use the results from this survey to:
- Develop our Long-Range Transportation Plan
- Identify topics for further informational campaigns
- Support follow-up items regarding transportation planning

... That your TOP USE for the highway is ...

- Agriculture: 2%
- Commerce: 5%
- Recreational: 25%
- Personal/General: 34%
- To/From Work: 34%
We heard what you said ...

... In the event that ITD received **ADDITIONAL UNEARMARKED FUNDING**, you would like ITD to use these funds accordingly ...

... That you **PREFERRED** ...

![Infographic](image)

... That your **STRATEGY** for ITD to meet its mission of safety, mobility and economic opportunity is ...

![Infographic](image)

For more information, visit us at:
[http://itd.idaho.gov/planning](http://itd.idaho.gov/planning)
lrtp@itd.idaho.gov
BICYCLE AND PEDESTRIAN FACILITIES COORDINATION

Purpose

The purpose of the Bicycle and Pedestrian Coordination Facilities policy is to promote the Idaho Transportation Department’s commitment to a safe and efficient transportation system that integrates all modes of transportation.

Legal Authority

Idaho Code 40-310(4) - Design, alter and extend highways when determined to be in the public interest

Idaho Code 40-310(9) – Designate portions of state highways as controlled-access highways

Idaho Code 40-310(11) – Restrict the use of state highways for the protection of the public

Idaho Code 40-310(13) – Provide right-of-way for sidewalks outside city limits

23 United States Code Section 217 Bicycle transportation and pedestrian walkways - State shall give consideration to bicycle and pedestrian projects, subject to approval by the Secretary that project funds are for transportation, rather than recreation; State shall use apportionment of certain federal funds as may be necessary for a bicycle and pedestrian coordinator position.

The Idaho Transportation Board is committed to achieving a safe, effective, and balanced multimodal transportation system that includes accommodations for bicyclists, pedestrians, and pedestrians with disabilities where they are appropriate for the context and function of the transportation facility along with motorized transportation modes. The Department shall follow and use American Association of State Highway and Transportation Officials requirements to establish standards and specifications for the provision of bicycle and pedestrian facilities in conjunction with highway projects.

The Director or delegate may appoint a Bicycle and Pedestrian Coordinator for the Department.

The Director or delegate may form an administrative committee made up of relevant expertise and local agency representation to facilitate state-wide coordination on bicycle and pedestrian issues.

The Department shall follow and use Federal Highway Administration requirements to establish standards and specifications for the provision of bicycle and pedestrian facilities in conjunction with highway projects.

Approved by the Board on:

signed

Date: November 14, 2007

Darrell V. Manning
Board Chairman

Jerry Whitehead

This policy based on:
Title 23, Section 217, United States Code

Decision by the Idaho Transportation Board

Implemented by Administrative Policy:

A-09-08, BICYCLE/PEDESTRIAN FACILITIES

Former date of B-09-08:

6-28-93

Cross-reference to related Board policies:

B-05-16, MAINTENANCE OF STATE HIGHWAYS

B-11-01, TRANSPORTATION IMPROVEMENT PROGRAM
BICYCLE AND PEDESTRIAN COORDINATION

Purpose
The purpose of the Bicycle and Pedestrian Coordination policy is to promote the Idaho Transportation Department’s commitment to a safe and efficient transportation system that integrates all modes of transportation.

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- Idaho Code 40-310(13) – Provide right-of-way for sidewalks outside city limits
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The Idaho Transportation Board is committed to achieving a safe, effective, and balanced multimodal transportation system that includes accommodations for bicyclists, pedestrians, and pedestrians with disabilities where they are appropriate for the context and function of the transportation facility along with motorized transportation modes. The Department shall follow and use American Association of State Highway and Transportation Officials requirements to establish standards and specifications for the provision of bicycle and pedestrian facilities in conjunction with highway projects.

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Approved by the Board on:

_________________________________________  Date: _____________________

Jerry Whitehead
Board Chairman
BICYCLE AND PEDESTRIAN COORDINATION FACILITIES

Purpose
The purpose of the Bicycle and Pedestrian Coordination policy is to implement Board policy 4050 promoting the Idaho Transportation Department’s commitment to a safe and efficient transportation system that integrates all modes of transportation.

Legal Authority
Idaho Code 40-310(4) - Design, alter and extend highways when determined to be in the public interest
Idaho Code 40-310(9) – Designate portions of state highways as controlled-access highways
Idaho Code 40-310(11) – Restrict the use of state highways for the protection of the public
Idaho Code 40-310(13) – Provide right-of-way for sidewalks outside city limits

23 United States Code Section 217 Bicycle transportation and pedestrian walkways - State shall give consideration to bicycle and pedestrian projects, subject to approval by the Secretary that project funds are for transportation, rather than recreation; State shall use apportionment of certain federal funds as may be necessary for a bicycle and pedestrian coordinator position.

Policy Goals
• The Department shall follow American Association of State Highway and Transportation Officials requirements to establish standards and specifications for the provision of bicycle and pedestrian facilities in conjunction with highway projects where they are appropriate for the context and function of the transportation facility.
• If and when the Department develops and constructs bicycle and pedestrian facilities they shall be compatible with local jurisdiction planning efforts.
• Establish bicycle and pedestrian coordination procedures.

The Idaho Transportation Department is committed to achieving a safe, effective, and balanced multimodal transportation system that includes accommodations for bicyclists, pedestrians, and pedestrians with disabilities, along with motorized transportation modes. This commitment includes developing the transportation infrastructure to improve conditions for bicycling and walking by integrating provisions for bicycles and pedestrians into new construction and reconstruction highway projects through design features appropriate for the context and function of the transportation facility. The design and construction of facilities shall anticipate likely future demand for bicycling and pedestrian facilities, and not preclude the provision of future improvements.
Definitions

A "bike/bicycle lane" is a portion of a roadway that has been designated with signing and pavement markings for the preferential or exclusive use of bicyclists.

A "shared-use path" is a multiuse facility for use by pedestrians and/or bicyclists that is physically separated from motorized vehicular traffic by an open space or barrier, and is within either the highway right-of-way or an independent right-of-way.

A "sidewalk" is that portion of a roadway that is intended for pedestrian use, and lies between the curb lines or the lateral lines of the travel way and the adjacent property lines.

An "Accommodation" is any facility, design feature, operational change, or maintenance activity that improves the environment in which bicyclists and pedestrians travel. This includes project design features that accommodate future facilities, such as curb location or pavement width to accommodate a future bike lane.

Facilities

Due consideration shall be given to bicycle and pedestrian needs in the design of new transportation State Highway System facilities. The following items shall be considered when determining the possible inclusion of bicycle or pedestrian facilities within a project.

- The project’s scope
- Relevant planning documents, such as a corridor plan, local transportation plan, local pedestrian/bicycle policy, or facilities plan
- Limitations due to historic structures, environmental constraints, or other unique project features
- Context-sensitive issues, such as school crossings, transit stops, etc.
- Americans with Disabilities Act (ADA) requirements
- Discussions with local governments regarding any special circumstances, such as high-use recreation traffic generators outside of a city limit (schools, churches, business parks, etc.).

The above list does not represent all possible guidance to be considered when making a determination.

When it has been determined that a bicycle or pedestrian facility should be included within the project, accommodations generally include:

- Inside city limits—consideration of sidewalks and widened outside travel lanes or bicycle lanes.
- Outside city limits—the use of roadway shoulders.
All consideration given to bicycle and pedestrian facilities shall be documented in the evaluation and development phase of the Project Charter Concept Document as defined in the department’s Project Charter Instructional Manual.

**Project Costs**

When Project Charters Concepts requires the construction of bicycle and/or pedestrian facilities for projects on the State highway system, all costs associated with the construction shall be distributed in accordance with Administrative Policy A-19-015029, FINANCING CONSTRUCTION OF STATE HIGHWAYS IN CITIES. **COOPERATIVE AGREEMENT FOR CONSTRUCTION OF STATE HIGHWAYS.** Off-system and local bicycle and/or pedestrian facilities shall be the responsibility of the local entity, unless otherwise specified in a state/local agreement executed prior to construction.

**Maintenance**

The Department is responsible for costs associated with the maintenance of bicycle lanes on the State highway system, unless otherwise specified in a state/local maintenance agreement.

Routine maintenance of sidewalks and separated shared-use pathways located on highway right-of-way shall be the responsibility of the appropriate local agency through an agreement completed prior to construction. At its discretion, the local agency may accomplish certain maintenance activities through organized groups or entities that it authorizes. However, the maintenance responsibility remains with the local government agency.

**Projects Proposed by Others**

Due to the localized nature of non-motorized trips, the Department encourages local units of government to participate in planning and developing infrastructure that will support walking and bicycling.

The Department supports local governments by considering requests to make highway right-of-way available for non-motorized facilities. Future highway expansion or interference with the operational characteristics of the highway may preclude ITD from approving such requests.

Prior to giving approval for a facility, the Department may require the requesting agency to provide detailed analysis of the proposed facility’s impacts to the highway in order to determine the acceptability of the facility.

When appropriate, the Department shall negotiate the use of state highway right-of-way only with local governments or other public agencies, not with private groups or organizations. This is to ensure that project development, funding, and maintenance issues can be coordinated by an agency that can make a long-term written agreement with ITD. Private groups or organizations may participate as part of the planning process, but only local governments shall be responsible for the facility’s planning, construction, and maintenance.
Bicycle and Pedestrian Coordinator

The Division of Engineering Services (DES) Administrator shall appoint a Bicycle and Pedestrian Coordinator. The Bicycle and Pedestrian Coordinator shall:

- Facilitate coordination between local agencies and appropriate Department staff;
- Serve as a conduit to ensure local bicycle and pedestrian facility projects within Department right-of-way are coordinated with the appropriate district level staff;
- Lead state-wide bicycle and pedestrian planning efforts;
- Serve as the subject matter expert on bicycle and pedestrian issues;
- Review district planning documents, such as corridor plans, to ensure bicyclists and pedestrians are given “due consideration” per 23 U.S.C and are consistent with current department planning documents; and
- Perform other duties as assigned by the DES Administrator or delegate.

Bicycle and Pedestrian Administrative Committee

The Bicycle and Pedestrian Coordinator may form a Bicycle and Pedestrian Administrative Committee to assist in facilitating state-wide bicycle and pedestrian coordination as outlined in this policy.

The committee will be staffed by the bicycle and pedestrian coordinator.

The committee shall have membership representative of each transportation district and technical experts as applicable.

The committee shall form procedures as approved by the Bicycle and Pedestrian Coordinator.

Signed

Date: August 05, 2009

L. Scott Stokes, P.E.
Brian W. Ness
Acting Director

This Policy is based on:

- Title 23, USC Section 135
- SAFETEA-LU Section 6001
- Section 504 of the Rehabilitation Act of 1983, as amended, 29 USC 792
- Title II, Americans with Disability Act
- Board Policy B-09-08, BICYCLE/PEDESTRIAN FACILITIES
- Board Policy B-13-03, ENVIRONMENTAL STEWARDSHIP

Department-wide supervision and coordination assigned to:

- Division of Public Transportation Administrator

Direction for activity and results assigned to:
Direction for standards assigned to:

- Bicycle/Pedestrian Coordinator
- Geometrics Engineer

Department procedures contained in:

- This policy
- Statewide Bicycle Plan
- ITD Design Manual

Former date of A-09-08:

7/1/93 (Formerly numbered A-09-08, which replaced A-09-04, TRAVELWAYS FOR NON-MOTORIZED TRANSPORTATION)

Cross-reference to related Administrative policies:

- A-05-16, MAINTENANCE OF STATE HIGHWAYS
- A-11-01, TRANSPORTATION IMPROVEMENT PROGRAM
- A-19-01, FINANCING CONSTRUCTION OF STATE HIGHWAYS IN CITIES
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Policy Goals
- The Department shall follow American Association of State Highway and Transportation Officials requirements to establish standards and specifications for the provision of bicycle and pedestrian facilities in conjunction with highway projects where they are appropriate for the context and function of the transportation facility.
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The above list does not represent all possible guidance to be considered when making a determination.

All consideration given to bicycle and pedestrian facilities shall be documented in the evaluation and development phase of the Project Charter as defined in the department’s Project Charter Instructional Manual.

**Project Costs**

When Project Charters require the construction of bicycle and/or pedestrian facilities for projects on the State highway system, all costs associated with the construction shall be distributed in accordance with Administrative Policy COOPERATIVE AGREEMENT FOR CONSTRUCTION OF STATE HIGHWAYS. Off-system and local bicycle and/or pedestrian facilities shall be the responsibility of the local entity, unless otherwise specified in a state/local agreement executed prior to construction.

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The committee will be staffed by the bicycle and pedestrian coordinator.

The committee shall have membership representative of each transportation district and technical experts as applicable.

The committee shall form a Charter as approved by the Bicycle and Pedestrian Coordinator.

_________________________________________  Date: ______________________

Brian W. Ness
Director
RAIL-HIGHWAY CROSSING PROGRAM

Purpose

The purpose of the Rail-Highway Crossing Program (RHCP) is to enhance safety at public rail-highway crossings throughout the State of Idaho and to promote rail safety education.

Legal Authority

Idaho Code 40-310 – The Board has the authority to locate, design, construct, reconstruct, alter, extend, repair and maintain state highways and plan, design and develop statewide transportation systems.

Idaho Code 40-314 – The Board shall exercise all powers necessary to carry out the provisions of Title 40 of the Idaho Code and the control of the financial affairs of the Department and Board.

Idaho Code 40-312(2) – Authority of Board to promulgate rules for the expenditure of all moneys appropriated or allocated by law to the Department or the Board.

Idaho Code 40-317 – Authority to enter into cooperative agreements with the federal government and local governments.

Idaho Code 40-702(5) – Establishment of the State Highway Account to include all federal surface transportation funds received from the United States government.

Idaho Code 62-301 and 62-303 – Cost sharing when eliminating or altering crossings of state highways and railroads.


Idaho Code 62-2412 (c) – State Fuel Tax distribution to the Railroad Grade Crossing Protection Account.

Title 23, US Code Section 130 – Railway-Highway Crossings - the cost of construction of projects for the elimination of hazards of railway-highway crossings, including the separation or protection of grades at crossings, the reconstruction of existing railroad grade crossing structures, the relocation of highways to eliminate grade crossings, and projects at grade crossings to eliminate hazards posed by blocked grade crossings due to idling trains, may be paid from sums apportioned in accordance with federal law from the federal funds set aside by this section.

Funding

The RHCP is comprised of two dedicated funding sources:
• Federal set-aside (Federal Section 130) from the Highway Safety Improvement Program (HSIP) apportionment
• $250,000 annual allocation from the State Railroad Grade Crossing Protection Account. These funds are used as the State’s 10% match (90% Federal: 10% State) for the RHCP.

Selection and Programming of Projects

The Director shall establish a committee to nominate and assess projects on a statewide basis utilizing a data-assisted evaluation process. The committee shall estimate costs, prioritize, compile and present a recommended list of projects to the Board for approval.

The Director or delegate annually shall provide a maximum of twenty-five thousand dollars ($25,000) from the State’s Railroad Grade Crossing Protection Account to support public education and safety programs which promote awareness of public safety at rail-highway grade crossings.

Program Management

The Director or delegate shall coordinate with the districts when advancing and delaying projects based on project readiness. Delays and advances must conform to the available funding for a given year and be presented to the Board for approval.

A status report of the RHCP shall be submitted annually to the Board in September.

Approved by the Board on:

______________________________  Date _____________________

Jerry Whitehead
Board Chairman
RAIL-HIGHWAY CROSSING PROGRAM

Purpose

The purpose of the Rail-Highway Crossing Program (RHCP) is to enhance safety at public rail-highway crossings throughout the State of Idaho and to promote rail safety education.

Legal Authority

Idaho Code 40-310 – The Board has the authority to locate, design, construct, reconstruct, alter, extend, repair and maintain state highways and plan, design and develop statewide transportation systems

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Idaho Code 62-306 – Construction and maintenance of railroad grade crossings

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Funding

The RHCP is comprised of two dedicated funding sources:
• Federal set-aside (Federal Section 130) from the Highway Safety Improvement Program (HSIP) apportionment

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The Director shall establish a committee to nominate and assess projects on a statewide basis utilizing a data-assisted evaluation process. The committee shall estimate costs, prioritize, compile and present a recommended list of projects to the Board for approval.

The Director or delegate annually shall provide a maximum of twenty-five thousand dollars ($25,000) from the State’s Railroad Grade Crossing Protection Account to support public education and safety programs which promote awareness of public safety at rail-highway grade crossings.

Program Management
The Director or delegate shall coordinate with the districts when advancing and delaying projects based on project readiness. Delays and advances must conform to the available funding for a given year and be presented to the Board for approval.

A status report of the RHCP shall be submitted annually to the Board in September.

Approved by the Board on:

_____________________________  _________________

Jerry Whitehead
Board Chairman
HIGHWAY SAFETY FUNDS

Federal-Aid
The Idaho Transportation Department Director is authorized to apportion and monitor Federal-aid funds allocated to the State for highway projects in the following categories:

- Bridge Replacement and Rehabilitation
- Highway Safety Improvement Program
- Rail-Highway Crossing Program

Project selection shall be data driven. Appropriate criteria for prioritizing projects in each category, as specified in Administrative Policy A-19-07, shall be used as guides in selecting projects to be funded.

State Funded
In addition, the Department Director is authorized to approve projects for expenditure of State Railroad Grade Crossing Protection Funds. Grants not to exceed a total of $25,000.00 may be awarded to rail-highway safety education organizations. A priority listing shall be developed and shall be used as a guide in selecting projects to be funded.

A status report shall be submitted to the Board in July of each year.

Approved by the Board on:

Signed ___________________________ Date __August 19, 2010____
Darrell V Manning
Board Chairman

This policy based on:
- Section 40-310, 312, 314, and 62-201, 305, 306 and 307, Idaho Code
- Title 23, USC
- Decision by the Idaho Transportation Board

Implemented by Administrative policy:
- A-19-07, HIGHWAY SAFETY FUNDS

Former date of B-19-07:
2/8/79, 8/18/88 (combined with rescinded policy B-19-06), 6/23/89, and 11/22/02

Cross-reference to related Board policies:
- B-11-01, TRANSPORTATION PROGRAM DEVELOPMENT
- B-19-01, FINANCING CONSTRUCTION OF STATE HIGHWAY IN CITIES
- B-19-05, LOCAL FEDERAL-AID FUNDS
- B-19-08, LOCAL BRIDGE INSPECTION FUNDS
- B-19-09, LOCAL FEDERAL-AID SECONDARY EXCHANGE PROGRAM
RAIL-HIGHWAY CROSSING PROGRAM

Purpose

This policy implements Board Policy 4085 and instructs the Department on the management of the Rail-Highway Crossing Program (RHCP). The RHCP is established to enhance safety at public rail-highway crossings throughout the State of Idaho and to promote rail safety education.

Legal Authority

Idaho Code 40-310 – The Board has the authority to locate, design, construct, reconstruct, alter, extend, repair and maintain state highways and plan, design and develop statewide transportation systems

Idaho Code 40-314 – The Board shall exercise all powers necessary to carry out the provisions of Title 40 of the Idaho Code and the control of the financial affairs of the Department and Board

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Funding
The RHCP is comprised of two dedicated funding sources

- Federal set-aside (Federal Section 130) from the Highway Safety Improvement Program (HSIP) apportionment
- $250,000 annual allocation from the State Railroad Grade Crossing Protection Account. These funds are used as the State’s 10% match (90% Federal: 10% State) for the RHCP.

Partnering with railroad companies, local agencies and the Idaho Public Utilities Commission for in-kind work, rail-highway crossing inventory, labor donations, etc. is encouraged to meet RHCP goals.

Eligible Projects, Types and Restrictions

Eligible projects include:

- Installation of protective devices at public rail-highway crossings, such as gates, lights, etc.
- Elimination of hazard(s) at public rail-highway crossings, such as removal of visual impairments, realignment of crossing, installation of safety features (protective devices), etc.
- Data compilation and analysis
- Reports mandated by FHWA and/or FRA
- Rail safety education

A maximum of twenty-five thousand dollars ($25,000) from the State Railroad Grade Crossing Protection Account shall be spent annually to support public education and safety programs which promote awareness of public safety at rail-highway grade crossings.

No more than two percent (2%) of Federal Section 130 funds may be used for data compilation and analysis.

Recommendation Committee: Railroad Operation and Safety Team (ROAST)

ROAST proposes, reviews, evaluates and recommends projects. The voting members of ROAST are comprised of a representative from each of ITD’s six districts and the Idaho Operation Lifesaver State Coordinator. Ex officio members include: Federal Highway Administration, Local Highway Technical Assistance Council along with ITD’s Design/Traffic Services Engineer, Freight Manager, Highway Safety Manager and Railroad/Utility Manager. All proposed projects are vetted through the applicable district ROAST members.

Selection and Programming of Projects

Projects will be selected based on priority and in accordance with FHWA/FRA eligibility requirements and guidelines. ITD’s Railroad/Utility Manager will solicit proposed projects based on current annual funding availability. Project selection criteria includes consideration of the Federal Railroad Administration’s Web Based Accident Prediction System (WBAPS)\(^1\), benefit cost ratio, project costs, project readiness, local/railroad knowledge, safety features consistent with proximate crossings, designated emergency and school bus routes, etc. Proposed projects will be reviewed, evaluated and ranked by the ROAST based upon project selection.
criteria, feasibility and eligibility. A list of recommended projects will be submitted to the Idaho Transportation Board as a component of the annual update of the Idaho Transportation Investment Program (ITIP).

Project prioritization is determined utilizing a weighted criteria evaluation scoring process. This process will elevate projects that achieve higher weighted scores.

**Program Management**

Funds made available due to project delay, removal, or project savings will be re-distributed by the Railroad/Utility Manager in collaboration with the ROAST in the following priority:

1. **Project Advancements**: Advances shall be dependent upon project readiness and available funding, vetted and recommended through the ROAST, with consideration given to projects on the prioritized list. Said advances shall be presented to and approved by the Idaho Transportation Board.

2. **Cover unforeseen project cost increases due to change in standards or conditions.** This is not intended to cover changes in project scope.

3. **Efforts will be made to transfer unused project funds to minor (or emergency) safety enhancements or experimental features at public rail-highway crossings.** Partnering with railroad companies, local jurisdictions and safety organizations for these types of projects will be encouraged.

A status report of the RHCP shall be submitted annually to the Board in September.


Approved by the Director on:

Brian W. Ness
Director

Date:
RAIL-HIGHWAY CROSSING PROGRAM

Purpose
This policy implements Board Policy 4085 and instructs the Department on the management of the Rail-Highway Crossing Program (RHCP). The RHCP is established to enhance safety at public rail-highway crossings throughout the State of Idaho and to promote rail safety education.

Legal Authority
Idaho Code 40-310 – The Board has the authority to locate, design, construct, reconstruct, alter, extend, repair and maintain state highways and plan, design and develop statewide transportation systems

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Partnering with railroad companies, local agencies and the Idaho Public Utilities Commission for in-kind work, rail-highway crossing inventory, labor donations, etc. is encouraged to meet RHCP goals.

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Eligible projects include:

- Installation of protective devices at public rail-highway crossings, such as gates, lights, etc.
- Elimination of hazard(s) at public rail-highway crossings, such as removal of visual impairments, realignment of crossing, installation of safety features (protective devices), etc.
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- Rail safety education

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consistent with proximate crossings, designated emergency and school bus routes, etc. Proposed projects will be reviewed, evaluated and ranked by the ROAST based upon project selection criteria, feasibility and eligibility. A list of recommended projects will be submitted to the Idaho Transportation Board as a component of the annual update of the Idaho Transportation Investment Program (ITIP).

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A status report of the RHCP shall be submitted annually to the Board in September.

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Approved by the Director on:


Brian W. Ness
Director
HOTWAY SAFETY FUNDS

Federal-Aid

Each year, Federal Highway Safety Funds are distributed to the State of Idaho Transportation Department. The Chief Engineer is authorized to approve the dispersal of these funds to various projects and programs throughout the department, per certain criteria and restrictions. Highway Safety Funds allotted to the State of Idaho shall be allocated to projects based on prioritized needs determined by the following criteria:

<table>
<thead>
<tr>
<th>PROGRAMS</th>
<th>JURISDICTION</th>
<th>SYSTEMS</th>
<th>PRIORITY CRITERIA</th>
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</thead>
<tbody>
<tr>
<td>Bridge *</td>
<td>State or Local</td>
<td>All Public Roads</td>
<td>Projects are selected statewide based on FHWA Sufficiency Ratings. Bridges with</td>
</tr>
<tr>
<td>Replacement and Rehabilitation</td>
<td></td>
<td>or Streets</td>
<td>Sufficiency Ratings of 50 or below are eligible for replacement. Those with</td>
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<tr>
<td></td>
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<td>Sufficiency Ratings of less than 80 are eligible for rehabilitation.</td>
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<tr>
<td>Hazard Elimination</td>
<td>State or Local</td>
<td>All Public Roads</td>
<td>Projects are selected statewide based on potential for accident reduction measured by:</td>
</tr>
<tr>
<td></td>
<td></td>
<td>or Streets</td>
<td>1. Number of Accidents</td>
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<td></td>
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<td>2. Safety Benefit/Cost Ratio</td>
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<tr>
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<td></td>
<td>3. Accident Rates</td>
</tr>
<tr>
<td></td>
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<td></td>
<td>4. Site Studies to Verify Need</td>
</tr>
<tr>
<td>Rail-Highway Crossings **</td>
<td>State or Local</td>
<td>All Public Roads</td>
<td>Projects are selected statewide based on Priority Index Formula (FHWA approved).</td>
</tr>
<tr>
<td></td>
<td></td>
<td>or Streets</td>
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</tr>
</tbody>
</table>

* 35% of the Bridge funds allocated to Idaho shall be available for local projects; a minimum of 15% must be expended off-system. Over the Highway Development Program period, the goal will be to expend 15% to 20% on local on-system projects.

** Surface improvements shall be funded only as part of another improvement, e.g., road or rail construction, or major profile change in grade crossing.

District Engineers shall recommend state bridge replacement project priorities and shall coordinate with local officials in recommending local bridge replacement priorities.

Hazard Elimination and Rail-Highway Crossing project priorities shall be developed by District Engineers in coordination with local officials and, when appropriate, with the Traffic Supervisor and the Highway Program Manager.
Use of local government forces for construction of highway safety improvement projects may be found to be in the public interest. The decision to allow use of local forces will be made on a project-by-project basis.

**State-funded**

Each year, State Railroad Grade Crossing Protection Funds are distributed to the Idaho Transportation Department in the amount of $250,000. The Chief Engineer is authorized to approve dispersal of these funds for various projects based on certain criteria. These include but are not limited to: warning projects; including advanced railroad signing, cross bucks, signals, and railroad inventories. This also includes education grants to rail-highway safety education organizations not to exceed $25,000 annually and other related safety improvements.

A priority listing, based on the following criteria, will be developed and used as a guide in selection of projects to be funded: Existing Protection, Average Daily Traffic, Number of Trains per Day, Number of Tracks per Crossing, Through Night Trains, Sight Restrictions, Number of Accidents.

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Dwight M. Bower

Date 10/21/02

DWIGHT M. BOWER

Director

This policy based on:

- Title 23, Sections 130, 144 and 152, USC, amended by the Surface Transportation and Uniform Relocation Assistance Act of 1987
- Board Policy B-19-07, HIGHWAY SAFETY FUNDS
- Decision by the Department Director

Department-wide supervision and coordination assigned to:

- Chief Engineer, and Assistant Chief Engineer (Operations) Assistant Chief Engineer (Design)

Direction for activity and results assigned to:

- Traffic Supervisor, District Engineers and the Highway Program Manager

Department procedures contained in:

- FHWA Program Manuals 6-8-2-1, 8-2-1, 6-6-2-3, 6-7-4-1 and 8-2-3-7
- Idaho Highway Safety Improvement Program (HSIP)
- Traffic Manual, Chapter 12-105.01 and .02

Former dates of A-19-07:

7/16/85, 10/27/88, 3/31/89 (combined with rescinded A-19-06), 5/11/89, and 3/12/90

Cross-reference to related Administrative Policies:

- A-04-06, USE OF STATE FORCES ON BETTERMENT PROJECTS
- A-06-28, AUTHORITY FOR PROJECT EXPENDITURES
- A-11-01, HIGHWAY PROGRAM DEVELOPMENT
- A-12-16, TRAFFIC CONTROL DEVICES
- A-14-01, DAMAGED OR OBSOLETE RAILROAD CROSSING SIGNALS AND GATES
- A-19-01, FINANCING CONSTRUCTION OF STATE HIGHWAYS IN CITIES
- A-19-05, LOCAL FEDERAL-AID FUNDS
- A-19-08, LOCAL BRIDGE INSPECTION FUNDS
LOCAL REQUEST TO IDAHO CONGRESSIONAL DELEGATIONS
FOR FEDERAL-AID TRANSPORTATION FUNDING

The Appropriations Committees of the U.S. Senate and House of Representatives annually request that Congressional delegation members submit a list of projects for potential funding as “earmarked” projects under the annual U.S. Department of Transportation Appropriations Act, and also during the development of the multi-year Highway, Transit, and Aviation Acts.

These “earmarks” may involve discretionary funding which comes from programs outside the state’s formula federal-aid funds. In the case of “high priority” projects, “earmarks” reduce Idaho’s formula federal-aid apportionment designated through the multi-year Highway Act. The Idaho Transportation Board and the Idaho Transportation Department Director do not support local requests for congressional “ear marks” that will result in a reduction in federal-aid formula funds. If funds are awarded to a local agency, and those funds reduce Idaho federal-aid formula funds, the department will reduce the available funds in the appropriate local program, for example, in the STP-Local Urban or Rural Program.

Congress has, for a number of years, chosen to “earmark” specific transportation projects for federal-aid funding within the annual U.S. Department of Transportation Appropriations Acts for Highway, Transit and Aviation. The Congressional members’ offices require the use of an application form. Idaho’s Congressional delegation members request that interested state and local transportation agencies or other groups submit project applications (on an application form developed by Congress) to the Member’s staff for evaluation and possible inclusion in the Member’s request to the respective Appropriations committee.

The application asks for information such as the project description, type of work to be done, the specific federal-aid highway, transit, or highway safety program or discretionary program for which the project is eligible and the amount of funding requested. It is important to note that a requested project (either state or local) must be eligible for federal-aid project funding and that, if required; the applicant must state the sources and amounts of state or local matching funds. The application also requires information about the project’s previous funding history, potential for job creation/preservation, a listing of those groups that support or oppose the project, and for roadway or airport projects, the anticipated construction schedule. In the case of public transportation, the application also requires a schedule for service provision, capital acquisition, or facility construction.

ITD routinely submits discretionary project applications to the Congressional delegation as part of this process. Local government jurisdictions, local mobility networks, or other local transportation groups also submit discretionary project applications to Congress and may ask ITD to officially support their application.

ITD Process for Supporting Local Applications

The initial contact for local agencies or groups seeking ITD support for their Congressional project application should be with the appropriate ITD District office, unless the project is located within the planning boundaries of a metropolitan planning organization (MPO), in which case the MPO will request support for the project from ITD. When the District Engineer receives a request for support, the application will be reviewed for completeness and the district engineer will confer with the applicant concerning the status of the following criteria:
1. That the proposed project is part of a recognized and approved local transportation plan or capital investment plan/program, a metropolitan planning organization long range plan, a Local Mobility Network Plan, or master Airport System Plan;

2. That the applicant understands the relevant federal requirements for funding the federal-aid project, including plans, environmental approval, and requirement for local matching funds;

3. That the local sponsors have identified the source and amount of their matching funds;

4. That the local sponsor will be able to use the funds on the specified project should the award be less than requested; and

5. That the project application clearly requests that the federal-aid funds granted by Congress be in addition to the state’s annual apportioned funds, not included within the annual apportionment, and that the project funds come with their own obligation authority.

The District Engineer shall review the project application according to the above criteria and confer with the appropriate ITD division administrator. The District Engineer shall then forward the project application and request for support, along with the District Engineer’s recommendation, to the Transportation Planning Administrator with a copy to Department of Administration’s Transportation Investments Section. A final recommendation will be made to the Director to support or not support the local project application.

__________________________ Date: March 10, 2009
Pamela K. Lowe, P.E.
Director

This policy based on:
 Directors Memo DIR-31
 Department-wide supervision and coordination assigned to:
   Transportation Planning Administrator
 Direction for activity and results assigned to:
   District Engineers, Transportation Planning staff, and Transportation Investment staff
 Department procedures contained in:
   This policy

Former dates of A-01-23:
  0-

Cross-reference to related Administrative Policies:
  A-09-11, IDAHO SCENIC BYWAYS PROGRAM
  A-11-01, STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM
  A-11-02, HIGHWAY DEVELOPMENT PROGRAM
  A-11-04, ALLOCATION OF SURFACE TRANSPORTATION PROGRAM APPORTIONMENTS TO LOCAL PUBLIC AGENCIES
  A-11-06, SURFACE TRANSPORTATION PROGRAM RURAL (STPR) EXCHANGE PROGRAM

Cross-reference to related Board Policies:
  B-09-11, IDAHO SCENIC BYWAYS PROGRAM
  B-11-01, STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM
  B-11-02, HIGHWAY DEVELOPMENT PROGRAM
  B-11-04, ALLOCATION OF SURFACE TRANSPORTATION PROGRAM APPORTIONMENTS TO LOCAL PUBLIC AGENCIES
  B-11-06, SURFACE TRANSPORTATION PROGRAM RURAL (STPR) EXCHANGE PROGRAM
Subject

2019 ITD Commercial Motor Vehicle Permit Rules

Background Information

On May 2, 2018, the Idaho Transportation Department commenced negotiated rulemaking. This rulemaking is in regards to commercial motor vehicle (CMV) permitting and is being initiated based on the directive given by the 2018 Legislature in SCR130. The Department was also approached by industry with a desire to consolidate permits in an effort to become more streamlined and efficient.

These administrative rules provide the authority, process and details for the Department's issuance of commercial motor vehicle permits. There are currently 22 administrative rules that deal with CMV permits and they have been consolidated into 8. This consolidation has also resulted in fewer single and annual permits.

ITD staff conducted and coordinated 2 statewide, simulcast videoconferences in order to negotiate the rule changes. This effort provided stakeholders and customers the opportunity to participate and engage at ITD Districts 1, 2, 4, 5, 6 and Headquarters. The meetings were:

- Wednesday, May 23, 2018 – 3:00p.m. to 8:00p.m. (MDT)
- Wednesday, June 13, 2018 – 3:00p.m. to 8:00p.m. (MDT)

There was also an open, public comment period from 5/2/18 through 6/15/18.

These rules have been reviewed by DFM as they have been engaged throughout the process.

These rules are being brought forward as proposed; which means, they would have an effective date of sine die 2019.

The 8 consolidated IDAPA rules are as follows:

- 39.03.01 – Rules Governing Definitions Regarding Special Permits
- 39.03.02 – Rules Governing Movement of Disabled Vehicles
- 39.03.03 – Rules Governing Special Permits – General Conditions and Requirements
- 39.03.04 – Rules Governing Special Permits – Overweight Non-Reducible
- 39.03.05 – Rules Governing Special Permits – Oversize Non-Reducible
- 39.03.06 – Rules Governing Special Permits for Extra-Length/Excess Weight Up to 129,000 Pound Vehicle Combinations
- 39.03.07 – Rules governing Special Permits for Reducible Loads
- 39.03.08 – Rules Governing Self-Propelled Snowplows
Recommendations

Staff recommends that the Board review these draft rules, educational materials and submitted comments in order to make a decision on advancement to the formal rulemaking process at the August 2018 Board meeting. Specifically, staff wants to highlight the concerns from stakeholders regarding the removal of the Annual Oversize/Overweight Permit.

Board Action

☐ Approved  ☐ Deferred

☐ Other

___________________________________________
IN THE SENATE

SENNATE CONCURRENT RESOLUTION NO. 130

BY TRANSPORTATION COMMITTEE

A CONCURRENT RESOLUTION

STATING FINDINGS OF THE LEGISLATURE AND REQUESTING THAT THE IDAHO TRANS-
PORTATION DEPARTMENT INITIATE NEGOTIATED RULEMAKING FOR THE PURPOSE OF
CONSOLIDATING ANNUAL PERMITS ISSUED TO CERTAIN COMMERCIAL VEHICLES.

Be It Resolved by the Legislature of the State of Idaho:

WHEREAS, the State of Idaho requires the operators of commercial vehi-
cles to obtain permits for many activities; and
WHEREAS, the Idaho Transportation Department issues approximately
47,000 annual permits each calendar year; and
WHEREAS, the permits are frequently issued for one purpose only; and
WHEREAS, many commercial vehicles are therefore required to obtain sev-
eral permits from the Idaho Transportation Department; and
WHEREAS, in some cases, a commercial vehicle might need as many as 10
permits in order to operate; and
WHEREAS, the issuance of each permit is a separate administrative task
for the Idaho Transportation Department; and
WHEREAS, consolidating permits and streamlining the permitting process
could greatly reduce the administrative burden on the Idaho Transportation
Department without reducing its power of oversight; and
WHEREAS, fewer permits could also reduce the training burden on law en-
forcement agencies, whose officers must understand the requirements associ-
ated with each permit, and could likewise reduce the opportunities for error
in the enforcement process; and
WHEREAS, the Legislature has received requests from stakeholders to
consolidate annual permits to the extent possible; and
WHEREAS, the Legislature recognizes that personnel at the Idaho Trans-
portation Department are the subject matter experts on Idaho's permitting
process; and
WHEREAS, consolidation of annual permits and streamlining the permit-
ting process would require a cost analysis by the Idaho Transportation De-
partment to identify the fees necessary for a cost-neutral permit program.

NOW, THEREFORE, BE IT RESOLVED by the members of the Second Regular
Session of the Sixty-fourth Idaho Legislature, the Senate and the House of
Representatives concurring therein, that the Legislature requests that the
Idaho Transportation Department initiate negotiated rulemaking for com-
mercial motor vehicle annual permits.

BE IT FURTHER RESOLVED that the scope of the requested rulemaking should
involve the consolidation of existing annual permits for vehicles that ex-
ceed legal size and weight.

BE IT FURTHER RESOLVED that if, in the negotiated rulemaking process,
the Idaho Transportation Department identifies statutory changes necessary
to consolidate permits, the Legislature requests that the Department notify
the chairman of the Senate Transportation Committee, the chairman of the
House Transportation and Defense Committee, and the Legislative Services Office, Division of Research and Legislation, of the necessary changes.
### IDAPA Permit Rule Consolidation

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*YOUR Safety • • • YOUR Mobility • • • YOUR Economic Opportunity*
39.03.01 - RULES GOVERNING DEFINITIONS REGARDING OVERLEGAL SPECIAL PERMITS

000. LEGAL AUTHORITY.
This rule is adopted under the authority of Section 40-312, Idaho Code. (10-2-89)

001. TITLE AND SCOPE.

01. Title. This rule shall be cited as IDAPA 39.03.01, “Rules Governing Definitions Regarding Overlegal Special Permits”, IDAPA 39, Title 03, Chapter 01. (3-29-12)

02. Scope. This rule gives the definitions for terms used in rules in Title 03 regarding overlegal special permitting. (3-29-12)

002. WRITTEN INTERPRETATIONS.
There are no written interpretations for this chapter. (3-29-12)

003. ADMINISTRATIVE APPEALS.
Administrative appeals under this chapter shall be governed by the rules of administrative procedure of the attorney general, IDAPA 04.11.01, “Idaho Rules of Administrative Procedure of the Attorney General.” (3-29-12)

004. INCORPORATION BY REFERENCE.
There are no documents incorporated by reference in this chapter. (3-29-12)

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. (3-29-12)

02. Office Hours. Daily office hours are 7:30 a.m. to 5 p.m. except Saturday, Sunday and state holidays. (3-29-12)

03. Telephone and Fax Numbers. The central office may be contacted during office hours by phone at 208-334-8420, 1-800-662-7133 or by fax at 208-334-8419. (3-29-12)

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. (3-29-12)

007. -- 009. (RESERVED)

010. DEFINITIONS.

01. Accessories. Additional parts of the single item load that have been removed to reduce width, length or height. (10-2-89)

02. Administrative Cost. The government’s cost of processing, issuing and enforcing a permit. (10-2-89)
03. **Analysis.** A mathematical study of a vehicle or combination of vehicles and the stress they cause over bridges or specific sections of highways conducted by a professional engineer. (10-2-89)

04. **Annual.** Twelve (12) consecutive months. (10-2-89)

05. **Automobile Transporter.** See Section Idaho Code 49-102, Idaho Code. (3-29-12)

06. **Base Width.** The measurement below the eaves of a manufactured home, modular building or office trailer. (8-24-94)

07. **Boat Transporter.** See Section Idaho Code 49-103, Idaho Code. (3-29-12)

08. **Cargo Unit.** A full truck, a semi-trailer, a full trailer, or a semi-trailer converted to a full trailer by means of a dolly or a converter gear mounting a fifth wheel. A dromedary tractor equipped with conventional fifth wheel, not stinger steered, shall be excluded from the definition of a cargo unit. (9-14-92)

09. **Convoy.** A group of two (2) or more motor vehicles traveling together for protection or convenience. (8-24-94)

10. **Department.** Idaho Transportation Department. (9-14-92)

11. **Designated Agent.** An employee or relative of the farmer. (3-29-12)

12. **Dromedary Tractor.** See Section Idaho Code 49-105, Idaho Code. (3-29-12)

13. **Economic Hardship.** The loss of a substantial amount of money caused by economic changes. (9-14-92)

14. **Emergency Movement.** A vehicle or vehicle combination hauling a load traveling to the site of an emergency for the purpose of aiding in eliminating the emergency. (9-14-92)

15. **Escort Vehicle.** See Pilot Vehicle. (3-29-12)

16. **Excess Weight.** Vehicle combinations hauling reducible loads operating on any highway with total gross loads exceeding eighty thousand (80,000) pounds but not to exceed twenty thousand (20,000) per single axle, thirty-four thousand (34,000) per tandem, not to exceed the weight limit for any group of two (2) or more consecutive axles established by Section 49-1001, Idaho Code, and for the front steer axle not to exceed the manufacturer's load rating per tire or the load rating of the axle or twenty thousand (20,000) pounds per axle; whichever is less. The maximum allowable load for all other vehicle tires shall not exceed six hundred (600) pounds per inch width of tire for vehicles manufactured after July 1, 1987, or not to exceed eight hundred (800) pounds per inch width of tire for vehicles manufactured prior to that date as established by Section 49-1002, Idaho Code. (3-25-16)

17. **Extra-Length.** Any vehicle combination in excess of the legal limits but not more than one hundred fifteen (115) feet as established in Section 49-1010, Idaho Code, which normally haul reducible loads. (3-29-12)

18. **Extra-Ordinary Hazard.** Any situation where the traveling public’s safety or the capacity of the highway system is endangered. (9-14-92)

19. **Farm Tractor.** See Section Idaho Code 49-107, Idaho Code. (3-29-12)


21. **Heavily Loaded.** Exceeding legal weight or hauling a load which obstructs the driver’s view.
22. **Heavy Duty Wrecker Truck.** A motor vehicle designed and used primarily for towing disabled vehicles. (9-14-92)

23. **Height.** The total vertical dimension of a vehicle above the ground surface including any load and load-holding device thereon. (9-14-92)

24. **Implement of Husbandry.** See Section Idaho Code 49-110, Idaho Code. (3-29-12)

25. **Incidently Operated.** See Section Idaho Code 49-110, Idaho Code. (3-29-12)

26. **Legal.** In compliance with the Idaho Code on size and weight. (9-14-92)

27. **Length.** The total longitudinal dimension of a single vehicle, a trailer, or a semi-trailer. Length of a trailer or semi-trailer is measured from the front of the cargo-carrying unit to its rear, exclusive of all overhang and any appurtenances listed in IDAPA 39.03.063, “Rules Governing Allowable Vehicle Size Special Permits – General Conditions and Requirements”. (3-29-12)

28. **Light Truck.** See Section Idaho Code 49-121, Idaho Code. (3-29-12)

29. **Longer Combination Vehicle (LCV).** Any combination of a truck-tractor and two or more trailers or semi-trailers, which operate on the National System of Interstate and Defense Highways with a gross vehicle weight (GVW) greater than 36,288 kilograms (80,000 pounds). (9-14-92)

30. **Manufactured Home.** A structure, constructed according to HUD/FHA mobile home construction and safety standards, transportable in one or more sections, which, in the traveling mode, is eight (8) body feet or more in width or is forty (40) body feet or more in length, or when erected on site, is three hundred twenty (320) or more square feet, and which is built on a permanent chassis and designed to be used as a dwelling with or without a permanent foundation when connected to the required utilities, and includes the plumbing, heating, air conditioning, and electrical systems contained therein, except that such term shall include any structure which meets all the requirements of this paragraph except the size requirements and with respect to which the manufacturer voluntarily files a certification required by the secretary of housing and urban development and complies with the standards established under 42 U.S.C. 5401 et seq. Similarly constructed vehicles used permanently or temporarily for offices, advertising, sales, display or promotion of merchandise or services are included in this definition. (8-24-94)

31. **Mobile Home.** A structure similar to a manufactured home, but built to a state mobile home code which existed prior to the Federal Manufactured Housing and Safety Standards Act (HUD Code) dated June 15, 1975. (8-24-94)

32. **Modular Buildings.** A facility designed as a building or building section, the construction of which is constructed to standards contained in the Uniform Building Code (UBC), adopted by Section 39-4109, Idaho Code. (8-24-94)

33. **Non-Reducible.** A load that consists of a single piece (a machine and its accessories loaded separately is considered non-reducible also) Any load or vehicle exceeding applicable length or weight limits which, if separated into smaller loads or vehicles, would:
   a. Compromise the intended use of the vehicle, i.e., make it unable to perform the function for which it was intended;
   b. Destroy the value of the load or vehicle, i.e., make it unusable for its intended purpose; or
   c. Require more than eight (8) work hours to dismantle using appropriate equipment. The applicant for a nondivisible load permit has the burden of proof of establishing the number of work hours required to dismantle the load. (8-24-94)

34. **Off-Tracking.** The difference in the path of the first inside front wheel and of the last inside rear wheel.
wheel as a vehicle negotiates a curve. (8-24-94)
501. **Tandem Axle.** Any two (2) axles whose centers are more than forty (40) inches but not more than ninety-six (96) inches apart and are individually attached to or articulated from, or both, a common attachment to the vehicle including a connecting mechanism designed to equalize the load between axles. (8-24-94)

512. **Tridem Axle.** Any three (3) consecutive axles whose extreme centers are not more than one hundred forty-four (144) inches apart, and are individually attached to or articulated from, or both, a common attachment to the vehicle including a connecting mechanism designed to equalize the load between axles. (8-24-94)

523. **Variable Load Suspension Axle.** See Section Idaho Code 49-123, Idaho Code. (3-29-12)

534. **Vocational Vehicle.** A vehicle specifically designed to enable the operator to perform specific tasks none of which are primarily for the purpose of transporting loads. Cranes, loaders, scrapers, motor graders, drill rigs are examples of vocational vehicles. (8-24-94)

545. **Width.** The total outside transverse dimension of a vehicle including any load or load-holding devices thereon, but excluding any appurtenances listed in IDAPA 39.03.063, “Rules Governing Allowable Vehicle Size – Special Permits – General Conditions and Requirements”.

011. -- 999. (RESERVED)
000. LEGAL AUTHORITY.
This rule, governing the movement of disabled vehicles allowed by Sections 49-1001, 49-1002 or 49-1010, Idaho Code, is adopted under the authority of Sections 40-312 and 49-1004, Idaho Code. (4-4-13)

001. TITLE AND SCOPE.
   01. Title. This rule shall be cited as IDAPA 39.03.02, “Rules Governing Movement of Disabled Vehicles,” IDAPA 39, Title 03, Chapter 02. (4-4-13)
   02. Scope. This rule provides the requirements for the movement of disabled vehicles. (4-4-13)

002. WRITTEN INTERPRETATIONS.
There are no written interpretations for this chapter. (4-4-13)

003. ADMINISTRATIVE APPEALS.
Administrative appeals under this chapter shall be governed by the rules of administrative procedure of the attorney general, IDAPA 04.11.01, “Idaho Rules of Administrative Procedure of the Attorney General.” (4-4-13)

004. INCORPORATION BY REFERENCE.
There are no documents incorporated by reference in this chapter. (4-4-13)

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 PO Box 7129, Boise ID 83707-1129. (4-4-13)
   02. Office Hours. Daily office hours are 7:30 a.m. to 5 p.m. except Saturday, Sunday and state holidays. (4-4-13)
   03. Telephone and Fax Numbers. The central office may be contacted during office hours by phone at 208-334-8420, 1-800-622-7133, or by fax at 208-334-8419. (4-4-13)

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. (4-4-13)

007. -- 009. (RESERVED)

010. DEFINITIONS.
Refer to IDAPA 39.03.01, “Rules Governing Definitions Regarding Special Permits,” for definitions of the terms used in this rule. (4-4-13)

011. -- 099. (RESERVED)

100. GENERAL.
An overlegal permit, in writing, shall be required for any movement on any completed section of highway under the jurisdiction of the Department by any vehicle or vehicles which exceed the allowable weights or sizes established in Sections 49-1001, 49-1002 or 49-1010, Idaho Code. Refer to IDAPA 39.03.03, “Rules Governing Special Permits –
General Conditions and Requirements," for conditions required for the issuance of special permits. (4-4-13)

101. – 199. (RESERVED)

200. REMOVAL OF DISABLED VEHICLES.
Annual Disabled Vehicle permits will be issued to heavy duty wrecker trucks or other vehicles used for the removal and secondary movement of disabled trucks and/or trailers or combinations and their unladen return, subject to the following rules: (4-4-13)

01. Permitted Vehicle. The permitted vehicle involved in the removal of disabled vehicles shall be the proper class of vehicle and shall have adequate gross vehicle weight and traction to control the combination of wrecker and attached vehicles, and shall provide brakes to the trailer axles and stop signal and clearance lights to such towed disabled vehicle or vehicle combinations. (4-4-13)

02. Loaded Weight. Loaded weight of the permitted vehicle’s drive axle(s) will be permitted up to the basic allowable unit weight as shown on the current Idaho Transportation Department Route Capacity Map for the corresponding colored route, unless the highway route is posted with a weight restriction. The current Route Capacity Map is maintained by the Overlegal Special Permit Office and is available to the public from the Overlegal Special Permit Office at the address listed in Section 005 of this rule 39.03.03, and Idaho Ports of Entry or on line at http://itd.idaho.gov/dmv/poe/documents/route_cap2.pdf itd.idaho.gov. Length of the combination will be limited to the legal or permitted length of the disabled combination plus forty-five (45) feet. Width will be limited to ten (10) feet or to the permitted width of the permitted disabled over-width vehicle/load. All VLS axles must be fully deployed when exceeding legal axle weights. (4-4-13)

a. Annual Disabled Vehicle and Snowplow permits involving overweight loadings will be available at the following levels: (4-6-92)

i. Red Routes -- The red routes contain posted bridges and require approval or analysis from the Department. A vehicle configuration may be issued an annual overweight/oversize Disabled Vehicle and Snowplow permit for travel on red routes, upon completion of an analysis verifying the requested weights are acceptable. The annual permit will be issued for a specific vehicle configuration, operating on a specific route, at specific weights. All information will be listed on the annual permit and will be subject to revocation at such time the vehicle configuration changes (such as axle spacings), the approved weights change, or a bridge rating changes. (8-4-95)

ii. Yellow Routes -- The yellow overweight level is based on a single axle loading of twenty-two thousand five hundred (22,500) pounds, a tandem axle loading of thirty-eight thousand (38,000) pounds, and a tridem axle loading of forty-eight thousand (48,000) pounds or the equivalent loading as determined by spacings and number of axles and computed by applying the formula \[ W = 560 \left( \frac{LN}{N-1} + 12N + 36 \right) \]. (4-6-92)

iii. Orange Routes -- The orange overweight level is based on a single axle loading of twenty-four thousand (24,000) pounds, a tandem axle loading of forty-one thousand (41,000) pounds, and a tridem axle loading of forty-eight thousand (48,000) pounds or the equivalent loading as determined by spacings and number of axles and computed by applying the formula \[ W = 600 \left( \frac{LN}{N-1} + 12N + 36 \right) \]. (3-30-01)

iv. Green Routes -- The green overweight level is based on a single axle loading of twenty-five thousand five hundred (25,500) pounds, a tandem axle loading of forty-three thousand five hundred (43,500) pounds and a tridem axle loading of fifty-four thousand five hundred (54,500) pounds or the equivalent loading as determined by spacings and number of axles and computed by applying the formula \[ W = 640 \left( \frac{LN}{N-1} + 12N + 36 \right) \]. (4-6-92)

v. Blue Routes -- The blue overweight level is based on a single axle loading of twenty-seven thousand (27,000) pounds, a tandem axle loading of forty-six thousand (46,000) pounds, and a tridem axle loading of fifty-seven thousand five hundred (57,500) pounds or the equivalent loading as determined by spacings and number of axles and computed by applying the formula \[ W = 675 \left( \frac{LN}{N-1} + 12N + 36 \right) \]. (3-30-01)

vi. Purple Routes -- The purple overweight level is based on a single axle loading of thirty thousand
(30,000) pounds, a tandem axle loading of fifty-one thousand five hundred (51,500) pounds, and a tridem axle loading of sixty-four thousand five hundred (64,500) pounds or the equivalent loading as determined by spacings and number of axles and computed by applying the formula $W = 755 \left( \frac{LN}{N-1} \right) + 12N + 36$. (3-30-01)

vii. Black Routes -- The black overweight level is based on a single axle loading of thirty-three thousand (33,000) pounds, a tandem axle loading of fifty-six thousand (56,000) pounds, and a tridem axle loading of seventy thousand five hundred (70,500) pounds or the equivalent loading as determined by spacings and number of axles and computed by applying the formula $W = 825 \left( \frac{LN}{N-1} \right) + 12N + 36$. (4-6-92)

viii. Vehicles or loads exceeding the axle weights, groups of axle weights, or total gross weights allowed on any of the overweight levels must operate by single trip permit only. (4-6-92)

ix. Weight Formula. “W” is the maximum weight in pounds (to the nearest five hundred (500) pounds) carried on any group of two (2) or more consecutive axles. “L” is the distance in feet between the extremes of any group of two (2) or more consecutive axles, “N” is the number of axles under consideration and “F” is the load factor most appropriate based on the most critical bridge on the highway route. (4-6-92)

b. The maximum overweight levels shall not exceed eight hundred (800) pounds per inch width of tire nor the maximum weights authorized by IDAPA 39.03.1304, “Rules Governing Special Permits - Overweight Permits Non-Reducible,” Subsection 200.04.100.08.

c. Annual overweight Disabled Vehicle and Snowplow permits shall become invalid subject to the conditions of IDAPA 39.03.2303, “Rules Governing Revocation of Special Permits – General Conditions and Requirements.” (4-5-00)

03. Time of Travel Restrictions. Time of travel restrictions shall be waived during the first movement of the disabled vehicle or vehicle combinations when necessary to clear the travel way. Disabled vehicles that are overwidth and moving at night shall be required to operate in accordance with the lighting requirements as listed in IDAPA 39.03.1203, “Rules Governing Safety Requirements of Overlegal Special Permits – General Conditions and Requirements.” A front pilot vehicle will be required when disabled vehicle exceeding ten (10) feet wide are moved at night. (4-4-13)

04. First Movement. First movement of disabled vehicles will be authorized from the point at which the vehicle or vehicle combination were disabled to a location (i.e. towing company, repair or company facility) where it can be safely secured. Secondary movements of disabled vehicles that have been separated shall be covered by the disabled vehicles permit as long as the weight/size limits as listed in Subsection 200.02 of this rule are not exceeded. (4-4-13)

a. First Movement of disabled vehicle or vehicle combination shall be defined as follows: point of original disablement to a location where it can safely secured (i.e. towing company, repair or company facility). (4-4-13)

b. Secondary Movement of disabled vehicles shall be defined as follows: a single vehicle or combination of disabled vehicles that have been separated into single vehicles and are moving from other than the original point of disablement. (4-4-13)

05. Annual Disabled Vehicle Permit. The permitted vehicle involved in the removal of a disabled vehicle shall be allowed (under annual disabled vehicle permit) to tow a functional replacement vehicle to the point of disablement, to replace the disabled vehicle. (4-4-13)

06. Height Restrictions. The disabled vehicle height shall not exceed the height of 15’ fifteen (15’) on the first movement.

300. HAZARDOUS TRAVEL CONDITIONS RESTRICTIONS. Refer to IDAPA 39.03.03 “Rules Governing Special Permits – General Conditions and Requirements,” for limitations on travel during hazardous conditions.
301. -- 999. (RESERVED)
000. **LEGAL AUTHORITY.**
This rule, governing the movement of vehicles or loads which are in excess of the sizes or weights allowed by Sections 49-1001, 49-1002 or 49-1010, Idaho Code, is adopted under the authority of Sections 40-312, 49-201, 49-1001, and 49-1004, and 49-1005 Idaho Code.

(10-2-89)

001. **TITLE AND SCOPE.**

01. **Title.** This rule shall be cited as IDAPA 39.03.03, “Rules Governing **Overlegal Special** Permits - General Conditions and Requirements,” IDAPA 39, Title 03, Chapter 03.

(4-5-00)

02. **Scope.** This rule states the general conditions and requirements for **overlegal special** permits.

(4-5-00)

002. -- 009. (RESERVED)

002. **WRITTEN INTERPRETATIONS.**
There are no written interpretations for this chapter.

(3-10-05)

003. **ADMINISTRATIVE APPEALS.**
Administrative appeals under this chapter shall be governed by the rules of administrative procedure of the attorney general, IDAPA 04.11.01, “Idaho Rules of Administrative Procedure of the Attorney General.”

(3-10-05)

004. **INCORPORATION BY REFERENCE.**
There are no documents incorporated by reference in this chapter.

(3-10-05)

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 PO Box 7129, Boise, ID 83707-1129.

(3-10-05)

02. **Office Hours.** Daily office hours are 7:30 a.m. to 5:00 p.m. except Saturday, Sunday and state holidays.

(3-10-05)

03. **Telephone and FAX Numbers.** The central office may be contacted during office hours by phone at 208-334-8420, 1-800-622-7133, or by fax at 208-334-8419.

(3-10-05)

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.

(3-10-05)

007. -- 009. (RESERVED)

007. **DEFINITIONS.**
Refer to IDAPA 39.03.01, “Rules Governing Definitions,” for definitions of the terms used in this rule.

(6-30-95)

01. **Loaded Truck.** A truck or truck combination equipped with VLS axles shall be considered to be hauling a load when VLS axles need to be fully deployed to reduce loads on fixed axles and groups of axles which
would otherwise exceed legally prescribed weight limits as set forth in Section 49-1001, Idaho Code. (6-30-95)

050. SAFETY INSPECTION REQUIREMENTS FOR OVERSIZE PERMITTED VEHICLES AND/OR LOADS.

01. Inspections. All vehicles, tractors, trailers, and dolly converters operating under the authority of an overlegal special permit issued by the Department must have a valid annual inspection at the time a permit is issued. The inspection shall be completed in compliance with 49 CFR Part 396.17. (3-29-17)

02. Inspectors. Inspectors completing required annual inspections shall meet the certifications requirement in 49 CFR 396.19 and brake inspector qualification in 49 CFR 396.25. (3-29-17)

03. Drivers. All drivers shall meet the special training requirements for Longer Combination Vehicles as outlined in 49 CFR Part 380. (3-29-17)

04. Motor Carriers. By applying for an overlegal special permit, motor carriers self-certify that they have performed inspections as set forth in 49 CFR Part 396.17. (3-29-17)

05. Exemption. Oversize vehicles and/or loads operating under an exemption outlined in §67-2901B(2), Idaho Code, are exempt from this safety inspection requirement. (3-29-17)

060. BRAKES.

01. Safety Standards for Brakes. Brakes shall meet the Federal Motor Carrier Safety Regulations and shall be maintained to the Federal Motor Vehicle Safety Standards No. 121 in effect at the time the commercial motor vehicle was manufactured. (3-29-17)

070. Lighting Requirements For Loads Traveling After Dark.
Those over dimensional vehicles and/or loads traveling during hours of darkness shall be required to display lights to mark the extremities of the vehicle and/or load, and shall be in addition to those clearance lights required on legal size vehicles when traveling at night. (4-5-00)

01. Standards for Lights on Oversize Vehicles and/or Loads. (4-5-00)

a. Lights are only required on those vehicles traveling after dark. (dark is defined as one half (1/2) hour after sunset to one half (1/2) hour before sunrise) Lights are required on those vehicles traveling sunset to sunrise. (4-5-00)

b. The lights must be visible from a minimum of five hundred (500) feet. (4-5-00)

c. The lights may be flashing or steady burning. (3-20-14)

d. The color of the lights shall be as follows: (4-5-00)

i. Lights visible from the front of the oversized vehicle and/or loads and the extremities in the middle or near the front of the oversized vehicle and/or load shall be amber. (3-20-14)

ii. Lights visible from the back of the oversized vehicle and/or load and the extremities near the back of the oversized vehicle and/or load shall be red. (3-20-14)

02. Standards for Lights on Rear Overhang. Lights are required when rear overhang exceeds the end of the trailer by four (4) feet or more. (4-5-00)

a. If the overhang is two (2) feet wide or less only one (1) light is required on the end of the overhang. (4-5-00)
b. If the overhang is over two (2) feet wide, two (2) lights are required on the end of the overhang to show the maximum width of the overhang. (4-5-00)

080. FLAGGING REQUIREMENTS FOR OVERSIZE VEHICLES AND/OR LOADS.
Warning flags for oversize vehicles and/or loads, excluding extra-length vehicle combinations, shall be marked by warning flags meeting the following: (4-5-00)

01. Warning Flags. Warning flags are required on all overwidth vehicles and/or loads and when the rear overhang exceeds the end of the trailer by four (4) feet or more. (4-5-00)

02. Size. Minimum size of flags is eighteen (18) inches by eighteen (18) inches. (3-29-10)

03. Color. Red or fluorescent orange. (4-5-00)

04. Placement of Flags. On overwidth vehicles and/or loads, flags shall be placed at the four (4) corners and/or extremities of the vehicle and/or load as follows: (4-5-00)

a. Front. Fastened to each front corner of the oversized vehicle and/or load if it exceeds legal width. (3-20-14)

b. Rear. Fastened to each rear corner of the oversized vehicle and/or load if it exceeds legal width. (3-20-14)

c. Side. Fastened to mark any extremity, when extremity is wider than the front or the rear of the vehicle and/or load. (4-5-00)

d. Overhang. If the overhang is two (2) feet wide or less only one (1) flag is required on the end of the overhang. If the overhang is over two (2) feet wide, two (2) flags are required on the end of the overhang to show the maximum width of the overhang. (4-5-00)

090. SIGN REQUIREMENTS FOR VEHICLES COMBINATIONS INCLUSIVE OF LOAD
Refer to IDAPA39.03.05 “Rules Governing Special Permits – Oversize Non-Reducible” for conditions in this rule.

100. RESPONSIBILITY OF ISSUING AUTHORITY.

01. Primary Concerns. The primary concern of the Department, in the issuance of overlegal special permits, shall be the safety and convenience of the general public and the preservation of the highway system. (4-5-00)

02. Permit Issuance. The Department shall, in each case, predicate the issuance of a overlegal special permit on a reasonable determination of the necessity and feasibility of the proposed movement. (4-5-00)

101. -- 199. (RESERVED)

200. AUTHORITY TO ISSUE PERMITS.
The authority to issue permits on state highways is described in Subsection 200.01. Subsection 200.02 describes the Department’s authority to issue overlegal special permits on local jurisdiction highways pursuant to an agreement between the Department and the local highway jurisdictions. (4-5-00)

01. Overlegal Special Permit. The overlegal special permit authority of the Department shall cover travel on state highways only and overlegal special permits issued by the Department shall be valid only on completed sections of state highway, described on the permit by route number or otherwise. The right to use county highways or city streets is neither granted nor implied. The overlegal special permit authority of the Department shall include those sections of state highways within corporate limits of cities and towns, but will not include...
sections of state highways intersecting with local highways, when travel is occurring on the local highway(s). Contractors hauling loads within the limits of state highway construction projects do not require special permits, but the loads must comply with the weight limits specified in the state highway contract. (4-5-00)

02. Authority. Special permit authority agreed to by the Department and local highway jurisdiction shall include travel on the local jurisdiction’s highways under the rules of this title, IDAPA 39.03.03, “Rules Governing Special Permits - General Conditions and Requirements.” (4-5-00)

201. OFFICES FOR ISSUANCE OF SPECIAL PERMITS.
The Department shall maintain a centralized special permit office at the Department Headquarters, making permits available by telecopy equipment at the following listed office and Ports of Entry throughout the State. Permits will be available Monday through Friday, state holidays excluded, from 7:30 a.m. to 6 p.m. Mountain Time. A map indicating the location of state offices where permits can be obtained is available at the Headquarters Overlegal Special Permit Office, all Ports of Entry and the following locations and telephone numbers. Special permits can also obtained, online at itd.idaho.gov or by phone. (4-5-00)

01. Headquarters
Idaho Transportation Department
Overlegal Permit Office
P.O. Box 7129
3311 West State Street
Boise, Idaho 83707-1129
(208) 334-8420 (4-5-00)

02. Idaho Transportation Department Huetter Port of Entry, District One
600 West Prairie Mile Post 85 I-90
Coeur d’Alene, Idaho 83814
(208) 772-1200769-1551 (8-25-94)

03. Idaho Transportation Department Lewiston Port of Entry, District Two
26th and North and South Highway 33443 US Hwy 95
Lewiston, Idaho 83501-0837
(208) 799-5090799-4824 (4-5-00)

04. Idaho Transportation Department, East Boise Port of Entry, District Three Maintenance Office
45502 Highway 44 Mile Post 66.5 I-84 EB
Caldwell Boise, Idaho 83606-34
(208) 459-7429 334-3272 (8-25-94)

05. Idaho Transportation Department, Cotterell Port of Entry, District Four Maintenance Office
115 South 550 West Mile Post 229 I-84 EB
Rupert Cotterell, Idaho 83350-23
(208) 436-4630 349-5650 (4-5-00)

06. Idaho Transportation Department, District Four
Date Street
Shoshone, Idaho 83352-2028
(208) 886-2411 (8-25-94)

07. Idaho Transportation Department Inkom Port of Entry, District Five
South of Pocatello on So. 5th Mile Post 59 I-15 NB
087. Idaho Transportation Department Sage Junction Port of Entry, District Six
206 N. Yellowstone 2452 E 1500 N
Rigby Terreton, Idaho 83442-0097 83450
(208) 745-7781 228-3636 (8-25-94)

09. Idaho Transportation Department District Six Maintenance Office
North of Salmon on US93
Salmon, Idaho 83467
(208) 756-3313 (8-25-94)

301. -- 399. (RESERVED)

400. INSURANCE OR BOND FOR EXTRAORDINARY HAZARD.
Evidence of insurance or the posting of a bond shall be required when necessary because of loads creating an
extraordinary hazard to the traveling public or to protect the public investment when a load presents an extraordinary
hazard to the highway system. In such cases of extraordinary hazard to the roadway or structures, the Department
may require the posting of a cash bond in such amount as to cover the maximum damage that could be expected to
occur to the highway with the permittee also required to reimburse the Department for any engineering required to
ascertain the extent of damages, if any, occurring to the roadway during the movement of the excessive load.

401. -- 44999. (RESERVED)

400450. RESPONSIBILITY OF PERMITTEE.

01. General Responsibilities. The permittee shall determine and declare the gross weight, distribution
of weight, and the dimensions of the vehicle and load and shall submit all other required information before issuance
of the permit. The acceptance of a overlegal special permit by the permittee is his agreement that the vehicle and
load covered by the permit can and will be moved in compliance with the terms and limitations set forth in the
permit. When a permit has been accepted by the permittee, such action shall be deemed an unequivocal assurance
that he has complied, or will comply with all operating, licensing, and financial responsibility requirements. (4-5-00)

02. Permit to Be Carried in Vehicle.

a. The overlegal special permit must be carried or available electronically in the vehicle to which it
refers during the time of movement and shall upon demand be delivered for inspection to any peace officer or
authorized agent of the Idaho Transportation Board or any officer or employee charged with the care and protection
of the public highways. (3-30-07)

b. When the route of the permitted vehicle will not pass in the vicinity of a state operated transceiver
station, the applicant may complete Form ITD-216, APPLICATION FOR OVERLEGAL SPECIAL PERMIT
NUMBER, and provide pertinent information by telephone to the overlegal special permit office. If the overlegal
special permit office approves the application, a overlegal special permit number will be assigned to complete the
Form ITD-216. Form ITD-216 will serve as evidence of intent to obtain the overlegal special permit and will be
honored by law enforcement subject to the officer checking with the overlegal special permit office. The applicant
must qualify for this procedure by obtaining a permit fee account number. The overlegal special permit office will
complete the Overlegal Special Permit Form ITD-216 and charge the fee to the applicant’s permit fee account
number. (IDAPA 39.03.2109, “Rules Governing Special Permit Fees,” Section 300.) (3-30-07)

03. Certification Load Is Non-Reducible. Upon application, the permittee must certify that steps
have been taken to reduce the dimensions and/or weight of vehicle and/or load concerned in the permit to legal
limitations, or if that is impractical, to reduce the excess to a minimum. (8-25-94)
04. Basic Limitations Shall Not Be Exceeded. Overlegal Special permits shall not be issued for vehicles or loads in excess of the maximum limitations of size or weight or which otherwise exceed the limitations for over legal loads as set forth in these rules unless exception is made by the Transportation Board, or as otherwise provided herein. (4-5-00)

085. Hazardous Travel Conditions Restrictions. Extreme caution in the operation of permitted vehicle combinations shall be exercised when hazardous conditions exist. The movement of overlegal vehicles and/or loads by overlegal permit shall be prohibited and otherwise valid permits shall automatically become invalid enroute when travel conditions become hazardous due to ice, snow or frost; when visibility is restricted to less than five hundred (500) feet by fog, dust, smoke or smog or other atmospheric conditions.

Option 1:
Extreme caution in the operation of a special-permitted vehicle shall be exercised when hazardous conditions exist. The driver of a permitted vehicle is responsible for checking the conditions of the permitted route before travel. The movement of vehicles or loads operating on valid permits shall automatically become invalid en route when:

a. The Idaho Transportation Department, Idaho State Police, or other law enforcement office determines and provides public notice by any available means that a hazardous road condition exists.

b. The driver reasonably knows that hazardous road conditions exists along route.

c. Whenever a road is marked “Difficult” on 511 or as having a hazardous condition.

d. Hazardous road conditions may include but are not limited to:
   
i. Loss of traction on roadways due to ice, snow or frost; excessive water, or mud
   ii. Whenever a roadway is under conditions of wind over 40mph
   iii. Visibility is less than 500 feet due to snow, rain, smoke, dust, or fog
   iv. Whenever a roadway becomes obstructed due to snow, water, mud, rocks, or other debris
   v. Whenever a roadway is subject to a natural disaster, or Emergency

Option 2:
A special permitted vehicle or load is prohibited from travel when:

a. The Idaho Transportation Department, Idaho State Police, or other law enforcement office determines and provides public notice by any available means that a hazardous road condition exists for a special permitted vehicle or load.

b. The Permittee knows that a hazardous road condition exists for a special permitted vehicle or load.

Hazardous road conditions may include:

i. Water, ice, snow, mud, wind, visibility less than 500 feet, or rocks on the Highway.

ii. Significant debris from an accident, natural disaster, or Emergency on the Highway.

(3-10-05)

096. Delaying Movement. Enforcement personnel responsible for any section of highway shall carry out enforcement action for violations involving overlegal special permit operations and may delay movements. (3-29-17)

500. ALLOWABLE TOLERANCE, LEGAL OR PERMITTED SIZE LIMITS.

01. Determination of Vehicular Dimensions. Determination of vehicular length and/or width as defined by Idaho Code or by Board regulation shall be exclusive of those external devices or appurtenances whose function is related to safe and efficient operation. (10-2-89)

02. Appurtenances. Rearview mirrors, turn signal lamps, splash and spray suppressant devices,
awnings on recreational vehicles, load induced tire bulge, and other noncargo carrying appurtenances shall be excluded from the calculation of allowable width. Front mounted refrigeration units, energy conservation devices, bolsters, mechanical fastening devices, hydraulic lift gates, external front mounted side curtain rollers, and other noncargo carrying appurtenances or devices shall be excluded from a determination of allowable length. (4-6-05)

03. **Other Appurtenances.** Other appurtenances not listed above may not extend beyond three (3) inches on each side or end of a vehicle or load. Other appurtenances may include, but shall not be limited to, clearance lights, door handles, handholds, window fasteners, door and window trim, moldings, and load securement devices. (10-2-89)

**510. DROMEDARY TRACTORS.**
A truck tractor containing a dromedary box, deck or plate in legal operation on or before December 1, 1982, shall be authorized to continue to operate, notwithstanding its cargo carrying capacity, throughout its useful life. Proof of such legal operation on December 1, 1982, shall rest upon the operator of the equipment. (12-26-90)

**520. LOAD OVERHANG.**
The overhang or extension of a load shall not extend beyond the limits as set forth in Section 49-1010, Idaho Code. (3-29-17)

**600. GENERAL.**
An overlegal special permit, in writing, shall be required for any movement on any completed section of highway under the jurisdiction of the Department by any vehicle or vehicles with reducible or non-reducible loads which exceed the allowable weights or sizes established in Sections 49-1001, 49-1002 and 49-1010, Idaho Code. (4-2-08)

**620. COMPLIANCE WITH OTHER LAWS AND ORDINANCES.**
The overlegal special permit will be effective only insofar as the Department has authority for its issue and does not release the permittee from complying with other existing laws, local ordinances or resolutions which may govern the movement. (4-5-00)

**630. WAIVER OF LIMITATIONS FOR EMERGENCY MOVEMENTS.**
Notwithstanding other provisions of these rules, the Idaho Transportation Board may waive existing permit policy limitations in the event of an emergency, subject to such limitations or special requirements as the Board may impose. (8-25-94)

**01. Military Emergency Affecting National Security.** Any movement by or for a military or other government agency which is in excess of permit policy maximum limits of weight or size or which is otherwise outside established rules must be certified as a military necessity involving national security before receiving any special consideration to provide any waiver of normal permit rules. Certification of military necessity must be made by an official designated as having such authority by the Department of Defense Directory, issued by the Office of the Chief of Transportation, Department of Army. All applications for military emergency movements must be channeled through the Vehicle Size and Weight Specialist Special Permit Office, Idaho Transportation Department. (8-25-94)

**02. Emergencies Endangering the Public Health, Safety or Welfare Including but Not Limited to Fire, Flood, or Earthquake.** During an emergency endangering the public health, safety or welfare, there may be an urgent and immediate need for equipment and it will not be in the public interest to require that a overlegal special permit be in the vehicle prior to an over legal movement. Verbal approval to proceed without an overlegal special permit in the vehicle may be obtained from the Overlegal Special Permit Office or an Idaho Port-of-Entry. Once the emergency movement is completed, formal application for an Overlegal Special Permit must be submitted to the Overlegal Special Permit Office. (8-25-94)

**03. Emergency Movement of Implements of Husbandry.** It shall be considered an emergency when an implement of husbandry being operated on an official state holiday or a weekend breaks down and a dealer brings replacement equipment to the farmer that exceeds legal height, length and weight. Verbal approval to proceed without an overlegal special permit in the vehicle may be obtained from the Overlegal Special Permit on-call staff. That verbal authorization may include escort vehicle requirements based on the route of travel and dimensions of load. Once the emergency movement is completed, the permittee shall make formal application for a permit to the
Overlegal Special Permit Office on the first working day after the occurrence. (3-28-18)

04. Economic Emergencies. When a circumstance occurs in which an economic hardship is expected to result due to the application of existing rules or limitations, the Transportation Board may consider a petition for the temporary waiver of those rules or limitations which are perceived as being the cause of such economic hardship. (8-25-94)

700. SPRING BREAKUP SEASON TYPE OF LOAD RESTRICTIONS.
Depending upon the type of road construction, the amount of moisture, temperature conditions, and severity of frost heaves and breakup, routes or sections of routes will be posted for restricted loadings to one (1) of the following categories as required to protect the roadway and in the interests of public safety. 1) Maximum of legal allowable weight, 2) Maximum of sixteen thousand (16,000) pounds on any axle, 3) Maximum of fourteen thousand (14,000) pounds on any axle, and 4) Maximum of twelve thousand (12,000) pounds on any axle. (8-4-95)

710. WEIGHT LIMITS BASED ON TIRE SIZES.
In administering load limits based on tire sizes or width of tires, credit for tubed tires will be based on the manufacturer’s width marked on the tire; for example, a ten point zero-zero by twenty-four (10.00 x 24) tire will be given credit for ten (10) inches of tire width. Tubeless tires will be given credit for the width of the conventional tubed tires which they replace. (10-2-89)

720. WIDTH LIMITATION ON TWO LANE ROAD.
A spring breakup weight restriction to less than legal weight shall automatically place a restriction on width allowed by special permit. On any section of highway restricted to less than legal weight, the maximum width by special permit shall be restricted to twelve (12) feet six (6) inches during the period of the weight restriction. (8-25-94)

730. SPEED RESTRICTIONS.
On those sections of highways which are posted for a maximum of legal loads, or to less than legal loads, trucks and buses with a gross weight of ten thousand (10,000) pounds or more will be restricted in critical areas to a maximum speed of thirty (30) miles per hour. Restricted speed zones will be marked by red and yellow-green markers. A red marker will mean speed is restricted to thirty (30) miles per hour and a yellow-green marker will mean that legal speed may be resumed. These markers will generally be attached to existing highway sign posts and when properly used will afford protection to the highway subgrade and surface as well as speeding the flow of traffic. (10-2-89)

740. SPECIAL PERMIT POLICY DURING SPRING BREAKUP.

01. Suspended Weight Limits. Normal overweight special permit limits will be suspended on all highways in the area when seasonal load and speed restrictions are imposed. (10-2-89)

02. Weight Restrictions. Spring breakup weight restrictions are primarily concerned with limiting the weight imposed on the highway by individual axles rather than the total gross weight of vehicles or vehicle combination. It will therefore be permissible to issue overweight special permits which exceed legal allowable total gross load for a vehicle combination subject to these conditions:

a. Minimum tire width is ten (10) inches or larger. (10-2-89)

b. Maximum axle weight on single axle having two (2) single wheels shall not exceed ten thousand (10,000) pounds. (10-2-89)

c. Maximum axle weight on single axle having four (4) or more tires shall not exceed fourteen thousand (14,000) pounds. (10-2-89)

d. Permits for nonreducible loads only. (10-2-89)

750. LEGAL WEIGHT LIMITS MAINTAINED ON CERTAIN HIGHWAYS.
The policy of the Department will be to maintain legal load limits on the Interstate highway system and arterials serving through state traffic or connecting major termini, unless conditions are such that severe breakup will result.
ENFORCEMENT OF POSTED WEIGHT AND/OR SPEED RESTRICTIONS.
The Districts will sign and mark affected state highways the day before the weight and/or speed restrictions are in
effect. The weight and/or speed restrictions will be enforced the day after the Districts sign and mark a state
highway. Customers who subscribe to the load limit bulletin receive advance notification via mail from the permit
office of upcoming weight and/or speed restrictions.

TEMPORARY SUSPENSION OF POSTED WEIGHT AND SPEED RESTRICTIONS.

01. Why Required. Spring breakup restrictions are required because of a seasonal characteristic in
which freeze/thaw cycles occur, making the roadway unstable and reducing its load-bearing capability. The load-
bearing capacity may be temporarily restored by a freeze-up of the pavement after a section has been posted for load
and speed restrictions.

02. Temporary Waiver of Spring Breakup. District Engineers may provide a temporary waiver of
the spring breakup restrictions by posting GREEN markers on the speed limit signs, and on other signs, if
appropriate, within a section of highway posted for reduced loads. In addition to posting green markers, a twice-
daily status of the posted section will be provided by the area Maintenance Foreman to the District Maintenance
Office, who will notify area State Police, Ports of Entry, and the local Sheriff’s office and permit office.

SPECIAL ALLOWANCES FOR EMERGENCY AND CRITICAL SERVICE VEHICLES.
District Engineers may allow exceptions to the spring breakup weight restrictions for emergency and critical service
vehicle(s), ie. fire trucks, heating fuel trucks, and other such service vehicles which are critical to the health and
safety of the public. Documentation of special allowance shall be in writing from the District Engineer and must be
carried in the vehicle.

LOAD LIMIT BULLETIN.
The Department shall publish a bulletin twice weekly listing the highways restricted under the provisions of this
rule. Such bulletin shall only be published when such restrictions exist. A subscription for this bulletin shall be
available for a fee of fifteen dollars ($15) per calendar year January 1 to December 31.

OVERLEGAL SPECIAL PERMIT FEES COSTS TO BE BORNE BY PERMITTEE.
The movement of oversize or overweight vehicles or vehicles with over legal loads is a privilege not accorded every
user of the highway. Administrative cost incurred in the processing, issuance and enforcement of overlegal special
permits shall be borne by such permittees and not by the general traveling public through expenditure of highway
user funds. Overlegal Special permits issued for non-reducible, overweight vehicles and/or loads will be charged a
road use fee as set forth in Section 49-1004(2), Idaho Code. Tax supported agencies are required to obtain overlegal
special permits if their loads exceed the sizes or weights stated in Idaho Code, but they are exempt from paying fees
for the permits.

PAYMENT OF OVERLEGAL SPECIAL PERMIT FEES.

01. Payment of Fees. The Idaho Constitution prohibits the state from extending credit to any
individual, corporation, municipality or association. Permit fees are collectible at the time of issuance.

02. Refund. Permit fees are not refundable once they have been processed into the Department’s
accounting system, unless the permittee contacts the Overlegal Special Permit Office no more than two (2) working
days (during office hours) following the start date of the overlegal special permit or the Department issued the
overlegal special permit in error.

03. Permit Costs. Overlegal Special permit fees listed below are intended to cover cost of
administration and are subject to periodic change depending on costs incurred in processing, issuance and
enforcement of overlegal special permit rules.
04. **Current Schedule of Fees.** Periodic changes to the fee schedule will be subject to legislative review and approval procedures in accordance with Chapter 52, Title 67, Idaho Code, Administrative Procedure Act. (3-19-07)

a. Oversize only, single trip, **twenty-eight thirty** dollars ($2830). (3-19-07)

b. Oversize only, two (2) trips, **thirty-six** dollars ($336). (3-19-07)

c. Oversize single trip exceeding sixteen (16) feet wide, or sixteen (16) feet high or one hundred ten (110) feet long, **seventy-one thirty-three** dollars ($7133). (3-21-12)

d. Oversize only, two (2) trips within seven (7) days, exceeding sixteen (16) feet wide, or sixteen (16) feet high or one hundred ten (110) feet long, **eighty-nine** dollars ($89). Reducible Loads, annual, twelve (12) consecutive months: Cylindrical hay bales, two (2) wide, Multiple width loads of kiln stacked lumber, reducible loads, up to and including fifteen (15) feet high. Disabled Vehicle, forty-five dollars ($45). (3-21-12)

e. Oversize Non-Reducible only, annual, twelve (12) consecutive months: Manufactured homes, modular building and office trailers; Farm tractors exceeding nine (9) feet width on Interstate and implements of husbandry; Cylindrical hay bales, two (2) wide; Emergency removal of disabled vehicles—Oversize/Oversize Snowplow; Multiple width loads of crane booms; Multiple width loads of conveyer units; multiple width loads of kiln stacked lumber; Reducible loads, up to and including fourteen (14) feet nine (9) inches high. East port/Canadian Weight; and exceeding sixty-five (65) feet overall combination length on magenta coded routes, **forty-three five** dollars ($435). (3-25-16)

f. Excess weight or Extra Length Weight (reducible) annual, twelve (12) consecutive months, authority to exceed eighty thousand (80,000) lbs. on reducible loads up to one hundred five thousand five hundred twenty nine thousand ($435). (3-25-16)

g. Extra Length/Excess Weight (reducible) combination, annual, twelve (12) consecutive months, **fifty-three** dollars ($53). (3-19-07)

h. **Overweight/Oversize or Overweight only (non-reducible)** single trip, **seventy-one thirty-three** dollars ($7133). (3-21-12)

i. **Overweight/Oversize or Overweight only (non-reducible)** two (2) trips, **eighty-one** dollars ($81). (3-21-12)

j. **Overweight/Oversize (non-reducible)** single trip, exceeding sixteen (16) feet wide, or sixteen (16) feet high or one hundred ten (110) feet long, **one hundred three** dollars ($103). (3-21-12)

k. **Overweight/Oversize (non-reducible)** two (2) trips within seven (7) days, exceeding sixteen (16) feet wide, or sixteen (16) feet high or one hundred ten (110) feet long, **one hundred sixteen** dollars ($116). (3-21-12)

l. **Overweight/Oversize (non-reducible)** annual permit fee for twelve (12) consecutive months, **one hundred twenty-eight** dollars ($128). (3-21-12)

mh. Fee for reissuance or transfers, fifteen dollars ($15). (3-19-07)

i. **Annual special permits purchased online will be five dollars ($5) less than the listed price.**

05. **Additional Fees.** The department may require reimbursement of actual costs incurred for extraordinary services provided, incidental and necessary to the planning and/or movement of overlegal loads that require a special permit moving under the requirements of a traffic control plan. (3-21-12)
950. REVOCATION OF PERMIT FOR NON-COMPLIANCE WITH THE LIMITATIONS OR PROVISIONS OF THE PERMIT.

01. Disqualification of Permits. The permit shall become invalid and the cited vehicle may be disqualified for reissuance of permits if convicted of the following: (3-20-14)

a. The vehicle combination does not satisfy the requirements of Federal Motor Carrier Safety Regulations Part 393. (3-20-14)

b. The vehicle combination violates permitting conditions (other than weight) for the following: (3-20-14)

i. Failure to travel on Extra Length or Up to 129,000 Pound designated routes. (3-20-14)

ii. Failure to properly display required flags and/or signs. (3-20-14)

iii. Failure to provide required number of pilot cars and/or proper placement. (3-20-14)

iv. Failure to provide required lighting for travel during hours of darkness. (3-20-14)

v. Failure to travel during the hours of operation as specified on the permit. (3-20-14)

vi. Failure to comply with wind velocity requirements when moving manufactured housing, office trailers and modular buildings. (3-20-14)

vii. Failure to comply when travel conditions become hazardous. Hazardous conditions include, but are not limited to, ice, snow or frost; or when visibility is restricted to less than five hundred (500) feet. (3-20-14)

c. The vehicle combination violates weight limits under Section 49-1001 (1)(2) & (9), Idaho Code. (3-20-14)

i. Violating weight limits for single, tandem, tridem, quad, or other type axle groups by more than fifteen percent (15%). (3-20-14)

ii. Violating gross or bridge weight allowances by more than seven percent (7%). (3-20-14)

d. The motor carrier has violated an Out-of-Service order by the Federal Motor Carrier Safety Administration as described in Part 386 (386.73) of the Federal Motor Carrier Safety Regulations. (3-29-17)

02. Permit Revocation Process. A copy of the judgment of conviction from the court and the overlegal special permit authorizing operation must be provided to the Permit Office by enforcement personnel. Paperwork will be reviewed for compliance with the provisions of this rule and, if met, notification will be sent to the company informing them of the pending revocation that will occur within ten (10) days of the letter being issued. (3-20-14)

03. Disqualification Periods. When a permit has become invalid, the vehicle identified on the invalidated permit may be disqualified for reapplication for permit for a period of thirty (30) days after the first violation, for a period of six (6) months after the second violation, and for a period of one (1) year after the third violation. (3-20-14)

04. Penalties. In addition to revocation of permits as authorized in this rule, the permittee shall be subject to all applicable penalties provided by law with regard to the provisions violated. (8-25-94)

980. PERMITTEE RESPONSIBLE FOR INJURY TO PERSONS OR PROPERTY.
The permittee shall assume all responsibility for injury to persons or damage to public or private property caused
directly or indirectly by the transportation of a vehicle or vehicle and load under special permit; and he shall hold harmless the Department and all its officers, agents, employees, and servants from all suits, claims, damages or proceedings, of any kind, as a direct or indirect result of the transportation of the overlegal vehicle or vehicle with overlegal a load that requires a special permit.
39.03.04 - RULES GOVERNING OVERLEGAL SPECIAL PERMITTEE RESPONSIBILITY -- AND TRAVEL RESTRICTIONS PERMITS – OVERWEIGHT NON-REDUCIBLE

000. LEGAL AUTHORITY.
This rule, governing the movement of vehicles or loads which are in excess of the sizes or weights allowed by Sections 49-1001, 49-1002 or 49-1010, Idaho Code, is adopted under the authority of Sections 40-312 and 49-1004, Idaho Code. (10-2-89)

001. TITLE AND SCOPE.
01. Title. This rule shall be cited as IDAPA 39.03.04, “Rules Governing Overlegal Special Permittee Responsibility And Travel Restrictions Permits – Overweight Non-Reducible,” IDAPA 39, Title 03, Chapter 04. (4-5-00)
02. Scope. This rule states the responsibility of the permittee, and the travel restrictions, and maximum weight authorized for overlegal special loads.

002. WRITTEN INTERPRETATIONS.
There are no written interpretations for this chapter. (3-10-05)

003. ADMINISTRATIVE APPEALS.
Administrative appeals under this chapter shall be governed by the rules of administrative procedure of the attorney general, IDAPA 04.11.01, “Idaho Rules of Administrative Procedure of the Attorney General.” (3-10-05)

004. INCORPORATION BY REFERENCE.
There are no documents incorporated by reference in this chapter. (3-10-05)

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 PO Box 7129, Boise, ID 83707-1129. (3-10-05)
02. Office Hours. Daily office hours are 7:00 a.m. to 5:00 p.m. except Saturday, Sunday and state holidays. (3-10-05)
03. Telephone and FAX Numbers. The central office may be contacted during office hours by phone at 208-334-8420, 1-800-622-7133, or by fax at 208-334-8419. (3-10-05)

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. (3-10-05)

007. -- 009. (RESERVED)

010. DEFINITIONS.
Refer to IDAPA 39.03.01, “Rules Governing Definitions,” for definitions of the terms used in this rule. (10-2-89)
011. GENERAL RULES AND CONDITIONS
Refer to IDAPA 39.03.03, “Rules Governing Special Permits – General Conditions and Requirements” for conditions required for the issuance of special permits.

012. 099. (RESERVED)

100. RESPONSIBILITY OF PERMITTEE.

01. General Responsibilities. The permittee shall determine and declare the gross weight, distribution of weight, and the dimensions of the vehicle and load and shall submit all other required information before issuance of the permit. The acceptance of a overlegal special permit by the permittee is his agreement that the vehicle and load covered by the permit can and will be moved in compliance with the terms and limitations set forth in the permit. When a permit has been accepted by the permittee, such action shall be deemed an unequivocal assurance that he has complied, or will comply with all operating, licensing, and financial responsibility requirements.

02. Permit to Be Carried in Vehicle.

a. The overlegal permit must be carried in the vehicle to which it refers during the time of movement and shall upon demand be delivered for inspection to any peace officer or authorized agent of the Idaho Transportation Board or any officer or employee charged with the care and protection of the public highways. Refer to IDAPA 39.03.03, “Rules Governing Special Permits – General Conditions and Requirements” for conditions required for the issuance of special permits.

b. When the route of the permitted vehicle will not pass in the vicinity of a state operated transceiver station, the applicant may complete Form ITD-216, APPLICATION FOR OVERLEGAL SPECIAL PERMIT NUMBER, and provide pertinent information by telephone to the overlegal special permit office. If the overlegal special permit office approves the application, a overlegal special permit number will be assigned to complete the Form ITD-216. Form ITD-216 will serve as evidence of intent to obtain the overlegal special permit and will be honored by law enforcement subject to the officer checking with the overlegal special permit office. The applicant must qualify for this procedure by obtaining a permit fee account number. The overlegal special permit office will complete the Overlegal Special Permit Form ITD-216 and charge the fee to the applicant’s permit fee account number. (IDAPA 39.03.2100, “Rules Governing Special Permit Fees – General Conditions and Requirements,” Section 300910.)

03. Certification Load Is Non-Reducible. Upon application, the permittee must certify that steps have been taken to reduce the dimensions and/or weight of vehicle and/or load concerned in the permit to legal limitations, or if that is impractical, to reduce the excess to a minimum.

04. Basic Limitations Shall Not Be Exceeded. Overlegal Special permits shall not be issued for vehicles or loads in excess of the maximum limitations of size or weight or which otherwise exceed the limitations for over legal special loads as set forth in these rules unless exception is made by the Transportation Board, or as otherwise provided herein. Refer to IDAPA 39.03.03, “Rules Governing Special Permits – General Conditions and Requirements” for conditions required for the issuance of special permits.

05. Movement, Traffic Control Plans, Loading, Parking on State Highways.

a. The movement of overlegal special loads shall be made in such a way that the traveled way will remain open as often as feasibly possible and to provide for frequent passing of vehicles traveling in the same direction. In order to achieve this a traffic control plan is required to be submitted when operating on two (2) lane highways and exceeding the following dimensions:

i. Width exceeds twenty (20) feet.

ii. Length exceeds one hundred fifty (150) feet.
b. The traffic control plan shall be prepared by a licensed engineer or an American Traffic Safety Services Association (ATSSA) certified traffic control supervisor and include the following information: (3-30-07)
   i. Locations and mileposts of where the vehicle/load can pull over to allow for traffic relief; (3-30-07)
   ii. How pilot cars and traffic control personnel will be utilized; (3-30-07)
   iii. Identification of any railroad tracks being crossed and the emergency contact number for the governing entity; and (3-30-07)
   iv. Procedure for allowing emergency vehicles to navigate around the vehicle/load when necessary. (3-30-07)

c. The overlegal permitted vehicle shall not be loaded, unloaded or parked, upon any State highway, except for emergencies, without the specific permission or by direction of the Department or policing agency having jurisdiction over such highway. (1-3-92)

d. Overwidth Hauling Vehicles, Restrictions. Refer to IDAPA 09.03.05 “Rules for Governing Special Permits – Oversize Non-Reducible.”

06. Application for Special Permits

100 a. HOW TO APPLY. The Special Permit Form ITD-217 becomes a valid application when signed by the Permittee. A separate application Form ITD-217C may be completed by the applicant from which the necessary information may be transferred to the permit by the permit writer. Such applications on Form ITD-217C will usually be received through Ports of Entry and applications may also be accepted by letter or by telephone provided all pertinent and necessary information is submitted. (10-2-89)

101 b. INFORMATION TO BE FURNISHED BY APPLICANT. Any application for a special permit shall provide for the submittal of all pertinent information required to establish the necessity of the proposed movement and the requisite to an engineering determination of the feasibility of the proposed movement. The following information shall be furnished: (10-2-89)

01. Name. Name of owner, operator, or lessee of vehicle or vehicles concerned. (10-2-89)
02. Description of Load. Manufacturer, model number, etc. (10-2-89)
03. Identification of Vehicles. License number, if registered, otherwise serial number, unit number. (10-2-89)
04. Weight. Licensed capacity of vehicles subject to registration, if overweight is involved. (10-2-89)
05. Axles. Number of axles, spacing between axles, number and size of tires. (10-2-89)
06. Gross Weight. Gross weight, distribution of weight, overall dimensions. (10-2-89)
07. Route. Point of origin and destination, preferred route by road number. (10-2-89)
08. Start Date. Date of movement and days required. (10-2-89)
09. If House Trailer. License number if privately owned, serial number if caravan permit or dealer plate is used. (10-2-89)
10. Insurance. Evidence of insurance, if required. (10-2-89)

12. Special Instructions. Special instructions regarding address to which permit is to be sent and any other pertinent information.

13. PUC Authority. Evidence of PUC authority, if required by PUC regulations. (10-2-89)

14. Signature. Signature of applicant. (10-2-89)

15. Registration. Any vehicle hauling or towing non-reducible loads subject to registration, is not required to register for the maximum legal weight it can haul to be eligible for an overweight permit. Farm tractors, off-road equipment, etc., are exempt from registration but are not exempt from weight limitations. (3-25-16)

16. Overweight Permit Requirements. Overweight permits will be issued for non-reducible vehicles and/or loads that exceed legal axle weights and/or eighty thousand (80,000) pounds, with weight reduced to a practical minimum, except that a permit may be issued for a machine with an accessory and loaded separately on the transporting vehicle. Vehicles hauling overweight loads will be required to have five (5) or more axles to qualify for an overweight permit. Self-propelled vocational vehicles or vehicles towing overweight loads may have less than five (5) axles to qualify for an overweight permit. (4-5-00)

17. Variable Load Suspension Axle Requirements. Any vehicle which is equipped with variable load suspension axles (lift axles) transporting overweight loads shall have lift axles fully deployed when adjacent axles exceed legal axle weights. (3-25-16)

18. Maximum Tire Weights. The maximum overweight levels shall not exceed eight six hundred (8600) pounds per inch width of tire. (3-25-16)

19. Single Trip Only. All overweight or oversize/overweight non-reducible permits will be single trip permits. The annual will no longer be available.

20. Single Axle Weight Restriction. When a single axle or steer axle is over thirty five thousand (35,000) pounds bridge approval shall be required.

101. -- 199. (RESERVED)

200. TIME OF TRAVEL RESTRICTIONS FOR OVER LEGAL SPECIAL LOADS.
Oversize loads may be transported on Idaho Highways subject to the following conditions: (10-2-89)

01. Red-Coded Routes. Daylight travel until 2 p.m. on Friday or the day before a holiday, no Saturday, no Sunday. Due to low traffic volumes on these routes early in the mornings of Saturday and Sunday, single trip permits may be issued for dawn to 8 a.m. If the movement is not completed by 8 a.m. the permittee will be required to safely park and not proceed until the next day. (4-5-00)

02. Black-Coded Routes. Loads not in excess of ten (10) feet wide, one hundred (100) feet long or fourteen fifteen (145) feet six (6) inches high may travel twenty-four (24) hours per day, seven (7) days per week; loads in excess of ten (10) feet wide, one hundred (100) feet long or fourteen fifteen (145) feet six (6) inches high may travel daylight hours seven (7) days per week. (12-26-90)

03. Interstate. Loads not in excess of ten (10) feet wide, one hundred and twenty (120) feet long or fourteen fifteen (145) feet six (6) inches high may travel twenty-four (24) hours per day, seven (7) days per week; loads in excess of ten (10) feet wide, one hundred and twenty (120) feet long or fourteen fifteen (145) feet six (6) inches high may travel daylight hours, seven (7) days per week. (4-5-00)

04. Nez Perce - Clearwater Forest Safety and Travel Requirements. As per a Federal Court decision, the United States Forest Service has the duty to regulate oversize loads traveling through the Nez Perce –
Clearwater Forest (US 12 from milepost 74 to 174). (3-29-17)

a. The Forest Service has issued the following written criteria to determine which “oversize” loads will be subject to Forest Service review: (3-29-17)

i. Load exceeds sixteen (16) feet wide, and/or one hundred and fifty (150) feet in length. (3-29-17)

ii. Load movement requires longer than twelve (12) hours to travel through the designated mileposts. (3-29-17)

iii. Load movement requires physical modification of the roadway or adjacent vegetation to facilitate passage beyond normal highway maintenance. (3-29-17)

b. For those loads meeting any of the criteria above there will be additional safety requirements for the movement of such loads on US 12 from milepost 74 to 174. These additional safety requirements include, at a minimum, the following: (3-29-17)

i. Ambulances and possible law enforcement escorts to ensure public safety. (3-29-17)

ii. Safety lighting will be addressed so as to not create a safety hazard to the traveling public. (3-29-17)

iii. Loads cannot utilize turnouts - which are designated for recreational vehicles for non-emergency parking. (3-29-17)

iv. Time of travel will be determined based on traffic volume and best interest of the public. Night time movement may be required and/or movement may be restricted during holidays or weekends. (3-29-17)

v. Loads require a vehicle safety inspection by the Idaho State Police or equivalent agency of another jurisdiction prior to issuance of a permit. (3-29-17)

vi. ITD shall monitor the loads as they travel the highway and ensure only one (1) load shall operate on this section of highway at any one time. (3-29-17)

05. Additional Restrictions. (8-25-94)

a. Red-Coded Routes: No travel for any load after 2 p.m. on the day preceding a holiday or holiday weekend. A holiday weekend occurs as three (3) consecutive days, when a designated holiday occurs on a Friday or Monday, or when the designated holiday occurs on a Saturday or Sunday, in which case the preceding Friday or the following Monday shall be included in such three (3) day holiday weekend. Travel may be resumed at dawn on the day following the holiday or holiday weekend. (4-5-00)

b. Black-Coded Routes and Interstate Routes: Loads in excess of ten (10) feet wide, one hundred (100) feet long or fourteen fifteen (145) feet six (6) inches high may not travel after 4:00 p.m. on the day preceding a holiday; travel may be resumed at dawn on the day following the holiday. (4-5-00)

c. The following days are designated as holidays: New Year’s Day, Memorial Day, Independence Day, Labor Day, Thanksgiving, and Christmas. (8-25-94)

d. Additional restrictions relating to movement of buildings and houses are listed in IDAPA 39.03.18, “Rules Governing Overlegal Permits for Relocation of Buildings or Houses,” Section 400. (4-5-00)

i. Excessively Oversize Loads. Excessively oversize loads shall be restricted to the time of day, or day of the week, when traffic interference will be at a minimum. (10-2-89)

02. Buildings. Time of travel of loads in the building size category shall be restricted to the time of day
and/or day of the week, when traffic interference will be at a minimum. (4-5-00)

03 iii. Early Morning Moves. In metropolitan areas and in certain other cases where a serious disruption of traffic would otherwise be unavoidable, the movement of excessively oversize buildings may be permitted, at the discretion of the District Engineer, between 2 a.m. and daybreak to avoid traffic congestion. (4-5-00)

e. Other time of travel restrictions may be noted on the permit due to special circumstances. (3-29-10)

f. Overlength restrictions. Oversize vehicles operating under authority of an overlegal special permit which exceed seven (7) feet of front overhang, on any vehicle in the combination, are restricted to daylight travel only on two (2) lane, two (2) way highways. (8-25-94)

06. Hours Of Darkness. Hours are defined as extending from one-half (1/2) hour after sundown sunset to one-half (1/2) hour before sunrise or at any other time when visibility is restricted to less than five hundred (500) feet. (4-5-00)

07. Heavy Commuter Traffic Restrictions. The movement of oversize permitted vehicles or loads which are in excess of thirteen (13) feet in width, may be prohibited from movement on highways on all state and interstate routes within one (1) mile of the city limits of the following cities: Boise, Caldwell, Coeur d’Alene, Eagle, Emmett, Idaho Falls, Meridian, Middleton, Nampa, Pocatello, Star, Twin Falls, Garden City, and Chubbuck at times of heavy commuter traffic. Authorized oversize permitted vehicles operating during hours of heavy commuter traffic shall be restricted to the furthest right hand lane. Emergency movement of vehicles/loads responding to imminent hazards to persons or property shall be exempt from the provisions of Section 200. Unless otherwise defined on the permit, the times of heavy commuter traffic shall be considered to be 6:30 a.m. to 8:30 a.m., and 4 p.m. to 6 p.m. Monday through Friday except as noted under Holiday restrictions. Restrictions to the operation of oversize permitted vehicles and/or loads during times of heavy commuter traffic shall appear either on the face of the permit or in the attachments for annual permits. (3-30-07)

08. Hazardous Travel Conditions Restrictions. Extreme caution in the operation of permitted vehicle combinations shall be exercised when hazardous conditions exist. The movement of overlegal vehicles and/or loads by overlegal permit shall be prohibited and otherwise valid permits shall automatically become invalid enroute when travel conditions become hazardous due to ice, snow or frost, when visibility is restricted to less than five hundred (500) feet by fog, dust, smoke or smog or other atmospheric conditions. Refer to IDAPA 39.03.03, “Rules Governing Special Permits – General Conditions and Requirements,” for limitations on travel during hazardous conditions. (3-10-05)

09. Delaying Movement. Enforcement personnel responsible for any section of highway shall carry out enforcement action for violations involving overlegal special permit operations and may delay movements. (3-29-17)

10. Map Resources. The Pilot/Escort Vehicle and Travel Time Requirement Map is available at the Idaho Transportation Department Overlegal Special Permit Office, and Ports of Entry, and District Offices. (4-5-00)

201. -- 3999. (RESERVED)

400. OVERWEIGHT PERMITS REQUIRING BRIDGE ANALYSIS. Requests to transport vehicles and/or loads at weights in excess of the weights allowed on a routine basis will require, at a minimum, an additional review and approval from the overlegal special permit office and may require an engineering analysis when structures are involved on the route(s) to be traveled. The Department may waive the requirement for engineering analysis provided sufficient prior analyses for similar loadings have been performed by the Department for the involved structures. The following information may be requested, to be provided to the overlegal special permit office when an engineering analysis is required: (3-25-16)
01. **Drawing of Vehicle.** A schematic drawing or other specific information with regard to placement of axles, distance between axles and/or wheels, and distribution of gross weight on axles and/or wheels. (10-2-89)

500. **BRIDGE ANALYSIS CRITERIA AND TIME FRAMES.**
The Department may take up to five (5) business days for an analysis on a vehicle or vehicle combination not in excess of two hundred fifty thousand (250,000) pounds and up to ten (10) business days for an analysis on a vehicle or vehicle combination over two hundred fifty thousand (250,000) pounds. Up to ten (10) business days will also be used for the review process of an analysis done by a third party. The following criteria will be used to determine bridge analysis work and whether it is to be completed by the Department or a qualified and pre-approved third party. If a third party is required, the applicant is responsible for finding, initiating and paying for the cost of that analysis.

01. **Vehicle Combinations in Excess of Eight Hundred Thousand (800,000) Pounds.** Vehicle combinations in excess of eight hundred thousand (800,000) pounds will be required to have a third party complete the bridge analysis. The analysis will then be reviewed by the Department for final approval or denial. (3-25-16)

02. **Preliminary Information or Bid Work.** When a permit request is placed and paid for, the Department will complete the analysis, otherwise a third party will be required to complete the bridge analysis. An analysis completed by a third party may be used when a permit request is made and it will be reviewed by the Department for final approval or denial. (3-25-16)

03. **Overweight Permit Requests with Multiple Configurations.** Requests made to analyze multiple vehicle configurations for a specific route to determine which vehicle combination will be approved requires the analysis to be completed by a third party. The analysis will then be reviewed by the Department for final approval or denial. (3-25-16)

04. **Overweight Permit Requests with Multiple Routes.** Requests made to analyze multiple routes for a specific vehicle combination in order to determine which route will be approved requires the analysis to be completed by a third party. The analysis will then be reviewed by the Department for final approval or denial. (3-25-16)

05. **Extenuating Circumstances.** The department may under extenuating circumstances require that a bridge analysis be completed by a third party. (3-25-16)

600. **OVERLEGAL SPECIAL PERMITS FOR SELF PROPELLED VEHICLES.**
Permitted overweight/oversize self-propelled vocational vehicles (such as cranes, loaders, motor graders, drills) may haul or tow a motorized vehicle provided that the motorized vehicle or combination of vehicles being towed (trailer and motorized vehicle) does not exceed eight thousand (8,000) pounds and the motorized vehicle is used solely for return trip after delivery of the permitted vehicle. (4-11-15)
000. LEGAL AUTHORITY.
This rule, governing the movement of vehicles or loads which are in excess of the sizes or weights allowed by Sections 49-940, 49-1001, 49-1002, 49-1004, or 49-1010, Idaho Code, is adopted under the authority of Section 49-201 and 49-312, Idaho Code. (3-29-10)

001. TITLE AND SCOPE.

01. Title. This rule shall be cited as IDAPA 39.03.05, “Rules Governing Safety Requirements of Overlegal Special Permits – Oversize Non-Reducible,” IDAPA 39, Title 03, Chapter 05. (4-5-00)

02. Scope. This rule states the requirements for vehicle inspections, brakes, pilot cars, the movement of oversize loads signs, red warning flags, and lighting. (3-29-17)

002. WRITTEN INTERPRETATIONS.
There are no written interpretations for this chapter. (4-2-08)

003. ADMINISTRATIVE APPEALS.
Administrative appeals under this chapter shall be governed by the rules of administrative procedure of the attorney general, IDAPA 04.11.01, “Idaho Rules of Administrative Procedure of the Attorney General.” (4-2-08)

004. INCORPORATION BY REFERENCE.
There are no documents incorporated by reference in this chapter. (4-2-08)

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 PO Box 7129, Boise, ID 83707-1129. (4-2-08)

02. Office Hours. Daily office hours are 7:30 a.m. to 5 p.m. except Saturday, Sunday and state holidays. (3-29-10)

03. Telephone and Fax Numbers. The central office may be contacted during office hours by phone at 208-334-8420, 1-800-622-7133, or by fax at 208-334-8419. (4-2-08)

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. (4-2-08)

007. -- 009. (RESERVED)

010. DEFINITIONS.
Refer to IDAPA 39.03.01, “Rules Governing Definitions,” for definitions of the terms used in this rule. (4-2-08)

011. -- 049. (RESERVED)

050. SAFETY INSPECTION REQUIREMENTS FOR OVERSIZE VEHICLES AND/OR LOADS.

01. Inspections. All vehicles, tractors, trailers, and dolly converters operating under the authority of an
overlegal permit issued by the Department must have a valid annual inspection at the time a permit is issued. The inspection shall be completed in compliance with 49 CFR Part 396.17. (3-29-17)

02. Inspectors. Inspectors completing required annual inspections shall meet the certifications requirement in 49 CFR 396.19 and brake inspector qualification in 49 CFR 396.25. (3-29-17)

03. Drivers. All drivers shall meet the special training requirements for Longer Combination Vehicles as outlined in 49 CFR Part 380. (3-29-17)

04. Motor Carriers. By applying for an overlegal permit, motor carriers self-certify that they have performed inspections as set forth in 49 CFR Part 396.17. (3-29-17)

05. Exemption. Oversize vehicles and/or loads operating under an exemption outlined in §67-2901B(2), Idaho Code, are exempt from this safety inspection requirement. Refer to IDAPA 39.03.03 “Rules Governing Special Permits – General Conditions and Requirements” for conditions in this rule. (3-29-17)

051. -- 059. (RESERVED)

060. BRAKES.

01. Safety Standards for Brakes. Brakes shall meet the Federal Motor Carrier Safety Regulations and shall be maintained to the Federal Motor Vehicle Safety Standards No. 121 in effect at the time the commercial motor vehicle was manufactured. Refer to IDAPA 39.03.03 “Rules Governing Special Permits – General Conditions and Requirements” for conditions required in this rule. (3-29-17)

1070. GENERAL OVERSIZE LIMITATIONS.

01. Maximum Dimensions Allowed. The maximum dimensions of oversize vehicles or oversize loads shall depend on the character of the route to be traveled: width of roadway, alignment and sight distance, vertical or horizontal clearance, and traffic volume. (3-29-12)

02. Practical Minimum Dimension of Load. Oversize loads shall be reduced to a practical minimum dimension. Except where noted below, permits will not be issued to exceed legal size if the load is more than one (1) unit in width, height, or length which results in them exceeding legal overhang. Additionally, permits shall not be utilized for multiple unit loads which may be re-positioned to meet legal dimensions established in Section 49-1010, Idaho Code. (3-25-16)

03. Overwidth Loads on Single or Double Trailers. Non-reducible loads may be transported on double trailer combinations not exceeding seventy-five (75) feet combination length and single trailers not exceeding fifty-three (53) feet exclusive of load overhang. (3-25-16)

04. Overwidth Overhang. Over width loads shall distribute overhang to the sides of the trailer as evenly as possible. (8-25-94)

05. Oversize. Overlegal Special permits may be issued for continuous operation to haul or transport nonreducible loads having specified maximum oversize dimensions of oversize or overweight provided such permits for multiple trips can maintain the same measure of protection to highway facilities and to the traveling public as is provided by single trip permits. (4-5-00)

01a. Oversize. Permits for continuous operation, oversize only. (10-2-89)

ai. Permits for continuous operation shall be issued to one (1) specified power unit. The permittee may tow various units with the specified power unit, either as towaway vehicles or as trailers hauling oversize loads. Except as provided in IDAPA 39.03.07, “Rules Governing Restricted Routes for Semitrailers;” 39.03.16, “Rules Governing Oversize Permits for Non-Reducible Vehicles and/or Loads;” Section 200 and 39.03.22, “Rules Governing Overlegal Permits for Extra-Length Vehicle Combinations,” oversize loads shall be nonreducible in width, length, or
height. In the case of specially constructed equipment, mounted on a towed vehicle, or if the towed vehicle is only hauling an oversize but not overweight load, the permit may be issued to the towed vehicle. (4-5-00)

bii. Maximum size of loads or vehicles transported under authority of an annual oversize or manufactured homes/modular buildings and office trailer permit, for black and interstate routes, shall be limited to a width of sixteen (16) feet (manufactured homes, modular buildings, and office trailers limited as per IDAPA 39.03.17, “Rules Governing Permits for Manufactured Homes, Modular Buildings, and Office Trailers”), a height of fifteen (15) feet six (6) inches, and to a combination length of one hundred ten (110) feet including load overhang. Annual oversize permits for red coded routes shall be limited to a width of twelve (12) feet six (6) inches. A current Pilot/Escort Vehicle and Travel Time Requirements Map shall accompany such permits for extended operations and shall be considered to be a part of the permit. (3-25-16)

3006. PASSING LANE MUST BE PROVIDED.
Except for short movements in urban areas, and on routes having very low Average Daily Traffic (ADT), permits will not be issued for a load of such dimension that continuous passage of opposing traffic and frequent passing of following traffic cannot be maintained. Ten (10) feet or more of travelway should be provided for passage of traffic unless there are frequent turnouts, intersections, etc., to provide relief of accumulated traffic to the rear. (4-5-00)

07. Hazardous Travel Conditions Restrictions
Refer to IDAPA 39.03.03 “Rules Governing Special Permits – General Conditions and Requirements” for limitations on travel during hazardous conditions.

3080. OVERWIDTH HAULING VEHICLES, RESTRICTIONS.

01. Width of Hauling Equipment. Overlegal Special permits may be issued for up to ten (10) foot wide trailers hauling non-reducible loads smaller than ten (10) feet wide. The permit issued for oversize loads being hauled on oversize equipment will be valid for the unladen movement and the laden movement, which shall not include commodities either to or from the point of loading or unloading of the oversize load. (3-25-16)

02. Load Dimensions. Any load exceeding the dimensions of the trailer shall be non-reducible in size, and any load exceeding legal allowable weight shall be non-reducible in weight. Annual permits issued for such hauling vehicles shall be subject to the requirements and limitations of IDAPA 39.03.19, “Rules Governing Annual Overlegal Special Permits – Overweight Non-reducible,” and 39.03.13, “Rules Governing Overweight Permits,” Section 200. (3-29-12)

03. Hauling Equipment in Excess of Ten Feet. Special overwidth hauling vehicles exceeding ten (10) feet in width will be permitted, and may be required, in the hauling of excessively heavy loads to improve the lateral distribution of weight, or when a combination of weight, width, or height makes extra width in the hauling vehicle desirable in the public interest. The use of such vehicles more than ten (10) feet in width shall be restricted to loads requiring an oversize hauling vehicle and the backhaul permit shall be for the unladen vehicle. (10-2-89)

04. Buildings. Buildings which are too wide to be safely transported on legal-width hauling vehicles shall be moved either on house moving dollies or on trailers which can be reduced to legal width for unladen travel. (10-2-89)

90. GENERAL CONDITIONS AND REQUIREMENTS
Refer to IDAPA 39.03.03 “Rules Governing Special Permits – General Conditions and Requirements” for conditions required for the issuance of special permits.

06491. -- 099. (RESERVED)

100. LIGHTING REQUIREMENTS FOR OVERSIZE VEHICLES AND/OR LOADS TRAVELING AFTER DARK.
Those overdimensional vehicles and/or loads traveling during hours of darkness shall be required to display lights to mark the extremities of the vehicle and/or load, and shall be in addition to those clearance lights required on legal size vehicles when traveling at night.
01. Standards for Lights on Oversize Vehicles and/or Loads. (4-5-00)

a. Lights are only required on those vehicles traveling after dark. (dark is defined as one-half (1/2) hour after sunset to one-half (1/2) hour before sunrise). (4-5-00)

b. The lights must be visible from a minimum of five hundred (500) feet. (4-5-00)

c. The lights may be flashing or steady-burning. (3-20-14)

d. The color of the lights shall be as follows:

i. Lights visible from the front of the oversized vehicle and/or loads and the extremities in the middle or near the front of the oversized vehicle and/or load shall be amber. (3-20-14)

ii. Lights visible from the back of the oversized vehicle and/or load and the extremities near the back of the oversized vehicle and/or load shall be red. (3-20-14)

02. Standards for Lights on Rear Overhang. Lights are required when rear overhang exceeds the end of the trailer by four (4) feet or more. (4-5-00)

a. If the overhang is two (2) feet wide or less only one (1) light is required on the end of the overhang. (4-5-00)

b. If the overhang is over two (2) feet wide, two (2) lights are required on the end of the overhang to show the maximum width of the overhang. (4-5-00)

Refer to IDAPA 39.03.03 “Rules Governing Special Permits – General Conditions and Requirements” for conditions in this rule.

101. -- 199. (RESERVED)

200. FLAGGING REQUIREMENTS FOR OVERSIZE VEHICLES AND/OR LOADS.
Warning flags for oversize vehicles and/or loads, excluding extra-length vehicle combinations, shall be marked by warning flags meeting the following: (4-5-00)

01. Warning Flags. Warning flags are required on all overwidth vehicles and/or loads and when the rear overhang exceeds the end of the trailer by four (4) feet or more. (4-5-00)

02. Size. Minimum size of flags is eighteen (18) inches by eighteen (18) inches. (3-29-10)

03. Color. Red or fluorescent orange. (4-5-00)

04. Placement of Flags. On overwidth vehicles and/or loads, flags shall be placed at the four (4) corners and/or extremities of the vehicle and/or load as follows:

a. Front. Fastened to each front corner of the oversized vehicle and/or load if it exceeds legal width. (3-20-14)

b. Rear. Fastened to each rear corner of the oversized vehicle and/or load if it exceeds legal width. (3-20-14)

c. Side. Fastened to mark any extremity, when extremity is wider than the front or the rear of the vehicle and/or load. (4-5-00)

d. Overhang. If the overhang is two (2) feet wide or less only one (1) flag is required on the end of the overhang. If the overhang is over two (2) feet wide, two (2) flags are required on the end of the overhang to show the maximum width of the overhang. (4-5-00)
Refer to IDAPA 39.03.03 “Rules Governing Special Permits – General Conditions and Requirements” for conditions in this rule.

201. -- 299. (RESERVED)

300. SIGNING REQUIREMENTS OF TOWING VEHICLES, OVERSIZE VEHICLES AND/OR LOADS.
Oversize load signs shall meet the following specifications: (4-5-00)

01. Dimensions. A minimum of twelve (12) inches high by five (5) feet wide and eight (8) inch high letters, one (1) inch stroke width and black letters on yellow background. (3-20-14)

02. Displaying Signs. Signs shall be displayed on the front or the roof top of the towing vehicle and the rear of the oversize load. Shall be displayed on the front and back or the roof top of self-propelled oversize vehicles.

03. When Signs Are Required. Oversize load signs shall be required on all vehicles and/or loads exceeding legal width or vehicle combinations inclusive of loads that exceed seventy five (75) feet. Signs shall not be displayed when the vehicle is empty and of legal dimensions. (4-5-00)

301. -- 399. (RESERVED)

400. PILOT/ESCORT VEHICLES.
Pilot/escort vehicle(s) shall be furnished by the permittee and shall be either passenger car(s), light truck(s) or vehicles authorized by the Vehicle Size & Weight Specialist Special Permit Office, however shall not exceed sixteen (16,000) pounds. The light truck(s) used as pilot/escort vehicle(s) shall not be loaded in such a manner as to cause confusion to the public as to which vehicle is the one under escort. Vehicles towing trailers shall not qualify as pilot/escort vehicles. (4-5-00)

01. Loads Over 16’ Feet High. Height poles are required in the front of the pilot/escort vehicles leading all loads over sixteen (16) feet with a non-metallic height pole deployed.

500 401. PILOT/ESCORT VEHICLE SIGN REQUIREMENTS.

01. Oversize Load Signs. All pilot/escort vehicles while escorting and oversize load shall display a sign on the roof top of the vehicle having the words OVERSIZE LOAD. Such signs shall not be displayed and shall be considered illegal except when the pilot/escort vehicle is actually piloting/escorting an oversize load. (4-2-08)

02. Dimensions. Twelve (12) inches high by five (5) feet wide and eight (8) inch high letters, one (1) inch stroke width, and black letters on yellow background. (3-20-14)

600 402. PILOT/ESCORT VEHICLE LIGHTING REQUIREMENTS.

01. Multiple Lights. Flashing or rotating amber lights displayed on the pilot/escort vehicle shall be mounted at each end of the required OVERSIZE LOAD sign above the roofline of the vehicle and be visible from the front, and rear, and sides of the pilot/escort vehicle. These lights shall meet the minimum standards outlined under oversize vehicle and/or load lighting requirements and shall be on at all times during escorting movements. (4-5-00)

02. Single Light. As an alternate, a pilot/escort vehicle may display one (1) rotating or flashing amber beacon visible from a minimum of five hundred (500) feet, mounted above the roofline and visible from the front, and rear, and sides of the pilot/escort vehicle. The lights shall be on at all times during escorting movements. (4-5-00)

03. Light bars. Light bars, when in use shall display amber colored lights meeting the minimum visibility requirements, found in IDAPA 39.03.03.70.

04. Pilot/escort Lights On During Movement of Escorted Load. The pilot/escort vehicle’s
headlights and taillights shall be on while escorting the permitted load.

700403. PILOT/ESCORT VEHICLE EQUIPMENT.

01. Required Equipment to Be Carried in a Pilot/Escort Vehicle. A pilot/escort vehicle shall carry the following items of equipment when piloting/escorting an overlegal over dimensional vehicle and/or load. (4-5-00)

a. Standard eighteen (18) inch STOP and SLOW paddle sign. (4-5-00)

b. Three (3) bi-directional emergency reflective triangles. (4-5-00)

c. A minimum of one (1) five (5) pound B, C, fire extinguisher. (4-5-00)

d. An reflectorized orange ANSI Class 2 or 3 safety vest, shirt, or jacket either orange or yellow, which must be worn by the operator when working out of the vehicle during daylight hours. An ANSI Class3 safety vest, shirt or jacket either orange or yellow, which must be worn by the operator when working out of the vehicle during nighttime hours. (4-5-00)

e. Carry Two (2) spare additional oversize load signs for escorted loads meeting the size requirements of IDAPA 39.03.05.300. (4-5-00)

f. Non-conductive Non-metallicdestructive Height pole with a flexible tip on the front of the pilot/escort vehicle for determining vertical clearances (when required). (4-5-00)

g. Valid drivers license. (4-5-00)

h. Two-Way Radio. (4-5-00)

i. Hardhat.

j. Flashlight (operative).

k. First Aid Kit.

02. Two-Way Radio. On all movements requiring a pilot/escort vehicle, both the towing unit and the pilot/escort vehicle(s) shall be equipped with two-way radio equipment licensed under Federal Communications Commission regulations adequate to provide reliable voice communication between the drivers thereof at all times during the movement of the piloted/escorted vehicle and/or load. Transmitting and receiving capabilities of the radio equipment used shall be adequate to provide the required communication over a minimum distance of one-half (1/2) mile separation under conditions normally encountered along the proposed route. (4-5-00)

03. Radio Communications. Radio communication shall be open and monitored between the pilot/escort vehicle(s) and oversize vehicle and/or load at all times during movement. (4-5-00)

800404. PILOT/ESCORT VEHICLE PLACEMENT.

01. Front Pilot/Escort Vehicle. The movement of an oversize vehicle and/or load may be preceded by a pilot/escort vehicle on those sections of highway where the vehicle and/or load cannot travel within its proper travelway lane. (3-20-14)

02. Rear Pilot/Escort Vehicle. As authorized by Section 49-940, Idaho Code, when the width of a load obstructs the driver’s view to the rear so they cannot see two hundred (200) feet behind them, a rear escort shall be required to accompany the oversize load and to communicate with the driver of the permitted load concerning impeded overtaking traffic for the purpose of providing passing opportunity. (3-20-14)
03. Advance Pilot/Escort Vehicle. A third pilot/escort vehicle may be required when the load is of such extreme dimensions for the route of travel as to require holding opposing traffic at turnouts and intersections to provide for passage of the load. (4-5-00)

04. First Movement from the Forest. A pilot/escort vehicle is not required on the first movement from the forest of tree-length logs or poles if the overall length does not exceed one hundred ten (110) feet. Secondary movements must comply with the requirements stated on the Pilot/Escort Vehicle and Travel Time Requirements map. (4-5-00)

05. Spacing. Approximately one thousand (1,000) feet shall be maintained in rural areas between the piloting/escorting vehicle and any oversize load. This spacing may be reduced in urban areas when necessary to provide traffic control for turning movements. (4-5-00)

4045. -- 499. (RESERVED)

500. TIME OF TRAVEL RESTRICTIIONS FOR SPECIAL LOADS
Refer to IDAPA 39.03.04, “Rules Governing Special Permits – Overweight Non-Reducible for conditions.

0550. Movement, Traffic Control Plans, Loading, Parking on State Highways. (3-30-07)
Refer to IDAPA 39.03.04, “Rules Governing Special Permits – Overweight Non-Reducible for conditions.

01. Additional district approval and allowance for approval time.
District approval is required when vehicles or loads exceed: sixteen (16) feet wide on red coded routes, eighteen (18) feet wide on black coded routes and interstate highways, sixteen (16) feet high on any route, and one hundred twenty (120) feet long on any route. District approval will be obtained by the Overlegal Special Permit office and may require up to twenty-four (24) working hours. See Pilot/Escort Vehicle and Travel Time Requirements Map for color coded routes online at http://www.itd.idaho.gov/dmv/poe/poe.htm. (3-29-12)

501. -- 599. (RESERVED)

400600. OVERWIDTH PERMITS FOR IMPLEMENTS OF HUSBANDRY.

01. Farm Tractors on Interstate Highways. Farm tractors transported on Interstate Highways are required to have overlegal special permit authority if width exceeds nine (9) feet. A farm tractor when attached to an implement of husbandry or when drawing an implement of husbandry shall be construed to be an implement of husbandry and is not required to have a permit. Farmers, equipment dealers or custom operators may be issued single trip or annual permits under this rule for transportation of farm tractors, having a width in excess of nine (9) feet to or from a farm involving Interstate Highway travel. The transportation of farm tractors or implements of husbandry for hire, or not being transported from one farm operation to another, is a common-carrier operation. Exemptions from legal width limitation do not apply to common-carrier operations. Farm tractors or implements of husbandry hauled for hire, or used in the furtherance of a business (not to include farming operations), are subject to the same overlegal special permit regulations as other oversize loads when the width of the load exceeds legal-width limitations, and must operate under oversize permits. (3-30-01)

02. Other Than Farm to Farm. Implements of husbandry exceeding eight (8) feet six (6) inches in width being transported other than from one (1) farm operation to another farm operation shall require overlegal special permits except when the farmer or their designated agents, including without limitation, equipment dealers transporting implements of husbandry and equipment for the purpose of:

a. The repair or maintenance of such implements of husbandry and equipment when traveling to or from a farm to a repair or maintenance facility during daylight hours; or (3-28-18)

b. The purchase, sale, lease or rental of such implements of husbandry or equipment when traveling between a farm and a dealership, auction house, or other facility during daylight hours. (3-28-18)

03. Farm Permits. Single trip permits must be ordered at the permit office. Under provisions of IDAPA

Page 7 Idaho Transportation Department
Annual permits will be issued to towing units or to self-propelled farm tractors or towed units, or blanket permits may be issued to an Idaho domicile applicant without vehicle identification. Such blanket permits may be transferred from one vehicle to another vehicle but shall be valid only when the permit is with the overwidth vehicle and/or load. A photocopy of the permit is valid provided that the Pilot/Escort Vehicle and Travel Time Requirements Map and Vertical Clearance of Structures Map furnished by the Idaho Transportation Department are included. Such annual permits for implements of husbandry or farm tractors are subject to the same maximum dimensions, travel time exclusions and safety requirements as other overwidth annual permits and are valid for continuous travel for twelve (12) consecutive months.

04. **Overwidth Farm Trailers.** Trailers or semi-trailers exceeding eight feet six inches (8’ 6”) wide, but not wider than the implement of husbandry, used for the transportation of implements of husbandry to or from a farm for agricultural operations, shall be exempt from overlegal special permitting requirements. This exemption does not apply to trailers or semi-trailers used in common carrier operations, hauling for hire or used in the furtherance of a business (not to include farming operations).

a. Exempt trailers, as listed above, may not be used to haul implements of husbandry that are narrower than the overwidth trailer.

b. Empty trailers, as listed above, being used to pick up or drop off an implement of husbandry from a farm to a farm are also exempt and must be reduced to a practical minimum dimension (i.e. dropping side extensions).

700. **MANUFACTURED HOMES, MODULAR BUILDINGS, AND OFFICE TRAILERS**

**REGISTRATION AND LICENSING REQUIREMENTS**

All manufactured homes moved on their own axles on any public highway are required to be licensed, permanently or temporarily, with the exception of, new manufactured homes, being transported either prior to first sale at retail or to the initial setup location of the original purchaser. The manufactured home registration (if required) and general property tax receipt shall be made available for inspection upon demand of any enforcement officer.

**101. INSURANCE REQUIREMENTS.**

The permittee or the driver of the vehicle hauling or towing overwidth manufactured homes, modular buildings, and office trailers shall be required to carry evidence of general liability insurance in the permitted vehicle written by a company licensed in Idaho showing coverage in the minimum amounts of three hundred thousand dollars ($300,000) when hauling permittee’s own manufactured home. When hauling for hire permittee must carry a minimum amount of seven hundred and fifty thousand dollars ($750,000) insurance coverage, and have proper authority.

**2002. MANUFACTURED HOMES, MODULAR BUILDINGS, AND OFFICE TRAILERS BEING TOWED ON THEIR OWN AXELS.**

01a. **Connection Device.** Shall meet the requirements of Federal Motor Carrier Safety Regulations, 49 CFR part 393.

02b. **Length.** Not in excess of eighty (80) feet including tongue.

03c. **Width.** Shall be limited to a maximum of sixteen (16) feet at the base and shall not exceed eighteen (18) feet overall width including the eaves, except on a case-by-case basis as approved by the department. All movements with a base width in excess of sixteen (16) feet and an overall width in excess of eighteen (18) feet must submit a written request for movement of these units prior to being manufactured and a traffic control plan may also be required with the submission. Prior approval for the movement must be granted before an overlegal special permit is issued.

** Determination of manufactured home, modular building, or office trailer width shall be exclusive of such appurtenances as clearance lights, door handles, window fasteners, door and window trim, moldings and load securement devices up to but not in excess of three (3) inches on each side of load.**
04d. **Eaves.** No restrictions on eaves as long as the eighteen (18) feet maximum overall width limitation is not exceeded, or for those movements approved by the department on a case-by-case basis.  (3-29-10)

05e. **Weight.** The maximum allowable load for any vehicle tire operated on any public highway shall be in accordance with Code of Federal Regulations, Title 24, Chapter 20, Office of Assistant Secretary for Housing - Federal Housing Commissioner, Department of Housing and Urban Development, Part 3280, Subpart J, (CFR Title 24).  
(3-23-98)

06f. **Running Gear Assembly -- General.** The entire system (frame, drawbar, and coupling mechanism, running gear assembly including brake systems, axles and lights) shall be in accordance with CFR Title 24, for the year the manufactured home was built. In addition thereto, all tires used in transportation of manufactured homes under this category shall be in accordance with Federal Motor Carrier Safety Regulations, part 393.  (3-23-98)

07g. **Construction.** Construction shall be in accordance with CFR Title 24, for the year the manufactured home was built.  
(3-23-98)

08h. **Axles.** All axles shall be in accordance with CFR Title 24, for the year the manufactured home was built, except that sixteen (16) foot wide (at the base) manufactured homes shall be required to have a minimum of four (4) axles.  
(3-23-98)

093. **Brakes.** Brakes shall be in accordance with CFR Title 24, for the year the manufactured home was built, except that sixteen (16) foot wide (at the base) manufactured homes shall be required to have brakes on a minimum of three (3) axles.  
(3-23-98)

104. **Lights.** The unit shall have stop lights, turn signals and tail lights that meet the requirements of Federal Motor Carrier Safety Regulations, part 393.  
(3-23-98)

1105. **Safety Chains.** Two (2) safety chains shall be used, one (1) each on right and left sides of, but separate from, the coupling mechanism connecting the tow vehicle and the manufactured home while in transit. Chain shall be three-eighths (3/8) inch diameter steel. Chains shall be strongly fastened at each end to connect the tow vehicle and manufactured home and assure that in the event of a coupling failure the manufactured home will track behind the tow vehicle.  
(3-23-98)

**20103. VEHICLES FOR TOWING/HAULING MANUFACTURED HOMES, MODULAR BUILDINGS, AND OFFICE TRAILERS.**

01. **Towing Vehicle.** Tow vehicles for manufactured homes, modular buildings, and office trailers shall comply with the following minimum requirements:

<table>
<thead>
<tr>
<th>Manufactured Homes and Office Trailers Width</th>
<th>Tire Width</th>
<th>Drive Axle Tire Rating</th>
<th>Min. Unladen Weight</th>
<th>Rear Axle Rating</th>
</tr>
</thead>
<tbody>
<tr>
<td>Over 8' to 10'</td>
<td>7.00&quot;</td>
<td>6 Ply</td>
<td>6,000#</td>
<td>None</td>
</tr>
<tr>
<td>Over 10' to 12'</td>
<td>8.00&quot;</td>
<td>8 Ply</td>
<td>8,000#</td>
<td>15,000#</td>
</tr>
<tr>
<td>Over 12'</td>
<td>8.25&quot;</td>
<td>10 Ply</td>
<td>12,000#</td>
<td>15,000#</td>
</tr>
</tbody>
</table>

(3-25-16)

02. **Brakes.** Shall be in accordance with Federal Motor Carrier Safety Regulations part 393.  
(8-25-94)

03. **Rear Axle.** Towing vehicle shall have a minimum of a single axle with dual mounted tires.  
(8-25-94)
04. **Connection Device.** Shall meet the requirements of Federal Motor Carrier Safety Regulations, part 393. (4-2-08)

05. **Horsepower Requirement.** When towing/hauling a manufactured home, modular building, or office trailer a minimum speed of twenty-five (25) mph must be maintained. (3-25-16)

076. **Operator Requirements.** Operators of vehicles towing manufactured homes, modular buildings and office trailers over ten (10) feet wide at the base shall have a class A or B Commercial Driver’s License (CDL) as appropriate. (3-23-98)

087. **Speed Limit Requirements.** Vehicles towing manufactured homes or office trailers on their own axles shall be limited to a maximum of sixty (60) miles per hour. (3-25-16)

300. **MANUFACTURED HOME, MODULAR BUILDING, OR OFFICE TRAILER BEING HAULED.**

01. **Length.** Not in excess of eighty (80) feet. (10-2-89)

02. **Width.** Not in excess of sixteen (16) feet at the base and eighteen (18) feet overall, except on a case-by-case basis as approved by the department. All movements with a base width in excess of sixteen (16) feet and an overall width in excess of eighteen (18) feet must submit a written request for movement of these units prior to being manufactured and a traffic control plan may also be required with the submission. Prior approval for the movement must be granted before an *overlegal special* permit is issued. (3-29-10)

03. **Eaves.** No restrictions on eaves as long as the eighteen (18) foot maximum overall width limitation is not exceeded, or for those movements approved by the department on a case-by-case basis. (3-29-10)

**301730. HAULING EQUIPMENT FOR A MANUFACTURED HOME, MODULAR BUILDING OR OFFICE TRAILER.**

01. **Hauling Equipment.** Vehicles used to haul manufactured homes, modular buildings and office trailers shall be combinations designed to meet the requirements of Federal Motor Carrier Safety Regulations for vehicles engaged in interstate commerce. Such vehicles shall be of structural capacity to safely accommodate the loading at all times. (8-25-94)

02. **Lights.** The unit shall have stop lights, turn signals and tail lights that meet the requirements of Federal Motor Carrier Safety Regulations, part 393. (8-25-94)

03. **Securing Loads.** A minimum of four (4) steel, three fourths (3/4) inch diameter bolts will be used to directly connect the main support members of the modular building, manufactured home or office trailer to the support frame of moving equipment. Two (2) bolts each shall be located not less than twelve (12) feet from the forward and rear ends of the modular building, manufactured home or office trailer. Each of the four (4) bolts shall be at least four (4) feet apart. Equivalent methods of fastening, such as chains or binders, may be used as alternatives. (8-25-94)

**400750. GENERAL PROVISIONS. - MANUFACTURED HOMES, MODULAR BUILDINGS, AND OFFICE TRAILER.**

01. **Paneling of Open Sides of Multi-Section Modular Buildings, Manufactured Homes or Office Trailers.** Shall be rigid material, or six (6) mil plastic sheathing (or stronger) backed by a grillwork to prevent billowing and fully enclose open sides of section in transit. (3-23-98)

02. **Interior Loading.** If the manufactured home, modular building, or office trailer is to transport furnishings or other loose objects, they shall be secured in position for safe travel. (3-25-16)

03. **Construction.** Modular buildings shall be constructed in accordance with the Uniform Building Code. (3-25-16)
Code as applies to design and construction requirements that will affect overall structural strength and roadability. Manufactured homes and office trailers shall be constructed in accordance with Federal HUD Manufactured Home Construction and Safety Standards. (3-25-16)

04. Manufactured Homes, Modular Buildings, and Office Trailer Components. This rule applies only to Manufactured Homes, Modular Buildings, and Office Trailers and does not apply to individual components utilized in the manufacturing. Permits may be issued to authorize transport of components for Manufactured Homes, Modular Buildings, or Office Trailers under IDAPA 39.03.16, “Rules Governing Oversize Permits for Non-Reducible Vehicles and/or Loads.” (3-25-16)

800. GENERAL REQUIREMENTS - RELOCATION OF BUILDING OR HOUSES.

01. Buildings Exceeding Sixteen Feet Wide. Overlegal Special permits for the transportation of buildings or houses having a basic width in excess of sixteen (16) feet shall be limited to the relocation of previously used buildings. The transportation of new, centrally manufactured houses, buildings, building sections, mobile or modular homes, etc., may be denied overlegal special permits if the width at the base is in excess of sixteen (16) feet. (3-29-10)

02. Requirements for Permit. The requirements of each permit for relocation of a used building or house shall depend on the dimensions of the load as well as a consideration of the width and alignment of the roadway, passing opportunity for the traveling public, vertical or horizontal clearance of bridges or other structures along the route of travel, and traffic volumes. (10-2-89)

8350. VERTICAL CLEARANCE REQUIREMENTS.

01. Permit for Overheight. The issuance of any permit for movement of overheight loads will be subject to the vertical clearance of any structure involved along the route of travel. The Department may require a minimum of twenty-four (24) working hours to allow for the proposed route to be evaluated and approved or denied. (4-5-00)

02. Overhead Traffic Signals. Any movement of a building, or other overheight load, having a loaded height of sixteen (16) feet six (6) inches or more may require advance notice if overhead traffic signals are involved in the route. (4-5-00)

03. Overhead Power Lines. Carriers whose load/vehicle combination exceed seventeen (17) feet high must contact local utility company(s) for approval and assistance with power lines. (4-5-00)

45870. INSURANCE AND BONDING REQUIREMENTS.

01. Insurance. The permittee when hauling buildings fourteen (14) feet or more in width shall be required to carry evidence of insurance in the permitted vehicle in the same minimum amounts as is required for those permits issued for the movement of overwidth manufactured homes. Minimum requirements are three hundred thousand dollars ($300,000) combined single limit, (when hauling permittee’s own building) and seven hundred fifty thousand dollars ($750,000) when hauling for hire. (4-5-00)

02. Permittee Responsibility. The permittee shall be responsible for the protection of sign-posts, guideposts, delineators, and may be required to post bond to cover the costs of repairs or replacements of such facilities. (4-5-00)

03. Bond Requirements. When an expense to the state can be presumed in providing clearance for an overheight load, or for repair of signposts or other such facilities, a cash bond based on estimated costs to the State may be required before issuance of such permit. Any part of the cash bond in excess of material costs, labor, and equipment rental will be returned to the permittee after the actual costs to the State have been determined and deducted. (4-5-00)
FEES
Refer to IDAPA 39.03.03 “Rules Governing Special Permits – General Conditions and Requirements” for conditions required for the issuance of special permits.

APPLICATION FOR PERMIT
Refer to IDAPA 39.03.04, “Rules Governing Special Permits – Overweight Non-Reducible,” for conditions required for the issuance of special permits.

(OVERRESERVED)

CONVOY OF OVERLEGAL OVERSIZE LOADS.

01. Convoying Oversize Loads. Oversize loads which individually would require a pilot/escort vehicle, except overwidth manufactured homes, office trailers and modular buildings, may be permitted to travel in convoy with pilot/escort vehicles in front of and behind the convoy, but such convoys shall not exceed four (4) oversize loads or vehicles between pilot/escort vehicles. Maximum width of units in a convoy shall be limited to fourteen (14) feet wide on black-coded routes of the Pilot/Escort Vehicle and Travel Time Requirements Map and to twelve (12) feet six (6) inches on red-coded routes of the Pilot/Escort Vehicle and Travel Time Requirements Map. Oversize loads which do not individually require a pilot/escort vehicle may travel in convoy without pilot/escort vehicles. Maximum length of units in a convoy shall be limited to one hundred (100) feet on black-coded routes and seventy five (75) feet on red-coded routes of the pilot/escort vehicle and travel time requirements map and one hundred twenty (120) feet on the interstate system.

02. Convoying Manufactured Homes, Office Trailers, and Modular Buildings. No convoy of overwidth manufactured homes, modular buildings or office trailers shall include more than two (2) units between two (2) piloting/escorting vehicles. On those routes where pilot/escort vehicles are required in front and to the rear of an overwidth manufactured home or office trailer, two (2) units may travel in convoy between such piloting/escorting vehicles. On routes requiring only a front pilot/escort vehicle, the manufactured home or office trailer mover may have the option of convoying two (2) units between front and rear pilots/escorts. At no time shall more than one (1) manufactured home or office trailer be piloted/escorted by one (1) pilot/escort vehicle. Maximum width of units in a convoy shall be limited to fourteen (14) feet wide on black-coded routes and to ten (10) feet wide on red-coded routes of the Pilot/Escort Vehicle and Travel Time Requirements Map. Minimum spacing of approximately one thousand (1000) feet shall be maintained between all units in a convoy except when a pilot/escort is required to control traffic in turning movements. Maximum length of units in a convoy shall be limited to one hundred (100) feet on black-coded routes and seventy five (75) feet on red-coded routes of the Pilot/Escort Vehicle and Travel Time Requirements Map and one hundred twenty (120) feet on the interstate system.
39.03.06 - RULES GOVERNING OVERLEGAL SPECIAL PERMITS FOR EXTRA-LENGTH/EXCESS WEIGHT, AND UP TO 129,000 POUND VEHICLE COMBINATIONS

000. LEGAL AUTHORITY.
This rule, governing the movement of vehicles which are in excess of eighty thousand (80,000) pounds, and the sizes allowed by 49-1004, 49-1004A, and 49-1010, is adopted under the authority of Section 40-312, Idaho Code.

001. TITLE AND SCOPE.

01. Title. This rule shall be cited as IDAPA 39.03.06, “Rules Governing Overlegal Special Permits for Extra-Length/Excess Weight, and Up to 129,000 Pound Vehicle Combinations” IDAPA 39, Title 03, Chapter 06.

02. Scope. This rule states the requirements and routes for extra-length/excess weight over eighty thousand (80,000) pounds and up to one hundred twenty-nine thousand (129,000) pound vehicle combinations.

002. WRITTEN INTERPRETATIONS.
There are no written interpretations for this chapter.

003. ADMINISTRATIVE APPEALS.
Administrative appeals under this chapter shall be governed by the rules of administrative procedure of the attorney general, IDAPA 04.11.01, “Idaho Rules of Administrative Procedure of the Attorney General.”

004. INCORPORATION BY REFERENCE.
There are no documents incorporated by reference in this chapter.

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 PO Box 7129, Boise, ID 83707-1129.

02. Office Hours. Daily office hours are 7:30 a.m. to 5 p.m. except Saturday, Sunday and state holidays.

03. Telephone and Fax Numbers. The central office may be contacted during office hours by phone at 208-334-8420, 1-800-662-7133 or by fax at 208-334-8419.

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.

007. -- 009. (RESERVED)

010. DEFINITIONS.
Refer to IDAPA 39.03.01, “Rules Governing Definitions,” for definitions of the terms used in this rule.

050. GENERAL RULES AND CONDITIONS
Refer to IDAPA 39.03.03 “Rule Governing Special Permits – General Conditions and Requirements” for conditions required for the issuance of special permits.
100. DESIGNATED ROUTES FOR EXTRA LENGTH VEHICLE COMBINATIONS CARRYING UP TO ONE HUNDRED FIVE THOUSAND FIVE HUNDRED (105,500) POUNDS SHALL BE DESIGNATED IN FOUR CATEGORIES.
The “Extra Length Map” listing the designated routes for vehicles operating up to one hundred five thousand five hundred (105,500) pounds is available at the Idaho Transportation Department offices. This map is not the same as the “Designated Routes Up to 129,000 Pound Map” listed in Section 200. (7-1-13)

01. Blue-Coded Routes. Routes for combinations not exceeding ninety-five (95) feet in overall length including load overhang (blue-coded routes). A vehicle combination operating on routes designated for up to ninety-five (95) feet shall be designed and assembled in a manner whereby its maximum off-tracking will not exceed five point five zero (5.50) feet on a one hundred sixty-five (165) foot radius when computed. (7-1-13)

02. Red-Coded Routes. Routes for combinations of vehicles not exceeding one hundred fifteen (115) feet in overall length including load overhang (red-coded routes). A vehicle combination operating on routes designated for up to one hundred fifteen (115) feet shall be designed and assembled in a manner whereby its maximum off-tracking will not exceed six point five zero (6.50) feet on a one hundred sixty-five (165) foot radius when computed. (7-1-13)

03. Black-Coded Routes. Interstate system routes and specified interchanges providing access to approved breakdown areas located in close proximity to the Interstate system (black-coded routes). A vehicle combination operating on routes in this category shall be designed and assembled in such a manner that its off-tracking may exceed six point five zero (6.50) feet but shall not exceed eight point seventy-five (8.75) feet when computed. Specified interchanges providing access to approved breakdown areas are required to be used by combinations that exceed six point five zero (6.50) feet off-tracking. The specified interchanges will be authorized for either combinations in excess of six point five zero (6.50) feet off-tracking, but not in excess of seven (7) feet off-tracking, or for combinations in excess of seven (7) feet off-tracking but not in excess of eight point seventy-five (8.75) feet off-tracking. (7-1-13)

04. Green-Coded Routes. Selected state highway routes (green coded routes) for operation of a vehicle combination whereby its maximum off-tracking will not exceed three (3) feet on a one hundred sixty-five (165) foot radius when computed, and its overall length including load overhang does not exceed eighty-five (85) feet. Route approval shall be subject to analysis of pavement condition, bridge capacity, safety considerations, pavement width, curvature, traffic volumes and traffic operations. (7-1-13)

101. -- 199. (RESERVED)

200. DESIGNATED ROUTES FOR VEHICLE COMBINATIONS UP TO ONE HUNDRED TWENTY-NINE THOUSAND (129,000) POUNDS.
In addition to the requirements listed in Sections 300 and 400, vehicle combinations operating up to one hundred twenty-nine thousand (129,000) pounds, must meet the following requirements: (7-1-13)

01. Brakes. All axles shall be equipped with brakes that meet the Federal Motor Carrier Safety Regulations and shall be maintained to the Federal Motor Vehicle Safety Standards No. 121 in effect at the time the commercial motor vehicle was manufactured. (3-29-17)

032. Designated Routes. All designated state approved routes for vehicle combinations to operate at weights above one hundred five thousand five hundred (105,500) pounds will be identified on the “Designated Routes Up to 129,000 Pound Map” which is available at the Idaho Transportation Department. (4-1-14)

a. Black-Coded Routes. Interstate system routes and specified interchanges providing access to approved breakdown areas located in close proximity to the Interstate system (black-coded routes). A vehicle combination operating on routes in this category shall be designed and assembled in such a manner that its off-
tracking may exceed six point five zero (6.50) feet but shall not exceed eight point seven five (8.75) feet when computed. Specified interchanges providing access to approved breakdown areas are required to be used by combinations that exceed six point five zero (6.50) feet off-tracking. The specified interchanges will be authorized for either combinations in excess of six point five zero (6.50) feet off-tracking, but not in excess of seven (7) feet off-tracking, or for combinations in excess of seven (7) feet off-tracking but not in excess of eight point seven five (8.75) feet off-tracking.

b. Magenta-Coded Routes. Routes for combinations of vehicles not exceeding one hundred fifteen (115) feet in overall length including load overhang (magenta-coded routes). A vehicle combination operating on routes designated for up to one hundred fifteen (115) feet shall be designed and assembled in a manner whereby its maximum off-tracking will not exceed six point five zero (6.50) feet on a one hundred sixty-five (165) foot radius when computed.

c. Brown-Coded Routes. Routes for combinations not exceeding ninety-five (95) feet in overall length including load overhang (brown-coded routes). A vehicle combination operating on routes designated for up to ninety-five (95) feet shall be designed and assembled in a manner whereby its maximum off-tracking will not exceed five point five zero (5.50) feet on a one hundred sixty-five (165) foot radius when computed.

d. Routes for combinations operating on non-state maintained highways (orange-coded routes). Local jurisdictions adding, modifying or deleting non-state maintained routes for vehicle combinations operating up to one hundred twenty-nine thousand (129,000) pounds shall provide the route information to the department.

034. Requests for Adding Idaho Transportation Department Maintained Non-Interstate Routes. Routes not currently designated to operate at up to one hundred twenty-nine thousand (129,000) pounds may be added as follows:

a. Request Form Submission. The request form (ITD form number 4886) will be completed and submitted to the Idaho Transportation Department Office of the Chief Engineer by the requestor. The requestor will forward the form to the adjacent local jurisdictions.

b. Request Review/Analysis Process.

i. Once submitted, the request will be reviewed for completeness and the department’s analysis will be completed for engineering and safety criteria. The criteria shall include assessment of pavement and bridges to allow legal tire, axle, and gross weight limits as per Section 49-1001 and 49-1002, Idaho Code, and route off-track requirements which includes road width and curvature. Additional consideration shall be given to traffic volumes and other safety factors.

ii. Once the analysis is completed, the request will be submitted to the Chief Engineer, who will report to the Idaho Transportation Board Sub-committee.

iii. The Idaho Transportation Board Sub-committee will make a recommendation (proceed to hearing, reject, or request additional information) to the Idaho Transportation Board based upon the department's analysis.

iv. If the Idaho Transportation Board recommends that the request proceed to hearing, it shall instruct the Chief Engineer to schedule a hearing in the district(s) where the requested route is located. The hearing will be conducted pursuant to the Idaho Administrative Procedures Act, Title 67, Chapter 52, Idaho Code.

v. The Chief Engineer or designee will conduct the hearing(s) and make a determination after the hearing(s) are held. Following the determination, the Chief Engineer will issue Findings and a Preliminary Order, hereafter referred to as Preliminary Order.

vi. The Department will notify the requestor of the Chief Engineer’s Preliminary Order and post to the Idaho Transportation Department Web site.
vii. An appeal of the Preliminary Order may be made pursuant to the Idaho Administrative Procedures Act, Title 67, Chapter 52, Idaho Code. The appeal shall be made to the Director of the Idaho Transportation Department. (4-1-14)

c. Local Highways Approved for Travel Up to 129,000 pounds. Local routes will be added or removed on the “Designated Routes Up to 129,000 Pound Map” when information and approval is provided to the Department by the local jurisdiction having authority over the local route. (4-1-14)

201. -- 299. (RESERVED)

300. **OPERATING REQUIREMENTS FOR EXTRA-LENGTH/EXCESS WEIGHT PERMITS UP TO ONE HUNDRED TWENTY-NINE THOUSAND (129,000) POUNDS VEHICLE COMBINATIONS.**

All vehicle combinations shall be subject to the following conditions, limitations, and requirements: (7-1-13)

01. **Cargo Carrying Units.** Vehicle combinations operating with an overall length in excess of the limits imposed in Section 49-1010, Idaho Code, shall consist of not more than four (4) units, shall not exceed one hundred fifteen (115) feet overall and no such vehicle combination shall include more than three (3) cargo units except that a full truck and full trailer may have an overall length in excess of seventy-five (75) feet but not in excess of eighty-five (85) feet including load overhang. (7-1-13)

02. **Power Unit.** The power unit of all vehicle combinations shall have adequate power and traction to maintain a minimum of twenty (20) miles per hour under normal operating conditions on any up-grade over which the combination is operated. (7-1-13)

03. **Connecting Devices.** Fifth wheel, drawbar, and other coupling devices shall be as specified by Federal Motor Carrier Safety Regulations, Part 393. (4-7-11)

04. **Hazardous Travel Conditions Restrictions.** Refer to IDAPA 39.03.03 “Rules Governing Special Permits – General Conditions and Requirements” for limitations on travel during hazardous conditions.

05. **Trailer Weight Sequence.** In any extra-length combination, the respective loading of any trailer shall not be substantially greater than the weight of any trailer located ahead of it in the vehicle combination. (Substantially greater shall be defined as more than four thousand (4,000) pounds heavier.) (10-2-89)

06. **Operating Restrictions.** Operators of all vehicle combinations governed by this rule shall comply with the following operating restrictions: (8-25-94)

   a. A minimum distance of five hundred (500) feet shall be maintained between combinations of vehicles except when overtaking and passing. (10-2-89)

   b. Except when passing another vehicle traveling in the same direction, the combination shall be driven so as to remain at all times on the right hand side of the centerline of a two (2) lane, two (2) way highway, or on the right hand side of a lane stripe or marker of a highway of four (4) or more lanes. (1-1-90)

   c. Be in compliance with all Federal Motor Carrier Safety Regulations. (3-22-00)

07. **Insurance Requirements.** Every vehicle combination operated under this rule shall be covered by insurance of not less than five hundred thousand dollars ($500,000) combined single limit. The permittee or driver of the permitted vehicle combination shall carry in the vehicle evidence of insurance written by an authorized insurer to certify that insurance in this minimum amount is currently in force. (7-1-13)

08. **Tire Limitations.** Single axles on vehicle combinations shall be equipped with four (4) tires except on the steering axle, or variable load suspension axles (VLS-lift axles), unless equipped with fifteen (15) inch wide or wider single tires. Multiple axle configurations may be equipped with single tires on each of the axles as long as the pounds-per-inch width of tire does not exceed six hundred (600) pounds, the manufacturers rating or
legal weights whichever is less. Load for inch width of tire for the front steer axle may not exceed the manufacturer’s load rating per tire or the load rating of the axle or twenty thousand (20,000) pounds per axle whichever is less. (3-25-16)

09. Brakes. Brakes shall meet the Federal Motor Carrier Safety Regulations and shall be maintained to the Federal Motor Vehicle Safety Standards No. 121 in effect at the time the commercial motor vehicle was manufactured. Refer to IDAPA 39.03.0103, “Rules Governing Definitions Special Permits- General Conditions and Requirements,” for definitions of the terms used in this rule. (3-29-17)

10. Drivers. All Drivers of LCVs shall meet the special training requirements for Longer Combination Vehicles as outlined in 49 CFR Part 380. (3-29-17)

0211. Permits. Permits will be vehicle specific and will be in addition to any extra length and excess weight permit for operation of vehicle combinations at weights up to one hundred five thousand five hundred (105,500) pounds. (7-1-13)

301. -- 399. (RESERVED)

400. OVERLEGAL SPECIAL PERMITS FOR OPERATIONS OF EXTRA-LENGTH/EXCESS WEIGHT PERMIT, AND UP TO ONE HUNDRED TWENTY-NINE THOUSAND (129,000) POUNDS VEHICLE COMBINATIONS.

01. Permit Attachments. All vehicles in operation shall be allowed to travel under the authority of overlegal special permits issued to the power unit. A copy of this rule shall accompany and shall be a part of all annual extra-length/excess weight, and up to one hundred twenty-nine thousand (129,000) pound permits. An allowable gross loads table shall accompany and be referred to on the face of the permit. Operations shall be valid only on routes of the state highway system designated for such purposes as set forth on the “Extra Length Map” of designated routes, or the “Designated Routes Up to 129,000 Pound Map,” which shall accompany the permit, and is available at the overlegal special permit office and ports of entry. (7-1-13)

02. Permit Requirements and Special Requirements. Permits issued for operations of extra-length, excess weight up to 129,000 pound vehicle combinations shall be subject to the general requirements of Section 300, and to the following special conditions. (7-1-13)

a. The operator of any extra-length, excess weight, and up to 129,000 pound vehicle combination shall complete the Idaho Off-Track Computation Form to provide internal dimensions of the combination and computation of off-track as evidence of compliance with maximum off-track requirements specified for the designated route being traveled. The completed Idaho Off-Track Computation Form, when required, shall be available for inspection by enforcement officers with the permit for the vehicle combination. When the Idaho Off-Track Computation Form is required, permit shall be invalid until the form is completed and available for inspection. (7-1-13)

b. Permits shall become automatically invalid subject to conditions cited in IDAPA 39.03.2303, “Rules Governing Revocation of Special Permits Special Permits-General Conditions and Requirements.” (7-1-13)

03. Exceeding Allowed Length and/or Idaho Off-Track Limitations. Extra-length/excess weight permit up to 129,000 pound vehicle combinations apprehended for exceeding allowed length and/or off-track limitations as set forth in this rule shall be subject to the following course of action: (7-1-13)

a. The vehicle combination will be escorted by the apprehending officer to the first safe parking location; and (8-25-94)

b. The driver of the vehicle combination will be issued a single trip, one (1) day permit via a specified route to the nearest permitted route. The condition of this permit shall require an advance pilot/escort vehicle to escort the extra length vehicle combination, and the pilot/escort vehicle shall meet the pilot/escort vehicle requirements as set forth in IDAPA 39.03.05, “Rules Governing Safety Requirements of Overlegal Oversize Non-
REDUCIBLE PERMITS.”

(7-1-13)

500. GENERAL WEIGHT REQUIREMENTS AND CONDITIONS.

01. Weights Allowed on Interstate. The Federal Highway Amendment Act of 1974 established allowable legal weight limits on Interstate System Highways at twenty thousand (20,000) pounds on single axles, thirty-four thousand (34,000) pounds on tandems, and total gross loads not exceeding eighty thousand (80,000) pounds. (3-20-14)

02. Weights Allowed on Non-Interstate Highways. Allowable legal weight limits on non-interstate highways are set at twenty thousand (20,000) pounds on single axles, thirty-seven thousand eight hundred (37,800) pounds on tandems, and total gross loads not exceeding eighty thousand (80,000) pounds. (3-20-14)

03. Permit Types to Exceed Eighty Thousand Pounds Gross Weight. Permits will be issued for vehicle combinations operating on Interstate and non-interstate highways with total gross loads exceeding eighty thousand (80,000) pounds but not to exceed twenty thousand (20,000) per single axle, thirty-four thousand (34,000) pounds per tandem, and not to exceed the weight limit for any group of two (2) or more consecutive axles established by Section 49-1001, Idaho Code. (3-20-14)

a. Excess Weight Permit—gross weight limited to one hundred five thousand five hundred (105,500) pounds on interstate, non-interstate and local highways when the appropriate local highway jurisdictional authority has agreed to participate in the Department’s permitting process. (3-29-17)

Extra Length/Excess Weight Permit Up to One Hundred Twenty-Nine Thousand (129,000) Pounds - gross weight limited to one hundred five thousand five hundred (105,500) pounds on interstate, non-interstate and local highways and length limited to those specified in IDAPA 39.03.2206, “Rules Governing Overlegal Special Permits for Extra Lengths/Excess Weight and Up to 129,000 Pound Vehicle Combinations.” Except that no vehicle combination weighing more than one hundred five thousand five hundred (105,500) pounds shall operate on local highways contrary to the provisions of section 49-1004A, Idaho Code, IDAPA 39.03.2206 and IDAPA 39.03.15.100.03.c.

b. Extra Length/Excess Weight Permit Up to One Hundred Twenty-Nine Thousand (129,000) Pounds - gross weight not to exceed one hundred twenty-nine thousand (129,000) pounds on designated routes, as specified in Section 49-1004 and Section 49-1004B, Idaho Code, and length limited to those specified in IDAPA 39.03.22, “Rules Governing Overlegal Permits for Extra Length, Excess Weight and Up to 129,000 Pound Vehicle Combinations.” (3-29-17)
000. LEGAL AUTHORITY.
This rule, governing the movement of vehicles and/or loads which are in excess of the sizes allowed by Sections 49-1004 and 49-1010, Idaho Code, is adopted under the authority of Section 49-201, Idaho Code. (3-29-10)

001. TITLE AND SCOPE.

01. Title. This rule shall be cited as IDAPA 39.03.07, “Rules Governing Oversize Special Permits for Non-Reducible Vehicles and/or Loads,” IDAPA 39, Title 03, Chapter 07. (4-5-00)

02. Scope. This rule states the maximum sizes allowed by overlegal special permit for reducible loads. It does not apply to the transport of oversize manufactured homes or office trailers (see IDAPA 39.03.17, “Rules Governing Permits for Manufactured Homes, Modular Buildings, and Office Trailers”). (4-5-00)

002. WRITTEN INTERPRETATIONS.
There are no written interpretations for this chapter. (3-20-04)

003. ADMINISTRATIVE APPEALS.
Administrative appeals under this chapter shall be governed by the rules of administrative procedure of the attorney general, IDAPA 04.11.01, “Idaho Rules of Administrative Procedure of the Attorney General.” (3-20-04)

004. INCORPORATION BY REFERENCE.
There are no documents incorporated by reference in this chapter. (3-20-04)

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 PO Box 7129, Boise, ID 83707-1129. (3-20-04)

02. Office Hours. Daily office hours are 7:30 a.m. to 5 p.m. except Saturday, Sunday and state holidays. (3-29-10)

03. Telephone and Fax Numbers. The central office may be contacted during office hours by phone at 208-334-8420, 1-800-622-7133, or by fax at 208-334-8419. (3-20-04)

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. (3-20-04)

007. -- 009. (RESERVED)

010. DEFINITIONS.
Refer to IDAPA 39.03.01, “Rules Governing Definitions Regarding Overlegal Special Permits,” for definitions of the terms used in this Rule. (4-2-08)

011. -- 099. (RESERVED)
100. **GENERAL OVERSIZE LIMITATIONS, CONDITIONS AND REQUIREMENTS.**

   **01.** Refer to IDAPA 39.03.05 “Rules Governing Special Permits – Oversize Non-Reducible” for conditions required for the issuance of special permits.

   **04. a. Maximum Dimensions Allowed.** The maximum dimensions of oversize vehicles or oversize loads shall depend on the character of the route to be traveled: width of roadway, alignment and sight distance, vertical or horizontal clearance, and traffic volume. (3-29-12)

   **02. Practical Minimum Dimension of Load.** Oversize loads shall be reduced to a practical minimum dimension. Except where noted below, permits will not be issued to exceed legal size if the load is more than one (1) unit in width, height, or length which results in them exceeding legal overhang. Additionally, permits shall not be utilized for multiple unit loads which may be re-positioned to meet legal dimensions established in Section 49-1010, Idaho Code. (3-25-16)

   **08. Overwidth Loads on Single or Double Trailers.** Non-reducible loads may be transported on double trailer combinations not exceeding seventy-five (75) feet combination length and single trailers not exceeding fifty-three (53) feet exclusive of load overhang. (3-25-16)

   **04b. Overwidth Overhang.** Over width loads shall distribute overhang to the sides of the trailer as evenly as possible. (8-25-94)

101. -- 199. (RESERVED)

200. **PERMITS FOR MULTIPLE-WIDTH OR MULTIPLE-HEIGHT LOADING.**

   **01. Cylindrical Hay Bales.** Overlegal Special permits may be issued for overwidth transportation of cylindrical hay bales, produced by balers having bale chambers which may be five (5) feet or more in width. Such bales may be loaded two (2) bales wide and two (2) bales high. Hauling vehicles eligible for permit for this purpose shall be legal size vehicles registered for travel on public highways. Operation of such overwidth loads shall be subject to the same time of travel and other safety requirements as other overwidth loads having a similar width, see IDAPA rule 39.03.04. This type of operation is intended as an option to the use of farm tractors hauling such loads on size-exempt implement of husbandry vehicles. Maximum width of such loads without tolerance may not exceed eleven (11) feet six (6) inches. (4-5-00)

   **02. Reducible Height Loads.** Overlegal Special permits may be issued to allow the transportation of reducible loads in excess of fourteen (14) feet high but not in excess of fourteen fifteen (14½) feet nine (9) inches high on designated highways. The vehicle height must not exceed fourteen (14) feet. A map listing the vertical clearances is available at the Idaho Transportation Department Special Permit Office and online at http://www.itd.idaho.gov/dmv/poe/poe.htm. (3-29-12)

   **03. Kiln Lumber Stacks.** Overlegal Special permits may be issued to allow the transportation of specifically produced kiln lumber stacks in excess of eight (8) feet six (6) inches wide but not in excess of nine (9) feet three (3) inches wide on designated highways. Each kiln lumber stack shall be considered a single non-reducible unit and may be hauled two (2) stacks wide and two (2) stacks high. Hauling vehicles eligible for permit for this purpose shall be legal size vehicles registered for travel on public highways. Operations of such overwidth loads shall be subject to the same type of travel restrictions and other safety requirements as other overwidth loads having a similar width, see IDAPA rule 39.03.04. (4-11-15)

201. -- 299. (RESERVED)

300. **OVERWIDTH HAULING VEHICLES, RESTRICTIONS.**

   **01. Width of Hauling Equipment.** Overlegal permits may be issued for ten (10) foot wide trailers hauling non-reducible loads smaller than ten (10) feet wide. The permit issued for oversize loads being hauled on oversize equipment will be valid for the unladen movement and the laden movement, which shall not include commodities either to or from the point of loading or unloading of the oversize load. (3-25-16)
02. **Load Dimensions.** Any load exceeding the dimensions of the trailer shall be non-reducible in size, and any load exceeding legal allowable weight shall be non-reducible in weight. Annual permits issued for such hauling vehicles shall be subject to the requirements and limitations of IDAPA 39.03.19, “Rules Governing Annual Overlegal Permits,” and 39.03.13, “Rules Governing Overweight Permits,” Section 200. (3-29-12)

03. **Hauling Equipment in Excess of Ten Feet.** Special overwidth hauling vehicles exceeding ten (10) feet in width will be permitted, and may be required, in the hauling of excessively heavy loads to improve the lateral distribution of weight, or when a combination of weight, width, or height makes extra width in the hauling vehicle desirable in the public interest. The use of such vehicles more than ten (10) feet in width shall be restricted to loads requiring an overwidth hauling vehicle and the backhaul permit shall be for the unladen vehicle. (10-2-99)

04. **Buildings.** Buildings which are too wide to be safely transported on legal-width hauling vehicles shall be moved either on house moving dollies or on trailers which can be reduced to legal width for unladen travel. (10-2-89)

301. -- 399. (RESERVED)

400. **OVERWIDTH PERMITS FOR IMPLEMENTS OF HUSBANDRY.**

01. **Farm Tractors on Interstate Highways.** Farm tractors transported on Interstate Highways are required to have overlegal permit authority if width exceeds nine (9) feet. A farm tractor when attached to an implement of husbandry or when drawing an implement of husbandry shall be construed to be an implement of husbandry and is not required to have a permit. Farmers, equipment dealers or custom operators may be issued single trip or annual permits under this rule for transportation of farm tractors, having a width in excess of nine (9) feet to or from a farm involving Interstate Highway travel. The transportation of farm tractors or implements of husbandry for hire, or not being transported from one farm operation to another, is a common-carrier operation. Exemptions from legal width limitation do not apply to common-carrier operations. Farm tractors or implements of husbandry hauled for hire, or used in the furtherance of a business (not to include farming operations), are subject to the same overlegal permit regulations as other oversize loads when the width of the load exceeds legal-width limitations, and must operate under oversize permits. (3-30-01)

02. **Other Than Farm to Farm.** Implements of husbandry exceeding eight (8) feet six (6) inches in width being transported other than from one (1) farm operation to another farm operation shall require overlegal permits except when the farmer or their designated agents, including without limitation, equipment dealers transporting implements of husbandry and equipment for the purpose of:

a. The repair or maintenance of such implements of husbandry and equipment when traveling to or from a farm to a repair or maintenance facility during daylight hours; or (3-28-18)

b. The purchase, sale, lease or rental of such implements of husbandry or equipment when traveling between a farm and a dealership, auction house, or other facility during daylight hours. (3-28-18)

03. **Farm Permits.** Single trip permits must be ordered at the permit office. Under provisions of IDAPA 39.03.19, “Rules Governing Annual Overlegal Permits,” Section 100, annual permits will be issued to towing units or to self-propelled farm tractors or towed units, or blanket permits may be issued to an Idaho domicile applicant without vehicle identification. Such blanket permits may be transferred from one vehicle to another vehicle but shall be valid only when the permit is with the overwidth vehicle and/or load. A photocopy of the permit is valid provided that the Pilot/Escort Vehicle and Travel Time Requirements Map and Vertical Clearance of Structures Map furnished by the Idaho Transportation Department are included. Such annual permits for implements of husbandry or farm tractors are subject to the same maximum dimensions, travel time exclusions and safety requirements as other overwidth annual permits and are valid for continuous travel for twelve (12) consecutive months. (3-25-16)

04. **Overwidth Farm Trailers.** Trailers or semi-trailers exceeding eight feet six inches (8’ 6”) wide, but not wider than the implement of husbandry, used for the transportation of implements of husbandry to or from a
farm for agricultural operations, shall be exempt from overlegal permitting requirements. This exemption does not
apply to trailers or semi-trailers used in common carrier operations, hauling for hire or used in the furtherance of a
business (not to include farming operations).

a. Exempt trailers, as listed above, may not be used to haul implements of husbandry that are
narrower than the overwidth trailer.

b. Empty trailers, as listed above, being used to pick up or drop off an implement of husbandry from
a farm to a farm are also exempt and must be reduced to a practical minimum dimension (i.e. dropping side
extensions).

401. — 499. (RESERVED)

500. — ADDITIONAL DISTRICT APPROVAL AND ALLOWANCE FOR APPROVAL TIME.
District approval is required when vehicles or loads exceed: sixteen (16) feet wide on red coded routes, eighteen (18)
feet wide on black coded routes and interstate highways, sixteen (16) feet high on any route, and one hundred twenty
(120) feet long on any route. District approval will be obtained by the Overlegal Permit office and may require up to
twenty-four (24) working hours. See Pilot/Escort Vehicle and Travel Time Requirements Map for color coded
routes online at http://www.itd.idaho.gov/dmv/poe/poe.htm.

501. — 599. (RESERVED)

600. — OVERLENGTH RESTRICTIONS.
Oversize vehicles operating under authority of an overlegal permit which exceed seven (7) feet of front overhang, on
any vehicle in the combination, are restricted to daylight travel only on two (2) lane, two (2) way highways.

(3-28-18)

(3-20-04)

(3-29-12)

(3-29-10)
000. LEGAL AUTHORITY.
The rule is adopted under authority of Sections 40-312, 49-929, and 49-1004, Idaho Code.

001. TITLE AND SCOPE.

01. Title. This rule shall be cited as IDAPA 39.03.08, “Rules Governing Self-Propelled Snowplows,” IDAPA 39, Title 03, Chapter 24. (4-5-00)

02. Scope. Self-propelled snowplows cannot comply with the safety requirements as other oversize loads due to the nature of their operation. Therefore, this rule is promulgated to state the regulations and standardizes the lighting systems on snow removal equipment requirements for overweight self-propelled snowplows operating under overlegal special permit authority. These specifications and standards supersede Administrative Policy A-05-26 (dated 6-23-82) and Board Policy B-05-26 (dated 6-16-82). The self-propelled snowplows will be permitted at the rates listed in Rule 39.03.2103, “Rules Governing Special Permit Fees – General Conditions and Requirements,” for oversize loads. (4-5-00)

002. -- 009. (RESERVED)

010. DEFINITIONS.

01. Snow Removal Equipment - Any private or publicly-owned vehicle classified as a motorized vehicle as defined in Section 49-123, Idaho Code, that has been equipped with snow removal equipment and is being used for snow removal on any public highway. (9-4-91)

02. Refer to IDAPA 39.03.01, “Rules Governing Definitions,” for other definitions of the terms used in this rule. (12-26-90)

011. -- 099. (RESERVED)

100. CONDITIONS AND REQUIREMENTS FOR OPERATION OF SELF-PROPELLED SNOWPLOWS ON THE STATE HIGHWAY SYSTEM.

01. Maximum Width General Conditions. The maximum width of the self-propelled snowplows utilized to clear roads, streets and other locations of snow or debris shall be eight (8) feet six (6) inches and the maximum width of the blade(s) mounted on this vehicle shall be fourteen (14) feet as measured normal to the direction of travel. Refer to IDAPA 39.03.03 “Rules for Governing Special Permits – General Conditions and Requirements” for conditions required for the issuance of special permits. (8-25-94)

02. No Pilot/Escort Vehicles Required. Self-propelled snowplows utilized to clear roads, streets and other locations of snow or debris may operate with no escort vehicles required twenty-four (24) hours a day, seven (7) days a week, including holidays. (4-5-00)

03. Warning Flags. An twelve eighteen (128) inch by twelve eighteen (128) inch red or fluorescent orange flag shall be mounted near the extremities of the blade if it exceeds eight (8) feet six (6) inches in width. (4-5-00)

04. Clearance Light or Reflector Requirements. When operating during hours of darkness, a clearance light or a clearance reflector which meets the specifications listed in Sections 49-910 and 49-911, Idaho Code, shall be mounted near the extremities of the blade if the blade exceeds eight (8) feet six (6) inches in width.
Headlamps, Turn Signals, and Flashing Lights. Headlamps, turn signals and flashing lights shall be mounted on snow removal equipment at sufficient height to clear all snow removal apparatus. (9-4-91)

Visibility Requirements. Flashing identification lights on snow removal equipment must be amber or red colored, and mounted on the cab or truck bed. They shall be mounted so as to be visible from the front, amber only in color, and rear, red or amber in color, regardless of vehicle configuration, for example, when the truck bed is raised. Flashing lights shall be visible from a distance of not less than one thousand (1,000) feet in normal sunlight, and not less than two thousand five hundred (2,500) feet under average visibility conditions at night. (9-4-91)

Lights to Meet Idaho Code Requirements. Tail lamps, stop lamps and clearance lamps on snow removal equipment must meet standards specified in appropriate sections of the Idaho Code. (9-4-91)
ITD’s Truck Permitting Negotiated Rulemaking Comments

Below is a listing of the comments submitted for the Department’s 2018 negotiated rulemaking. To review the comments, please go to the listed page numbers.

Thank you!

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May 25, 2018

Ramón S. Hobdey-Sánchez
Governmental Affairs Program Specialist
Idaho Transportation Department
3311 West State Street
P.O. Box 7129
Boise, Idaho 83707-1129

RE: Proposed Rules on CMV Permits

Dear Mr. Hobdey-Sánchez:

Thank you for the opportunity for Simplot Transportation to comment on the state’s efforts to consolidate and streamline the commercial motor vehicle permit process as directed by SCR130.

We support the proposed rules as they are currently drafted. Reducing the number of administrative rule chapters and the single and annual permit categories will be beneficial for both motor carriers and the ITD. We also appreciate the effort to update and clarify the rule definitions and permit language, including the change from “overlegal” permits to “special” permits. These rule modifications will simplify the permitting process, reduce administrative burdens and promote the safe and effective movement of goods throughout the state.

Again, thank you for the opportunity to comment on the Idaho Transportation Department’s proposed rules. If you have any questions, please contact me at 208-780-8868 or meghan.mallea@simplot.com.

Sincerely,

Meghan Mallea
Regional Trucking Manager
Simplot Transportation
June 7, 2018

Idaho Transportation Department
Attn: Ramón S. Hobdey-Sánchez
Governmental Affairs Program Specialist
3311 W. State St.
P.O. Box 7129
Boise ID 83707-1129

Re: Truck Permit Rule Making

Dear Mr. Hobdey- Sánchez

Thank you for the opportunity to comment and participate in the rule making process.

By way of background, our company is the primary carrier for sugar beets in Idaho and Oregon. We have terminals in Paul, American Falls, Nampa and Twin Falls. In addition, we have a manufacturing facility in Burley where specialized trailers for sugar beets are produced.

The efforts put forth by you and the ITD team to streamline the permitting process were professional, steady and focused. I especially appreciate the thoroughness of the evaluation of existing rules and how they might be streamlined.

I strongly support the proposed rule changes.

In section 39.03.03.450.085 where “Hazardous Conditions” are addressed, the proposed rule calls for either option 1 or option 2. Either option will work but Option 2 is preferable because it is the simpler of the two.

Thank you again for your hard work.

Dan Rice

Chairman
Transystems
June 12, 2018

ITD Rule Comments
Attn: Ramon Hobdey-Sanchez
PO Box 7129
Boise, ID 83707-1129

Dear Mr. Hobdey-Sanchez,

On behalf of the Northwest Pilot Car Association Board of Directors and members we are writing this letter to follow up with suggested proposals given to you on May 23rd by Vice President Nancy Nagy, who attended the online video conference at District 1 in Coeur d’ Alene.

The Northwest Pilot Car Association has suggested a change to Rule 39.03.05.400. PILOT/ESCORT VEHICLES. #01. This rule is currently being added into the Proposed Consolidation Rules as the rules never stated at which height a pilot/escort was needed. The current rule addition states that loads over 16’ feet high require a front pilot/escort with a height pole deployed. Currently the Idaho annual permit allows oversize loads to travel up to 15’6” high and any load above that height up to 16’0” requires travel under a single trip permit.

Northwest Pilot Car Association proposal is to change this rule to require a front pilot/escort with a height pole deployed for any load that exceeds 15’6” high for the following reasons:

1. Updated National Electric Safety Code (NESC) requirements as of 2017 allow overhead distribution and conducting wires to be placed at a minimum of 15’5” high on roads, streets and other areas subject to truck traffic. (attached is a copy of the current NESC code rules)
2. Due to increasing population throughout the state, new lines are being installed to accommodate this growth and are being installed to meet the minimum requirement. Damaged lines are being replaced at the updated lower minimum height requirement of 15’5”.
3. Transporting companies hauling over-height loads up to 16’0” tall are not provided any advanced warning that they may strike and possibly tear down a line that is under 16’1” which poses a danger to any persons traveling within the vicinity of such an incident whether they are in a motor vehicle, on a bicycle or walking.
4. Line heights are affected by weather and can be lowered by the weight of frost or snow and extreme heat will also cause lines to sag.
5. The pilot/escort standard pole height to be set at is 6” above the load height, which means that for any load in excess of 15’6” chances are that the height pole will be tapping overhead lines since most of the lines off primary highways have been measured under 16’0”.

Northwest Pilot Car Association has also suggested that the state add a rule with the following requirement:

PILOT/ESCORT CERTIFICATION WITH A MINIMUM AGE REQUIREMENT OF 18 YEARS, adding
an exemption to farm to farm movement and implements of husbandry equipment, for the following reasons:

1. Flagging procedures are commonly needed on a daily basis. Example, for longer loads that will be encroaching oncoming turn lanes, for loads that need to encroach the oncoming traffic lane due to vehicles or other obstacles on the shoulder of two lane highways, and when the tractor or trailer hauling the oversize load has a mechanical problem. Idaho reciprocates ATSSA Flag Training with Montana, Oregon, Washington and Utah which all have a minimum requirement of 18 years of age.

2. Idaho rules require the pilot/escort vehicle operator carry a stop/slow paddle and reflective vest in order to perform flagging procedures, however, does not require the training necessary to perform the duties should the need arise and legally a person must be 18 years of age to perform these duties outside of their pilot/escort vehicle.

3. Due to multiple state-wide ongoing construction projects loads that would normally be able to travel without a pilot/escort on interstate routes are unable to do so. Therefore, more oversize load traffic is traveling with pilot/escorts on two lane highways that have narrower lanes than the oversize load width, which is requiring pilot/escorts to perform more flagging duties.

4. A minimum 8 hr. Pilot/escort certification course trains the pilot/escort to function with the knowledge that we’re there to provide safety to the traveling public first and foremost. An untrained pilot often feels that they need to protect the load which is resulting in reckless driving maneuvers, such as driving into oncoming traffic lanes and attempting to cut off vehicles that are near the oversize load. Untrained pilot/escorts are also holding their stop/slow paddles outside their window while traveling down the roadway. These are all unsafe practices and endanger the persons traveling nearby.

5. Untrained pilot/escorts are not aware that Idaho rules exist for pilot/escorts or where to find them, nor are they aware of the Best Practices Guidelines for pilot/escorts.

6. The untrained pilot/escort is not carrying proper equipment attached to their vehicles, such as signage and lights, nor the necessary extra equipment inside their vehicles.

7. Insurance companies will not insure a person under the age of 18 to operate as a pilot/escort for hire, therefore, damages to structures, traffic signals, overhead lines, residences, or businesses will not be covered by the pilot/escorts personal insurance and costs become the burden to the transporting company and the state.

8. A certified pilot/escort is provided with the training and knowledge that they must comply with their state’s rules for vehicle insurance (commercial auto coverage) and have a business license to operate and/or properly register their business with the state.

Idaho can accept current pilot/escort training programs already in place or they can create their own training program that they feel suits the needs of the state.

We thank you for your time and consideration on these suggestions, as we feel now more than ever with the increasing population in the state of Idaho we have an obligation to the safety of any and all persons we should encounter. Should this need further discussion, possibly with legislation, we are willing and able to testify in person.

Respectfully,

[Signature]
Patricia Auivil
President

[Signature]
Nancy Nagy
Vice President
From 2017 National Electric Safety Code (NESC) Part 2 Section 232 ft

<table>
<thead>
<tr>
<th>Nature of surface underneath wires, conductors, or cables</th>
<th>Insulated communication conductors and cable: messengers; overhead shield/surge-protection wires; effectively grounded guys; ungrounded portions of guys meeting Rules 215C2 and 279A1 exposed to 0 to 300 V; neutral conductors meeting Rule 230E1; supply cables meeting Rule 230C1 (ft)</th>
<th>Noninsulated communication conductors; supply cables of 0 to 750 V meeting Rule 230C2 or 230C3 (ft)</th>
<th>Supply cables over 750 V meeting Rule 230C2 or 230C3; open supply conductors, 0 to 750 V; ungrounded portions of guys meeting Rules 215C2 and 279A1 exposed to over 300 V to 750 V (ft)</th>
<th>Trolley and electrified railroad contact conductors and associated span or messenger wires</th>
<th>Overhead supply conductors, over 750 V to 22 kV; ungrounded portions of guys meeting Rules 215C2 and 279A1 exposed to 750 V to 22 kV (ft)</th>
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<td>Where wires, conductors, or cables cross over or overhang</td>
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<td>24.0</td>
<td>24.5</td>
<td>26.5</td>
<td>22.0</td>
</tr>
<tr>
<td>1. Track rails of railroads (except electrified railroads using overhead trolley conductors)</td>
<td>15.5</td>
<td>16.0</td>
<td>16.5</td>
<td>18.5</td>
<td>18.0</td>
</tr>
<tr>
<td>2. Roads, streets, and other areas subject to truck traffic</td>
<td>15.5</td>
<td>16.0</td>
<td>16.5</td>
<td>18.5</td>
<td>18.0</td>
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<tr>
<td>3. Driveways, parking lots, and alleys</td>
<td>15.5</td>
<td>16.0</td>
<td>16.5</td>
<td>18.5</td>
<td>18.0</td>
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<td>4. Other areas traversed by vehicles, such as cultivated, grazing, forest, and orchard lands, industrial sites, commercial sites, etc.</td>
<td>15.5</td>
<td>16.0</td>
<td>16.5</td>
<td>18.5</td>
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<tr>
<td>5. Spaces and ways subject to pedestrians or restricted traffic only</td>
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<td>12.0</td>
<td>12.5</td>
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<td>6. Water areas not suitable for sailboating or where sailboating is prohibited</td>
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<td>15.0</td>
<td>17.0</td>
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June 13, 2018

IDAHO TRANSPORTATION DEPARTMENT DOCKET NO. 39-0300-1801

We submit these comments on behalf of our clients – the Amalgamated Sugar Company and US Ecology Corporation. Both clients, through their transportation providers, operate a substantial number of trucks on Idaho highways transporting sugar beets and hazardous waste materials.

On behalf of both clients, we have been actively working on several significant truck transportation matters for the past several years with Idaho Transportation Department (ITD) staff, members of the Idaho Legislature, other organizations that are engaged in the trucking business, and other interested parties. For the past 18 months, our focus has been on reviewing existing state permitting requirements to determine whether it was possible to reduce the number of permits required to operate trucks in Idaho.

We are a part of the trucking industry working group that approached ITD and the Idaho Legislature to begin the process of reviewing the existing statutory and administrative rule requirements for truck permit streamlining. We worked closely with ITD staff and appreciate the professionalism and collaborative approach that ITD exhibited during the development and passage of Senate Concurrent Resolution 130 (SCR 130).

SCR 130 “encourages the Idaho Transportation Department to initiate negotiated rulemaking in order to consolidate and streamline truck permits.” We appreciate the fact that the Department commenced this rulemaking in the spirit of the Resolution.

The draft rules obviously reduce the total number of required permits to around 10 — a substantial reduction from current statutory and rule requirements. We applaud the Department’s staff for their work in finding ways to achieve this reduction.

We do not believe that there are ways to further reduce the number of required permits. The substantial reduction in permits fully achieves the goals of the Idaho Legislature and industry in consolidating and streamlining trucking permits.

As you know, the implementation of the draft rules will require a variety of amendments to existing statutory law to implement the rule changes. As we have done throughout this process, we will continue to collaborate with ITD staff in the drafting and implementation of the amendments.

Once again, we appreciate the Department’s staff’s professionalism and willingness to work with us throughout this process. ITD is a valued partner in modernizing the overall transportation system in our state, and we look forward to working with you in the future.

Best Regards,

[Signature]

Roy Eiguren J.D.
ITD CMV Permit Rulemaking Comments
June 14, 2018
Attn: Ramon Hobdey-Sanchez
P.O. Box 7129
Boise, Idaho 83707-1129

Re: Comments on Rulemaking for 2018 Truck Permitting Consolidation

Dear Mr. Hobdey-Sanchez,

Thank you and the Idaho Dept. of Transportation for this opportunity to participate in the “Negotiated Rulemaking” process for Commercial Motor Vehicle Permits Consolidation. The Associated Logging Contractors, Inc. (ALC) is a 501 (c) 6 non-profit trade association within Idaho. Established in 1966 by logging and log trucking contractors our membership organization currently has over 450 businesses as members. These family owned businesses are located throughout Idaho and for the most part operate within the state. 197 businesses in the ALC are trucking companies. These members own and operate anywhere from 1 truck per company to 200 trucks with a range in between. Our logging contractor businesses also own and operate trucks as part of their diversified logging operations. In short, rules and laws for commercial trucking impact all of ALC’s 450 + members’ businesses.

In general, the ALC is supportive of the overall consolidation goal expressed in this “Truck Permitting Consolidation” rulemaking. Philosophically, simpler is better.

However, upon review at this point in the process we have the following concerns:

39.03.04 – Replaces Annual Oversize/Overweight Permits with Single Trip Permit

Some of our members operate heavy haul businesses and an Annual Permit is their preference. A Single Trip permit may be difficult to obtain in a short time frame that sometimes occurs when the need to move large pieces of logging equipment with little notice arises. Also, please keep in mind that many parts of rural Idaho have only dial-up internet, if any access at all, and places where cell phones do not work. In the logging business, weather and forest fires necessitate unforeseeable need within a 24-hour period for movement of oversize and overweight equipment. Not only will our heavy haul businesses be severely impacted by this change but our logging companies that depend upon their services will be too.

While we understand the Department’s reasoning for this proposal to eliminate the annual permit opportunity and going to single trip permits, if this decision stands it will cause severe economic and operational disruption to our businesses causing a loss of economic opportunity and mobility.

We ask that you delete this proposal and work with us to develop a different alternative that addresses the Department’s concerns while allowing our businesses to continue to operate efficiently and recognizing the technological challenges of rural Idaho.
There may be other concerns with the proposals and we reserve comment on those until the formal rule making process. Thank you again for this opportunity to provide input for your consideration.

Sincerely,

[Signature]

Shawn Keough
Executive Director
Associated Logging Contractors - Idaho
June 14, 2018

Idaho Transportation Department
Attn: Ramon S Hobdey-Sanchez
Government Affairs Program Specialist
3311 West State Street
P.O. Box 7129
Boise, Idaho 83707-1129

Re: Truck Permit Rule Making

Dear Mr. Hobdey-Sanchez

Thank you for the opportunity to comment and participate in the rule making process.

We are a native Idaho carrier servicing all lanes throughout the state. We are very diversified in our equipment licensing from 80,000 to 129,000 pounds. We permit extra length/excess weight and 129K vehicle combo loads as well as hauling oversize/overweight loads which currently require annual permits. Reducing the amount of permits would certainly reduce the burden of our licensing department.

We support the proposed rules to reduce the number of permits required for commercial vehicles in the state of Idaho.

Thank you,

Michelle Miller
Vice President

P.O. Box 110
Jerome, Idaho 83338
(208)-324-5053
June 15, 2018

Idaho Transportation Department  
Attn: Ramón S. Hobdey-Sánchez  
Governmental Affairs Program Specialist  
3311 West State Street  
P.O. Box 7129  
Boise, Idaho 83707-1129

Re: Truck Permitting Consolidation

Dear Mr. Hobdey-Sánchez:

The Idaho Trucking Association appreciates the opportunity to provide comments on the Department’s proposed rules to consolidate the commercial vehicle permitting process. Our Association supported the passage of Senate Concurrent Resolution 130 during the 2018 Legislative Session and believe that the proposed rules align with its charge.

Part of the mission of the Idaho Trucking Association is to serve and represent the interests of the trucking industry with one united voice, and to strive for a healthy business environment. In 2016, the trucking industry accounted for 1 out of every 15 jobs in Idaho, and 72% of our communities depend exclusively on trucks to move their goods. The economic wellbeing of Idaho is directly tied to the trucking industry and the ability to get commodities to market, making the reduction of any unnecessary regulatory measures a priority of our members.

We support the proposed rules to reduce the number of permits required for commercial vehicles in Idaho. Carriers and the Department will both benefit from reducing the number of permits and clarifying rule language. Having a reduced number of permits will encourage business in Idaho and reduce administrative burdens. This will allow our members to further prioritize safety and invest in Idaho’s economy.

Again, thank you for allowing the Idaho Trucking Association to comment on the Department’s proposed rules. Our members will continue to work collaboratively with the Department on these rules and future projects and appreciate the willingness to participate in these important matters to our industry and state.

Sincerely,

[Signature]

Michelle Miller  
Chairman

[Idaho Trucking Association Logo]
July 6th, 2018

Idaho Transportation Department
Ramón S. Hobdey-Sánchez, J.D.
Governmental Affairs Program Specialist
(208) 334-8810 (office)
RE: ITD’s CMV Permit Negotiated Rulemaking

To whom it may concern:

Inland Crane, Inc. (ICI) has been involved with the rule making process and attended the rule making meeting held on June 13, 2018. There are multiple issues that are being proposed in this rulemaking proposal. ICI along with the rest of the heavy haul industry, are strongly opposed to the abolishment of the current annual permit process.

The proposed option of trip permits versus the annual permits will increase the amount of work required and cause undue hardship on the transportation industry. Eliminating annual permits will severely impact ICI’s ability to serve its customers from HVAC contractors to bridge contractors. ICI has cranes and trucks that do taxi work around the State 7-days a week, 24-hours a day. Having to submit a trip permit for each location for every oversized load would have a significant economic impact on ICI and its customers.

The new proposed system, ICI would go from ordering 5 trip permits on average per week, because our annuals cover the vast majority of our daily activities, to ordering 250 to 300 permits a week. Not to mention the direct and indirect costs associated with this proposal will cost the tax payers far more money than the current system.

If this proposal were to pass, ICI would like to know how ITD plans on staffing this massive increase in work load that would be required. With today’s fast paced world it is important that the transportation of key equipment be available to help build Idaho.

In conclusion, ICI is opposed to the elimination of annual permits, as it will increase time and money for the State, transportation companies and tax payers. The annual permits are a good system that works well. ICI believes there is always room for improvements, including the annual permitting process, which can be streamlined to make the process easier and more cost effective for the State. ICI is willing to work with the State to help that process. Again, ICI is opposed to the complete dismissal of the annual permit.

If you would like to discuss this in person or more detail please feel free to contact me by e-mail at Jeremy@inlandcrane.com or phone 208-345-9508.

Sincerely,

Jeremy Haener
Vice President
Inland Crane, Inc.
Office: 208-345-9508
Cell: 208-869-6731
E-mail: jeremy@inlandcrane.com

CC: Craig Roberts

Craig.roberts@idaho.gov

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July 9, 2018

The Honorable Jerry Whitehead  
Chairman – Idaho Transportation Board  
Idaho Transportation Department  
P.O. Box 7129  
Boise, ID 83707-1129  

RE: CMV Permit Rulemaking  

Dear Chairman Whitehead,  

On behalf of the almost 600 Idaho companies that make up the Idaho Associated General Contractors (AGC) and the tens of thousands of Idahoans they employ, I write to provide comments on proposed rules being considered by the Idaho Transportation Board (Board) regarding permits for commercial motor vehicles (CMV), Docket No. 39-0300-1801.  

The Idaho AGC wishes to thank the Board and the hard working staff of the Idaho Transportation Department (ITD) for the tremendous effort put forth to ensure that the CMV rules are updated, simplified, and made more consistent. Generally speaking, the proposed rules are well constructed and straightforward.  

Despite this, the Idaho AGC has a specific concern it is hoping that the Board will address prior to publishing the next draft of the proposed rules. Specifically, we are troubled by the proposal to eliminate the annual permit for oversize/overweight CMVs. As currently drafted, the proposed rule would make commercial operators complete unnecessarily duplicative paperwork and subject them to unnecessarily expensive time delays for each CMV trip. Currently, commercial operators file for an annual permit and pay additional fees for each trip completed under the one set of paperwork.  

While Idaho AGC members believe that every care must be taken to ensure that each trip is conducted safely and in accordance with ITD rules and that commercial operators are responsible to timely pay all related fees for each trip, requiring complete applications for each trip is excessive and without warrant.  

This significant change will dramatically increase the regulator burden on Idaho companies. Several Idaho AGC member firms have reported that the costs in personnel time and lost productivity directly associated with this overly burdensome governmental roadblock will increase more than ten fold. For example, one Idaho AGC member which transports cranes across Idaho for use in projects being completed by private contractors for ITD has estimated that the change would require them to go from submitting an average of 5 applications to more than 250 per week. This is unacceptable.  

--continued--
The Honorable Jerry Whitehead
July 9, 2018
Page Two

Even more concerning is that this unnecessary obstacle is being erected at the same time that Executive Order No. 2017-06, signed by Acting Governor Brad Little on May 19, 2017, directs all Department of state government to examine ways to reduce regulatory burdens – not increase them.

The Idaho AGC recommends removing this portion of the proposed rule before the next draft is published. We and our member firms are ready to assist the Board and ITD in this effort and look forward to your timely response.

Sincerely,

Wayne L. Hammon
CEO – Idaho AGC

CC: The Honorable C.L. “Butch” Otter, Governor – State of Idaho
The Honorable Brad Little, Lieutenant Governor – State of Idaho
The Honorable Brain Ness, Director – Idaho Transportation Department
The Honorable Robert Geddes, Director – Idaho Department of Administration
The Honorable Jani Revier, Administrator – Idaho Division of Financial Management
The Honorable Joe Palmer, Chairman – Idaho House Transportation & Defense Committee
The Honorable Bert Brackett, Chairman – Idaho Senate Transportation Committee
Ramon Hobdey-Sanchez, ITD