

A G E N D A

IDAHO TRANSPORTATION BOARD

August 15-16, 2018



A G E N D A

District 1 Tour and Regular Meeting of the Idaho Transportation Board

August 15-16, 2018

August 15, 2018

Time*

DISTRICT 1 TOUR

Depart SpringHill Suites, Marriott, 2250 West Seltice, Coeur d'Alene	8:15
Arrive District 1 Office, 600 West Prairie, Coeur d'Alene	8:45
Presentations – Maintenance Crafts Building:	
SH-41 corridor design	9:00
I-90 and SH-41 interchange design alternatives	9:10
Materials: US-95 milepost 498 emergency slide repair	9:20
Maintenance: Rock Creek Bridge approach repair	9:30
Maintenance: SH-200 Shoreline Stabilization project	9:40
Break	9:50
Safety: new personal protection equipment	10:00
Planning: virtual public meeting using story maps	10:10
ITD and Fatbeam: fiber optic network development	10:20
CityLink: local public transit informational briefing	10:40
Maintenance Operations Demonstrations – Maintenance Yard:	
Vehicle maintenance: boom truck engine swap	11:00
St. Maries: truck mounted catwalk	11:10
St. Maries: PinPuller for guard rail	11:20
I-90 tree grappler	11:30
I-90 DuraPatch shute	11:40
Lunch: Maintenance Crafts Building	12:00
Depart District 1 Office	1:00
Arrive Coeur d'Alene Resort: board boat for tour of bridges	1:30
Return to Coeur d'Alene Resort	4:30
Arrive SpringHill Suites, tour ends	4:45

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



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BUSINESS MEETING

August 16, 2018

District 1
600 West Prairie
Coeur d'Alene, Idaho

Page Time*
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KEY:

ADM = Administration

DIR = Director

CD = Chief Deputy

OP = Operations

	1. CALL MEETING TO ORDER	8:00
Action Item	2. BOARD MINUTES – July 18-19, 2018	7
Action Item	3. BOARD MEETING DATES	16
	September 12-13, 2018 – District 6	
	October 17, 2018 – Boise	
	November 14, 2018 – Boise	
Action Item	4. CONSENT CALENDAR	17
ADM	_____ FY18 account write off.....	18
ADM	_____ FY18 Local Public Agencies' end-of-year plan and prioritized project list for Redistributed Obligation Authority.....	28
OP	_____ Add US-95/SH-54, Athol bike path extension to FY19.....	32
OP	_____ Approval of consultant agreements.....	49
OP	_____ Approval of contract awards	52
Information	5. INFORMATIONAL CALENDAR	
OP	_____ Contract award information and current advertisements	57
OP	_____ Professional services agreements and term agreement work tasks report.....	61
OP	_____ State infrastructure end-of-year plan for FY18	67
ADM	_____ State FY18 financial statements	69
ADM	_____ Monthly report of federal formula program funding through July	85
ADM	_____ Non-construction professional service contracts.....	87
ADM	_____ Summary of FY18 budget versus actual out-of-state and in-state travel	88
ADM	_____ Annual returned check report	90
DIR	_____ Performance Measurement report	90A

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August 16, 2018

District 1

Page
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Time*

Information Items

- | | |
|--|--------------|
| 6. DIRECTOR'S MONTHLY REPORT ON ACTIVITIES | 8:05 |
| 7. DELEGATION: Boundary County, Commissioner Dinning | 8:35 |
| 8. DELEGATION: Boundary County Road and Bridge, Supervisor Kimble | 8:40 |
| 9. DELEGATION: City of Bonners Ferry, Mayor Sims | 8:45 |
| 10. DELEGATION: Bonner County Area Transportation Team, Ms. Nelson | 8:50 |
| 11. DELEGATION: Independent Highway District Board Member Bailey | 8:55 |
| 12. DELEGATION: City of Sandpoint, Public Works Director Wilson | 9:00 |
| 13. DELEGATION: City of Ponderay, Mayor Geiger | 9:05 |
| 14. DELEGATION: City of Kootenai, Mayor Lewis | 9:10 |
| 15. DELEGATION: City of Priest River, Mayor Martin | 9:15 |
| 16. DELEGATION: Kootenai County Metropolitan Planning Organization,
Executive Director Miles | 9:20 |
| 17. DELEGATION: Worley Highway District Board Member Mangan | 9:25 |
| 18. BREAK | 9:30 |
| 19. DELEGATION: Shoshone County, Commissioner Fitzgerald | 9:45 |
| 20. DELEGATION: City of Plummer, Mayor Weems | 9:50 |
| 21. DELEGATION: Benewah County, Commissioner Lampert | 9:55 |
| 22. DELEGATION: City of St. Maries, Mayor Carver | 10:00 |
| 23. ADOPT-A-HIGHWAY PRESENTATION: Skip Robinette and Family | 10:05 |

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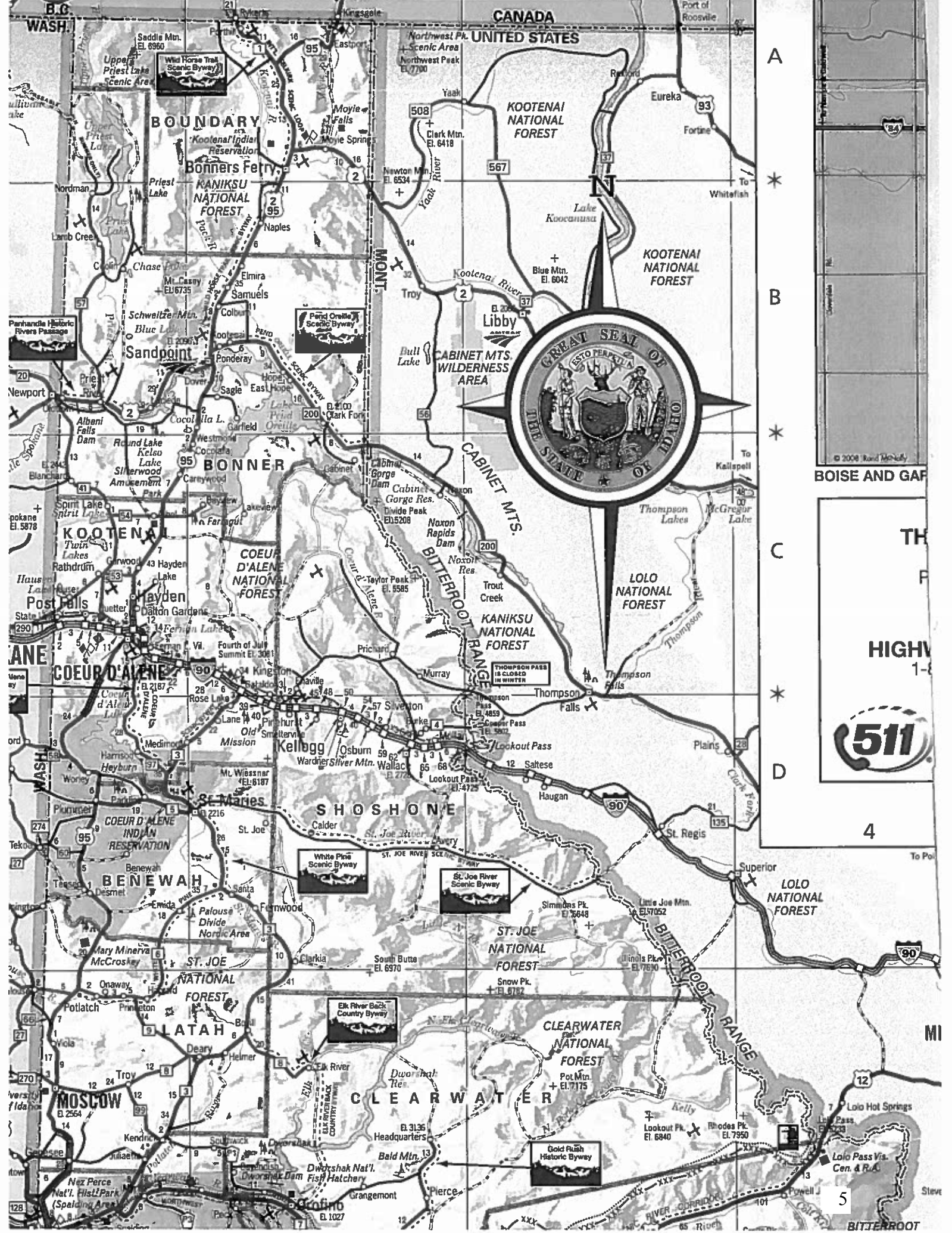
August 15-16, 2018

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<u>August 16, 2018</u>		Page	Time*
District 1		#	
24. AGENDA ITEMS			
Information Items			
OP	___ Zero fatalities award: Benewah County	91	10:10
Tomlinson			
OP	___ Work zone safety	92	10:20
Tomlinson			
25. DISTRICT 1 REPORT: District Engineer Allen			10:40
26. BREAK			11:00
27. AGENDA ITEMS, continued			
Discussion/Information Items			
OP	___ Long-Range Transportation Plan	93	11:10
Kanownik/Marker			
OP	___ Program Management Office estimating manager's update	94	11:35
Gill			
Action Items			
ADM	___ August 2018 revenue forecast and proposed FY20 appropriation request	95	11:45
Thompson/Drake	(Resolution on page 101)		
DIR	___ Proposed draft legislation 2019 legislative session	102	12:10
McCarty			
DIR	___ Commercial Motor Vehicle permit rules.....	112	12:25
Hobdey-Sanchez	(Resolution on page 113)		
DIR	___ 2019 IDAPA rules	114	12:30
Hobdey-Sanchez	(Resolution on page 122)		
28. EXECUTIVE SESSION			12:40
PERSONNEL ISSUES [SECTION 74-206(a), (b)]			
LEGAL ISSUES [SECTION 74-206(c), (d), (f)]			
29. ADJOURNMENT (estimated time)			2:00

August2018agenda:8/09/18

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



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BOISE AND GARDEN



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BITTERROOT

AUGUST 15-16, 2018
BOARD MEETING IN DISTRICT 1

Travel and Lodging Accommodations

Tuesday – August 14, 2018

Boise Arrive: overnight at Oxford Suites, 1426 E. Entertainment Ave.,
phone 208-322-8000
Kempton - #80391

Coeur d'Alene Arrive: Overnight at SpringHill Suites by Marriott, 2250 West
Seltice Way, phone 208-667-2121
Gagner - #95433894 Vassar - #95453435
Horsch - #95434832

Wednesday – August 15, 2018

8:00 AM Boise King Air departs, Allen, DeLorenzo, Gill, Higgins, Kempton, Stokes,
and Whitehead

8:15 AM Coeur d'Alene State plane arrives

9:00 AM “ Tour starts at District 1 Office: 600 West Prairie

4:45 PM “ Tour ends

“ Overnight at SpringHill Suites by Marriott
Allen - #95432246 Kempton - #95437311
DeLorenzo - #95433103 Stokes - #95452925
Gill - #95452254 Whitehead - #95453924
Higgins - #95435469

Thursday – August 16, 2018

7:30 AM Coeur d'Alene Depart hotel

8:00 AM “ Business meeting at District 1 Office: 600 West Prairie

1:30 PM “ Estimated time of adjournment; depart

2:15 PM “ State plane departs, Allen, DeLorenzo, Gill, Higgins, Kempton,
Stokes, and Whitehead

4:30 PM Boise State plane arrives

Listed times are in local time.

SSH:disttour.doc – 8/09/18

REGULAR MEETING AND DISTRICT THREE TOUR
OF THE IDAHO TRANSPORTATION BOARD

July 18-19, 2018

The Idaho Transportation Board met at 8:00 AM on Wednesday, July 18, 2018 in Boise, Idaho. The following principals were present:

Jerry Whitehead, Chairman
Jim Coleman, Vice Chairman – District 1
Janice B. Vassar, Member – District 2
Julie DeLorenzo, Member – District 3
Jim Kempton, Member – District 4
Lee Gagner, Member – District 6
Director Brian Ness
Sue S. Higgins, Executive Assistant and Secretary to the Board

District 3 Tour. The Board traveled east on I-84 to Mountain Home. Mayor Rich Sykes thanked the Board and District staff for its partnership. He said the city wants to be more pedestrian friendly and wants to address truck traffic. The I-84 interchanges and access issues are being reviewed. After traveling some local streets, the Board returned to Boise via I-84. It stopped at Borah High School where ITD coordinated an active shooter training exercise.

The Board traveled to Meridian on I-84. During lunch with the Community Planning Association of Southwest Idaho (COMPASS) executive board, COMPASS Director Matt Stoll commended the excellent partnership with District 3 Engineer (DE) Amy Revis and her staff. He summarized the unfunded needs and emphasized the funding shortfall. Discussion followed on the revenue shortfall and the importance of working collaboratively to inform the legislature of the transportation needs and to provide funding options for its consideration.

The Board traveled south on SH-69 to Kuna. Mayor Joe Stear elaborated on the growth in the area and expressed safety concerns with SH-69. CS Meat Packers representative Roger Cooper summarized the plant's operations and talked about its transportation needs, which are mainly on the local system. The Board returned to Boise via SH-69 north and I-84 east.

WHEREUPON, the tour ended at 3:40 PM.

July 19, 2018

The Idaho Transportation Board convened at 8:30 AM on Thursday, July 19, 2018 at the District 3 Office in Boise, Idaho. Chairman Whitehead, Vice Chairman Coleman, and Members DeLorenzo, Kempton, and Vassar were present. Deputy Attorney General Larry Allen was also present.

July 19, 2018

Board Minutes. Member Vassar made a motion to approve the minutes of the regular Board meeting held on June 20-21, 2018 as submitted. Member Kempton seconded the motion and it passed unopposed.

Board Meeting Dates. The following meeting dates and locations were scheduled:
August 15-16, 2018 – District 1
September 12-13, 2018 – District 6
October 17, 2018 – Boise

Consent Items. On the Children Pedestrian Safety Program: 2019 Application, Member DeLorenzo questioned the ineligibility of agencies to apply for 2019 funding if it received funding in FY18. Local Highway Technical Assistance Council (LHTAC) Deputy Administrator Laila Kral said the agency does that with other programs so more local public agencies can participate. There is a lot of demand for this limited funding.

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

RES. NO. WHEREAS, consent calendar items are to be routine, non-controversial, self-
ITB18-24 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 safety rest areas and oasis partnerships update; the 2019 Children Pedestrian Safety Program; contracts for award; and a contract for rejection.

1) Add Exhibit #495 as Part of the May 2018 Board Meeting Minutes. At the May 2018 meeting, the Board approved the relinquishment of the 2.1 mile I-84 Hammett Business Loop to the Glenns Ferry Highway District. The Board signed the Official Minute authorizing this transaction. Historically, these Official Minutes and corresponding documents have been incorporated into the meeting minutes as exhibits, which are separate documents, but are considered part of the official Board meeting minutes. The May 2018 Board meeting minutes omitted the reference to this exhibit. Staff requests incorporating Exhibit #495 into the Board meeting minutes.

2) Modifications to the Public Transit Program. Staff requests modifications to the F17 Public Transit Program and authorization to amend the Idaho Transportation Improvement Program (ITIP) accordingly. District 4 received two nationally competitive capital grant awards. Mountain Rides will use the \$500,000 grant to purchase heavy-duty battery electric buses and fast charging infrastructure for its fixed route operations, and the \$540,000 grant to purchase new vehicles to replace old ones that have exceeded their useful life. District 1 and its partner Selkirk Pend Oreille Transit Authority and District 6 and the City of Driggs received a \$136,000 and

\$240,000 grant, respectively, to purchase new transit vehicles to replace old ones that have exceeded their useful life.

3) Addition of FY19 LHTAC Planning. Staff requests the addition of \$250,000 Surface Transportation Program – Local Urban funds to augment LHTAC’s constituents’ planning efforts. The intent is to fund up to five new and/or updated transportation plans for small urban areas annually from FY19 through FY25. The ITIP would also be amended accordingly.

4) Safety Rest Areas and Oasis Partnerships. The FY18 rest area chart was updated to reflect the current average daily traffic count data. The Jerome Rest Area is designated for closure and the potential new Oasis Partnership Rest Areas on I-84 are depicted on the chart. The condition of the facilities was also provided; however, there is no funding dedicated for rest areas. The updated safety rest area chart and map are shown as Exhibit #498, which is made a part hereof with like effect.

5) 2019 Children Pedestrian Safety Program. Due to legislative action, ITD and LHTAC developed a joint program to fund children pedestrian safety projects from the Surplus Eliminator in FY18. They recommend funding the FY19 program at the same \$2 million funding level with 60% of funds targeted for state highway projects and 40% for local projects, and using the same program guidance and application process.

6) 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 key #20072 – US Forest Service, District 2 High Water Fish Passage, Moose Creek, were in the Removal of Obstructions, Superpave Hot Mix Asphalt Pavement, Precast Footing, Dewatering, and Mobilization items. The U.S. Fish Service is funding 80% of the project. Its funding comes mainly from a grant that was not available until this spring, which led to a late advertisement and likely caused the high bids. The U.S. Forest Service must use the grant to improve fish passage this year or it will lose the grant. It will provide the additional funding. District 2 recommends awarding the project. Low bidder: ASCORP Inc. DBA Debco Construction - \$520,000.

The major differences in the engineer’s estimate versus the low bid on key #12382 – South 18th Street; 6th Street to American Legion Boulevard, Mountain Home, District 3, were in 13 items, with Mobilization accounting for the largest variance followed by granular subbase and ¾” aggregate. Excavation and soft spot excavation were more than double the costs in the apparent low bid, reflecting the escalating cost of materials and material movement. The cost increases are also tied to the timing of the bid and the current market. LHTAC believes the bid is reasonable and recommends awarding the project. LHTAC and the sponsor, the City of Mountain Home, have identified the additional funds. Low bidder: Knife River Corporation – Mountain West - \$2,248,278.

The primary differences between the engineer’s estimate and low bid on key #20011 – US-12, Valley View Drive Turnbay, District 2 were in the Excavation and ¾” Aggregate for Base items. The design consultant failed to take into account the late advertisement for the project and associated cost increase. District 2 recommends awarding the safety project. Low bidder: ASCORP Inc. DBA Debco Construction - \$999,999.

7) Contract for Rejection. The low bid on key #9894 – Old Highway 37, The Narrows, District 5 was more than ten percent over the engineer’s estimate, requiring justification. LHTAC recommends rejecting the bid because there were only two bids and one of those was determined irregular, the responsive bid was 30% over the engineer’s estimate, and the additional funding source has not been identified. The project sponsor, Oneida County, rejected the bids. Low bidder: Knife River Corporation – Mountain West - \$6,637,000.

Informational Items. 1) Contract Awards and Advertisements. Key #19961 – SH-51, I-84B, and US-20, FY19 Elmore County Seal Coats, District 3. Low bidder: Intermountain Slurry Seal, Inc. - \$1,911,029.

Key #14002 – I-15, Rose Road Interchange, District 5. Low bidder: Cannon Builders Inc. – \$10,843,119.

The list of projects currently being advertised was provided.

2) Professional Services Agreements and Term Agreement Work Tasks Report. From June 1 through June 28, 20 new professional services agreements and work tasks were processed, totaling \$5,197,820. Four supplemental agreements to existing professional services agreements were processed during this period in the amount of \$568,400.

3) Administrative Settlements in Right of Way Acquisitions. From January 1 through June 30, 2018, the Right of Way Section processed 59 parcels in the amount of \$602,102. Of those, 17 parcels had administrative settlements totaling \$103,200.

4) Annual Report of Activities to the Board of Examiners. ITD did not submit any requests to the full Board of Examiners for FY18.

5) State FY18 Financial Statements. Revenues to the State Highway Account from all state sources were behind projections by 2.2% at the end of May. This was a result of a timing difference of when the receipts from the sale of the Buy-Back Equipment were received. The forecast was to receive those funds in May, but they were actually received in June. With this adjustment, the total state receipts would have been 2.5% ahead of forecast. Total receipts from the Highway Distribution Account were 1.2% or \$2.3 million more than forecast. State revenues to the State Aeronautics Fund were ahead of projections by 11.4%, or \$285,000. Expenditures were within planned budgets. Personnel costs had savings of \$16.3 million or 13.9% due to reserves for horizontal career path increases, vacancies, and timing between a position becoming vacant and being filled. In May, \$5.8 million was transferred to Highways to fund one-time operating costs. ITD had 106 vacancies at the end of May. Contract construction cash expenditures of \$378 million through May exceeded any from the past three years.

The balance of the long term investments was \$165.2 million at the end of May. These funds are obligated against construction projects and encumbrances. The long term investments plus the cash balance of \$74.9 million were \$32 million less than the end of June. Expenditures in the Strategic Initiatives Program Fund through May were \$10.8 million. Deposits into the new Transportation Expansion and Congestion Mitigation Fund were \$19.6 million year-to-date.

6) Monthly Reporting of Federal Formula Program Funding through June. 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 and general funds 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 \$290.6 million allotted, \$46.6 million remains.

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

8) Six Year Capital Facilities Program. The Department owns and operates nearly 700 office buildings, maintenance buildings and sheds, and yard sites. Operation funds are allocated for districts' and headquarters' capital buildings and statewide and aeronautics' alterations and repairs. The FY19 budget is \$3.6 million. Starting in FY20, the intent is to identify facility needs on an annual basis through a more effective process to annually assess, evaluate and prioritize capital facility deficiencies based on overall condition and operation needs. The FY21 program, totaling \$22.1 million, includes \$15 million for a new District 4 Office building.

Member Kempton asked for an update on the District 4 Office building. Capital Facilities Manager Tony Pirc said the Division of Public Works is responsible for the facilities' oversight. A consultant has completed a feasibility study. Some other entities expressed interest in co-locating with ITD in the I-84 and US-93 vicinity. DE 4 Devin Rigby added that co-locating with another agency may expedite the Department's efforts on a new facility. He anticipates presenting a proposal to the Board for its consideration in September.

Member Gagner joined the meeting at this time.

Adopt-A-Highway (AAH) Presentation. Member DeLorenzo thanked the Payette County Sheriff's Inmate Labor Program for its participation in the AAH Program. The group has been picking up litter along Idaho's highways since 1991 and is currently responsible for 59.4 miles.

Director's Monthly Report on Activities. Director Ness said the I-84 GARVEE project will be advertised next week. Because road construction and fire season coincide, ITD is partnering with the Bureau of Land Management and the Idaho Department of Fish and Game to combat wildfires. ITD was awarded \$150,000 to purchase mowers, tractors, and other items to help protect sage grouse land from wildfires. He commended other valuable partnerships and recognized employees for their innovations and exemplary service.

Chief Deputy Stokes said the Department plans to move the driver's licenses and identification cards from the mainframe computer to a more reliable and secure system on August 13. Final testing and training is currently in progress. The motor vehicle offices will be closed for two days during this transition. The legislative interim committee on commercial vehicle registrations will meet in the near future. ITD and LHTAC will receive \$36 million and \$24 million, respectively, from the Surplus Eliminator fund. He also announced the receipt of

public transit grants and thanked Public Transportation Manager Kim McGourty and staff for the cooperative applications with the public transit providers. Districts 1 and 3 are preparing joint grant applications with local officials for Better Utilizing Investments to Leverage Development (BUILD) transportation discretionary grants. District 1 is partnering with the Kootenai Metropolitan Planning Organization on three grants and District 3 and COMPASS are preparing an application for a US-20/26 project near Caldwell. The latter application has numerous partners, including the City of Caldwell, Canyon County, an urban renewal district and private partners that are pledging funds for the project. ITD would contribute non-Highway Distribution Account funds for the project if the grant award is successful.

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

Chairman Whitehead thanked Director Ness and Chief Deputy Stokes for the reports.

Safety Presentation: Association of Idaho Cities (AIC) and Work Zone Videos. Highway Safety Manager (HSM) John Tomlinson said staff participated in the youth track at the recent AIC conference. Groups were tasked with putting together public service announcements on a specific highway safety topic. He mentioned other activities involving youth groups.

Bill Kotowski from the Communication Office emphasized the importance of work zone safety. The engaged driving, or SHIFT, campaign is focusing on construction zones. Brian Cottier, Creative Director/Partner from SOVRN expressed appreciation for the opportunity to work with ITD on highway safety, including partnering on the AIC exercise and developing the SHIFT videos.

Chairman Whitehead thanked the gentlemen for the presentation. Member Gagner commended the focus on positive instead of negative behaviors.

Distracted Driving Legislation. HSM Tomlinson said there were 64 fatalities related to distracted driving in 2016. In response to last month's request, he presented potential distracted driving legislation. The draft legislation makes it illegal to use hand-held devices except in emergencies and to use head phones or ear buds in both ears while operating a motor vehicle. The violations would be a primary offense.

Government Affairs Manager (GAM) Mollie McCarty mentioned prior attempts on highway safety legislation, including failed legislation in 2018 to ban cell phone use. The general attitude appears to be reluctance to impose government restrictions. There were also some concerns that the legislation may be difficult to enforce and for motorists to understand.

Member DeLorenzo believes her personal right to make a phone call or text while driving should not supersede other people's safety. She believes the Board needs to take a stand on safety. Member Kempton emphasized that safety is the highest priority. He believes partnering with numerous entities like Idaho State Police and law enforcement would improve the chances of the legislation's success. He also believes a culture change is needed to improve highway safety, and sometimes it takes legislation to change the culture. Member Gagner added that seatbelts are very effective, and consideration should be given to proposing seatbelt legislation.

GAM McCarty said the Governor's Office recommends only submitting mission critical legislative ideas. Although the deadline to submit ideas was last week, she believes the Governor's Office may be receptive to an additional idea. She added that the legislative idea form should be fairly detailed, including a fiscal impact and stakeholder interest.

Member DeLorenzo thanked staff for its work on this important topic. She also questioned the Department's process and timeline to ensure the legislative due dates are met.

Vice Chairman Coleman made a motion to submit the legislative idea for hands-free cell phone devices to the Division of Financial Management for its consideration. Member Vassar seconded the motion and it passed unopposed.

Member Gagner made a motion to move up the Department's legislative schedule by one month to better accommodate the Governor's Office's due dates. Vice Chairman Coleman seconded the motion and it passed unanimously.

Delegation – City of Star. City of Star engineering consultant Mark Butler thanked the Board members for their time. He understands the Department's need to balance safety and mobility. Star is working with ITD on the SH-16 corridor. An economic corridor access management plan is being developed. As part of the modeling effort, the city would like ITD to add signals at two intersections with SH-44 to determine what those traffic impacts would be.

Member Vassar indicated she would prefer a recommendation from staff before the Board takes any action. Member DeLorenzo encouraged the city and ITD to continue working on this. Chairman Whitehead thanked the delegation for addressing the Board.

Delegation – City of Garden City. Garden City Mayor John Evans thanked the Board for its time and District staff for the good working relationship. He expressed concern with pedestrian safety along Chinden Boulevard. The city would like to make that corridor more attractive to development and would like improvements between the fog line and right-of-way, such as sidewalks, utilities, and landscaping.

Vice Chairman Coleman believes IDAPA rules related to access management plans enable the city to pursue these amenities. Member DeLorenzo said ITD will continue to partner with the city, particularly on safety concerns, and thanked Mayor Evans for his comments.

District 3 Report. DE 3 Revis reported on performance metrics. Staff achieved a winter mobility metric of roads being clear of ice and snow about 87% of the time, exceeding the goal of 73%. The FY17 construction cost at award versus the estimate was 108% and the construction cost of the contract award was 102%. All of the FY18 projects plus some additional ones were delivered by the due date and all of the FY19 projects were delivered on time. She also summarized the horizontal career path achievements, partnerships, and safety focus areas.

Chairman Whitehead thanked DE 3 Revis for the report and for her leadership.

Long-Range Transportation Plan. As a follow-up to last month's update, Planning Services Manager (PSM) Ken Kanownik reported that 24% of the driver's licenses surrendered

in Idaho last year came from Californians, with the majority of those surrendered in Meridian. Washington motorists surrendered 16%, with most of those turned in at the Post Falls office.

PSM Kanownik reported that there were 559 participants in the interactive public opinion survey, with 92% reporting that cars are their main mode of transportation. Almost 42% of respondents were from Ada County, and he believes the rural areas may be under represented. Respondents believe 19% of additional unmarked revenue should be spent on preservation and maintenance followed by 18% for expansion and capacity, 15% on bridges and structures, and 14% on safety. Transit infrastructure, bicycle/pedestrian, intelligent transportation systems, and freight also received support; however, PSM Kanownik noted that the categories are not mutually exclusive. The results of the survey will be used to develop the long-range plan, identify topics for further informational campaigns, and support follow-up items regarding transportation planning.

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

Executive Session on Personnel and Legal Issues. Vice Chairman Coleman made a motion to meet in executive session at 12:15 PM to discuss personnel and legal issues as authorized in Idaho Code Section 74-206(b), (c), and (f). Member DeLorenzo seconded the motion and it passed 4-0 by individual roll call vote. Member Vassar was absent for the vote.

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

Member Gagner left the meeting during the personnel discussions.

The Board came out of executive session at 2:25 PM.

Policy Introduction. PSM Kanownik presented Board Policy 4050 Bicycle and Pedestrian Coordination, formerly Board Policy B-09-08, Bicycle and Pedestrian Facilities. The intent is for ITD to be a resource for other entities as they plan and coordinate bicycle and pedestrian facilities. An administrative committee would help facilitate statewide coordination. He also presented the corresponding administrative Policy 5050 Bicycle and Pedestrian Coordination, formerly A-28-04, Bicycle and Pedestrian Facilities, which expands on the Bicycle and Pedestrian Coordinator's responsibilities and the Bicycle and Pedestrian Administrative Committee's role.

Member Kempton made a motion to approve Board Policy 4050 Bicycle and Pedestrian Coordination. Member Vassar seconded the motion and it passed unanimously.

Vice Chairman Coleman made a motion to concur with Administrative Policy 5050 Bicycle and Pedestrian Coordination. Member Vassar seconded the motion and it passed unopposed.

Railroad/Utilities Coordinator Barbara Waite presented new Board Policy 4085 and Administrative Policy 5085 Rail-Highway Crossing Program.

Member Kempton made a motion, seconded by Member Vassar, and passed unopposed, to approve Board Policy 4085 Rail-Highway Crossing Program.

Member Kempton made a motion to concur with Administrative Policy 5085 Rail-Highway Crossing Program. Member Vassar seconded the motion and it passed unanimously.

Member Vassar said the Board Subcommittee on Policies reviewed Administrative Policy A-01-23, Local Request to Idaho Congressional Delegations for Federal Aid Transportation Funding, which staff recommends for deletion. Member Vassar made a motion to concur with the recommendation to delete Administrative Policy A-01-23. Member DeLorenzo seconded the motion and it passed unopposed.

Commercial Motor Vehicle Permit Rules. Commercial Motor Vehicle Permits Supervisor (CMVPS) Lance Green said staff has been conducting negotiated rulemaking for commercial motor vehicle permitting due to Senate Concurrent Resolution 130. These rules provide the authority, process, and details for issuing commercial motor vehicle permits. The 22 rules have been consolidated into 8, resulting in fewer single and annual permits.

CMVPS Green said two statewide meetings to negotiate the rule changes were held, allowing stakeholders and customers the opportunity to participate and engage with the rule change process. There was also a public comment period on the rules. He summarized the proposed rule changes and public comments, emphasizing that the main concerns appear to be with the removal of the annual oversize/overweight permit. The proposed rules were presented this month for information. Staff will request a decision on advancing the formal rulemaking process at the August meeting.

Chairman Whitehead thanked CMVPS Green for the informative presentation.

WHEREUPON, the Idaho Transportation Board's regular monthly meeting adjourned at 3:00 PM.

JERRY WHITEHEAD, Chairman
Idaho Transportation Board

Read and Approved
_____, 2018
_____, Idaho

BOARD MEETING DATES

2018

September 12-13 – District 6
October 17 – Boise

November 14 – Boise
December 13 – Boise

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May 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 (16 17) 18 19 20 21-22-23-24 25 26 27 28 29 30 31	June 1 2 3 4 5 6 7 8 9 10-11-12-13-14 15 16 17 18 (19 20 21) 22 23 24 25 26 27 28 29 30	July 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 (18 19) 20 21 22 23 24 25 26 27 28 29 30 31	August 1 2 3 4 5 6 7 8 9 10 11 12 13 14 (15 16) 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31
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“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.



IDAHO TRANSPORTATION BOARD

RESOLUTION FOR CONSENT ITEMS

Pages – 18-56

RES. NO. ITB18-25 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 account write-off; the FY18 Local Public Agencies' end-of-year plan and prioritized list for Redistributed Obligation Authority; the addition of US-95/SH-54, Athol bike path extension to FY19; consultant agreements; and contracts for award.



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date August 15-16, 2018

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

Presenter's Name Dave Tolman	Presenter's Title Financial Services Controller	Initials DT	Reviewed By
Preparer's Name Nancy Luthy	Preparer's Title Revenue Operations Manager	Initials NL	

Subject

FY2018 Account Write Off		
Key Number	District	Route Number

Background Information

Each year the Board is presented information on the outstanding accounts receivable determined to be uncollectible. Department policy requires that all uncollectible accounts exceeding \$1,000 be reviewed and approved for write off by the Board. The Director or his/her designee reviews and approves for write off all accounts less than \$1,000.

Collection procedures for outstanding receivables include direct contact and demand letters on a standard schedule. Claims to the courts are made where applicable. Private collection agencies and their techniques are utilized to solicit payment in full from delinquent accounts. If the department receives payment for any of these accounts in the future, the customer will be given proper credit.

This year 51 accounts have been determined to be uncollectible.

	FY18 QTY	FY18	FY17 QTY	FY17
Accounts > \$1,000	19	\$72,511.46	34	\$ 124,199.57
Accounts < \$1,000	32	\$13,382.26	56	\$ 14,153.73

Account balances to be written off that are over the \$1,000 threshold are mostly damage claims totaling \$67,460.16 and commercial registrations totaling \$4,971.30 with the remaining amount being commercial reinstatements.

Account balances to be written off for FY18 that are less than \$1,000 are mostly due to the expiration of the statute of limitations.

The outstanding receivables are more than four years delinquent. Customers are not allowed to do business with the Department, where applicable until their deficiencies are paid or statute of limitations is reached. The Chief Administrative Officer has reviewed the write off of 19 uncollectible accounts receivable over \$1,000 totaling \$ 72,511.46.

Recommendations

Staff recommends approval of the write off of 19 accounts in excess of \$1,000, for a total write off of \$72,511.46.



Board Agenda Item

ITD 2210 (Rev. 10-13)

Board Action

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

ACCOUNTS TO BE WRITTEN OFF

Fiscal Year 2018

Over (\$1,000)

Account	Name	Amount	Mileage Tax	Registration	Returned Check	Audit	Reinstatement	Damage Claim	Permits	Final Comments
1101053	MCNINCH, TODD	\$11,426.78	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$11,426.78	\$0.00	Past statute of limitations.
1100998	CHRISTIANSEN, SEAN	\$7,593.17	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$7,593.17	\$0.00	Past statute of limitations.
1101046	ROBINS, JOSEPH E	\$5,808.28	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$5,808.28	\$0.00	Past statute of limitations.
1100995	GREENO, DEAN	\$5,090.93	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$5,090.93	\$0.00	Past statute of limitations.
1100992	DEHLOM, DORENE	\$5,081.25	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$5,081.25	\$0.00	Past statute of limitations.
1100990	SEELING, AUDI	\$4,892.80	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$4,892.80	\$0.00	Past statute of limitations.
1100964	LASARTE, LUCAS	\$4,648.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$4,648.00	\$0.00	Past statute of limitations.
11009294	J & P GRAVEL LLC	\$3,447.93	\$0.00	\$3,407.93	\$0.00	\$0.00	\$40.00	\$0.00	\$0.00	Past statute of limitations.

Account	Name	Amount	Mileage Tax	Registration	Returned Check	Audit	Reinstatement	Damage Claim	Permits	Final Comments
6101040	FOX, MILTON R	\$3,303.44	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$3,303.44	\$0.00	Past statute of limitations.
5101631	GREELEY, THOMAS	\$3,208.61	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$3,208.61	\$0.00	Past statute of limitations.
1101061	JOHNSON, TYLER	\$3,168.39	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$3,168.39	\$0.00	Past statute of limitations.
6101183	THIBAUT, VICKI L	\$3,021.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$3,021.00	\$0.00	Past statute of limitations.
2100527	HINCHEY, DIANE	\$2,603.22	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$2,603.22	\$0.00	Past statute of limitations.
5101850	KIVI, PAUL	\$2,444.71	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$2,444.71	\$0.00	Past statute of limitations.
1842692	TWO FEATHERS TRANSPORT	\$1,603.37	\$0.00	\$1,563.37	\$0.00	\$0.00	\$40.00	\$0.00	\$0.00	Past statute of limitations.
1101062	SCOTT, DARIN	\$1,367.26	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$1,367.26	\$0.00	Past statute of limitations.
5101789	DEWITT, VALENTINO	\$1,302.12	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$1,302.12	\$0.00	Past statute of limitations.

Account	Name	Amount	Mileage Tax	Registration	Returned Check	Audit	Reinstatement	Damage Claim	Permits	Final Comments
2100526	MILLER, TERRY JEAN	\$1,272.13	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$1,272.13	\$0.00	Past statute of limitations.
6101066	HOLM, CHRISTOPHER R	\$1,228.07	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$1,228.07	\$0.00	Past statute of limitations.
Total of Accounts: 19		\$72,511.46	\$0.00	\$4,971.30	\$0.00	\$0.00	\$80.00	\$67,460.16	\$0.00	

Approved by: _____

Idaho Transportation Board Chairman

Date

ACCOUNTS TO BE WRITTEN OFF

Fiscal Year 2018

under (\$1,000)

Account	Name	Amount	Mileage Tax	Registration	Returned Check	Audit	Reinstatement	Damage Claim	MVR	Permits	Plans & Specs	Final Comment
5101782	EHREDT, LACEY N	\$996.99	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$996.99	\$0.00	\$0.00	\$0.00	Past statute of limitations.
2100481	KANNENBERG, JEREMY R	\$962.81	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$962.81	\$0.00	\$0.00	\$0.00	Past statute of limitations.
1100940	CAREY, ANDREW	\$954.39	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$954.39	\$0.00	\$0.00	\$0.00	Past statute of limitations.
5101834	CHAVOYA, GAONA	\$932.93	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$932.93	\$0.00	\$0.00	\$0.00	Past statute of limitations.
5048311	GOULDS OILFIELD SERVICES LLC	\$860.12	\$0.00	\$820.12	\$0.00	\$0.00	\$40.00	\$0.00	\$0.00	\$0.00	\$0.00	Past statute of limitations.
5313406	CHAMORRO TRUCKING LLC	\$640.86	\$0.00	\$600.86	\$0.00	\$0.00	\$40.00	\$0.00	\$0.00	\$0.00	\$0.00	Past statute of limitations.
5311838	VASQUEZ, SELENA	\$595.64	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$595.64	\$0.00	\$0.00	\$0.00	Past statute of limitations.

Account	Name	Amount	Mileage Tax	Registration	Returned Check	Audit	Reinstatement	Damage Claim	MVR	Permits	Plans & Specs	Final Comment
5101780	HODGES, CHRISTOPHER J	\$582.23	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$582.23	\$0.00	\$0.00	\$0.00	Past statute of limitations.
6101086	SOLORIO, VICTOR MANUEL	\$547.21	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$547.21	\$0.00	\$0.00	\$0.00	Past statute of limitations.
1100941	BARNEY, WILLIAM	\$529.45	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$529.45	\$0.00	\$0.00	\$0.00	Past statute of limitations.
5145147	COPPERHEAD TRANSPORT	\$516.58	\$0.00	\$476.58	\$0.00	\$0.00	\$40.00	\$0.00	\$0.00	\$0.00	\$0.00	Past statute of limitations.
6101204	MONTGOMERY, MICHAEL	\$504.72	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$504.72	\$0.00	\$0.00	\$0.00	Past statute of limitations.
2100534	KUHN MERRILL, MIA K	\$494.16	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$494.16	\$0.00	\$0.00	\$0.00	Past statute of limitations.
1100939	IRELAN, LORI	\$468.45	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$468.45	\$0.00	\$0.00	\$0.00	Past statute of limitations.
9325531	CENTURY LINK	\$450.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$450.00	\$0.00	\$0.00	\$0.00	Past statute of limitations.

Account	Name	Amount	Mileage Tax	Registration	Returned Check	Audit	Reinstatement	Damage Claim	MVR	Permits	Plans & Specs	Final Comment
6101059	BEST, ROBERT	\$387.59	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$387.59	\$0.00	\$0.00	\$0.00	Past statute of limitations.
5101625	ERSKINE, RYAN	\$380.14	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$380.14	\$0.00	\$0.00	\$0.00	Past statute of limitations.
5363004	HOWCO TRANSPORT	\$311.30	\$0.00	\$271.30	\$0.00	\$0.00	\$40.00	\$0.00	\$0.00	\$0.00	\$0.00	Past statute of limitations.
SMS S	SMITH, STEVEN R	\$304.00	\$0.00	\$0.00	\$304.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	Past statute of limitations.
2100479	HOLT, TINA M	\$277.48	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$277.48	\$0.00	\$0.00	\$0.00	Past statute of limitations.
0852889	HASTINGS CONCRETE PUMPING OF IDAHO	\$225.00	\$185.00	\$0.00	\$0.00	\$0.00	\$40.00	\$0.00	\$0.00	\$0.00	\$0.00	Past statute of limitations.
6101042	WAGNER, SPENCER	\$217.62	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$217.62	\$0.00	\$0.00	\$0.00	Past statute of limitations.
5101656	BEANAO, RYANNE	\$211.67	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$211.67	\$0.00	\$0.00	\$0.00	Past statute of limitations.

Account	Name	Amount	Mileage Tax	Registration	Returned Check	Audit	Reinstatement	Damage Claim	MVR	Permits	Plans & Specs	Final Comment
6101201	SCOTT, CARSON	\$196.50	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$196.50	\$0.00	\$0.00	\$0.00	Past statute of limitations.
5101783	OZBURN, DEANT	\$192.44	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$192.44	\$0.00	\$0.00	\$0.00	Past statute of limitations.
5559480	WILD ALASKA/DUANE LAFLEUR	\$180.00	\$0.00	\$0.00	\$140.00	\$0.00	\$40.00	\$0.00	\$0.00	\$0.00	\$0.00	Past statute of limitations.
5101647	GONZALES VARGAS, CARLOS	\$132.39	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$132.39	\$0.00	\$0.00	\$0.00	Past statute of limitations.
9325530	CENTURY LINK	\$100.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$100.00	\$0.00	Past statute of limitations.
2100530	WIGGINS, RUSSELL R	\$91.27	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$91.27	\$0.00	\$0.00	\$0.00	Past statute of limitations.
9324946	ROADSAFE TRAFFIC SYSTEMS	\$50.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$50.00	\$0.00	Past statute of limitations.
BAT, K	BATES, K	\$46.00	\$0.00	\$0.00	\$46.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	Past statute of limitations.

Account	Name	Amount	Mileage Tax	Registration	Returned Check	Audit	Reinstatement	Damage Claim	MVR	Permits	Plans & Specs	Final Comment
2100458	DAVIS, BARBARA D	\$42.32	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$42.32	\$0.00	\$0.00	\$0.00	Past statute of limitations.

Total of Accounts 32 \$13,382.26 \$185.00 \$2,168.86 \$490.00 \$0.00 \$240.00 \$10,148.40 \$0.00 \$150.00 \$0.00

Approved by:

Controller

Date

Chief Administrative Officer

Date



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date August 16, 2018

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

Presenter's Name Joel Drake	Presenter's Title FP&A, MGR	Initials JD	Reviewed By LSS
Preparer's Name Jeanette Finch	Preparer's Title SRA	Initials JF	

Subject

FY2018 Local Public Agencies End of Year Plan and Prioritized Project List for Redistributed Obligation Authority

Key Number Various	District All	Route Number Various
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Background Information

This consent item requests approval to modify FY2018 of the Federal-Aid Local Highway Program based upon project readiness and available funding to ensure that no funds are lost to Idaho, per Board policy 4011.

Currently Idaho has received 91.85% of annual Obligation Authority (OA). Of that amount, Local Public Agencies/Programs have remaining Federal funding available (with match) in the amounts listed below:

Agencies/Programs	Total Program Funding Allotment (\$000)	Funding Remaining as of 7/31/2018 (\$000)
Local Hwy - Transportation Alternatives*	3,774	208
Hwy - Recreational Trails	1,685	124
Local Hwy - Urban*	9,159	926
Local Hwy - Transportation Management Area	11,020	0
Local Hwy - Transportation Alternatives; TMA*	470	129
Local Hwy - Safety	3,515	184
Local Rural, Local Bridge, Off System Bridge	22,362	0
	51,985	1,571
* State OA added to local projects so LHTAC can development/administer them. The program increases include: Tap \$83k; Urban \$105k; and Tap-TMA \$16k		

Within these programs are bid savings, prior year released funds and unused scheduled PE/PC/RW funds available for use to cover cost increases or to advance projects. When and if FY2018 Redistribution is made available, ITD staff will obligate the additional OA based on the attached prioritized project list received from the Local Public Agencies. The priorities are contingent on delivery and cost estimating.

Recommendations

Approve the Local Public Agencies End of Year Plan and Prioritized Project List of cost increases and advances for use of potential FY2018 Redistribution.



Board Agenda Item

ITD 2210 (Rev. 10-13)

Board Action

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

FY2018 Local End of Year Plan and Prioritized Projects List for Redistributed Obligation Authority

Priority within Prog.	Schedule Year	District	Key Number	Project Name	PHASE	Comment	Total Cost w/ Match
TMA - STP & TAP							
#1	2018	3	13481	INT STATE ST & COLLISTER DR, BOISE	CN	Additional need	\$ 497,000
#2	2019	3	20841	BIKE/PED BR OVER BOISE RV, EAGLE	PC	Advance from FY19	\$ 114,000
#3	2018	3	19847	FY20 CAPITAL MAINTENANCE, LOCAL, ACHD	PE/PC	Additional need	\$ 62,000
						Sub-Total	\$ 673,000
LOCAL URBAN							
#1	2020	3	13486	COLORADO & HOLLY SIGNAL/PED IMPR, NAMPA	CE	Advance from FY20	\$ 91,000
#1	2020	3	13486	COLORADO & HOLLY SIGNAL/PED IMPR, NAMPA	CC	Advance from FY20	\$ 46,000
#1	2020	3	13486	COLORADO & HOLLY SIGNAL/PED IMPR, NAMPA	CN	Advance from FY20	\$ 914,000
#2	2020	5	19247	S FISHER AVE: E WALKER ST TO BRIDGE ST, BLACKFOOT	PC	Advance from FY20	\$ 290,000
#2	PREL	6	20627	PVT MGT SYSTEM, IDAHO FALLS	CN	Advance from PREL	\$ 75,000
#2	2019	3	13900	FY19 COMPASS PLANNING	PC	Advance from FY19	\$ 99,000
#2	2019	3	13904	FY19 ACHD RIDESHARE, CANYON CO	CN	Advance from FY19	\$ 55,000
#2	2019	HQ	20843	FY19 LHTAC PLANNING	PC	Advance from FY19	\$ 250,000
#2	2021	1	20198	FY21 KMPO METROPOLITAN PLANNING	PC	Advance from FY21	\$ 99,000
#3	2021	1	20134	4TH ST; DALTON AVE TO PRAIRIE AVE, DALTON GARDENS	PE/PC	Advance from FY21	\$ 375,000
#3	2019	HQ	15006	OA TRANSFER FOR KN 20314 NORTHGATE IC	CN	Advance from FY19	\$ 450,000
#3	2020	1	3546	A STREET, MOSCOW, STG 2	CN	Advance from FY19/20	\$ 3,384,000
						Sub-Total	\$ 6,128,000
RURAL, LOCAL BRIDGE, OFFSYSTEM BRIDGE							
#1	2018	6	20840	5000 SOUTH WETLAND MONITORING, MADISON CO	CN	Scheduled in FY18	\$ 18,000
#2	2018	6	20839	PENCE BRIDGE WETLAND MONITORING, LOST RIVER HD	CN	Scheduled in FY18	\$ 22,000
#3	2023	1	20215	DEEP CR LOOP; JCT US-95 TO LIONS DEN, BOUNDARY CO	PC	Additional need	\$ 170,000
#4	2023	1	18716	SPOKANE ST RV BR, POST FALLS	PC	Additional need	\$ 200,000
#5	2020	3	13964	PECKHAM RD, GOLDEN GATE HD	PC	Additional need	\$ 47,000
#6	PREL	4	19672	4100 N: 2100 E TO 2400 E, FILER HWY DISTRICT	PC	Additional need	\$ 160,000
#7	PREL	2	18770	BEECH/CHESTNUT ST RECONSTRUCTION	PC	Additional need	\$ 201,000
#8	2021	6	18933	GARDEN CR RD TO CHALLIS CL	PC	Additional need	\$ 50,000
#9	2019	3	13055	10TH AVE BR, CALDWELL	CN	Advance from FY19	\$ 2,329,920
#10	2019	5	12445	GROVELAND RD: SH 39 TO US 26/PIONEER RD	CN	A/C from FY19	\$ 3,323,000
#11	PREL	1	20094	FRENCH GULCH/FERNAN HILL RD, EASTSIDE HD	PC	Advance design from FY19	\$ 225,000
#12	PREL	3	20019	SAND HOLLOW; OASIS TO BLACK CANYON RD, PAYETTE CO	PC	Advance design from FY19	\$ 368,000
#13	PREL	4	20633	BURLEY AVE: US-30 TO FRUITLAND AVE, BUHL	PC	Advance design from FY19	\$ 343,000
#14	PREL	6	20599	W SIDE FRONTAGE RD, MADISON CO	PC	Advance design from FY19	\$ 287,000
#15	2023	5	19838	DINGLE E SHORE: BEACH TO CEMETERY, BEAR LAKE CO	PC	Advance design from FY19	\$ 336,000
#16	PREL	1	20207	RAPID LIGHTNING CR BR #5, BONNER CO	PC	Advance design from FY19	\$ 255,000
#17	PREL	4	20666	SHOE STRING RD REHABILITATION, GOODING HD	PC	Advance design from FY19	\$ 318,000
#18	PREL	3	19951	OLD HWY 30: GOODSON TO OASIS, CANYON HD	PC	Advance design from FY19	\$ 324,000
#19	PREL	4	20518	E 4100 N REHABILITATION PH 2, BUHL HD	PC	Advance design from FY19	\$ 332,000
#20	PREL	3	20242	E LAKE FK RD; E LAKE FK CR BR TO SH55, VALLEY CO	PC	Advance design from FY19	\$ 122,000
#21	PREL	6	19530	97 S: IDAHO CANAL BRIDGE, BONNEVILLE CO	PC	Advance design from FY19	\$ 118,000
#22	PREL	4	20699	CRESTVIEW RD REHABILITATION PH 2, HILLSDALE HD	PC	Advance design from FY19	\$ 318,000
#23	PREL	3	20100	OLA HWY; POWERLINE RD TO 2ND FORK RD, GEM CO	PC	Advance design from FY19	\$ 350,000
#24	PREL	3	20230	EASTSIDE DR BR, VALLEY CO	PC	Advance design from FY19	\$ 215,000
#25	PREL	3	20182	OLD HWY 30: OLD OREGON TRAIL RD TO E 54TH S ST	PC	Advance design from FY19	\$ 117,000
#26	2022	6	19434	45TH W: 65TH S TO US-20, BONNEVILLE CO	PC	Additional need	\$ 150,000
#27	PREL	3	20146	MISSION ST: SCL TO DEINHARD LN, MCCALL	PC	Advance design from FY19	\$ 305,000
#28	2019	6	14061	S 2ND WEST ST BR, ST ANTHONY	CN	A/C from FY19	\$ 1,100,000
#29	2020	6	14060	GREAT WESTERN CNL BR, BONNEVILLE CO	CN	A/C from FY20	\$ 1,236,000
#30	2021	4	19028	GOLDEN VALLEY RD: 1500 W TO 900 W, OAKLEY HD	CN	A/C from FY21	\$ 3,500,000
#31	2019	9	20152	FY19 LOCAL/OFFSYS BRIDGE INSPECTION	CN	Advance from FY19	\$ 1,900,000
#32	PREL	1	19718	PINE CR RD BRIDGE, SHOSHONE CO	PC	Advance design from FY19	\$ 260,000
						Sub-Total	\$ 18,999,920
LOCAL SAFETY							
#1	2018	1	20020	MAIN ST PED IMPRV, LEWISTON	CN	Scheduled in FY18	\$ 290,000
#1	2018	1	20020	MAIN ST PED IMPRV, LEWISTON	PC	Planned in FY18	\$ (22,000)
#2	2018	2	20605	SOUTHWICK RD SAFETY IMPRV, NEZ PERCE CO	RW	Delay RW from FY18	\$ (15,000)
#3	2018	1	19864	SIGNS & DELINEATION, WORLEY HD	CN	Scheduled in FY18	\$ 53,000
#3	2018	4	19868	GANNETT RD SIGN IMPRV, BLAINE CO	CN	Scheduled in FY18	\$ 55,000
#3	2018	4	20037	CURVE IMPRV, HILLSDALE HD	CN	Scheduled in FY18	\$ 34,000
#3	2018	4	20119	3700 N (CROSS CO RD) INTERSECTIONS, FILER HD	CN	Scheduled in FY18	\$ 19,000
#3	2018	2	20202	INT GRAVES CR RD & TWIN HOUSE RD, COTTONWOOD HD	CN	Scheduled in FY18	\$ 21,000
#3	2018	3	20249	SAFETY IMPRV AT 62 INTERSECTIONS, GOLDEN GATE HD	CN	Scheduled in FY18	\$ 35,000
#3	2020	6	20499	THERMOPLASTIC & ADA IMPRV, IDAHO FALLS	CN	Scheduled in FY18	\$ 15,000

FY2018 Local End of Year Plan and Prioritized Projects List for Redistributed Obligation Authority

#4	2018	2	20682	DYNAMIC SPEED LIMIT SIGNS, LAPWAI	PC	Scheduled in FY18	\$ 5,000
#4	2018	5	20748	N BEACH RD & DINGLE E SHORE RD, BEAR LAKE CO	PC	Scheduled in FY18	\$ 5,000
#5	2020	6	20473	LINDSAY BLVD CURVES SUPERELEVATION, IDAHO FALLS	PC	Advance design from FY19	\$ 50,000
#6	2020	6	20516	E RV RD (N 5TH W) CURVE IMPRV, BONNEVILLE CO	PC	Advance design from FY19	\$ 189,000
#7	2019	3	20167	INT SMITH AVE & MIDDLETON RD SIGNAL, NAMPA	CN	A/C from FY19	\$ 520,000
#8	2019	6	20067	SIGNAL HEAD VISIBILITY IMPRV, IDAHO FALLS	CN	A/C from FY19	\$ 235,000
#9	2019	1	20474	E CANYON RD STRIPING, EASTSIDE HD #3	CN	Advance from FY19	\$ 332,000
#10	2019	3	20162	STRIKE DAM RD IMPRV, MTN HOME HD	CN	Advance from FY19	\$ 500,000
#10	2019	3	20430	INT N MIDDLETON RD & CORNELL ST, MIDDLETON	PC	Advance design from FY19	\$ 52,000
#11	2019	2	20483	3RD ST SAFETY IMPRV PH 1, MOSCOW	PC	Advance design from FY19	\$ 61,000
						<i>Sub-Total</i>	\$ 2,434,000
						<i>Grand Total</i>	\$ 28,234,920
Priorities set by the agencies are contingent on delivery and cost estimating.							



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date August 16, 2018Consent Item ☒ Information Item ☐ Amount of Presentation Time Needed _____

Presenter's Name Damon Allen, P.E.	Presenter's Title District 1 Engineer	Initials	Reviewed By LSS
Preparer's Name Damon Allen, P.E.	Preparer's Title District 1 Engineer	Initials	

Subject

Add US-95/SH-54, Athol Bike Path Extension to FY2019 of the FY2018 - 2024 approved ITIP		
Key Number New	District 1	Route Number US-95/SH-54

Background Information

Several years ago the US 95, Garwood to Sagle project (in the original GARVEE program) constructed a new interchange at US 95 and SH 54. As part of the project the US 95 alignment was shifted 700 feet to the east and subgrade for an east/west bike path was constructed along SH-54 within the ITD right of way (R/W). Lacking a local jurisdiction to take over maintenance and operation, the bike path was never paved with the project.

The City of Athol is now willing to assume maintenance and operation of the bike path within the ITD R/W if ITD will contribute \$10 thousand towards the paving. Local funding will be utilized to fund the balance of the path connecting easterly to the existing US-95 bike path.

District 1 is prepared to enter into a cooperative agreement for maintenance and operation of the bike path within the ITD R/W. A copy of this agreement along with an exhibit showing the location of the path are attached to this item.

Staff recommends that a project be added to FY2019 of the current ITIP (FY2018-FY2024) to fund paving the bike path within the ITD R/W. Board Member Coleman has suggested that the Board Unallocated fund be used to fund the project.

The FY19 Board Unallocated account has a balance of \$5,000,000.

Recommendations

Approve adding **US 95/SH-54, Athol Bike Path Extension** to FY2019 of the FY2018-2024 ITIP and fund the \$10 thousand project from the FY19 IT Board Unallocated fund.

Board Action

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

STATUS OF THE TRANSPORTATION BOARD'S STATE-FUNDED UNALLOCATED ACCOUNT
as of August 2018

FY 2019				Balance
Beginning Balance				\$ 5,000,000
Date	Key No.	Project		
Approved			Cost	
Proposed	New	US 95/SH 34 Athol Bike Path Extension	10,000	
Total Projects Year-to-date			\$ 10,000	\$ (10,000)
Current Balance				\$ 4,990,000



Cooperative Agreement For Maintenance of State Highway

THIS AGREEMENT, made and executed in duplicate this _____ day of _____, 20____, by and between the IDAHO TRANSPORTATION DEPARTMENT, hereinafter called the "State," and the CITY OF _____ **ATHOL, IDAHO** hereinafter referred to as the "City."

WITNESSETH:

1. RECITALS

The parties desire to provide for the maintenance of state highway routes within the City as provided in *Idaho Code, Section 40-310(5)*, and to arrange herein for the particular maintenance functions to be performed by the City and those to be performed by the State and to specify the terms and conditions under which such work will be performed.

2. AGREEMENT

This agreement shall supersede previous Cooperative Maintenance Agreements. In consideration of the mutual covenants and premises herein contained, it is agreed that the City will perform such maintenance work as is specifically delegated to and the State will perform those particular functions of maintenance delegated to it on the state highway routes or portions thereof as hereinafter described under Sections 13, 17, and 17-a hereof or as said sections may be subsequently modified with the written consent of the parties hereto acting by and through their authorized representatives.

3. MAINTENANCE DEFINED

Maintenance is defined as follows:

- a. The preservation and keeping of right-of-way and each type of roadway, structure, and facility in the safe and usable condition to which it has been improved or constructed, but does not include reconstruction or other improvement.
- b. Provisions as necessary for the safety and convenience of traffic and the upkeep of traffic control devices.
- c. The general utility services such as roadside planting and vegetation control.
- d. The special or emergency maintenance or repair necessitated by accidents or by storms or other weather conditions, slides, settlements, or other unusual or unexpected damage to a roadway, structure or facility.
- e. Upkeep of illumination fixtures on the streets, roads, highways, and bridges, which are required for the safety of persons using the said streets, roads, highways, and bridges.

4. DEGREE OF MAINTENANCE

The degree and type of maintenance for each highway or portion thereof shall mean doing the work and furnishing the materials and equipment to maintain the highway facility herein described in a manner as near as practicable to the standard in which they were originally constructed and subsequently improved.

5. LEGAL RELATIONS AND RESPONSIBILITIES

Nothing in the provisions of this agreement is intended to affect the legal liability of either party to the contract by imposing any standard of care respecting the maintenance of state highways different from the standard of care imposed by law.

It is understood and agreed that neither the State, nor any officer, agent, servant, or employee thereof is responsible for any damage or liability occurring by reason of anything done or omitted to be done by the City or in connection with any work, authority or jurisdiction delegated to the City under this Agreement for Maintenance. The City, its officers, agents, servants, or employees, shall not be responsible for any damage or liability arising in connection with work to be performed by the State which is not otherwise delegated to the City.

6. HIGHWAY

Highway, as used herein, includes the entire right-of-way which is secured or reserved for use in the construction and maintenance of the traveled way and roadsides as hereinafter described.

7. ROADWAY

Roadway means the area between the inside face of curbs or the area between the flow lines of paved gutters; otherwise, the entire width within the highway which is improved for vehicular use including improved shoulders and side slopes, if they exist.

8. IMPROVED ROADSIDES

Improved roadside is the area between the roadway, as defined under Section 7, and the right-of-way boundary lines, including curb and sidewalk.

Curb relates to a timber, concrete, asphalt, or masonry structure separating or otherwise delineating the roadway from the remainder of the highway and shall include paved gutters. Medians that separate the roadways for traffic in opposite directions are considered a part of the improved roadsides. Sidewalk applies to the paved or otherwise improved surface area between the face of curb or edge of roadway and right-of-way boundary, including paved entrances or driveways.

9. UNIMPROVED ROADSIDES

Unimproved roadsides relate to the area between the roadway and right-of-way boundary wherein curbs and sidewalks do not exist.

10. BRIDGES

Bridges are structures that span more than 20 feet measured between abutments along the centerline of the street and multiple span structures where the individual spans are in excess of 10 feet measured from center-to-center of supports along the centerline of the street. All other cross-drainage structures shall be classified as culverts.

11. TRAFFIC CONTROL DEVICES

Traffic control devices include all signs, pavement markings, and highway illumination placed on or adjacent to the street or highway for the regulations, guidance, warning and aid of pedestrian and traffic movement thereon. Traffic signals will be treated under a separate agreement.

12. FRONTAGE ROADS

Frontage roads are roads constructed on either side of the highway to provide authorized road access to adjacent properties in lieu of access directly from the highway.

13. ROUTINE MAINTENANCE

Routine maintenance to be performed on the roadway or roadsides shall consist of such work as patching, spot sealing, crack sealing, snow plowing, snow removal, sanding, care of drainage, upkeep and repair of bridges,

culverts, curbs, benches and sidewalks, street sweeping and cleaning, repair of damage and cleaning up after storms and traffic accidents, control of roadside vegetation, care of landscaped areas, planters, trees or other ornamental plantings, and upkeep and operation of traffic control devices, all in the manner as hereinafter specified.

a. Roadway

- (1) Surface Repair: The patching of holes, depressed areas, spot sealing, undersealing, etc.
- (2) Crack Sealing: The cleaning, filling and sealing of cracks in pavement with sealing compounds.
- (3) Sweeping and Cleaning: The removal of dirt or litter normally coming onto the roadway from action of traffic or from natural causes, such as flood and storm debris.
- (4) Snow Removal: The removal of snow from the roadway by plowing, sweeping, and hauling and shall include applying sand and/or salt when required. The hauling away of snow need only apply on those highway sections where snow storage is limited or at such times when accumulations become greater than storage area capacity.
- (5) Utilities: Including manholes, boxes or other appurtenances shall be maintained by their owners.
- (6) Storm Sewers: Shall be kept clean and free from debris; traps and sumps cleaned as required after each storm.
- (7) Culverts: Shall be kept clean and free from debris; inlets and outlets shall be kept free of debris and growing grass or brush.

b. Bridges

Shall be inspected in accordance with the national inspection standards of *U.S. Code, Section 116(d), Title 23*, administered by the State. Bridges designed to AASHTO H-20 or better standards must be inspected on a frequency not to exceed two years. Bridges that are posted for restricted weight limits and/or designed to AASHTO HS-15 or less will be inspected on an annual basis. Inspections are to be accomplished by a qualified inspector. The State's district engineer shall be immediately notified of major defects. See current edition of *AASHTO Manual for Maintenance Inspection of Bridges* for inspector's qualifications, inspection reporting procedures, and structural analysis for load capacity of bridges.

c. Improved Roadsides

- (1) Curbs: Shall be kept in repair by cleaning, patching, lifting, and aligning.
- (2) Sidewalks: Shall be kept in repair by cleaning, patching, lifting, aligning, and regrading if of gravel or other non-cemented material.
- (3) Lawn or Grass Areas: Shall be kept mowed, watered, edges trimmed, and the watering operations shall not flood or sprinkle on the roadway.
- (4) Trees and Plantings: Shall be kept trimmed with dead material removed and hazardous limbs pruned. This agreement shall not be construed as restricting, prohibiting or otherwise relieving the City of the responsibility for inspection and upkeep of trees in a manner that will insure maximum safety to both vehicular and pedestrian traffic or to restrict or relieve the City from following the same policy and procedure generally followed by it with respect to streets of the City in the matter of requiring sidewalk repairs and control of vegetation to be made by or at the expense of abutting owners who are under legal obligation to perform such work.
- (5) Benches and Planters: Shall be kept in repair by cleaning, patching, aligning, and painting.

d. **Unimproved Roadsides**

- (1) Ditchings: Foreslopes, backslopes, and ditches shall be bladed and ditched regularly as required to keep as near as possible to the original typical cross section.
- (2) Cleaning: Foreslopes and backslopes shall be mowed as required. Trees and shrubs shall be kept trimmed, dead material removed and hazardous limbs pruned, waterways shall be kept free of debris.

e. **Traffic Control Devices**

Traffic control devices installed and maintained on the urban extensions of the State Highway System shall be in conformance with the recommendations and specifications of the current *Manual on Uniform Traffic Control Devices for Streets and Highways* as approved by the American Association of State Highway and Transportation Officials (AASHTO) and as adopted by the Idaho Transportation Department. The maintenance to be performed on these items shall consist of furnishing all necessary labor, material, services, and equipment to install, replace, operate, and/or repair in accordance with this agreement.

All traffic control devices installed inside the full control of access limits of the Interstate Highway System shall be the responsibility of the State.

- (1) Route Guide Signing: This includes all official designation guide signs at junctions of the urban extensions of the State Highway System, all entering community signs and all U.S. or State Highway System route markers necessary to properly identify and keep the motorist sure of the routes.
- (2) Other Guide Signs: This includes all other guide signs of an informational nature identifying streets, city parks, landmarks, and items of geographical or cultural interest that the community desires to sign.
- (3) Warning Signs: These will include all signs used to indicate conditions that are actually or potentially hazardous to users of the highway or street.
- (4) Speed Signs: These will include all regulatory signs to indicate speed limits that have been designated in accordance with statutory provisions.
- (5) Other Regulatory Signs: These will include all regulatory signs, other than the speed sign and lane control sign which are used to indicate the required method of traffic movement or use of the public highway or street.
- (6) Highway Lighting: This includes all fixed illumination of the roadway or sidewalks for purposes of providing better visibility of persons, vehicles or roadway features. All highway lighting shall be installed and maintained in accordance with current policies of the State. Maintenance shall include all upkeep of supports, interconnecting service, electrical energy costs, cleaning, lamp renewal, and associated labor and material costs required to maintain the lighting system in continuous nighttime operation.
- (7) Lane-Line Markings: These will include those lines dividing the roadway between traffic moving in opposite directions, lane-lines separating two or more lanes of traffic moving in the same direction, painted channelization, pavement edge markings, and no passing barrier lines where required.
- (8) Other Pavement Markings: These include all stop lines, crosswalk lines, parking space limits and word and symbol marking set into or applied upon the pavement surface or curbing or objects within or adjacent to the roadway for the purpose of regulating or warning traffic.

14. ENCROACHMENT PERMITS

If the State delegates authority to issue encroachment permits to the City, the authority shall pertain to all parts of the highway or street throughout the particular length indicated under Section 17 and/or 17-a of this agreement. Authority to issue encroachment permits shall not be assigned to the City unless they have adequate ordinances governing the encroachments together with an administrative organization and procedure capable of enforcing the ordinances.

Permits shall be issued on a form provided by the State and the City will furnish a copy of each permit to the State. The City agrees to follow current policies of the State regarding encroachment unless the City, by ordinance or other regulation, imposes more restrictive regulations as stated below. Prior approval of the State shall be secured before any permit is issued for the original installation of any utility line, driveway or other permanent encroachment within the highway right-of-way.

If the City, by ordinance or other regulation, imposes more restrictive regulations and requirements regarding signs, marquees and/or driveways than above set forth or as provided in current State policies, nothing in these provisions shall be construed to prevent the City from enforcing such restrictive regulations in the granting or refusing of permits with respect to any State Highway. Where authority to issue encroachment permits is retained by the State, all local ordinances which are more restrictive than State policy will be observed. When authority to issue Encroachment permits is retained by the State, approval of the City will be secured prior to the issuance of a permit. State permit forms will be used and a copy will be forwarded to the City for its record.

The City or State shall comply with its usual policy with respect to collecting costs from permittees in such cases as fees or charges are made by the City or State for encroachment work on streets or highways.

No signs, billboards or structures other than those authorized and installed by the State or the City as necessary for the regulating, warning, and guiding of traffic shall be permitted within or to overhang the right-of-way of any State Highway, except in accordance with these provisions:

- a. Signs or marquees extending over the sidewalk and right-of-way may be installed on a permitted basis in business districts only, subject to the following restrictions:
 - No sign or marquee shall be permitted to project over the roadway nor to extend beyond a vertical line located 18 inches outside the inside face of the curb.
 - Signs extending over the sidewalk area shall have no part thereof less than 12 feet above sidewalk or ground level. Marquees extending over the sidewalk area shall have no part thereof less than eight feet above sidewalk or ground level.
- b. Displays or signs overhanging the right-of-way may be authorized on a permit basis only outside of business districts when the display is placed flat against and supported by the building and providing it does not extend more than 12 inches into the right-of-way.
- c. All signs and marquees shall conform to the city building and/or sign code excepting that minimum clearance requirements as herein specified must be complied with.

They shall at all times be maintained in a good appearing and structurally safe condition. Any existing sign or marquee suspended or projected over any portion of State Highway right-of-way, which constitutes a hazard, shall be immediately repaired or removed.
- d. Signs or displays will not be permitted which resemble, hide, or because of their color, interfere with the effectiveness of traffic signals and other traffic control devices. Illuminated signs or displays containing red, yellow, or green lights will not be permitted to overhang the right-of-way.

- e. Temporary municipal decorations may be installed and suspended over the State Highway on a permit basis only. They shall not be permitted in locations that interfere with the visibility and effectiveness of traffic control devices.

It is understood that none of the provisions listed above (a. to e. inclusive) will be in conflict the Beautification of Highways Act of 1966, *Idaho Code, Section 40, Chapter 28*.

- f. Use of state highway right-of-way for benches, planters, and trees is subject to the following conditions:
- Benches, planters, and trees must be at least 18 inches from the face of the curb. When benches, planters, and trees are placed on sidewalks, there must be a four-foot open space for pedestrians and bicyclists measured at a right angle from the edge of the sidewalk, or as an alternative, spacing that meets city-approved standards.
 - Benches, planters, and trees should not obstruct crosswalks or wheelchair ramps, or force pedestrians into the street by their placement.
 - Benches, planters, and trees should not be placed so as to impede the sight distance of vehicles using the highway.
 - Benches, planters, and trees shall not bear markings or signs that resemble official traffic signs.
 - Cities allowing benches, planters, and trees on state highway right-of-way agree to indemnify, defend regardless of outcome, and hold harmless, ITD from all accidents or occurrences resulting in damage to property, injury, or loss of life related to bench placement on highway right-of-way within the city.

15. TRANSPORTATION PERMITS

Transportation permits will be required on State Highways for all vehicles and their loads that exceed legal limitations. If authority to issue transportation permits is delegated to the City, such authority shall pertain only to travel that originates and terminates within the City corporate limits.

16. ROUTE DESCRIPTION

<u>Route No.</u>	<u>Milepost</u>	<u>Length Miles</u>	<u>Description of Routing</u>
SH-54	7.9-8.1	0.25	Extending east on S.H. 54 from Old U.S. 95 to the U.S. 95 pedestrian/bicycle trail.

17. DELEGATION OF MAINTENANCE

The maintenance work to be performed by the City or State shall conform to the provisions hereof and shall include those operations as hereinafter indicated.

MAINTENANCE FUNCTION	AGENCY TO PERFORM WORK
	S.H. 54 from Old U.S. 95 to the U.S. 95 pedestrian/bicycle trail.
ROADWAY	
1. Surface Repair	City
2. Crack Sealing	City
3. Sweeping and Cleaning	City
4. Snow Removal	City
5. Utilities	City/Utility Companies
6. Culverts	State/City (Section 13.a(6))**
7. Storm Sewers	State/City (Section 13.a(6))**
BRIDGES	
1. Main Structure	N/A
2. Pedestrian Walks	City
IMPROVED ROADSIDES	
1. Curbs	State
2. Sidewalk	City
3. Lawn or Grass Areas	City (Section 13.c.(3))*
4. Trees and Planting	N/A
5. Medians	N/A
6. Benches and Planters	N/A
UNIMPROVED ROADSIDES	
1. Ditching	State
2. Cleaning	State
3. Weed Eradication	State
TRAFFIC CONTROL DEVICES	
1. Route Guide Signs	State
2. Other Guide Signs	State
3. Warning Signs	State
4. Speed Signs	State
5. Other Regulatory Signs	State
6. Highway Lighting	State
7. Lane-Line Markings	N/A
8. Other Pavement Markings	
Parking Space Limits	N/A
Crosswalks	City (Section 19)
Stop Bars	City (Section 19)
School Crossing	City (Section 19)
Railroad Crossing	N/A
Lane Control	N/A
ISSUE PERMITS ENCROACHMENTS	State
ISSUE PERMITS TRANSPORTATION	State

18. DELEGATION OF COSTS

All agencies shall bear all costs of maintenance obligations assigned to them under this agreement.

1. The State will provide the City with a \$10,000, one time stipend to aid in construction and future operation and maintenance of the pedestrian/bicycle trail system.
2. The pedestrian/bicycle trail will be retained within the State right of way and the State will retain ownership of the entire right of way, including the portion in which the trail will exist.

19. SUBSEQUENT IMPROVEMENTS

When a highway section or portion thereof is improved to urban standards, i.e., with curbs, sidewalks, etc., the delegation of maintenance shall automatically change to conform to the provisions as provided for similar sections under this agreement.

1. The City, will Except as otherwise stated in this agreement, perform all day-to-day maintenance, long-term maintenance and capital improvements, if any, of the approximate 1/4-mile pedestrian/bicycle trail.

20. TERM OF AGREEMENT

This agreement shall become effective _____ and shall remain in full force and effect until amended or terminated.

The agreement as above may be amended upon the mutual consent of the parties thereto.

The agreement as above may be terminated at any time upon 30 days' written notice by either party thereof to the other.

IN WITNESS WHEREOF, the parties have set their hands the day and year first above written.

ITD Recommendation and Approval

District Engineer's Signature
Maintenance Supervisor's Signature
Highway Operations Manager's Signature

City/County

City/County Name
Mayor/Commissioner's Signature
City/County Clerk's Signature





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IDAHO TRANSPORTATION DEPARTMENT
P.O. Box 7129 • Boise, ID 83707-1129
(208) 334-8000 • itd.idaho.gov

July 3, 2018
ADMINISTRATIVE POLICY 5050
Page 1 of 4

BICYCLE AND PEDESTRIAN COORDINATION

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.

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 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.

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.

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 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 a Charter as approved by the Bicycle and Pedestrian Coordinator.



Brian W. Ness
Director

Date: 7/20/2018



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date August 16, 2018Consent Item ☒ Information Item ☐ Amount of Presentation Time Needed

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

Subject

REQUEST TO APPROVE CONSULTANT AGREEMENTS

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

Background

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

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

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

Recommendations

Approve KN 19944 for design, right-of-way, and engineer of record services with Parametrix for \$750K and KN 19874 for design and engineer of record services with H.W. Lochner for \$1.6M.

Approved_____	Deferred_____
Other _____	



DATE: July 31, 2018

Program Number(s) A019(944)

TO: Monica Crider, PE
Contracting Services Engineer

Key Number(s) 19944

FROM: Amy Revis, PE
District 3 Engineer

Program ID, County, Etc. US 20/26 Locust Grove
to Eagle Widening

RE: Request to increase professional services agreement amount to over \$1,000,000 -
Parametrix

US 20/26, Locust Grove to Eagle widening is the first mile being widened from the US 20/26 Corridor Study. The scope of this project is to widen the existing two lane roadway to four lanes with a center auxiliary lane and install curb, gutter, and a shared use pathway.

This project will reduce congestion and improve safety along this stretch of roadway.

An RFP for these services was originally awarded to Parametrix in June 2017. The intent was always to award the design agreements for this project in phases. At the February 2018 Board Meeting approval was granted to increase the professional services agreement amounts for Phases 1 & 2 and the anticipated Engineer of Record agreement collectively to \$1.7 M.

The purpose of this board item is to request approval to extend the existing professional services agreement amount on this project to an estimated \$2.5 M from the previously approved \$1.7M for a supplemental agreement to cover design services and right of way acquisition work to be performed for Ada County Highway District.

ITD will enter into a Cooperative Agreement with Ada County Highway District for design and construct widening on the Locust Grove legs and further facilitate our expansion. This initial work is estimated at \$150K for design costs, \$500K for right of way acquisition, \$100K for engineer of record services and costs to the Department. The District will enter into a Cooperative Agreement with Ada County Highway District for them to pay for all costs associated with this additional work.

Reason for Supplemental:

It makes sense to do the expansion of Locust Grove, an Ada County Highway District roadway when ITD does the work on US 20/26 at this intersection. With the Cooperative Agreement in place, there is little risk to the Department.



DATE: July 31, 2018

Program Number(s) A019(874)

TO: Monica Crider, PE
Contracting Services Engineer

Key Number(s) 19874

FROM: Amy Revis, PE
District 3 Engineer

Program ID, County, Etc. Blacks Creek Road
Interchange, Ada Co

RE: Request to increase professional services agreement amount to over \$1,000,000 - H.W. Lochner

The purpose for this project is to rebuild and reconfigure the Blacks Creek Road interchange. The project will consist of replacing two structurally deficient bridges and reconfiguring the interchange ramps. In addition, minor reconfiguration of Blacks Creek Road will be required to accommodate the structures. The Blacks Creek Interchange is located at MP 63.541 in eastern Ada County.

The conditions of the two interstate bridges over Blacks Creek Road are very poor. Last spring distress in the bridge deck deteriorated to the point that a travel lane across the structure needed to be closed and emergency temporary repairs made. It is anticipated that coming 2018/2019 winter conditions will further deteriorate the structure which may result in further emergency action to maintain service.

A selection for the RFP for these services was made in March 2018 with a pre-notice to proceed issued in July 2018. H.W. Lochner Engineering was selected to prepare plans and specifications for this project and the Department has negotiated a contract with the design firm. In order to meet the April 2019 delivery deadline, a phased approach was selected and an agreement for preliminary design was initiated. Preliminary engineering is estimated at \$727K with both phases of design and the engineer of record agreement anticipated to cost about \$1.6M.

The purpose of this board item is to request approval to extend the existing professional services agreement amount on this project to an estimated \$1.6M to cover complete design services and the anticipated engineer of record services.

Reason for the Request:

District 3 has identified this project as our primary project in need of acceleration. Anticipating an accelerated design and delivery schedule, the negotiated agreement exceeds the 1,000,000 limit on consultant agreements. This reflects an April 2019 delivery of the project which equates to construction starting in June 2019.

With the Board's concurrence, the District will execute the final design package agreement.



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date August 16, 2018Consent Item ☒ Information Item ☐ Amount of Presentation Time Needed _____

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

Subject

Board Approval of Contracts for Award		
Key Number	District	Route Number

Background Information

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

Justification is attached for awarding of contract.

Since the last Board Agenda report Contracting Services has Bid 3 projects, 1 of them needing Board approval to award.

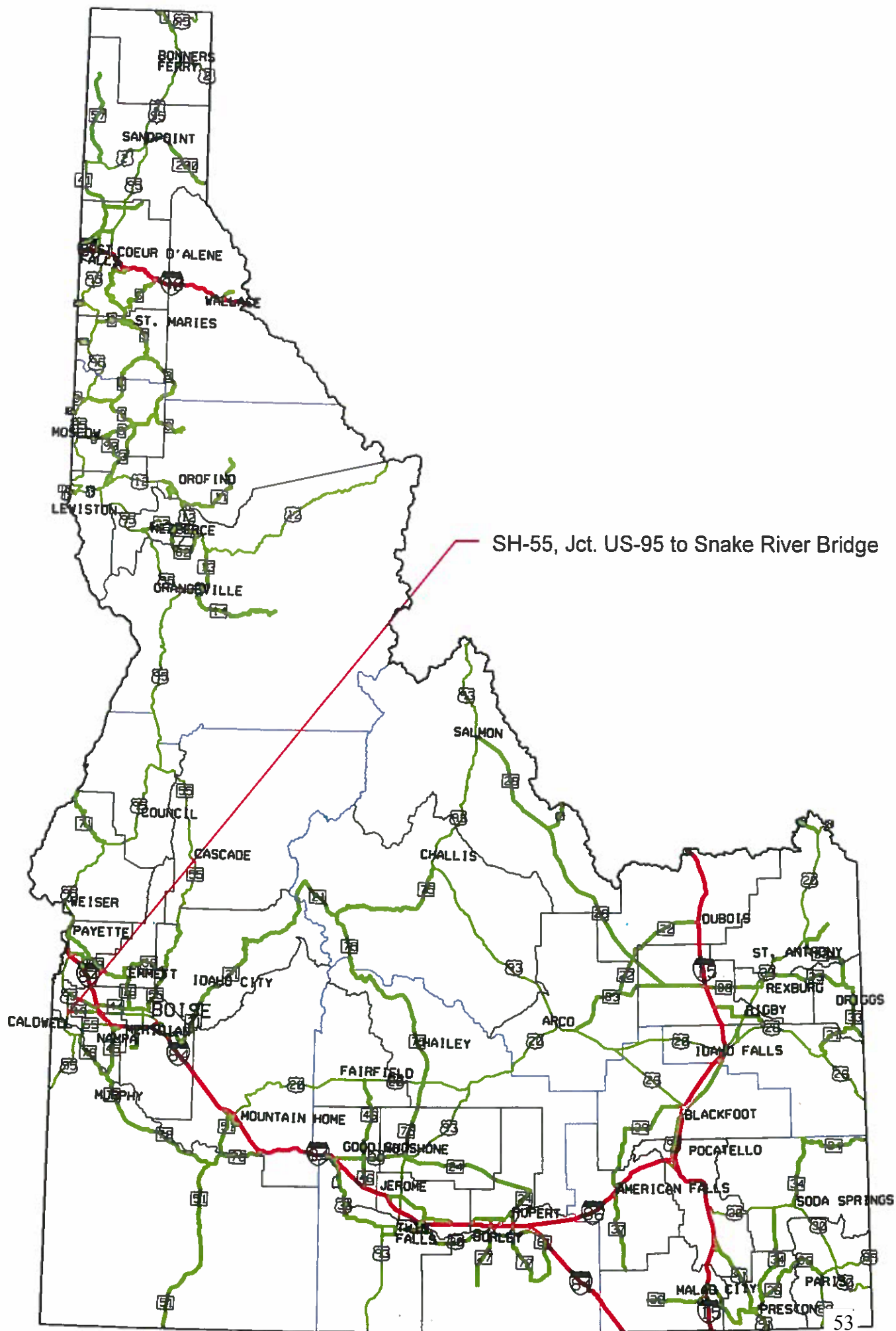
FY18 – 10/1/2017 to 6/29/2018 Contracting Services has bid 104 projects, 31 of them needing Board Approval to award, 7 needing Board approval to reject.

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

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



Monthly Status Report to the Board

CONTRACT(S) FOR BOARD APPROVAL

District	Key No.	Route	Opening Date		No. of Bids	Eng. Est.	Low Bid	Net +/-
3	13387/ 13932	SH-55/ US-95	7/24/2018		3	\$16,105,819.86	\$20,921,628.08	\$4,815,808.22
SH-55, Jct. US-95 to Snake River Bridge					State			130%
Contractor: Wadsworth Brothers Construction Company Inc.								

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

Idaho Project No. A013(387) & A013(932)
SH-55, Jct. US-95 to Snake River Bridge
Owyhee County, Key No. 13387 & 13932

DESCRIPTION: The work on this project consists of replacing the existing bridge over the Snake River on SH-55 in Marsing, ID; and reconstructing the pavement on SH-55 including replacement of a culvert, addressing drainage issues, and upgrading pedestrian ramps

BIDDERS:

Wadsworth Brothers Construction Company, Inc. Draper, UT 84020-8567	\$20,921,628.08
Knife River Corporation - Mountain West Boise, ID 83709	\$21,427,528.00
Concrete Placing Co., Inc. Boise, ID 83709	\$22,313,295.64

3 BIDS ACCEPTED

ENGINEER'S ESTIMATE - \$16,105,819.86

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.




Monica Crider, P.E.
Contracting Services Engineer

7/30/18
Date

Department Memorandum

Idaho Transportation Department



DATE: July 25, 2018	Program Number(s)	A013(387), WA# P133190 A013(932), WA# P143370
TO: Monica Crider, PE HQ Contracting Services	Key Number(s)	13387 & 13932
FROM: Amy Revis, PE  District 3 Engineer	Program ID, County, Etc.	SH-55, SNAKE RV BR, MARSING & JCT US 95 TO SNAKE RV, MARSING, OWYHEE and CANYON CO's

FROM: Matt Farrar, SE Matthew M.
Bridge Engineer Farrar

Digitally signed by Matthew M. Farrar
DN: cn=Matthew M. Farrar, o, ou,
email=matt.farrar@itd.idaho.gov, c=US
Date: 2018.07.27 16:58:19 -06'00'

RE: BID JUSTIFICATION

District 3 and the Bridge Section have jointly reviewed the bids for the referenced companion projects. Three bids were received, ranging from 130% to 139% of the Engineer's Estimate. All three appeared competitive and reasonably balanced, with a spread from low to high of only \$1.39M. The source of the Engineer's Estimate was the Average Unit Price Report, Bridge Section project records, and engineering judgement. There was good agreement on prices between bidders for most items, and particularly for those that varied from the Engineer's Estimate, which provides confidence that bids were fair. A significant portion of the overall difference in cost came from bridge and related items.

Re-bidding this project would not likely result in different prices due to the relatively close agreement in the bid amounts received and the limited number of qualified bidders for this type of work. There is also significant downside risk of costs increasing if the project was re-bid as tariffs, economic conditions, contractor availability, and work windows and/or seasonality could be less advantageous.

These projects' success is dependent on a timely award, due to deterioration of the existing bridge and roadway, the appropriate timing for seasonality of construction, and meeting commitments to mitigate impacts to the city of Marsing. The District recommends that this project be awarded as soon as feasible, to the apparent low bidder, Wadsworth Brothers Construction Company, Inc.

Due to the location of the bridge relative to the river and a city park on the south side, the existing bridge will have to be demolished, and the new bridge constructed, almost exclusively from temporary work platforms. These temporary platforms will only be accessible from the north side of the river due to environmental protections for the park, and a significant opening has to be maintained for river navigation in accordance with Coast Guard requirements. A review of our estimate for this access did not reflect these restrictions and was thus underestimated.

This work from the platforms affects not just the cost of the platforms themselves, but demolition, setting new girders, delivering concrete, and virtually every other element of bridge construction. This added significant cost to items such as Bridge Demolition and Concrete items for that were not accounted for in the estimate for the project.



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date August 16, 2018Consent Item ☐ Information Item ☒ Amount of Presentation Time Needed _____

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

Subject

Contract Awards and Advertisements		
Key Number	District	Route Number

Background Information

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

Also attached is the Current Advertisement Report.

Since the last Board Agenda report Contracting Services has Bid 3 projects, 1 of them needing Board approval to award.

FY18 – 10/1/2017 to 6/29/2018 Contracting Services has bid 104 projects, 31 of them needing Board Approval to award, 7 needing Board approval to reject.

Recommendations

For Information Only.

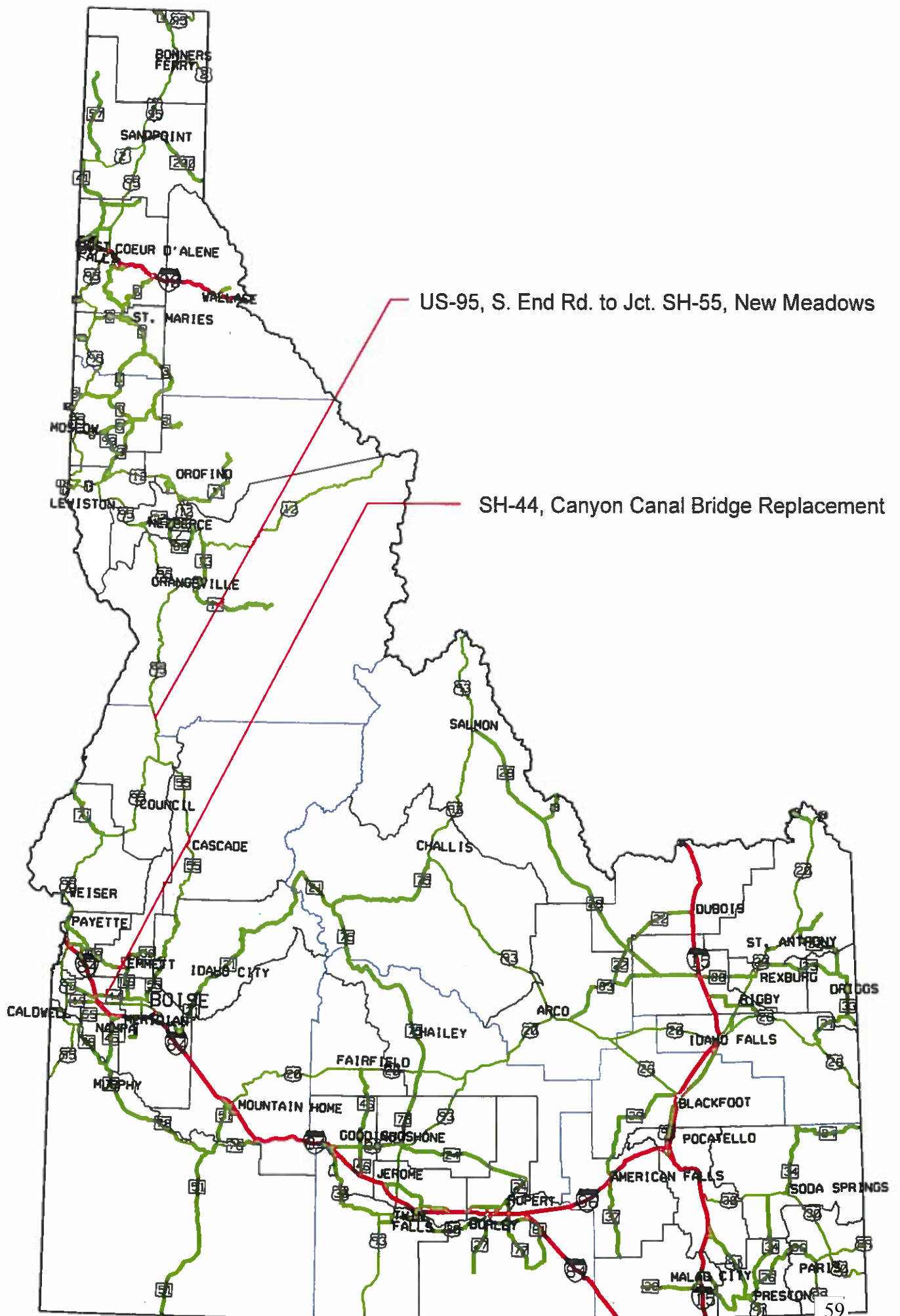
Board Action

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

Monthly Status Report to the Board

CONTRACT(S) ACCEPTED BY STAFF SINCE LAST BOARD MEETING

District	Key No.	Route	Opening Date	No. of Bids	Eng. Est.	Low Bid	Net +/-
3	13962	US-95/SH-55	7/10/2018	2	\$2,491,806.60	\$2,233,083.00	\$258,723.60
US-95, S. End Rd. to Jct. SH-55, New Meadows					State		90%
Contractor:Knife River Corporation - Mountain West							
3	18950	SH-44	7/17/2018	3	\$845,407.90	\$840,007.87	\$5,400.03
SH-44 Canyon Canal Bridge Replacement					State		99%
Contractor:Sunroc Corporation							



Monthly Contract Advertisement As of 07-31-2018

District	Key No.	Route	Opening Date
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LHTAC(6)	12122	OFF-SYS	7/31/2018
E. 1300 N, Ora Road Bridge, Fremont County \$5,000,000 to \$10,000,000			Local

District	Key No.	Route	Opening Date
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3	20796	I-84	7/31/2018
Karcher IC to Franklin Blvd. IC Temp. Shoulder \$2,500,000 to \$5,000,000			State

District	Key No.	Route	Opening Date
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4	19699	US-20	8/14/2018
Rock Creek Culvert, Blaine County \$2,500,000 to \$5,000,000			State

District	Key No.	Route	Opening Date
----------	---------	-------	--------------

4	18742	US-20	8/14/2018
Willow Creek Bridge, Blaine County \$1,000,000 to \$2,500,000			State

District	Key No.	Route	Opening Date
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(ACHD)3	13841	OFF-SYS	8/21/2018
State Street & Collister Drive Intersection, Ada County \$5,000,000 to \$10,000,000			Local

District	Key No.	Route	Opening Date
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1	20343	SH-97	8/21/2018
SH-97, Emergency Repair MP 76.9, Kootenai County \$100,000 to \$250,000			State

District	Key No.	Route	Opening Date
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3	19949	US-30	8/28/2018
US-30, Noble Canal Culvert, Near New Plymouth \$250,000 to \$500,000			State



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date August 16, 2018

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

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

Subject

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

Background Information

For all of ITD:

Consultant Services processed twenty-five (25) new professional services agreements and work tasks totaling **\$5,056,238** and four (4) supplemental agreements to existing professional services agreements totaling **\$99,500** from June 29, 2018 through July 26, 2018.

New Professional Services Agreements and Work Tasks

<i>Reason Consultant Needed</i>	<i>District</i>								<i>Total</i>
	<i>1</i>	<i>2</i>	<i>3</i>	<i>4</i>	<i>5</i>	<i>6</i>	<i>HQ</i>		
Resources not Available									
Design	2		2						4
Environmental	1			1		1			3
Public Involvement									
Geotechnical									
Intelligent Tran. Systems							1		1
Surveying			1	2	1				4
Construction	1		2			3			6
Local Public Agency Projects	0	2	2	2	0	0	1		7
Total	4	2	7	5	1	4	2		25



Board Agenda Item

ITD 2210 (Rev. 10-13)

For ITD District Projects:

Eighteen (18) new professional services agreements and work tasks were processed during this period totaling **\$3,934,035**. Two (2) supplemental agreements were processed totaling **\$41,500**.

District 1

<i>Project</i>	<i>Reason Consultant Needed</i>	<i>Description</i>	<i>Selection Method</i>	<i>Consultant</i>	<i>Amount</i>
US-95, N Corridor Access Improvements	Resources not available: Design	Additional Signal Timing Support	Direct from Term Agreement	Six Mile Engineering	Prev: \$ 17,400 This: \$ 17,549 Total \$ 34,949
US-95, Windfall Pass Curve / Moctileme Creek Bridge, Benewah Co	Resources not available: Construction	Construction Engineering, Inspection & Sampling Services	Individual Project Solicitation	Ruen- Yeager & Associates	\$415,300
US-95, Jct SH 53 Interchange, Garwood Rd, UPRR Bridge, & Frontage Rds US-95, Granite North & Frontage Rds, Bonner Co	Resources not available: Design	Cost Estimating & Constructability Reviews	Individual Project Solicitation	Stanton Construct- ability Services, LLC	\$105,386
SH 200, McGhee to Kootenai St, Bonner Co	Resources not available: Environmental	Wetland Delineation & Report	Direct from Term Agreement	Resource Planning Unlimited, Inc.	\$3,000

District 2

<i>Project</i>	<i>Reason Consultant Needed</i>	<i>Description</i>	<i>Selection Method</i>	<i>Consultant</i>	<i>Amount</i>
None this month					



Board Agenda Item

ITD 2210 (Rev. 10-13)

District 3

<i>Project</i>	<i>Reason Consultant Needed</i>	<i>Description</i>	<i>Selection Method</i>	<i>Consultant</i>	<i>Amount</i>
SH 69, Signal Installation at Hubbard & Lake Hazel SH 69, Kuna to Meridian	Resources not available: Construction	Construction Engineering, Inspection & Sampling Services	Individual Project Solicitation	HMH Engineering	\$348,000
SH 16, I-84 to US 20/ 26 Ada & Canyon Counties (Preliminary Engineering Only)	Resources not available: Design	Roadway Design, Phase 1: Draft Strategic Corridor Plan	Individual Project Solicitation	CH2M Hill	\$1,693,000 Board Approved > \$1 M during April 2018 meeting
I-84, Karcher Interchange to Franklin Blvd, Nampa	Resources not available: Design	Cost Estimating & Constructability Reviews	Individual Project Solicitation	Stanton Construct- ability Services, LLC	\$136,760
I-84, Cloverdale Rd Overpass Bridge	Resources not available: Surveying	Project Related Surveying Services	Direct from Term Agreement	David Evans & Associates	\$40,000
SH-55, Jct US 95 to Snake River, Marsing SH-55, Snake River Bridge, Marsing	Resources not available: Construction	Engineer of Record Services	RFI from Term Agreement	T-O Engineers	\$49,500

District 4

<i>Project</i>	<i>Reason Consultant Needed</i>	<i>Description</i>	<i>Selection Method</i>	<i>Consultant</i>	<i>Amount</i>
US 93, Marley Rd to Jim Byrne Slough, Lincoln Co	Resources not available: Surveying	Surveying Services	Direct from Term Agreement	Garcia Land Surveying	\$20,000
US 93, 100 South Rd, Jerome Co	Resources not available: Environmental	Cultural Resources Services	Direct from Term Agreement	Bionomics Environ- mental	\$18,500
I-84, UPRR Bridge MP 170.9, Gooding Co	Resources not available: Surveying	Surveying Services	Direct from Term Agreement	Civil Science	\$3,340



Board Agenda Item

ITD 2210 (Rev. 10-13)

District 5

<i>Project</i>	<i>Reason Consultant Needed</i>	<i>Description</i>	<i>Selection Method</i>	<i>Consultant</i>	<i>Amount</i>
SH 34, Tincup Creek Bridge Restoration MP 106.8, Caribou Co	Resources not available: Surveying	Hydraulic and Topographic Survey	Direct from Term Agreement	Keller Associates	\$18,500

District 6

<i>Project</i>	<i>Reason Consultant Needed</i>	<i>Description</i>	<i>Selection Method</i>	<i>Consultant</i>	<i>Amount</i>
SH 28, Lemhi River Bridge, MP 116.35	Resources not available: Construction	Bridge Girder Fabrication Inspection	Direct from Term Agreement	CMT Engineering Laboratories	\$13,100
SH 28, Lemhi River Bridge, MP 116.35	Resources not available: Environmental	Water Quality Monitoring & Fish Salvage Support	Direct from Term Agreement	J-U-B Engineers	\$44,500
SH 31, North Pine Creek Bridge, Bonneville Co	Resources not available: Construction	Construction Engineering and Inspection Services	RFI from Term Agreement	Keller Associates	\$232,600
US-20, Stockham & US 20 Roundabout, Rigby	Resources not available: Construction	Engineer of Record Services	Direct from Term Agreement	Horrocks Engineers	Prev: \$0 (design performed under private partnership agreement) This: \$25,000 Total: \$25,000

Headquarters

<i>Project</i>	<i>Reason Consultant Needed</i>	<i>Description</i>	<i>Selection Method</i>	<i>Consultant</i>	<i>Amount</i>
State, FY 19 ITS Operations State, FY 18 Traveler Information Services State, FY 18 ITS Operations	Resources not available: Intelligent Transportation Systems (ITS)	511 Traveler Information System Operations and Maintenance	Sole Source	Castle Rock Associates	\$750,000



Board Agenda Item

ITD 2210 (Rev. 10-13)

Supplemental Agreements to Existing ITD Professional Service Agreements

<i>District</i>	<i>Project</i>	<i>Consultant</i>	<i>Original Agreement Date/Description</i>	<i>Supplemental Agreement Description</i>	<i>Total Agreement Amount</i>
3	I-84, Hammett UPRR Bridge, Elmore Co	KTA-TATOR	5/ 18 Inspection of Steel Girder Fabrication	Add'l Steel Girder Fabrication Inspection	Prev: \$ 22,000 This: \$ 18,500 Total: \$ 40,500
4	Various D4 Roadways	Horrocks Engineers	12/ 16 Materials Testing Services	Testing Services for Key No. 13977	Prev: \$ 799,500 This: \$ 23,000 Total: \$ 822,500

For Local Public Agency Projects:

Seven (7) new professional services agreements totaling **\$1,112,203** were processed during this period. Two (2) supplemental agreements were processed totaling **\$58,000**.

<i>Project</i>	<i>Sponsor</i>	<i>Description</i>	<i>Selection Method</i>	<i>Consultant</i>	<i>Amount</i>
Southwick Rd Safety Improvements	Nez Perce County	Cultural Resource Investigations	Local Project Direct from the Term Agreement	Robert Lee Sappington	\$3,200
Southwick Rd Safety Improvements	Nez Perce County	Wetland Delineation	Local Project Direct from the Term Agreement	Resource Planning Unlimited, Inc.	\$3,000
FY 20 Capital Maintenance, Ph 2	Ada County Highway District	Roadway Design Services	Individual Project Solicitation	Six Mile Engineering	\$235,302
FY 20 Capital Maintenance	Ada County Highway District	Roadway Design Services	Individual Project Solicitation	Precision Engineering	\$474,300
4100 N; 2100 E to 2400 E	Filer Highway District	Roadway Design through PS&E	Local Project RFI from the Term Agreement	Forsgren Associates	\$323,500
Broadford Rd Safety Audit	Blaine County	Road Safety Audit of	Local Project	Precision Engineering	\$32,901



Board Agenda Item

ITD 2210 (Rev. 10-13)

		Broadford Road Corridor	Direct from the Term Agreement		
Collection of Traffic Volume Data	LHTAC	Traffic Volume Data Collection	Local Project Direct from the Term Agreement	L2 Data Collection	\$50,000

Supplemental Agreements to Existing Local Professional Services Agreements

<i>District</i>	<i>Project</i>	<i>Consultant</i>	<i>Original Agreement Date/Description</i>	<i>Supplemental Agreement Description</i>	<i>Total Agreement Amount</i>
3	Peckham Rd, Golden Gate Highway District	T-O Engineers	4/ 16 Roadway Design through PS&E & Award and Design of Curb & Gutter at Add'l Locations	Right of Way Services	Prev: \$388,500 This: \$ 46,000 Total: \$434,500
6	Pence Bridge, Lost River Highway District	T-O Engineers	1/ 17 Construction Engineering, Inspection, Sampling & Testing Services	Additional Inspection Services	Prev: \$354,300 This: \$ 12,000 Total: \$366,300

Recommendations

For Information Only

Board Action

☐ Approved ☐ Deferred _____
☐ Other _____



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date August 15th & 16th

Consent Item ☐ Information Item ☒ Amount of Presentation Time Needed None

Presenter's Name Bradley Wolfinger	Presenter's Title Project Manager	Initials BW	Reviewed By
Preparer's Name Bradley Wolfinger	Preparer's Title Project Manager	Initials BW	

Subject

State Infrastructure End of Year Plan for Federal Fiscal Year 2018		
Key Number	District	Route Number

Background Information

With ~ two months left in Federal Fiscal Year (FFY) 2018, the following is the planned delivery and funding scenario for the state infrastructure programmed projects.

All programmed FFY 2018 state infrastructure projects have Plans, Specifications and Estimates delivered.

About 95% of our federal obligation authority was expected to be used for 2018 programmed projects and currently 91% has been made available. The following are FFY 2018 projects that require 2018 redistribution dollars to cover programmed budgets:

<u>DIST</u>	<u>KEY #</u>	<u>PROJECT NAME</u>	<u>PROJECT TYPE</u>	<u>FUND TYPE</u>	<u>AMOUNT \$\$</u>
3	13946	Little Rainbow Bridge	Br Rest	CN/CC	1,083,136
3	19944	US 20/26, Chinden; Locust Grove to Eagle	Safety	RW	2,175,000
3	19205	Offsys, Brownlee Rd Railroad Crossing, Boise Co	Fed Rail	CN/CE	103,000
3	19627	SH 19, Roedel Ave Boise Valley Railroad Crossing, Caldwell	Fed Rail	CN/CE	380,000
3	20014	SMA-3683, S Black Cat Rd, Union Pacific Railroad Crossing	Fed Rail	CN/CE	410,000
3	20256	STC-3864, NW 16th ST Idaho Northern & Pacific Railroad Crossing, Fruitland	Fed Rail	CN/CE	325,000
3	20692	SMA-8433, 11th Ave N Boise Valley Railroad Crossing, Nampa	Fed Rail	CN/CE	200,000
5	20783	US 91, Clinger Rd Union Pacific Railroad Crossing	Fed Rail	CN/CE	370,000
Total					5,046,136

Project budget increases have been requested to use end of year of redistribution dollars:

<u>DIST</u>	<u>KEY #</u>	<u>PROJECT NAME</u>	<u>PROJECT TYPE</u>	<u>FUND TYPE</u>	<u>AMOUNT \$\$</u>
1	20684	Osburn to W Wallace	Rest	PC	350,000
1	19883	N Corridor Access Improvements	Grant/Freight	RW	1,000,000
3	19627	SH 19, Roedel Ave Boise Valley Railroad Crossing, Caldwell	Fed Rail	CN	250,000
Total					1,600,000



Board Agenda Item

ITD 2210 (Rev. 10-13)

The expectation is that ITD will receive about \$21 Million in redistribution funds. The plan to use those funds is:

\$6.6 Million to cover the FFY 2018 programmed projects and requested increases shown above.
\$10 Million to partially obligate a FFY 2019 project to balance the 2019 program.
\$ 4.4 Million to partially obligate delivered Federal Aid FFY 2019 Projects for early advertisement.

Recommendations

For information.

Board Action

☐ Approved ☐ Deferred _____
☐ Other _____



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date August 15-16, 2018

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

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

Subject

State Fiscal Year 2018 Financial Statements		
Key Number	District	Route Number

Background Information

July 01, 2017 thru June 30, 2018, Fiscal Year 2018 Financial Statements

The financial operations of the Department as of June 30, 2018 completes this fiscal year with revenue coming in essentially on forecast for the year and the expenditures within projected budgets.

- Revenues to the State Highway Account from all state sources finished the year ahead of forecast by 2.5%. Total, receipts from the Highway Distribution Account finished 1.5% or \$3.1M ahead of forecast. Revenue from the additional revenue approved by the Legislature in 2015 (fuel tax increase by \$.07/gal and registrations) finished the year 1.6% or \$1M ahead of forecast. State revenues to the State Aeronautics Fund are ahead of forecast by 12% or \$322,000.
- Expenditures were within planned budgets for FY18. Personnel costs had savings of \$17.6M million or 13.4% resulting from reserves for horizontal career path increases, vacancies and timing between a position becoming vacant and filled. During the fiscal year, \$10.2M was transferred to Highways to fund one-time operating costs. As of the end of June ITD had 106 vacancies.
- Contract construction cash expenditures for FY18 exceeded any from the past three years: FY18 = \$410 M; FY17 = \$249 M; FY16 = \$280 M. The results of this fiscal year is assisting in helping ITD achieve its objective to reduce the outstanding obligated but un-spent balances in this category.

The balance of the long term investments as of the end of June is \$165.4 Million. These funds are obligated against both construction projects and encumbrances. The long term investments plus the cash balance (\$81.7M) totals \$247.1M, however that is \$25M less than the end of June 2017.

Expenditures in the Strategic Initiatives Program Fund (GF Surplus), through the month of June, are \$11.4M.

Deposits into the new Transportation Expansion and Congestion Mitigation Fund of \$22.6M for FY18 which is \$1.5M or 7.4% 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 Action

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

User ID: kweiskircher
 Report ID: AD-FN-GL-010
 Run Date: 30 Jul 2018
 % of Time
 Remainin 0

Idaho Transportation Department

SUMMARY OF RECEIPTS AND DISBURSEMENTS
STATE HIGHWAY ACCOUNT AND STATE AERONAUTICS FUND
BUDGET TO ACTUAL
FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDING 6/30/2018
 (all amounts in '000)

Fiscal Year: 2018

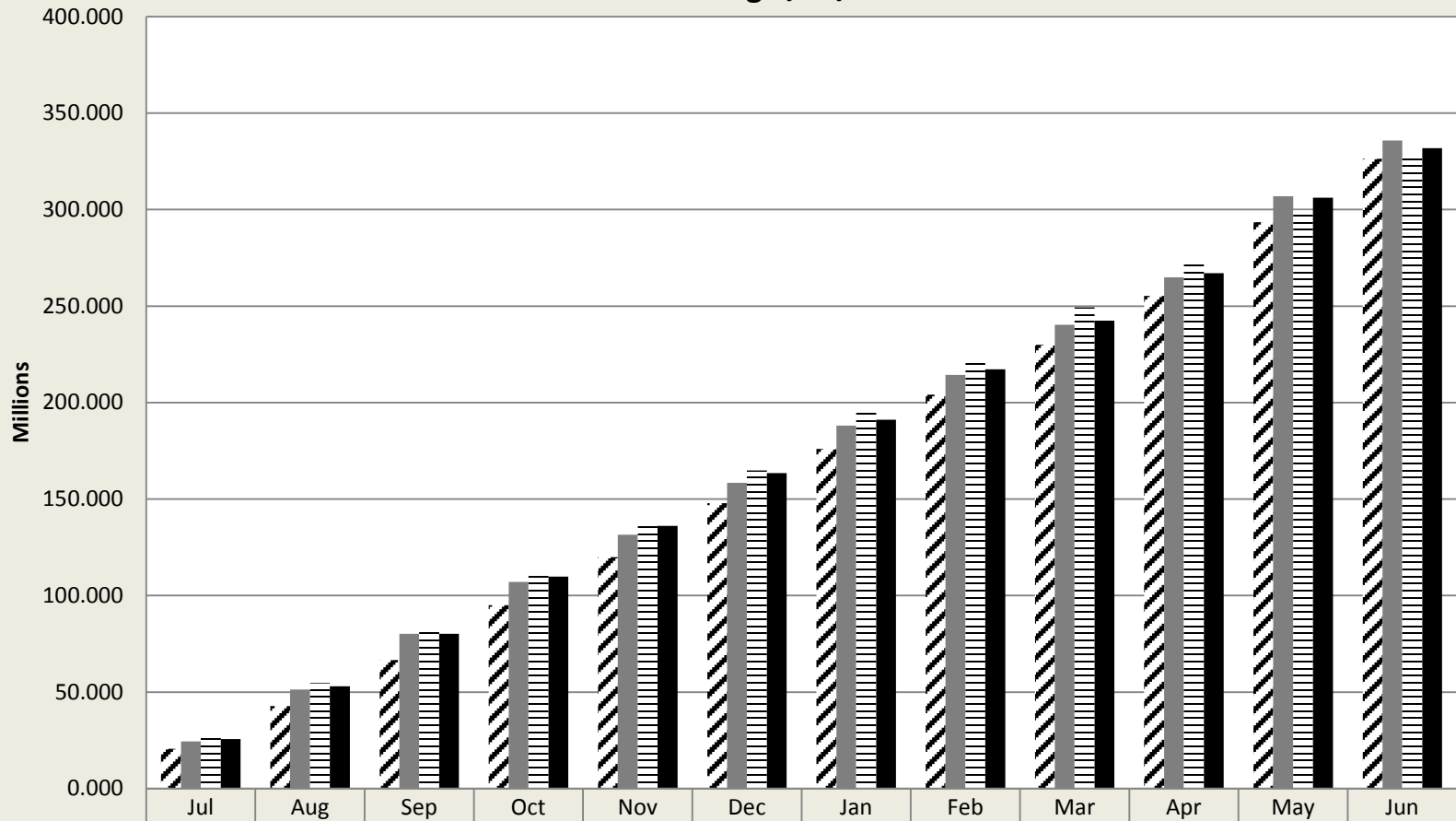
Funds Received					
	FY17 Actual YTD	FY18 Actual YTD	FY18 Forecast YTD	FY18 to FY17 Actual	FY 18 to Forecast
<u>State Highway Account</u>					
Federal Reimbursements	267,219	333,537	464,797	24.8%	-28.2%
State (Inc. H.D.A.)	335,742	340,219	331,836	1.3%	2.5%
Local	5,214	4,030	17,533	-22.7%	-77.0%
Total State Highway Account:	608,175	677,786	814,166	11.4%	-16.8%
<u>State Aeronautics Fund</u>					
Federal Reimbursements	231	258	442	12.0%	-41.5%
State	2,699	3,015	2,693	11.7%	12.0%
Total State Aeronautics Fund:	2,929	3,273	3,134	11.7%	4.4%
Total Fund Received:	611,104	681,058	817,300	11.4%	-16.7%
Disbursements (includes Encumbrances)					
	FY17 Actual YTD	FY18 Actual YTD	FY18 Budget YTD	FY18 to FY17 Actual	FY 18 to Budget
Construction Payouts	249,138	410,840	728,403	64.9%	-43.6%
<u>Operations Expenses</u>					
Highways	185,996	189,724	200,703	2.0%	-5.5%
DMV	32,358	35,635	38,484	10.1%	-7.4%
Administration	24,668	25,781	28,160	4.5%	-8.4%
Transit	0	0	0	0.0%	0.0%
Facilities	3,439	7,213	7,246	109.7%	-0.5%
Aeronautics	2,517	3,220	4,451	27.9%	-27.6%
Total Operations Expenses:	248,979	261,573	279,042	5.1%	-6.3%
<u>Transfers</u>					
Operating	25	25	25	0.0%	0.0%
Debt Service	53,738	52,191	53,642	-2.9%	-2.7%
Total Transfers:	53,763	52,216	53,667	-2.9%	-2.7%
Total Disbursements:	551,880	724,628	1,061,112	31.3%	-31.7%
	FY17 Actual YTD	FY18 Actual YTD	FY18 Budget YTD	FY18 to FY17 Actual	FY 18 to Budget
<u>Expenditures by Type</u>					
Personnel	112,221	114,152	121,616	1.7%	-6.1%
Operating	91,306	96,157	100,391	5.3%	-4.2%
Capital Outlay	28,784	33,769	34,500	17.3%	-2.1%
Sub-Grantee	16,668	17,494	22,536	5.0%	-22.4%
Totals Operations Expenses:	248,979	261,573	279,042	5.1%	-6.3%
Contract Construction	249,138	410,840	728,403	64.9%	-43.6%
Totals (excluding Transfers):	498,116	672,412	1,007,446	35.0%	70 -33.3%

State Highway Fund 0260

Fiscal Year 2018

State Revenue Source Forecast vs Actual

June - For Period Ending 6/30/2018



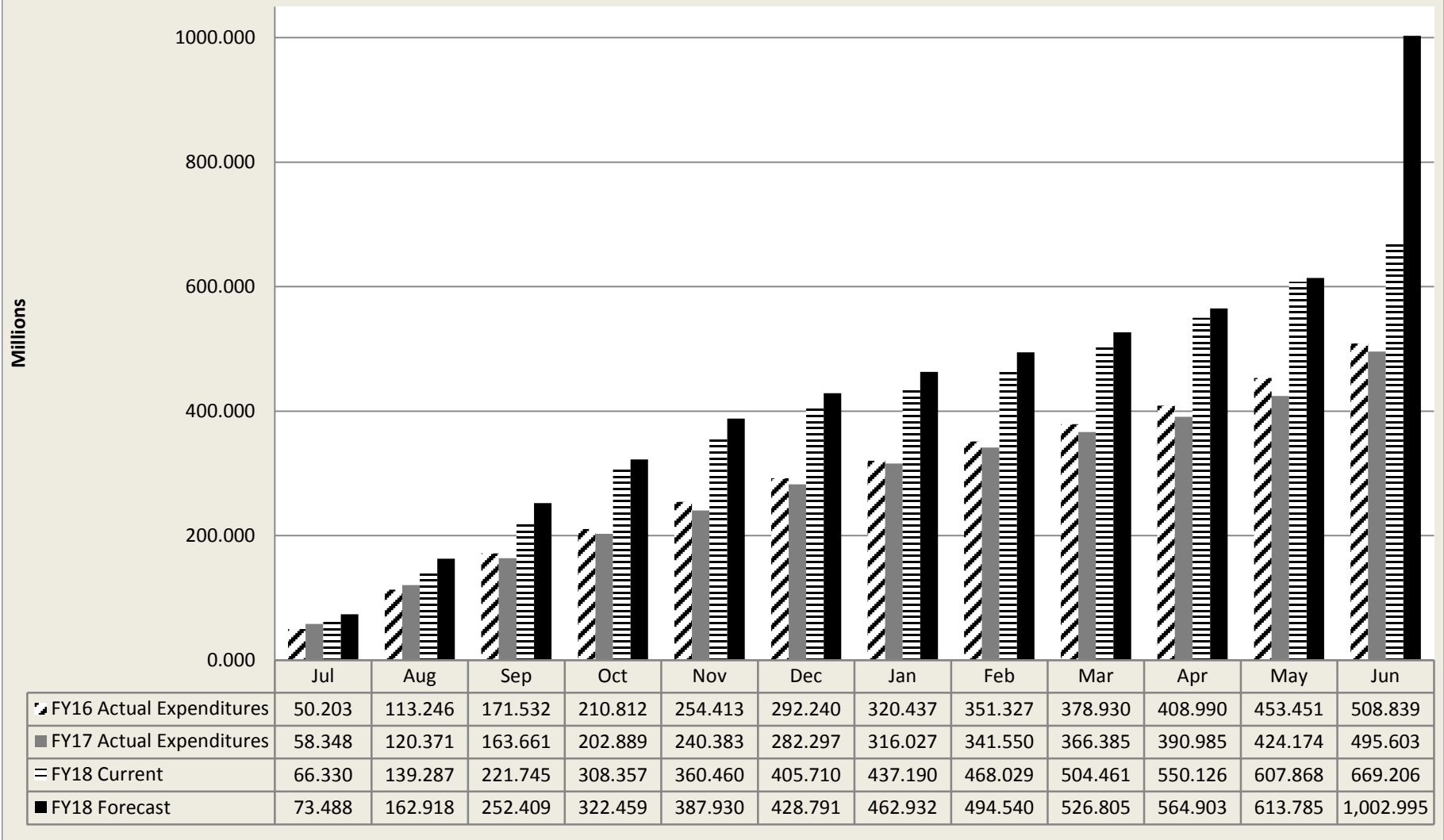
	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
FY16 Actual Revenue	20.652	42.749	66.656	95.046	119.898	147.858	175.970	204.137	229.900	255.244	293.535	326.297
FY17 Actual Revenue	24.386	51.275	80.145	107.095	131.576	158.480	188.080	214.414	240.295	264.866	306.932	335.742
FY18 Current	27.003	54.686	82.976	110.644	136.997	164.897	195.901	222.483	249.311	273.673	299.623	326.714
FY18 Forecast	25.699	53.003	80.177	109.778	136.104	163.536	191.055	217.183	242.474	266.998	306.223	331.836

State Highway Fund 0260

Fiscal Year 2018

Expenditures

June - For Period Ending 6/30/2018

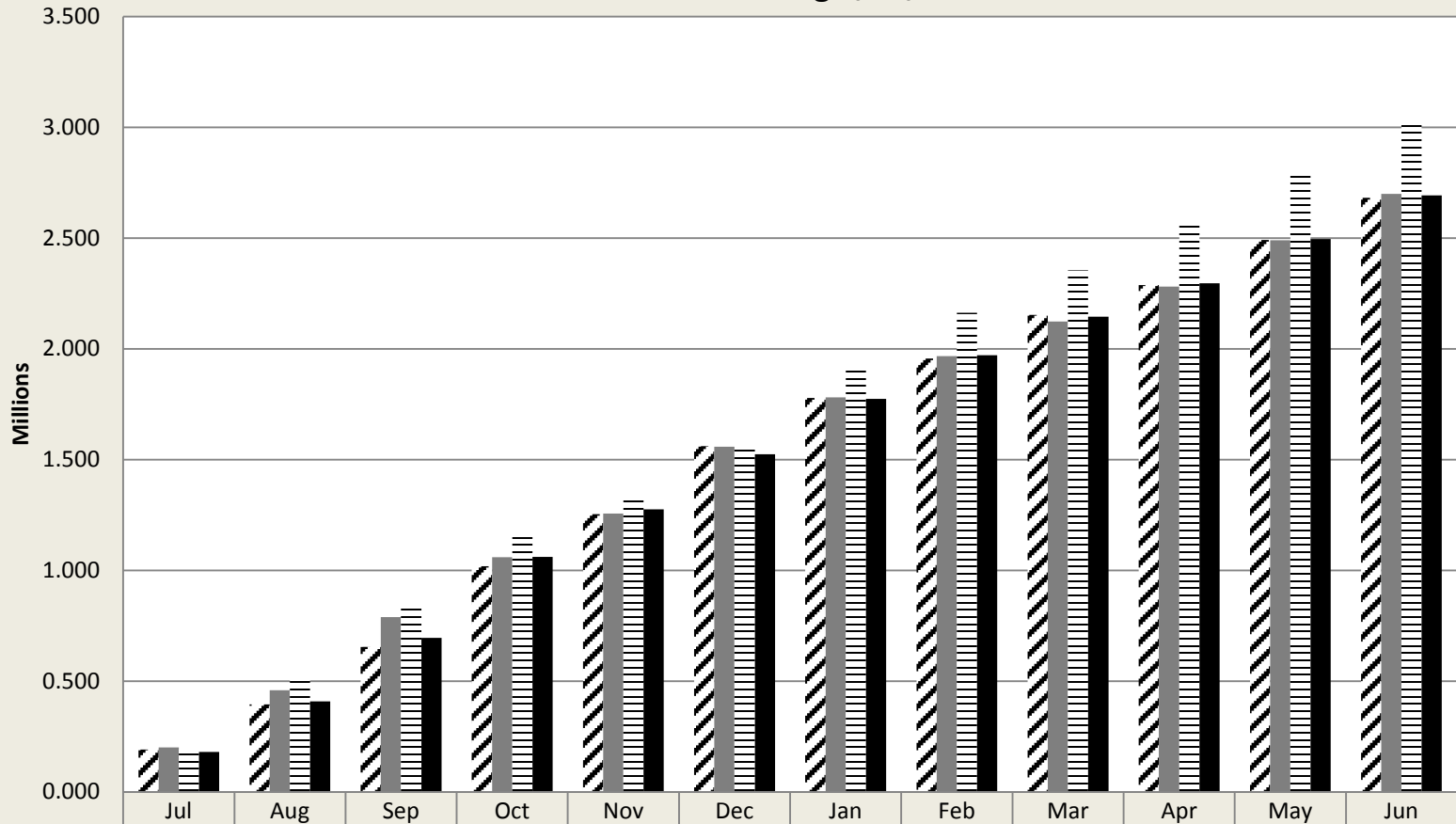


Aeronautics Fund 0221

Fiscal Year 2018

State and Interagency Revenue Sources Forecast vs Actual

June - For Period Ending 6/30/2018



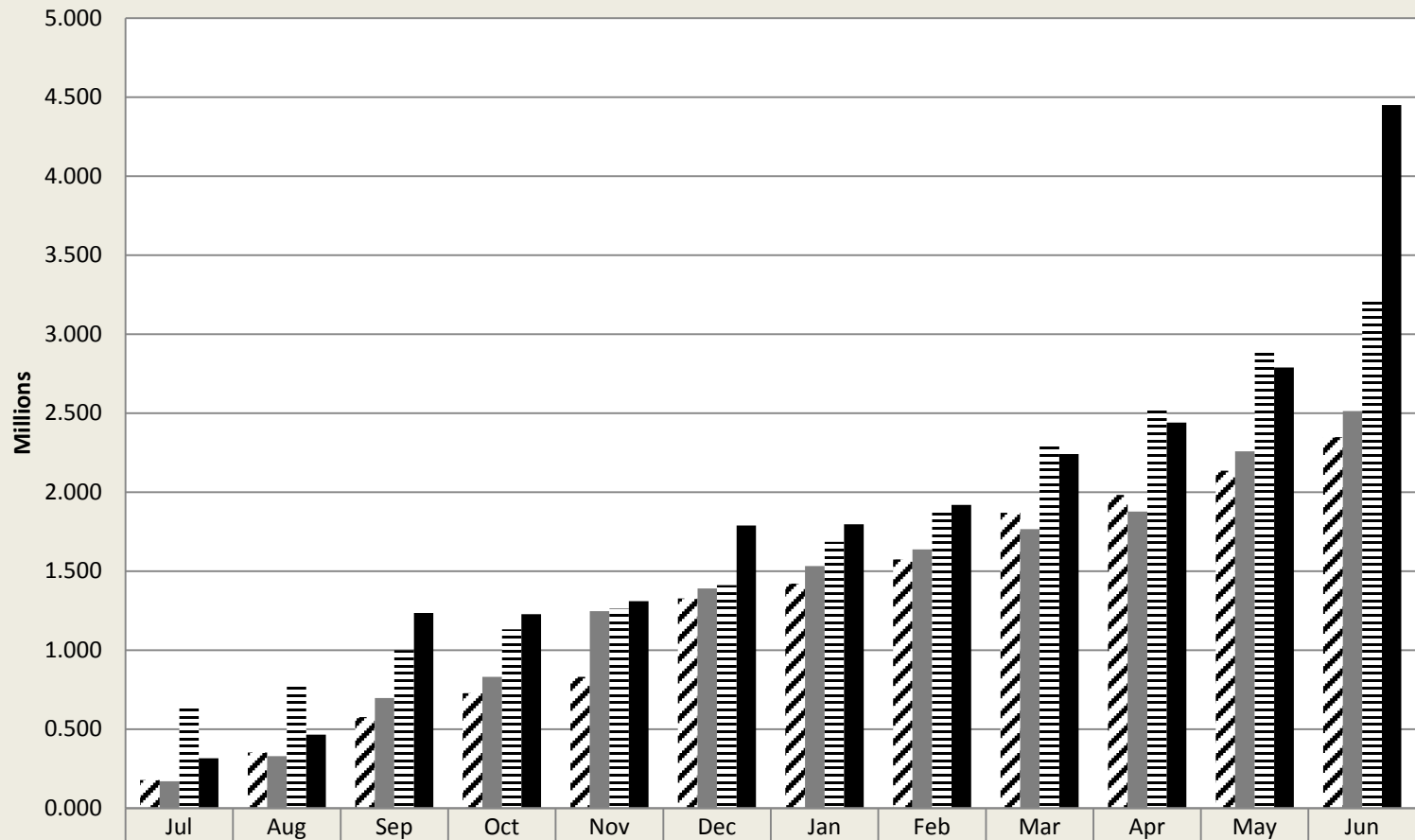
FY16 Actual Revenue	0.191	0.395	0.654	1.018	1.254	1.561	1.778	1.956	2.154	2.287	2.492	2.683
FY17 Actual Revenue	0.201	0.459	0.789	1.059	1.256	1.559	1.780	1.967	2.123	2.280	2.491	2.699
FY18 Current	0.191	0.524	0.834	1.159	1.338	1.546	1.913	2.162	2.354	2.558	2.780	3.015
FY18 Forecast	0.180	0.408	0.695	1.061	1.276	1.524	1.774	1.972	2.145	2.296	2.495	2.693

Aeronautics Fund 0221

Fiscal Year 2018

Expenditures

June - For Period Ending 6/30/2018



FY16 Actual Expenditures	0.178	0.351	0.575	0.729	0.831	1.327	1.422	1.574	1.869	1.983	2.135	2.349
FY17 Actual Expenditures	0.170	0.330	0.697	0.832	1.246	1.390	1.532	1.637	1.767	1.878	2.258	2.514
FY18 Current	0.645	0.778	0.999	1.131	1.262	1.411	1.685	1.894	2.299	2.522	2.909	3.220
FY18 Forecast	0.316	0.465	1.235	1.227	1.311	1.789	1.796	1.920	2.241	2.441	2.790	4.451

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Idaho Transportation Department

OPERATING FUND BALANCE SHEET FOR THE PERIOD ENDED 6/30/2018

	State Aeronautics Fund 0221		State Highway Fund 0260		Transportation Expansion and Congestion Mitigation Fund 0269	
	May-18	Jun-18	May-18	Jun-18	May-18	Jun-18
ASSETS						
Cash on Hand (Change Fund)	0	0	5,845	5,845	0	0
Cash in Bank (Daily Cash Operations)	1,915,314	1,888,897	74,874,320	81,668,978	19,616,116	22,689,664
Investments (Long Term Investments)	824,336	825,657	165,184,715	165,452,752	0	0
Total Cash & Investments	2,739,650	2,714,554	240,064,879	247,127,575	19,616,116	22,689,664
Receivables - Other	5,812	4,724	1,082,758	1,107,437	0	0
- Due From Locals (Project Overruns)	(0)	(0)	3,719,168	2,345,606	0	0
- Inter Agency	4,564	3,436	20,481	1,050	0	0
Total Receivables	10,377	8,160	4,822,406	3,454,093	0	0
Inventory on Hand	0	0	20,414,740	17,162,970	0	0
Total Assets:	2,750,027	2,722,714	265,302,025	267,744,639	19,616,116	22,689,664
LIABILITIES						
Vouchers Payable	0	0	(593)	0	0	0
Sales Tax Payable	0	0	12,851	18,750	0	0
Deferred Revenue (Local Projects Match)	0	0	19,503,201	19,711,301	0	0
Accounts Receivable Overpayment	0	0	34,466	0	0	0
Contractor Retained % (In Lieu Of Performance Bond)	0	0	141,908	145,570	0	0
Total Liabilities:	0	0	19,691,832	19,875,622	0	0
FUND BALANCE						
Reserve for Encumbrance	255,538	296,754	26,872,079	38,637,050	0	0
Fund Balance	2,494,489	2,425,961	218,738,115	209,231,967	19,616,116	22,689,664
Total Fund Balance:	2,750,027	2,722,714	245,610,194	247,869,017	19,616,116	22,689,664
Total Liabilities and Fund Balance	2,750,027	2,722,714	265,302,025	267,744,639	19,616,116	22,689,664

UserID: kweiskircher
 Report ID: AD-FN-GL-002
 Run Date: 30 Jul 2018

Idaho Transportation Department

OPERATING FUND BALANCE SHEET FOR THE PERIOD ENDED 6/30/2018

N	Strategic Initiatives Fund (State Share) 0270.02		Strategic Initiatives Fund (Local Share) 0270.05		Total Strategic Initiatives Fund 0270	
	May-18	Jun-18	May-18	Jun-18	May-18	Jun-18
ASSETS						
Cash on Hand (Change Fund)	0	0	0	0	0	0
Cash in Bank (Daily Cash Operations)	25,600,262	25,039,247	22,758	18,051	25,623,021	25,057,298
Investments (Long Term Investments)	0	0	0	0	0	0
Total Cash & Investments	25,600,262	25,039,247	22,758	18,051	25,623,021	25,057,298
Receivables - Other	0	0	0	0	0	0
- Due From Locals (Project Overruns)	0	0	0	0	0	0
- Inter Agency	0	0	0	0	0	0
Total Receivables	0	0	0	0	0	0
Inventory on Hand	0	0	0	0	0	0
Total Assets:	25,600,262	25,039,247	22,758	18,051	25,623,021	25,057,298
LIABILITIES						
Vouchers Payable	0	0	0	0	0	0
Sales Tax Payable	0	0	0	0	0	0
Deferred Revenue (Local Projects Match)	0	0	0	0	0	0
Accounts Receivable Overpayment	0	0	0	0	0	0
Contractor Retained % (In Lieu Of Performance Bond)	24,285	24,285	0	0	24,285	24,285
Total Liabilities:	24,285	24,285	0	0	24,285	24,285
FUND BALANCE						
Reserve for Encumbrance	0	0	0	0	0	0
Fund Balance	25,575,978	25,014,962	22,758	18,051	25,598,736	25,033,013
Total Fund Balance:	25,575,978	25,014,962	22,758	18,051	25,598,736	25,033,013
Total Liabilities and Fund Balance	25,600,262	25,039,247	22,758	18,051	25,623,021	25,057,298

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 % of Time
 Remaining: 0.0

Idaho Transportation Department

STATEMENT OF REVENUES AND EXPENDITURES

BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 6/30/2018

Fund: 0260 State Highway Fund

Fiscal Year: 2018

Budget Fiscal Year: 2018

REVENUES

Federal Sources

FHWA - Highway	415,341,581	296,861,483	63,364,630	0	(118,480,098)	-28.53%	415,341,581	118,480,098	28.53 %
FHWA - Indirect Cost Allocation	25,000,000	21,809,767	1,866,334	0	(3,190,233)	-12.76%	25,000,000	3,190,233	12.76 %
Federal Transit Authority	15,871,800	10,244,074	667,197	0	(5,627,726)	-35.46%	15,871,800	5,627,726	35.46 %
NHTSA - Highway Safety	4,453,800	3,808,397	307,576	0	(645,403)	-14.49%	4,453,800	645,403	14.49 %
Other Federal Aid	4,130,000	813,075	62,232	0	(3,316,925)	-80.31%	4,130,000	3,316,925	80.31 %
Total Federal Sources:	464,797,181	333,536,795	66,267,969	0	(131,260,386)	-28.24%	464,797,181	131,260,386	28.24 %

State Sources

Equipment Buy Back	13,848,700	13,504,500	13,504,500	0	(344,200)	-2.49%	13,848,700	344,200	2.49 %
Miscellaneous Revenues	30,808,474	35,314,182	3,172,635	0	4,505,708	14.62 %	30,808,474	(4,505,708)	-14.62%
Total State Sources:	44,657,174	48,818,682	16,677,135	0	4,161,508	9.32 %	44,657,174	(4,161,508)	-9.32%

Local Sources

Match For Local Projects	17,533,129	3,497,215	259,004	0	(14,035,914)	-80.05%	17,533,129	14,035,914	80.05 %
Other Local Sources	0	532,610	3,010	0	532,610	0.00 %	0	(532,610)	0.00 %
Total Local Sources:	17,533,129	4,029,825	262,013	0	(13,503,304)	-77.02%	17,533,129	13,503,304	77.02 %

TOTAL REVENUES:

	526,987,484	386,385,302	83,207,118	0	(140,602,181)	-26.68%	526,987,484	140,602,181	26.68 %
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TRANSFERS-IN

Highway Distribution Account	205,097,800	208,218,731	16,850,170	0	3,120,931	1.52 %	205,097,800	(3,120,931)	-1.52%
Fuel/Registration Direct	64,380,570	65,396,703	5,575,771	0	1,016,133	1.58 %	64,380,570	(1,016,133)	-1.58%
Ethanol Fuels Tax	17,700,000	17,784,875	1,492,623	0	84,875	0.48 %	17,700,000	(84,875)	-0.48%

TOTAL TRANSFERS-IN:

	287,178,370	291,400,309	23,918,563	0	4,221,939	1.47 %	287,178,370	(4,221,939)	-1.47%
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TOTAL REV AND TRANSFERS-IN:

	814,165,854	677,785,612	107,125,681	0	(136,380,242)	-16.75%	814,165,854	136,380,242	16.75 %
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 % of Time
 Remaining: 0.0

Idaho Transportation Department

STATEMENT OF REVENUES AND EXPENDITURES

BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 6/30/2018

Fund: 0260 State Highway Fund

Fiscal Year: 2018

Budget Fiscal Year: 2018

EXPENDITURES

Operations Expense

Permanent Staff Salaries	79,031,734	74,574,490	9,066,247	0	4,457,244	5.64 %	79,031,734	4,457,244	5.64 %
Board, Hourly, OT, Shift Diff	1,033,300	1,180,080	134,351	0	(146,780)	-14.21%	1,033,300	(146,780)	-14.21%
Fringe Benefits	40,387,666	37,299,926	3,870,119	0	3,087,740	7.65 %	40,387,666	3,087,740	7.65 %
In State Travel Expense	1,520,946	1,472,572	134,329	0	48,374	3.18 %	1,520,946	48,374	3.18 %
Out of State Travel Expense	350,480	329,609	29,339	0	20,871	5.95 %	350,480	20,871	5.95 %
Operating Expenditures	97,443,991	82,065,732	11,225,786	11,415,493	3,962,765	4.07 %	97,443,991	3,962,765	4.07 %
Capital Equipment Expense	26,788,220	17,281,175	864,096	9,151,469	355,575	1.33 %	26,788,220	355,575	1.33 %
Internal Holdback-Capital	245,000	0	0	0	245,000	100.00 %	245,000	245,000	100.00 %
Capital Facilities Expense	7,206,638	1,452,001	458,436	5,679,251	75,385	1.05 %	7,206,638	75,385	1.05 %
Trustee & Benefit Payments	20,583,800	13,400,133	1,162,908	3,050,581	4,133,086	20.08 %	20,583,800	4,133,086	20.08 %
Total Operations Expense:	274,591,774	229,055,720	26,945,611	29,296,795	16,239,259	5.91 %	274,591,774	16,239,259	5.91 %

Contract Construction

Operating Expenditures	7,810,664	6,135,268	464,872	0	1,675,396	21.45 %	7,810,664	1,675,396	21.45 %
Capital Projects	718,441,090	403,563,774	31,729,894	0	314,877,316	43.83 %	718,441,090	314,877,316	43.83 %
Trustee & Benefit Payments	2,151,506	1,140,811	59,067	0	1,010,695	46.98 %	2,151,506	1,010,695	46.98 %
Total Contract Construction:	728,403,260	410,839,853	32,253,833	0	317,563,407	43.60 %	728,403,260	317,563,407	43.60 %

TOTAL EXPENDITURES:

1,002,995,034	639,895,573	59,199,444	29,296,795	333,802,666	33.28 %	1,002,995,034	333,802,666	33.28 %
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TRANSFERS OUT

Statutory	25,000	25,000	0	0	0	0.00 %	25,000	0	0.00 %
Operating	53,641,900	52,190,681	41,700,130	0	1,451,219	2.71 %	53,641,900	1,451,219	2.71 %
TOTAL TRANSFERS OUT:	53,666,900	52,215,681	41,700,130	0	1,451,219	2.70 %	53,666,900	1,451,219	2.70 %

TOTAL EXPD AND TRANSFERS OUT:

1,056,661,934	692,111,254	100,899,573	29,296,795	335,253,885	31.73 %	1,056,661,934	335,253,885	31.73 %
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Net for Fiscal Year 2018:

(242,496,080)	(14,325,642)	6,226,108		198,873,643		(242,496,080)	(198,873,643)	
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 Report ID: AD-FN-GL-003
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 % of Time
 Remaining: 0.0

Idaho Transportation Department

STATEMENT OF REVENUES AND EXPENDITURES

BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 6/30/2018

Fund: 0260 State Highway Fund

		Year to Date Allotment	Year to Date Actual	Current Month Activity	Year to Date Encumbrance	Variance Favorable / Unfavorable	Percent Variance	Annual Appropriation	Appropriation Balance	Percent Remaining
		(A)	(B)	(C)	(D)	(E = A - B - D)	(F = E / A)	(G)	(H = G - B - D)	(I = H / G)
Fiscal Year: 2018										
Budget Fiscal Year: 2018										
Contract Construction										
Operating Expenditures										
Operating Expenditures	Dedicated	1,744,637	1,040,370	34,224	0	704,267	40.37 %	1,744,637	704,267	40.37 %
Operating Expenditures	Federal	6,019,678	5,092,895	430,648	0	926,783	15.40 %	6,019,678	926,783	15.40 %
Operating Expenditures	Local	46,349	2,002	0	0	44,347	95.68 %	46,349	44,347	95.68 %
Total Operating Expenditures		7,810,664	6,135,268	464,872	0	1,675,396	21.45 %	7,810,664	1,675,396	21.45 %
Capital Outlay										
Capital Outlay	Dedicated	271,178,856	144,436,803	10,005,949	0	126,742,053	46.74 %	271,178,856	126,742,053	46.74 %
Capital Outlay	Federal	375,902,506	226,295,575	17,883,400	0	149,606,931	39.80 %	375,902,506	149,606,931	39.80 %
Capital Outlay	FICR	54,418,650	28,893,877	3,334,286	0	25,524,773	46.90 %	54,418,650	25,524,773	46.90 %
Capital Outlay	Local	16,941,078	3,937,518	506,259	0	13,003,560	76.76 %	16,941,078	13,003,560	76.76 %
Total Capital Outlay		718,441,090	403,563,774	31,729,894	0	314,877,316	43.83 %	718,441,090	314,877,316	43.83 %
Trustee & Benefit Payments										
Trustee & Benefit Payments	Dedicated	315,807	6,966	2,967	0	308,841	97.79 %	315,807	308,841	97.79 %
Trustee & Benefit Payments	Federal	1,596,397	1,132,417	56,100	0	463,980	29.06 %	1,596,397	463,980	29.06 %
Trustee & Benefit Payments	Local	239,302	1,428	0	0	237,874	99.40 %	239,302	237,874	99.40 %
Total Trustee & Benefit Payments		2,151,506	1,140,811	59,067	0	1,010,695	46.98 %	2,151,506	1,010,695	46.98 %
Total Contract Construction:		728,403,260	410,839,853	32,253,833	0	317,563,407	43.60 %	728,403,260	317,563,407	43.60 %

User ID: kweiskircher
 Report ID: AD-FN-GL-003
 Run Date: 30 Jul 2018
 % of Time
 Remaining: 0.0

Idaho Transportation Department

STATEMENT OF REVENUES AND EXPENDITURES

BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 6/30/2018

Fund: 0269 Transportation Expansion and Congestion Mitigation Fund

Fiscal Year: 2018	Year to Date Allotment (A)	Year to Date Actual (B)	Current Month Activity (C)	Year to Date Encumbrance (D)	Variance Favorable / Unfavorable (E = A - B - D)	Percent Variance (F = E / A)	Annual Appropriation (G)	Appropriation Balance (H = G - B - D)	Percent Remaining (I = H / G)
Budget Fiscal Year: 2018									
REVENUES									
Miscellaneous Revenues	68,000	110,357	25,313	0	42,357	62.29 %	68,000	(42,357)	-62.29%
TOTAL REVENUES:	68,000	110,357	25,313	0	42,357	62.29 %	68,000	(42,357)	-62.29%
TRANSFERS-IN									
Cigarette Tax	5,800,700	6,895,958	1,635,811	0	1,095,258	18.88 %	5,800,700	(1,095,258)	-18.88%
Sales Tax	15,248,000	15,713,372	1,414,448	0	465,372	3.05 %	15,248,000	(465,372)	-3.05%
TOTAL TRANSFERS-IN:	21,048,700	22,609,330	3,050,258	0	1,560,630	7.41 %	21,048,700	(1,560,630)	-7.41%
TOTAL REV AND TRANSFERS-IN:	21,116,700	22,719,687	3,075,571	0	1,602,987	7.59 %	21,116,700	(1,602,987)	-7.59%
EXPENDITURES									
Contract Construction - Capital Projects	21,116,700	30,023	2,023	0	21,086,677	99.86 %	21,116,700	21,086,677	99.86 %
TOTAL EXPENDITURES:	21,116,700	30,023	2,023	0	21,086,677	99.86 %	21,116,700	21,086,677	99.86 %
TOTAL EXPD AND TRANSFERS OUT:	21,116,700	30,023	2,023	0	21,086,677	99.86 %	21,116,700	21,086,677	99.86 %
Net for Fiscal Year 2018:	0	22,689,664	3,073,548		22,689,664		0	(22,689,664)	

User ID: kweiskircher
 Report ID: AD-FN-GL-003
 Run Date: 30 Jul 2018
 % of Time
 Remaining: 0.0

Idaho Transportation Department

STATEMENT OF REVENUES AND EXPENDITURES

BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 6/30/2018

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

Fiscal Year:	2018	Year to Date Allotment	Year to Date Actual	Current Month Activity	Year to Date Encumbrance	Variance Favorable / Unfavorable	Percent Variance	Annual Appropriation	Appropriation Balance	Percent Remaining
Budget Fiscal Year:	2018	(A)	(B)	(C)	(D)	(E = A - B - D)	(F = E / A)	(G)	(H = G - B - D)	(I = H / G)
REVENUES										
State Sources - Miscellaneous Revenues		205,200	287,988	39,696	0	82,788	40.35 %	205,200	(82,788)	-40.35%
TOTAL REVENUES:		205,200	287,988	39,696	0	82,788	40.35 %	205,200	(82,788)	-40.35%
TRANSFERS-IN										
Statutory		27,464,300	16,601,700	0	0	(10,862,600)	-39.55%	27,464,300	10,862,600	39.55 %
TOTAL TRANSFERS-IN:		27,464,300	16,601,700	0	0	(10,862,600)	-39.55%	27,464,300	10,862,600	39.55 %
TOTAL REV AND TRANSFERS-IN:		27,669,500	16,889,688	39,696	0	(10,779,812)	-38.96%	27,669,500	10,779,812	38.96 %
EXPENDITURES										
Contract Construction - Capital Projects		36,221,982	11,459,761	600,711	0	24,762,221	68.36 %	36,221,982	24,762,221	68.36 %
TOTAL EXPENDITURES:		36,221,982	11,459,761	600,711	0	24,762,221	68.36 %	36,221,982	24,762,221	68.36 %
TOTAL EXPD AND TRANSFERS OUT:		36,221,982	11,459,761	600,711	0	24,762,221	68.36 %	36,221,982	24,762,221	68.36 %
Net for Fiscal Year 2018:		(8,552,482)	5,429,927	(561,015)		13,982,409		(8,552,482)	(13,982,409)	

User ID: kweiskircher
 Report ID: AD-FN-GL-003
 Run Date: 30 Jul 2018
 % of Time
 Remaining: 0.0

Idaho Transportation Department

STATEMENT OF REVENUES AND EXPENDITURES

BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 6/30/2018

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

Fiscal Year:	2018	Year to Date Allotment	Year to Date Actual	Current Month Activity	Year to Date Encumbrance	Variance Favorable / Unfavorable	Percent Variance	Annual Appropriation	Appropriation Balance	Percent Remaining
Budget Fiscal Year:	2018	(A)	(B)	(C)	(D)	(E = A - B - D)	(F = E / A)	(G)	(H = G - B - D)	(I = H / G)
REVENUES										
State Sources - Miscellaneous Revenues		0	18,051	135	0	18,051	0.00 %	0	(18,051)	0.00 %
TOTAL REVENUES:		0	18,051	135	0	18,051	0.00 %	0	(18,051)	0.00 %
TRANSFERS-IN										
Statutory		0	11,067,800	0	0	11,067,800	0.00 %	0	(11,067,800)	0.00 %
TOTAL TRANSFERS-IN:		0	11,067,800	0	0	11,067,800	0.00 %	0	(11,067,800)	0.00 %
TOTAL REV AND TRANSFERS-IN:		0	11,085,851	135	0	11,085,851	0.00 %	0	(11,085,851)	0.00 %
EXPENDITURES										
Contract Construction - Trustee & Benefit Payments		11,067,800	11,067,800	4,842	0	0	0.00 %	11,067,800	0	0.00 %
TOTAL EXPENDITURES:		11,067,800	11,067,800	4,842	0	0	0.00 %	11,067,800	0	0.00 %
TOTAL EXPD AND TRANSFERS OUT:		11,067,800	11,067,800	4,842	0	0	0.00 %	11,067,800	0	0.00 %
Net for Fiscal Year 2018:		(11,067,800)	18,051	(4,707)		11,085,851		(11,067,800)	(11,085,851)	

User ID: kweiskircher
 Report ID: AD-FN-GL-003
 Run Date: 30 Jul 2018
 % of Time
 Remaining: 0.0

Idaho Transportation Department

STATEMENT OF REVENUES AND EXPENDITURES

BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 6/30/2018

Fund: 0375 GARVEE Debt Service Fund

Fiscal Year: 2018	Year to Date Allotment (A)	Year to Date Actual (B)	Current Month Activity (C)	Year to Date Encumbrance (D)	Variance Favorable / Unfavorable (E = A - B - D)	Percent Variance (F = E / A)	Annual Appropriation (G)	Appropriation Balance (H = G - B - D)	Percent Remaining (I = H / G)
Budget Fiscal Year: 2018									
REVENUES									
State Sources - Miscellaneous Revenues	0	65,993	2,521	0	65,993	0.00 %	0	(65,993)	0.00 %
TOTAL REVENUES:	0	65,993	2,521	0	65,993	0.00 %	0	(65,993)	0.00 %
TRANSFERS-IN									
Operating	0	56,890,681	41,700,130	0	56,890,681	0.00 %	0	(56,890,681)	0.00 %
TOTAL TRANSFERS-IN:	0	56,890,681	41,700,130	0	56,890,681	0.00 %	0	(56,890,681)	0.00 %
TOTAL REV AND TRANSFERS-IN:	0	56,956,675	41,702,650	0	56,956,675	0.00 %	0	(56,956,675)	0.00 %
EXPENDITURES									
Bond Principal / Interest	0	55,825,115	372,123	0	(55,825,115)	0.00 %	0	(55,825,115)	0.00 %
TOTAL EXPENDITURES:	0	55,825,115	372,123	0	(55,825,115)	0.00 %	0	(55,825,115)	0.00 %
TOTAL EXPD AND TRANSFERS OUT:	0	55,825,115	372,123	0	(55,825,115)	0.00 %	0	(55,825,115)	0.00 %
Net for Fiscal Year 2018:	0	1,131,560	41,330,527		1,131,560		0	(1,131,560)	

User ID: kweiskircher
 Report ID: AD-FN-GL-003
 Run Date: 30 Jul 2018
 % of Time
 Remaining: 0.0

Idaho Transportation Department

STATEMENT OF REVENUES AND EXPENDITURES

BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 6/30/2018

Fund: 0221 State Aeronautics Fund

Fiscal Year: 2018	Year to Date Allotment (A)	Year to Date Actual (B)	Current Month Activity (C)	Year to Date Encumbrance (D)	Variance Favorable / Unfavorable (E = A - B - D)	Percent Variance (F = E / A)	Annual Appropriation (G)	Appropriation Balance (H = G - B - D)	Percent Remaining (I = H / G)
Budget Fiscal Year: 2018									
REVENUES									
Federal Sources - FAA	441,700	258,214	7,947	0	(183,486)	-41.54%	441,700	183,486	41.54 %
State Sources - Miscellaneous Revenues	367,722	414,731	11,234	0	47,010	12.78 %	366,425	(48,307)	-13.18%
Interagency Sources - Miscellaneous Revenues	225,000	289,895	28,676	0	64,895	28.84 %	225,000	(64,895)	-28.84%
TOTAL REVENUES:	1,034,422	962,841	47,858	0	(71,580)	-6.92%	1,033,125	70,283	6.80 %
TRANSFERS-IN									
Operating	2,100,000	2,309,989	194,255	0	209,989	10.00 %	2,100,000	(209,989)	-10.00%
TOTAL TRANSFERS-IN:	2,100,000	2,309,989	194,255	0	209,989	10.00 %	2,100,000	(209,989)	-10.00%
TOTAL REV AND TRANSFERS-IN:	3,134,422	3,272,830	242,113	0	138,409	4.42 %	3,133,125	(139,706)	-4.46%
EXPENDITURES									
Permanent Staff Salaries	751,092	709,721	96,027	0	41,371	5.51 %	751,092	41,371	5.51 %
Board, Hourly, OT, Shift Diff	54,300	55,293	12,334	0	(993)	-1.83%	54,300	(993)	-1.83%
Fringe Benefits	357,608	332,614	38,291	0	24,994	6.99 %	357,608	24,994	6.99 %
In State Travel Expense	58,835	66,152	7,156	0	(7,317)	-12.44%	58,835	(7,317)	-12.44%
Out of State Travel Expense	17,800	16,326	104	0	1,474	8.28 %	17,800	1,474	8.28 %
Operating Expenditures	998,510	586,921	35,296	204,295	207,295	20.76 %	998,510	207,295	20.76 %
Capital Equipment Expense	161,000	105,789	0	45,299	9,912	6.16 %	161,000	9,912	6.16 %
Capital Facilities Expense	99,480	7,101	0	47,160	45,219	45.46 %	99,480	45,219	45.46 %
Trustee & Benefit Payments	1,951,935	1,043,385	80,218	0	908,550	46.55 %	1,951,935	908,550	46.55 %
TOTAL EXPENDITURES:	4,450,560	2,923,301	269,426	296,754	1,230,505	27.65 %	4,450,560	1,230,505	27.65 %
TOTAL EXPD AND TRANSFERS OUT:	4,450,560	2,923,301	269,426	296,754	1,230,505	27.65 %	4,450,560	1,230,505	27.65 %
Net for Fiscal Year 2018:	(1,316,138)	349,529	(27,313)		1,368,914		(1,317,435)	(1,370,211)	



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date August 16, 2018Consent Item ☐ Information Item ☒ Amount of Presentation Time Needed _____

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

Subject

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

Background Information

Idaho received obligation authority of \$276.4 million through September 30th (365/365th) via the FY 2018 Omnibus 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

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



Board Agenda Item

ITD 2210 (Rev. 10-13)

Exhibit One Actual Formula Funding for FY2018

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

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

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

Program	Allotted Total Program Funding	Total Program Funding Remaining
All Other SHS Programs	\$172,041	\$15,598
GARVEE Formula Debt Service*	\$58,190	\$2,308
State Planning and Research*	\$6,735	\$764
Metropolitan Planning*	\$1,804	\$0
Transportation Alternatives (Urban/Rural)	\$3,691	\$208
Recreational Trails	\$1,685	\$1,668
STBG - Local Urban	\$9,054	\$926
STBG - Transportation Mgt. Area	\$11,020	(\$1)
Transportation Alternatives (TMA)	\$454	\$129
STBG – Local Rural	\$13,661	\$725
Local Bridge	\$4,972	\$3,629
Off System Bridge	\$3,729	(\$4,354)
Local HSIP	\$3,515	\$157
Total (excluding indirect costs)	\$290,551	\$21,757

- 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 July 31st.
 5. Advanced construction conversions of \$18.3 million are outstanding for FY 2018.
 6. Includes state OA for D3 local divestiture to LHTAC of \$105k in Urban, \$83k in TAP, and \$16k in TAP-TMA
- * These programs are provided 100% Obligation Authority. Other programs are reduced accordingly.



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date August 16, 2018Consent Item ☐Information Item ☒Information
Amount of Presentation Time Needed Only

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

Subject

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

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

Background Information

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

Recommendations

Information only

Board Action

☐ Approved ☐ Deferred _____
☐ Other _____



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date August 15 - 16, 2018

Consent Item ☐

Information Item ☒

Amount of Presentation Time Needed 0 minutes

Presenter's Name Dave Tolman	Presenter's Title Controller	Initials	Reviewed By CRM
Preparer's Name Bryan Brown	Preparer's Title Financial Manager	Initials	

Subject

Summary of FY 2018 Budget vs. Actual Out-of-State and In-State Travel

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

Background Information

Out-of-State and In-State travel history for the last five fiscal years. Report attached.

Recommendations

For information.

Board Action

☐ Approved ☐ Deferred _____
☐ Other _____

IDAHO TRANSPORTATION DEPARTMENT
TRAVEL: OUT-OF-STATE / IN-STATE

prepared date: 07/23/18
prepared by: Bryan Brown, Financial Services

OUT-OF-STATE TRAVEL COMPARISON

BUDGET UNIT	FY14			FY15			FY16			FY17			FY18		
	Budget	Actual	Balance	Budget	Actual	Balance	Budget	Actual	Balance	Budget	Actual	Balance	Budget	Actual	Balance
TRFA - ADMIN	77,300	72,729	4,571	127,650	73,591	54,059	127,865	85,664	42,201	117,750	84,169	33,581	117,750	119,137	(1,387)
TRFC - DMV	51,300	54,498	(3,198)	47,500	47,025	475	45,330	35,115	10,215	51,330	42,314	9,016	51,330	44,269	7,061
TRFD - HWYS	112,400	121,859	(9,459)	156,670	129,086	27,584	174,327	151,531	22,796	181,400	159,913	21,487	181,400	166,203	15,197
TRFG - AERO	20,600	18,035	2,565	17,800	16,984	816	17,800	14,323	3,477	17,800	15,957	1,843	17,800	16,326	1,474
TRFH - TP	17,600	14,839	2,761	17,600	6,318	11,282	0	0	0	0	0	0	0	0	0
TOTAL	279,200	281,960	(2,760)	367,220	273,004	94,216	365,322	286,633	78,689	368,280	302,353	65,927	368,280	345,935	22,345
Percentage of Year's Budget		101%	-1%		74%	26%		78%	22%		82%	18%		94%	6%
Comparison between current and prior FY	27,900 11%	76,245 37%	(48,345) -106%	88,020 32%	(8,956) -3%	96,976 -3514%	(1,898) -1%	13,629 5%	(15,527) -16%	2,958 1%	15,720 5%	(12,762) -16%	0 0%	43,582 14%	(43,582) -66%

IN-STATE TRAVEL COMPARISON

BUDGET UNIT	FY14			FY15			FY16			FY17			FY18		
	Budget	Actual	Balance	Budget	Actual	Balance	Budget	Actual	Balance	Budget	Actual	Balance	Budget	Actual	Balance
TRFA - ADMIN	184,030	140,078	43,952	178,652	138,447	40,205	180,027	151,171	28,856	194,579	168,041	26,538	207,809	178,028	29,781
TRFC - DMV	95,797	65,729	30,068	72,257	75,662	(3,405)	85,115	88,720	(3,605)	113,070	119,406	(6,336)	131,910	92,389	39,521
TRFD - HWYS	1,187,875	819,914	367,961	1,130,005	839,717	290,288	1,072,774	972,566	100,208	1,047,236	1,077,750	(30,514)	1,181,227	1,202,155	(20,928)
TRFG - AERO	85,696	46,208	39,488	45,000	39,336	5,664	54,050	57,077	(3,027)	60,483	55,451	5,032	58,835	66,152	(7,317)
TRFH - TP	49,860	29,162	20,698	36,510	13,924	22,586	0	0	0	0	0	0	0	0	0
TOTAL	1,603,258	1,101,091	502,167	1,462,424	1,107,086	355,338	1,391,966	1,269,534	122,432	1,415,368	1,420,648	(5,280)	1,579,781	1,538,724	41,057
Percentage of Year's Budget		69%	31%		76%	24%		91%	9%		100%	0%		97%	3%
Comparison between current and prior FY	(4,078) 0%	3,778 0%	(7,856) -2%	(140,834) -9%	5,995 1%	(146,829) -29%	(70,458) -5%	162,448 15%	(232,906) -66%	23,402 2%	151,114 12%	(127,712) -104%	164,413 12%	118,076 8%	46,337 -878%

TOTAL OUT-OF-STATE AND IN-STATE TRAVEL COMPARISON



BUDGET UNIT	FY14			FY15			FY16			FY17			FY18		
	Budget	Actual	Balance	Budget	Actual	Balance	Budget	Actual	Balance	Budget	Actual	Balance	Budget	Actual	Balance
TRFA - ADMIN	261,330	212,807	48,523	306,302	212,038	94,264	307,892	236,835	71,057	312,329	252,210	60,119	325,559	297,165	28,394
TRFC - DMV	147,097	120,227	26,870	119,757	122,687	(2,930)	130,445	123,835	6,610	164,400	161,720	2,680	183,240	136,658	46,582
TRFD - HWYS	1,300,275	941,773	358,502	1,286,675	968,803	317,872	1,247,101	1,124,097	123,004	1,228,636	1,237,663	(9,027)	1,362,627	1,368,358	(5,731)
TRFG - AERO	106,296	64,243	42,053	62,800	56,320	6,480	71,850	71,400	450	78,283	71,408	6,875	76,635	82,478	(5,843)
TRFH - TP	67,460	44,001	23,459	54,110	20,242	33,868	0	0	0	0	0	0	0	0	0
TOTAL	1,882,458	1,383,051	499,407	1,829,644	1,380,090	449,554	1,757,288	1,556,167	201,121	1,783,648	1,723,001	60,647	1,948,061	1,884,659	63,402
Percentage of Year's Budget		73%	27%		75%	25%		89%	11%		97%	3%		97%	3%
Comparison between current and prior FY	23,822 1%	80,023 6%	(56,201) -10%	(52,814) -3%	(2,961) 0%	(49,853) -10%	(72,356) -4%	176,077 13%	(248,433) -55%	26,360 2%	166,834 11%	(140,474) -70%	164,413 9%	161,658 9%	2,755 5%



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date August 15 -16, 2018Consent Item ☐Information Item ☒Amount of Presentation Time Needed Information

Presenter's Name Dave Tolman	Presenter's Title Financial Services Controller	Initials DT	Reviewed By 
Preparer's Name Nancy Luthy	Preparer's Title Revenue Operations Manager	Initials NL 	

Subject

Return Check Report for FY 2018

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

Background Information

The following is a report of FY 2018 dollar value of checks returned and collected.

	FY 2018	FY 2017
Total Value of Checks	\$33,654,792	\$39,940,762
Value of Returned Checks	\$154,417	\$185,837
Quantity of checks	69	59
Percent of return checks based on all checks received	.46%	.47%
Collection of returned checks	\$118,057	\$170,765
Annual collection rate	76.45%	91.89%

Analysis:

When comparing FY 2018 and FY 2017, we experienced a 15.74% decrease in dollar value of returned checks. We experienced a 16.95% increase in the quantity of returned checks. The collection rate for FY 2018 was 76.45% compared with FY 2017 of 91.89%.

Conclusion:

Overall the department receives a minimal amount of returned checks. Our collection efforts follow industry standards.

Recommendations

Board Action

☐ Approved ☐ Deferred _____☐ Other _____



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date August 2018

Consent Item ☐

Information Item ☒

Amount of Presentation Time Needed _____

Presenter's Name L. Scott Stokes	Presenter's Title Chief Deputy	Initials LSS	Reviewed By
Preparer's Name Reed Hollinshead	Preparer's Title Public Information Specialist	Initials REH	

Subject

Performance Measurement Report for the Division of Financial Management (DFM)		
Key Number	District	Route Number

Background Information

Idaho Code 67-1901 through 1904 requires that all state agencies must submit an annual Performance Measurement Report to the Division of Financial Management (DFM) before September 1.

The template for this report is provided by DFM and includes the following minimum requirements for SFY 2018:

- Agency overview
- Core functions of the department
- Revenues and Expenditures
- Cases managed and Key Services provided

Recommendations

Report for Board information only.

Note: Director Brian Ness, or his designee, must certify the data provided in the report have been internally assessed for accuracy and, to the best of his knowledge, are deemed to be accurate.



Board Agenda Item

ITD 2210 (Rev. 10-13)

Board Action

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

Part I – Agency Profile

Agency Overview

Every hour of every day – the work of the Idaho Transportation Department (ITD) touches the lives of Idahoans.

Idaho's state transportation system connects people to jobs, education, healthcare, places of worship, cultural and sporting events, recreational opportunities, and family members. It ensures our security at home and abroad.

A strong transportation system is critical to the nation's and Idaho's economy. A robust, growing economy requires that a sustainable transportation system.

ITD is responsible for operating, preserving, restoring and improving an integrated network of 12,323 lane miles of highways and roads, 1,824 bridges, 2,523 miles of Idaho Byways, and 31 state backcountry airstrips. The state highway system also includes 31 rest areas and 12 fixed ports of entry.

The department is funded with dedicated federal and state taxes and fees. The department's headquarters is in Boise, with district offices in Coeur d'Alene, Lewiston, Boise, Shoshone, Pocatello, and Rigby. The department is authorized for 1,648 full-time positions for SFY 2018.

ITD's Mission --Your Safety, Your Mobility, Your Economic Opportunity--comes with an overriding vision to be the best transportation department in the country.

BOARD MEMBERS	EXECUTIVE MANAGEMENT
Jerry Whitehead, Chair	Brian Ness, Director
R. James (Jim) Coleman, District 1	Scott Stokes, Chief Deputy
Janice (Jan) Vassar, District 2	Travis McGrath, Chief Operations Officer
Julie DeLorenzo, District 3	Brenda Williams, Chief Human Resources Officer
Jim Kempton, District 4	Charlene McArthur, Chief Administrative Officer
Dwight Horsch, District 5	
Lee Gagner, Vice Chair, District 6	

Core Functions/Idaho Code

- **Highway Districts** – manage operations and maintenance activities and provide safety and facility improvements on the state highway system. Title 40, Idaho Code.
- **Administration** – provide department-wide management of financial systems and controls, information technology, business support and procurement. Title 40, Idaho Code.
- **Human Resources** – provide department-wide management and support for human resource and personnel administrative functions; oversight of Civil Rights including Title VI, Equal Employment Opportunity and the Disadvantaged Business Enterprise programs as required by federal regulations.
- **Motor Vehicles** – manage drivers' licenses, weigh-station operations and Ports of Entry, vehicle registrations and titles, over-legal permits, vehicle-dealer licensing and revenues generated. Title 49 and sections of Titles 40, 61, and 63, Idaho Code.
- **Engineering Plans, Products and Services** – plan, develop and implement a safe, efficient, integrated multimodal transportation system including the administration and oversight of federal programs for public transportation, freight, railways, bicycles and pedestrians while managing the department's air quality, environmental, data collection and performance measurement processes. Title 40, Idaho Code.
- **Aeronautics** – help Idaho cities and counties develop aeronautics and local airports into a safe, coordinated aviation system. Manages state-owned airstrips and coordinates searches for missing aircraft. Title 21, Idaho Code.

Revenues ^{1,2,5,6}	FY 2016	FY 2017	FY 2018	FY 2019
Aeronautics Fund				
State	\$2,682,521	\$2,698,896	\$3,014,615	-----
Federal	\$114,422	\$230,503	\$258,214	-----
State Highway Account Fund				
State	\$326,296,651	\$335,741,796	\$340,218,991	-----
Federal	\$287,261,194	\$267,218,716	\$333,536,795	-----
Local	\$10,783,213	\$5,214,317	\$4,029,825	-----
Strategic Initiatives Program Fund ⁵				
State	\$240,982	\$11,261,201	\$16,889,688	-----
Transportation Expansion & Congestion Mitigation Fund ⁶				
State	\$0	\$0	\$22,719,687	-----
Total	\$627,378,983	\$622,365,429	\$720,667,815	-----
Expenditures ¹⁻⁶	FY 2016	FY 2017	FY 2018	FY 2019
Personnel Costs	\$105,878,456	\$112,220,788	\$114,152,124	-----
Operating Expenditures	\$87,909,344	\$97,501,575	\$102,292,368	-----
Capital Outlay ⁴	\$360,767,959	\$371,334,617	\$504,661,918	-----
Trustee/Benefit Payments	<u>\$17,586,485</u>	<u>\$18,523,207</u>	<u>\$18,634,909</u>	-----
Total	\$572,142,244	\$599,580,187	\$739,741,319	-----

Footnotes:

¹Revenues and Expenditures include ARRA Stimulus receipts and expenditures.²Revenues and Expenditures do not include GARVEE bond proceeds or project costs.³Expenditures include cash expenditures and encumbrances.⁴Capital Outlay includes GARVEE debt service payments.⁵Strategic Initiatives Program Fund as established in House Bill No. 312.⁶Transportation Expansion and Congestion Mitigation Fund as established in Senate Bill 1206.

Profile of Cases Managed and/or Key Services Provided

Cases Managed or Key Services	FY14	FY15	FY16	FY17	FY18
Construction contracts awarded	97	86	134	117	120
Value of awarded projects (in millions)	\$306.2	\$173.9	\$216.7	\$309.4	\$380.3 million
Processing & oversight of accounting transactions	4,450,105	4,365,593	4,037,609	4,206,622	4,513,611
Number of vendor payments processed	47,344	44,034	43,578	44,886	45,682
511 Statewide Traveler Assist System					
▪ Phone calls received	160,990	111,148	137,315	199,462	107,228
▪ Visits to web site	2,527,543	2,300,763	3,052,542	4,590,272	3,787,765
▪ Smartphone App Sessions	15,848	175,781	497,676	1,160,866	957,600
Cases Managed or Key Services	CY14	CY15	CY16	CY17	CY18
Vehicle miles traveled on state system highways (in 100 millions)	86.9	90.8	94.2	96.4	-----
Vehicle registrations	1,660,154	1,687,351	1,698,137	1,791,256	-----
Drivers' licenses in force	1,128,497	1,144,293	1,165,158	1,208,319	-----
Counties receiving public transportation services (of 44)	43	43	43	43	-----

FY 2018 Performance Highlights *(Optional)***Part II – Performance Measures**

Performance Measure		2014	2015	2016	2017	2018	2019
The Transportation System is Safe							
1. Reduce Five-Year Fatality Rate Per 100 Million Miles Traveled	actual	1.20	1.19	1.29	1.33	-----	-----
	target	1.27	1.19	1.19	1.19	1.19	
The Transportation System is in Good Condition and Unrestricted							
2. Maintain the Percent of Pavement in Good or Fair Condition (CY)	actual	85%	86%	85%	85%	86%	-----
	target	80%	80%	80%	80%	80%	
3. Maintain the Percent of Bridges in Good or Fair Condition (CY)	actual	74%	74%	76%	75%	74%	-----
	target	80%	80%	80%	80%	80%	
4. Increase the Percent of Time Mobility Unimpeded during Winter Storms (Start Year of Winter Season)	actual	59%	73%	79%	74%	85%	-----
	target	55%	55%	60%	73%	73%	
Services are Timely and Cost-Effective							
5. Hold Administration and Planning Expenditures Constant (FY)	actual	\$29.6 million	\$30.2 million	\$30.2 million	\$32.3 million	\$ ----- million	-----
	target	\$27 to \$31 million	\$27 to \$31 million	\$27 to \$31 million	\$27 to \$31 million	\$27 to \$31 million	
Performance Measure		2014	2015	2016	2017	2018	2019
6. Increase the Percent of Highway Project Designs Completed on Time (FFY)	actual	82%	68%	56%	48%	100%	-----
	target	100% by target date	100% by target date	100% by target date	100% by target date	100% by target date	
7. Maintain Construction Cost at Award as a Percent of the Programmed Budget (FFY)	actual	98%	89%	91%	91%	94%	-----
	target	90% to 110%	90% to 110%	90% to 110%	90% to 110%	84% to 110%	1
8. Maintain Construction Cost as a Percent of Contract Award (CY)	actual	109.6%	106.2%	109.0%	106.4%	102.0% (so far)	-----
	target	95% to 105%	95% to 105%	95% to 105%	95% to 105%	95% to 105%	
Customers are Satisfied with ITD Services							
9. Maintain the Average 7-Day Processing Time for Vehicle Titles (CY)	actual	9 days	5 days	6 days	4 days	4 days (so far)	-----
	target	7 days	7 days	7 days	7 days	6 days	
10. Increase the Number of Motor Vehicle Transactions Processed Online (CY)	actual	277,600	266,300	256,700	287,500	145,200 (so far)	-----
	target	267.4	289.6	311.9	312.0	300.0	

Performance Measure Explanatory Notes *(Optional)*

For More Information

Reed Hollinshead
Idaho Transportation Department
3311 West State Street
Boise, ID 83707-1129
Phone: (208) 334-8881
E-mail: Reed.Hollinshead@itd.idaho.gov



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date August 16, 2018Consent Item ☐Information Item ☐Amount of Presentation Time Needed 10 minutes

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

Subject

Zero Fatalities Award D1		
Key Number	District	Route Number

Background Information

Benewah County is one of four counties in Idaho with zero fatalities on their roadways in 2017. The Benewah County Sheriff, County Commissioners, ISP D1 and the ITD Shed in that area will be recognized for their efforts and dedication to highway safety.

Benewah County joins Camas, Clark and Teton Counties as the only counties with zero fatalities in 2017.

Recommendations

For information.

Board Action

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



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date August 16, 2018

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

Presenter's Name John Tomlinson	Presenter's Title Highway Safety Manager	Initials JT	Reviewed By
Preparer's Name John Tomlinson	Preparer's Title Highway Safety Manager	Initials JT	

Subject

Work Zone Safety		
Key Number	District	Route Number

Background Information

There was a significant increase in fatalities in Idaho work zones in 2017. Here are the totals for the last six years:

Injury Type	2012	2013	2014	2015	2016	2017	Total
Fatalities	1	3	1	2	0	9	16

Several areas of ITD have come together to focus on work zone safety. Three PSAs have been put together to highlight the importance of paying attention and following the signs in a work zone. Two of these PSAs will be shown for the first time. Also, law enforcement will be there to talk about what they see and give suggestions to make work zones safer.

Recommendations

For information.

Board Action

☐ Approved ☐ Deferred _____

☐ Other _____



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date 8/16/2018Consent Item ☐Information Item ☐Amount of Presentation Time Needed 20 Minutes

Presenter's Name Ken Kanownik, Jeff Marker	Presenter's Title PSM, Freight Manager	Initials KJK, JM	Reviewed By LSS
Preparer's Name Ken Kanownik	Preparer's Title PSM	Initials KJK	

Subject

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

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 guidance materials under the topic of New and Emerging Technologies.

Recommendations

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

Board Action

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



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date August 16, 2018Consent Item ☐ Information Item ☐ Amount of Presentation Time Needed 10 Minutes

Presenter's Name Randy Gill	Presenter's Title PMO Manager	Initials	Reviewed By
Preparer's Name Randy Gill	Preparer's Title PMO Manager	Initials	

Subject

PROGRAM MANAGEMENT OFFICE ESTIMATING MANAGERS UPDATE		
Key Number	District	Route Number

Background Information

In March 2018 a presentation was given to the Board to introduce the ITIP Program Management Office (PMO) and provide information on the status and direction of the Program Management Office and today I want to give you an update on the Estimating Group within the PMO by covering these items:

- 1 – Recent bidding information
- 2 – Short term Estimating Managers goals and tasks
- 3 – Estimating Managers Roles and Responsibilities in ITIP Program Delivery

Recommendations

For information.

Board Action

☐ Approved ☐ Deferred _____

☐ Other _____



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date August 16, 2018Consent Item ☐ Information Item ☐ Amount of Presentation Time Needed 25 minutes

Presenter's Name	Presenter's Title	Initials	Reviewed By
Bob Thompson / Joel Drake	Economist / Financial Mgr.	rt / jd	CRM
Preparer's Name	Preparer's Title	Initials	
Bob Thompson / Joel Drake	Economist / Financial Mgr.	rt / jd	

Subject

August 2018 Revenue Forecast & Proposed FY2020 Appropriation Request and Resolution		
Key Number	District	Route Number

Background Information

The department's revenue forecast was updated August 1, 2018. Bob Thompson will review the current forecast.

FY2020 budget requests are due by the statutory deadline of September 4, 2018 this year. Joel Drake will review the department's proposed FY2020 Appropriation request.

Attached information:

- * August 2018 Revenue Forecast
- * Select Highlights
- * Comparison: June Workshop Draft vs. Proposed FY20 Appropriation Request
- * FY20 Proposed Budget Request Summary
- * FY20 Draft Summary and Certification (Form B-2)

Pursuant Board review of the attached information and approval of the Proposed FY2020 Budget Request Summary and Resolution, the fully detailed FY2020 Budget Request will be finalized and submitted to the Division of Financial Management and Legislative Services Office. Copies of the submitted request will be available upon request after September 4, 2018.

Recommendations

Approve the accompanying Board Resolution page 101.

Board Action

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

Summary of ITD Revenues History and Forecast

	A	B	C	D	E	F	G
3			History			August 1, 2018	
4						Forecast	
5			FY 2016	FY 2017	FY 2018	FY 2019	FY 2020
6	State Highway Account	Federal					
7		FHWA	\$ 272.57	\$ 252.18	\$ 318.71	\$ 308.52	\$ 314.73
8		FMCSA - DMV	\$ 0.40	\$ 2.88	\$ 0.72	\$ 3.60	\$ 3.60
9		FTA - Transit	\$ 10.25	\$ 8.29	\$ 10.09	\$ 12.77	\$ 12.77
10		NHTSA - Hwy Safety	\$ 3.93	\$ 3.49	\$ 3.94	\$ 4.55	\$ 4.55
11		Total Federal	\$ 287.15	\$ 266.85	\$ 333.45	\$ 329.44	\$ 335.65
12		State					
13		Dedicated (HDA)	\$ 198.21	\$ 201.66	\$ 208.22	\$ 211.44	\$ 213.06
14		Miscellaneous (SHA direct)	\$ 50.33	\$ 48.93	\$ 48.82	\$ 36.13	\$ 37.06
15		Ethanol exemption	\$ 17.09	\$ 17.22	\$ 17.78	\$ 18.30	\$ 18.50
16		Cigarette Tax*	\$ 7.35	\$ 4.58	\$ -	\$ -	\$ -
17		HB312 Fuels Revenue	\$ 34.12	\$ 41.31	\$ 42.74	\$ 43.92	\$ 44.94
18		HB312 Registration Revenue	\$ 19.21	\$ 22.04	\$ 22.65	\$ 21.99	\$ 22.92
19		Total State	\$ 326.30	\$ 335.74	\$ 340.22	\$ 331.77	\$ 336.49
20		Local	\$ 12.01	\$ 2.33	\$ 12.85	\$ 4.16	\$ 4.71
21		Interagency	\$ 0.27	\$ -	\$ -	\$ -	\$ -
22	Total State Highway Account		\$ 625.73	\$ 604.92	\$ 686.52	\$ 665.37	\$ 676.85
23			FY 2016	FY 2017	FY 2018	FY 2019	FY 2020
24	SIPF	ITD					
25		General Fund - Surplus Eliminator	\$ -	\$ 10.97	\$ 16.60	\$ 36.18	\$ -
26		Interest	\$ 0.24	\$ 0.30	\$ 0.29	\$ 0.74	\$ 0.33
27		LHTAC					
28		General Fund - Surplus Eliminator	\$ -	\$ -	\$ 11.07	\$ 24.12	\$ -
29		Interest	\$ -	\$ -	\$ 0.02	\$ 0.33	\$ -
30	Total Strategic Initiative Fund		\$ 0.24	\$ 11.26	\$ 27.98	\$ 61.36	\$ 0.33
31			FY 2016	FY 2017	FY 2018	FY 2019	FY 2020
32	TECM	Sales Tax Revenue	\$ -	\$ -	\$ 15.71	\$ 16.00	\$ 16.72
33		Cigarette Tax*	\$ -	\$ -	\$ 6.90	\$ 0.81	\$ -
34		Interest	\$ -	\$ -	\$ 0.11	\$ 0.07	\$ 0.07
35	Total Expansion and Mitigation		\$ -	\$ -	\$ 22.72	\$ 16.88	\$ 16.79
36			FY 2016	FY 2017	FY 2018	FY 2019	FY 2020
37	Aeronautics	Federal	\$ 0.11	\$ 0.23	\$ 0.26	\$ 0.67	\$ 0.67
38		State					
39		Fuel Taxes	\$ 2.11	\$ 2.12	\$ 2.31	\$ 2.15	\$ 2.15
40		Miscellaneous	\$ 0.32	\$ 0.33	\$ 0.41	\$ 0.33	\$ 0.33
41		Total State	\$ 2.43	\$ 2.45	\$ 2.72	\$ 2.48	\$ 2.48
42		Local	\$ -	\$ -	\$ -	\$ -	\$ -
43		Interagency	\$ 0.25	\$ 0.25	\$ 0.29	\$ 0.25	\$ 0.25
44	Total Aeronautics Fund		\$ 2.80	\$ 2.93	\$ 3.27	\$ 3.40	\$ 3.40
45							
46	TOTAL Federal		\$ 287.26	\$ 267.08	\$ 333.71	\$ 330.10	\$ 336.32
47	TOTAL State		\$ 328.97	\$ 338.49	\$ 365.95	\$ 351.88	\$ 356.09
48	TOTAL Local		\$ 12.01	\$ 2.33	\$ 12.86	\$ 4.48	\$ 4.71
49	TOTAL Interagency		\$ 0.52	\$ 0.25	\$ 0.29	\$ 0.25	\$ 0.25
50	TOTAL General Fund		\$ -	\$ 10.97	\$ 27.67	\$ 60.30	\$ -
51	GRAND TOTAL		\$ 628.77	\$ 619.11	\$ 740.49	\$ 747.01	\$ 697.37
52	*Does not include \$4.7 Million directed to the GARVEE Debt Service Account for state match on bond payments						

IDAHO TRANSPORTATION BOARD
FY2020 BUDGET REQUEST – AUGUST 2018
SELECT HIGHLIGHTS

Revenue and Funding Outlook

- Federal - FY20 is the last year for the FAST Act
- State
 - Growth rates overall for State funds
 - **Highway Distribution Account:** 1.5% growth in FY19 and an additional 0.8% in FY20
 - **HB312 receipts:** 0.8% growth in FY19 and an additional 3.8% in FY20
 - Surplus Eliminator - 60/40 split - has been separated by ITD / LHTAC, transfers and interest, in the Forecast
 - Surplus Eliminator transfer to State Highway Account sunsets with the FY18 transfer.
 - Cigarette Tax within the Transportation Expansion and Congestion Mitigation fund ECM) - the current forecast provided by the Division of Financial Management (DFM) reflects no Cigarette Tax revenue in FY20 or beyond. An updated forecast is expected from DFM later this month.
 - Petroleum Clean Water Trust Fund distribution - 0.8 cents - will continue through at least FY24
 - Aero fund - continued strong growth in fuel taxes are forecasted through FY20

FY19 Supplemental Appropriation Request

- \$62.14M Strategic Initiatives Program Fund – General Fund surplus transfer, plus interest
 - \$37.67M (60% state highway system) - \$36.18M transfer, plus \$1.49M interest
 - \$24.46M (40% local system) - \$24.12M transfer, plus \$0.34M interest
- \$90.24M FHWA INFRA Grant, I-84 Karcher Interchange to Franklin Boulevard (official notice pending)

FY20 Appropriation Request

Personnel reflects a \$1.15M (+1%) increase for Change in Employee Compensation (CEC)

Employer Benefit Costs reflect an overall increase of \$0.42M

- \$ -0- no change in Health Insurance
- \$ + 0.55M increase in employer PERSI contributions
- \$ - 0.11M decrease in workers compensation insurance
- \$ - 0.02M decrease in unemployment insurance

\$22.96M Equipment Replacement spending authority

- \$8.33M BuyBack proceeds, \$7.80M BuyBack cost, \$0.53M net BuyBack proceeds

Eleven Line Items are included in the FY20 request

- \$43.2M total
 - \$42.8M one-time, \$0.4M ongoing
 - \$10.8M State-funded, \$28.4M Federal, & \$4.0M Local
- Line Items are listed separately in the attachment titled Proposed FY20 Appropriation Request

FY20 Debt Service is scheduled at \$66.9M (\$61.9M Federal, \$5.0M State)

IDAHO TRANSPORTATION DEPARTMENT
PROPOSED FY20 APPROPRIATION REQUEST - August 2018 Board Meeting
as of: 08-03-2018
(\$ in millions, rounded)

	DRAFT Board Wrkshp Jun 21 2018	August Board Meeting		Description of Change from June Draft
		Proposed Request Aug 16, 2018	\$ Change	
1 CASH, Beginning	34.3	43.2	8.9	Actual FY18 year-end close and impact of revised revenue forecast yielded a net \$8.9M larger beginning cash balance than projected in June
Revenue				
2 Federal	336.3	336.3	-	
3 Fed - Obligated Unspent	40.0	40.0	-	
4 State	338.9	343.7	4.8	August 2018 Forecast increased projected FY20 state revenue compared to estimates in the June Draft
5 Interagency	0.6	0.6	0.0	
6 Local	4.7	4.7	-	
7 TECM	16.8	16.8	-	
8 Total Revenue	737.3	742.1	4.8	Net change to Revenue
9 Expenditures				
10 Personnel	139.0	134.5	(4.5)	Adopted employer benefit costs published in the statewide Budget Development Manual issued by the DFM and LSO on July 15th, versus estimates used in the June Draft: \$-4.7M reduction in Health Insurance costs (no increase in FY20 - remains at \$11,650 per employee) \$+0.2M increase in PERSI employer contribution, Unemployment Insurance, and Worker's Compensation rates
11 Operating	90.6	90.6	-	
12 Capital Facilities	5.4	5.4	-	
13 Equipment	26.5	25.8	(0.7)	decrease in Equipment requests, due to refinement of estimates used in the June Draft
14 Trustee & Benefits	18.4	18.4	-	
15 Contract Construction	424.9	420.4	(4.5)	Net decrease in Construction based on available funding: \$+1.6M increased TECM receipts \$+3.2M increased Pre-fy20 ER funds \$-9.3M increase in ongoing base reduction
16 Total Expenditures	704.8	695.2	(9.6)	Net change in Spending Authority, due to Expenditures changes described above
16 Anticipated Reversions	(0.6)	(1.2)	(0.6)	
17 Debt Service	66.9	66.9	-	
18 Dept of Comm Transf (\$25K)	0.0	0.0	-	
19 Total Program Funding	771.7	762.1	(10.2)	Net change in Total Program funding
20 CASH, Ending	(0.8)	22.0	22.7	\$22.0M projected Ending Cash Balance: \$ 2.0M State Highway Account - reserved for FY20 CEC above 1% \$18.6M State Highway Account - reserved for FY21 Capital Facilities needs \$1.4M Aeronautics Fund - reserved for future program funding

IDAHO TRANSPORTATION DEPARTMENT
August 2018 Board Meeting
Proposed FY20 Appropriation Request

		<u>Funding</u>	<u>FTE's</u>
1	FY20 BASE	\$ 651,664,200	1,648.0
2			
3	Adjustments		
4	Change In Benefit Costs	\$ 419,500	
5	Change in Employee Compensation (1.0%)	1,145,000	
6	Statewide Cost Allocation (projected, pending from DFM - Sept 2018)	147,700	
7	Replacement Equipment	22,961,000	
8	Personnel Appropriation: Highway Operations - add back FY19 one-time reduction	1,475,000	
9	Contract Construction: Base Reduction, Ongoing Spending Authority	(25,836,600)	
10		\$ 311,600	
11			
12	FY20 ADJUSTED BASE	\$ 651,975,800	1,648.0
13			
14	Line Items		
15	Construction: Pre-FY20 funds - Emergency Relief, Federal, Local	\$ 35,304,400	
16	Highway Operations: Road and Shop Equipment - additional units	2,343,200	
17	Highway Operations: Integrated Enterprise Linear Referencing System	1,255,000	
18	Motor Vehicles: DMV Equipment for County Offices	8,800	
19	Motor Vehicles: Issue ID Cards at Department of Corrections Facilities	45,600	
20	Capital Facilities: Statewide Capital Facilities needs	2,100,000	
21	Administration: Video Conferencing Equipment Replacement / Upgrade	458,000	
22	Administration: Replacement Solution - Information Technology Service Mgmt	1,235,000	
23	Administration: Network Access Control & Security - Wired Connections	200,000	
24	Administration: Software License Compliance (timesheets and payroll)	146,400	
25	Aeronautics: Increase to Idaho Airport Aid Program (IAAP)	100,000	
26		\$ 43,196,400	
27			
28	FY20 TOTAL APPROPRIATION	\$ 695,172,200	1,648.0
29			
30	GARVEE Bond Debt Service	\$ 66,875,000	
31			
32			
33	FY20 TOTAL PROGRAM FUNDING	\$ 762,047,200	1,648.0

DEPARTMENT SUMMARY AND CERTIFICATION

AGENCY: IDAHO TRANSPORTATION DEPARTMENT

FUNCTION:

ACTIVITY: N/A

Agency Number: 290

Function Number:

Activity Number: 00

FY 2020 Request

Page ___ of ___ Pages

Original Submission Date ___ or Revision Request Date ___

2020

In accordance with 67-3503, Idaho Code, I certify the attached forms properly state the receipts and expenditures of the department (agency, office, or institution) for the fiscal years indicated. The summary of expenditures by major program, fund source, and standard class is indicated below.

			* PROPOSED FY2020 REQUEST *		
			SUBJECT TO BOARD REVIEW AND APPROVAL		
By Major Programs	2018 Total Appropriation	2018 Actual Expenditures	2019 Original Appropriation	2019 Estimated Expenditures*	2020 Total Request
290 01 Administration	28,172,000	25,780,900	28,493,200	28,493,200	29,494,900
290 02 Planning	-	-	-	-	-
290 03 Motor Vehicles	38,444,000	35,635,100	37,600,500	37,600,500	37,523,500
290 04 Highway Operations	199,562,000	189,723,800	194,166,500	194,166,500	199,058,200
290 05 Capital Facilities	7,244,300	7,267,000	3,555,000	3,555,000	5,445,000
290 06 Contract Construction & Right-of-Way Acquisition	796,809,800	433,397,500	431,597,600	857,599,700	420,427,400
290 07 Aeronautics	4,334,100	3,165,800	5,401,800	6,310,300	3,223,200
290 08 Transportation Performance	-	-	-	-	-
	-	-	-	-	-
TOTAL	1,074,566,200	694,970,100	700,814,600	1,127,725,200	695,172,200
By Fund Source	Total Appropriation	Actual Expenditures	Original Appropriation	Estimated Expenditures	Total Request
0260-02 d State Highway	532,970,400	399,705,100	358,533,800	515,313,000	321,769,900
0260-03 f State Highway	451,269,400	265,498,900	317,196,600	453,288,900	343,104,100
0260-04 i State Highway	-	-	-	-	-
0260-05 o State Highway	17,535,800	3,988,400	4,162,700	28,854,600	8,717,600
0260-46 f Stimulus Funds - Title XII ARRA	-	-	-	-	-
0269-02 d Transportation Expans & Congest Mitigation Fund	21,116,700	30,000	16,880,800	37,967,500	18,392,600
0270-02 d Strategic Initiatives Program Fund	36,222,000	11,459,800	-	62,556,400	-
0270-05 o Strategic Initiatives Program Fund	11,067,800	11,067,800	-	24,795,600	-
0221-02 d Aeronautics	3,716,300	2,390,000	3,146,500	4,055,000	2,291,700
0221-03 f Aeronautics	441,700	365,400	667,600	667,600	668,700
0221-04 i Aeronautics	226,100	464,700	226,600	226,600	227,600
0001-00 g General Fund	-	-	-	-	-
TOTAL	1,074,566,200	694,970,100	700,814,600	1,127,725,200	695,172,200
By Object	Total Appropriation	Actual Expenditures	Original Appropriation	Estimated Expenditures	Total Request
Personnel Costs	131,778,500	114,152,100	131,488,700	131,488,700	134,528,200
Operating Expenditures	119,982,500	102,292,400	102,311,700	103,987,100	101,398,000
Capital Outlay	779,828,000	448,822,900	444,584,100	843,104,500	436,915,900
Trustee and Benefit Payments	42,977,200	29,702,700	22,430,100	49,144,900	22,330,100
Lump Sum	-	-	-	-	-
TOTAL	1,074,566,200	694,970,100	700,814,600	1,127,725,200	695,172,200
TOTAL FTP	1,648.0	1,648.0	1,648.0	1,648.0	1,648.0
FUNDED FTP	1,648.0	1,648.0	1,648.0	1,648.0	1,648.0

* FY19 Estimated Expenditures includes: original appropriation, reappropriated spending authority from FY18, and FY19 supplemental appropriation request

RES. NO.

WHEREAS, the FY2020 Department Budget Request will be prepared in accordance with instructions in the Division of Financial Management's Budget Development Manual; and

WHEREAS, the Idaho Transportation Board has reviewed the Proposed FY2020 Budget Request Summary,

NOW THEREFORE BE IT RESOLVED, that the Transportation Board has reviewed the budget request estimates reflected in the Department Summary and Certification, submitted for approval August 16, 2018, as shown in Exhibit _____, which is made a part hereof with like effect, and authorizes the estimates and guidance provided to serve as the basis for the FY2020 budget request submitted to the Division of Financial Management and Legislative Services Office.



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date August 16, 2018Consent Item ☐ Information Item ☐ Amount of Presentation Time Needed 15 Minutes

Presenter's Name Mollie McCarty	Presenter's Title GAM	Initials MM	Reviewed By
Preparer's Name Ramón Hobdey-Sánchez	Preparer's Title GAPS	Initials RSHS	

Subject

Proposed Draft Legislation - 2019 Legislative Session		
Key Number	District	Route Number

Background Information

The attached pieces of draft legislation are the product of the 3 legislative ideas presented to the Idaho Transportation Board in June and July. The 3 legislative proposals are:

- 1) Changing flag size dimensions for overhanging loads from 12"x12" to 18"x18";
- 2) Provide clarification for law enforcement in regards to the physical surrendering of a driver's license; and
- 3) Distracted Driving.

The Division of Financial Management (DFM), within the Governor's Office, **disapproved** all 3 legislative ideas on July 31, 2018.

Draft legislation proposals are presented to the Board for their review and approval in August and draft legislation must be submitted to DFM by August 17, 2018.

Recommendations

For your review and consideration.

Board Action

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

IN THE _____
_____ BILL NO. _____
BY _____

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.

IN THE _____
_____ BILL NO. _____
BY _____

AN ACT

RELATING TO OVERHANGING LOADS AND FLAG SIZE; AMENDING SECTION 49-913, IDAHO CODE, TO CHANGE THE MINIMUM FLAG SIZE FOR OVERHANGING LOADS; AND AMENDING SECTION 49-1010, IDAHO CODE, AS IT RELATES TO OVERHANGING LOADS AND FLAG SIZE.

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

SECTION 1: That Section 49-913, Idaho Code, be, and the same is hereby amended to read as follows:

49-913. LAMP OR FLAG ON PROJECTING LOAD. Whenever the load upon any vehicle extends to the rear four (4) feet or more beyond the bed or body of the vehicle, there shall be displayed at the extreme rear end of the load, at the times specified in section 49-903, Idaho Code, a red light or lantern plainly visible from a distance of at least five hundred (500) feet to the sides and rear. The red light or lantern required under this section shall be in addition to the red rear light required upon every vehicle. At any other time there shall be displayed at the extreme rear end of the load a red or fluorescent orange flag a minimum of ~~twelve-eighteen~~ (12~~8~~) inches by ~~twelve-eighteen~~ (12~~8~~) inches and hung so that the flag is visible to the driver of a vehicle approaching from the rear.

SECTION 2: That Section 49-1010, Idaho Code, be, and the same is hereby amended to read as follows:

49-1010. SIZE OF VEHICLES AND LOADS. No vehicle shall exceed the dimensions specified below, except that certain devices determined by the board as necessary for the safe and efficient operation of motor vehicles, including energy conservation devices, shall be excluded from the calculation of width or length.

(1) The width of a vehicle, including any load thereon, except as noted below, shall not exceed 8 1/2 feet.

(a) The limitations as to size of vehicles stated in this section shall not apply to farm tractors or to implements of husbandry, including any load thereon, or any trailer not wider than the implement of husbandry used in the transportation of implements of husbandry for agricultural operations, and including all equipment

used in land leveling operations, when being incidentally operated upon the highway from one (1) farm operation to another during daylight hours.

(b) The limitations as to size of vehicles shall not apply to farmers or their designated agents, or equipment dealers transporting implements of husbandry and equipment listed in paragraph (a) of this subsection for the purpose of:

- (i) 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
- (ii) The purchase, sale, lease or rental of such implements of husbandry and equipment when traveling to or from a farm to a dealership, auction house or other facility during daylight hours.

(c) Notwithstanding the exemption from width limitation for farm tractors included in paragraph (a) of this subsection, the total outside width of any farm tractor being transported on the interstate system in this state, except as permitted by section 49-1004, Idaho Code, shall not exceed 9 feet.

(d) A farm tractor or implement of husbandry, when being incidentally transported upon the highway with a width in excess of the limits of paragraphs (a) and (c) of this subsection, must display one (1) red or fluorescent orange flag a minimum of ~~twelve~~eighteen (12~~8~~) by ~~twelve~~eighteen (12~~8~~) inches on the outermost left projection of the tractor or implement being transported.

(2) The height of a vehicle, including the load thereon, shall not exceed 14 feet.

(3) The length of a vehicle, or vehicle combination, except as noted below shall not exceed:

- (a) When a single motor vehicle 45 feet.
- (b) When a trailer or semitrailer, except as noted below 48 feet.
 - 1. Semitrailers operating on routes determined by the board to have severe curvature, deficient width and/or heavy traffic conditions shall be limited to an overall combination length not to exceed 65 feet.
 - 2. The length of a trailer tongue, or the length of the tongue of a converter gear used to convert a semitrailer to a trailer, shall be excluded from the calculation of a trailer length.
 - 3. Semitrailers operating on routes which are a part of the national network as set forth in 23 CFR 658, on routes providing access between the national network and terminals and facilities for food, fuel, repairs and rest which are located within one (1) road mile of the national network and state highways as set forth by policy and approved by the transportation board shall not exceed a length of 53 feet.
- (c) When a motor vehicle and one (1) or more trailers, except as noted in subsection (3)(b), (3)(d) and (3)(e) of this section 75 feet.
- (d) When a combination of semitrailer and trailer, or of two (2) semitrailers the length in such combination, including the connecting tongue and excluding the truck tractor except as noted below 61 feet.

When the combination of semitrailer and trailer or of two (2) semitrailers including the connecting tongues exceeds sixty-one (61) feet, the length of such combination including the truck tractor 75 feet.

(e) When a combination of a semitrailer and trailer, or of two (2) semitrailers operating on routes on the national network as set forth in 23 CFR 658, and on routes providing access between the national network and terminals and facilities for food, fuel, repairs and rest which are located within one (1) road mile of the national network, the length, including the connecting tongue and excluding the truck tractor, shall not exceed 68 feet.

(f) When a dromedary tractor with semitrailer, stinger-steered by having the kingpin located five (5) feet to the rear of the centroid of the rear axle(s) 75 feet.

(g) When a dromedary combination transporting class 1 explosive materials and/or any munitions-related security material as specified by the U.S. department of defense in compliance with 49 CFR 177.835, not meeting the stinger-steer requirement as defined in subsection (3)(f) of this section, up to 75 feet.

(h) When a dromedary tractor with semitrailer, not meeting the stinger-steer requirement as defined in subsection (3)(f) of this section 65 feet.

(i) When a boat transporter, stinger-steered as defined in subsection (3)(f) of this section, excluding front and rear overhang of load 75 feet.

(j) When an auto transporter, stinger-steered as defined in subsection (3)(f) of this section, excluding front and rear overhang of load 80 feet.

(k) When an auto transporter or boat transporter, not meeting the stinger-steer requirement as defined in subsection (3)(f) of this section, excluding front and rear overhang of load 65 feet.

(l) When a truck tractor with stinger-steered pole trailer or log dolly, connected by a reach or pole, or a combination used for transporting long loads such as poles, pipes, logs or structural members generally capable of sustaining themselves as beams between supporting bunks or connections 75 feet.

(4) The overhang or extension of a load shall not extend:

(a) Beyond the front of a vehicle, more than 4 feet.

(b) Beyond the end of a vehicle, more than 10 feet.

(c) Beyond the left fender of a passenger vehicle, more than 0 feet.

(d) Beyond the right fender of a passenger vehicle, more than 6 inches.

(e) To the front of a boat transporter, more than 3 feet.

(f) To the rear of a boat transporter, more than 4 feet.

(g) To the front of an auto transporter, more than 4 feet.

(h) To the rear of an auto transporter, more than 6 feet.

(5) Noncargo-carrying devices necessary for the safe and efficient operation of the vehicle, as determined by the board, shall not be included in measurement for length.

(6) No combination shall include more than three (3) units except when a saddlemount combination and the overall length allowed is:

(a) On the national network 97 feet.

(b) Other than the national network 75 feet.

(7) Vehicle combinations consisting of not more than four (4) vehicle units with an overall length in excess of the limits of subsection (3) of this section and with an overall combination length not to exceed one hundred fifteen (115) feet, may be operated by permit on routes designated for such operations by the public highway agency having jurisdiction over that highway system, subject to the following restrictions as to lengths of cargo-carrying units:

- (a) Truck tractor and two (2) trailing units 95 feet.
- (b) Truck tractor and three (3) trailing units 95 feet.
- (c) Truck and two (2) trailing units 98 feet.

IN THE _____
_____ BILL NO. _____
BY _____

AN ACT
RELATING TO DRIVER'S LICENSES; REPEALING SECTION 49-327, IDAHO CODE, RELATING
TO THE SURRENDER OF DRIVER'S LICENSES; AND AMENDING SECTION 49-331,
IDAHO CODE, TO REMOVE LANGUAGE RELATING TO THE SURRENDER AND/OR
SEIZURE OF A DRIVER LICENSE AND THE UNLAWFUL USE OF A DRIVER'S LICENSE.

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

SECTION 1: That Section [49-327, Idaho Code](#), be, and the same is hereby
repealed.

~~49-327. SURRENDER OF DRIVER'S LICENSE — APPLICATION FOR
DUPLICATE. (1) Upon suspending, canceling or revoking a driver's license, the
department shall require that the driver's license be surrendered to the
department. At the end of the period of suspension, revocation or cancellation the
driver may apply for a duplicate driver's license, provided that the driver is eligible
and has fulfilled all reinstatement requirements.~~

~~(2) If any person shall fail to return to the department the Idaho driver's
license as required, the department may direct any peace officer to secure its
possession and return the driver's license to the department.~~

SECTION 2: That Section 49-331, Idaho Code, be, and the same is hereby amended to
read as follows:

49-331. UNLAWFUL USE OF DRIVER'S LICENSE. It is a misdemeanor for any
person:

(1) To display or cause or permit to be displayed or have in his possession
any mutilated or illegible, ~~cancelled, revoked, suspended, disqualified,~~ fictitious or
fraudulently altered driver's license;

(2) To lend his driver's license to any other person or knowingly permit the
use of his driver's license by another;

(3) To display or represent as one's own a driver's license not issued to him;

~~(4) To fail or refuse to surrender to the department, upon its lawful demand,
any driver's license which has been suspended, revoked, disqualified or cancelled;~~

1 (~~5~~4) To use a false or fictitious name in any application for a driver's license,
2 or to knowingly make a false statement, or to knowingly conceal a material fact or
3 otherwise commit a fraud in any application;

4 (~~6~~5) To permit any unlawful use of a driver's license issued to him; or

5 (~~7~~6) To manufacture, produce, sell, offer for sale or transfer to another
6 person any document purporting to be a certificate of birth or driver's license.

7 In addition to the misdemeanor penalties that may be imposed for violation
8 of the provisions of paragraphs (1) through (~~7~~6) of this section, the court upon
9 conviction may enter an order directing the department to suspend the driver's
10 license, a permit to drive, privileges or any nonresident's driving privileges for a
11 period of ninety (90) days. A conviction under this section shall not be used as a
12 factor or considered in any manner for the purpose of establishing rates of motor
13 vehicle insurance charged by a casualty insurer, nor shall such conviction be
14 grounds for nonrenewal of any insurance policy as provided in section 41-2507,
15 Idaho Code.



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date August 16, 2018Consent Item ☐ Information Item ☐ Amount of Presentation Time Needed 10 Minutes

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

Subject

2019 ITD Commercial Motor Vehicle Permit Rules		
Key Number	District	Route Number

Background Information

At the July 19, 2018, Idaho Transportation Board meeting, Idaho Transportation Department (ITD) staff presented the consolidation of commercial motor vehicle (CMV) permits and their associated administrative rules.

These administrative rules provide the authority, process and details of ITD's issuance of CMV permits. There are currently 22 administrative rules that deal with CMV permits and they have been consolidated into 8. This consolidation also resulted in 17 permits merged into 8.

As noted and mentioned during the July Board meeting, staff has received concern from industry regarding the elimination of the "annual overweight/oversize" permit. Although ITD staff believes that the elimination of this permit would enhance safety and increase vital data collection, we acknowledge the industry's input, so ITD has reincorporated this permit back into the rules. ITD staff hopes that with more time and negotiations, a compromise or solution can be reached as it relates to this particular annual permit.

Therefore, the only change made to the rules that were presented in July is the inclusion of, and reference to, the annual overweight/oversize permit in:

- 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

Recommendations

Staff recommends that the Board approve these consolidated, proposed rules for the 2019 legislative session and that said rules be published in the Idaho Administrative Bulletin. Please see resolution on page 113.

Board Action

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

**IDAPA 39
TITLE 03
CHAPTER 03**

**39.03.03 - RULES GOVERNING ~~OVERLEGAL~~ SPECIAL PERMITS -
GENERAL CONDITIONS AND REQUIREMENTS**

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:~~0~~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)~~

010. 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.

~~041~~**81. --099. (RESERVED)**

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 ~~overlegal~~ special permits, but the loads must comply with the weight limits specified in the state highway contract. (4-5-00)

02. Authority. ~~Overlegal~~ 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 ~~Overlegal~~ Special Permits - General Conditions and Requirements." (4-5-00)

201. -- 299. (RESERVED)

300. OFFICES FOR ISSUANCE OF ~~OVERLEGAL~~ SPECIAL PERMITS.

The Department shall maintain a centralized ~~overlegal~~ special permit office at the Department Headquarters, making permits available ~~by telecopy~~ electronically ~~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~~ Special 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 8.5 I-90
Coeur d'Alene, Idaho 83814 ~~58764~~
(208) ~~772-1200~~ 769-1551 (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) ~~799-5090~~ 799-4824 (4-5-00)
- 04. ~~Idaho Transportation Department,~~ East Boise Port of Entry, District Three ~~Maintenance Office~~**
~~15503 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

~~Pocatello~~Inkom, Idaho ~~83205-4700~~83245
(208) ~~239-3300~~775-3322

(4-5-00)

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.

(10-2-89)

401. -- ~~44~~999. (RESERVED)

~~100~~450. 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 ~~overlegal~~ 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 exist 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.

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: (10-2-89)

- 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 terminals, unless conditions are such that severe breakup will

result.

(10-2-89)

760. 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.~~ (8-4-95)

770. 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. (10-2-89)

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.~~ (8-25-94)

780. 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. (8-4-95)

~~790. 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.~~ (8-4-95)

800. ~~OVERLEGAL~~ SPECIAL PERMIT FEES COSTS TO BE BORNE BY PERMITTEE.

The movement of oversize or overweight vehicles or vehicles with ~~over-legal~~ special 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.

(3-19-07)

~~801. -- 899. (RESERVED)~~

910. 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. (3-25-16)

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. (3-25-16)

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. (3-25-16)

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 (~~\$28~~30). (3-19-07)

b. Oversize only, two (2) trips, thirty ~~three~~ six dollars (~~\$33~~6). (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 (~~\$71~~33). (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~~ Overweight/Overweight 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~~ five dollars (~~\$435~~5). (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~~ (105,500 129,000) pounds, or exceeding the length limits imposed in Section 49-1010, Idaho Code, forty ~~three-five~~ five dollars (~~\$435~~5). (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 (~~\$71~~33). (3-21-12)

i. Overweight/Oversize or Overweight only (non-reducible), two (2) trips, ~~eighty-one~~ thirty-three dollars (~~\$81~~33). (3-21-12)

ii. 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~~ thirty-three dollars (~~\$103~~33). (3-21-12)

ij. 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~~ thirty-three dollars (~~\$116~~33). (3-21-12)

ik. Overweight/Oversize (non-reducible) annual permit fee for twelve (12) consecutive months, one hundred twenty-eight dollars (\$128). (3-21-12)

ml. Fee for reissuance or transfers, fifteen dollars (\$15). (3-19-07)

m. 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. (10-2-89)

DRAFT

**IDAPA 39
TITLE 03
CHAPTER 04**

**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~~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)

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. (4-5-00)

02. Permit to Be Carried in Vehicle. (1-3-93)

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.~~ (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 General Conditions and Requirements," Section 300910.)~~ (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. Refer to IDAPA 39.03.03, "Rules Governing Special Permits – General Conditions and Requirements" for conditions required for the issuance of special permits.~~ (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 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.~~ (4-5-00)

05. Movement, Traffic Control Plans, Loading, Parking on State Highways. (3-30-07)

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: (3-30-07)

i. Width exceeds twenty (20) feet. (3-30-07)

ii. Length exceeds one hundred fifty (150) feet. (3-30-07)

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)

11. **Necessity.** Necessity for movement. (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~~13. **Signature.** Signature of applicant. (10-2-89)
14. **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)
15. **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)
16. **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)
17. **Maximum Tire Weights.** The maximum overweight levels shall not exceed **eight hundred (800)** pounds per inch width of tire. (3-25-16)
- ~~18. **Single Trip Only.** All overweight or oversize/overweight non-reducible permits will be single trip permits. The annual will no longer be available.~~
- ~~18. **Single Axle Weight Restriction.** When a single axle or steer axle is over thirty five thousand (35,000) pounds bridge approval shall be required.~~
- ~~19. **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. (10-2-89)~~
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~~ (14~~5~~) 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~~ (14~~5~~) 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~~ (14~~5~~) 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,

- i. Excessively Oversize Loads. Excessively oversized 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~~ii. 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 oversized 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 oversized 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 oversized 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 oversized 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)

09. **Delaying Movement.** Enforcement personnel responsible for any section of highway may delay movements and carry out enforcement action for violations involving ~~overlegal~~ special permit operations. (4-5-00)

10. **Map Resources.** The Pilot/Escort Vehicle and Travel Time Requirement Map ~~is~~are available at the Idaho Transportation Department ~~Overlegal~~ Special Permit Office, and Ports of Entry, ~~and District Offices.~~ (4-5-00)

11. 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.

300. MAXIMUM OVERWEIGHT LEVELS FOR ANNUAL OVERWEIGHT/OVERSIZE PERMITS.

01. Allowable Gross Vehicle Weight. The gross vehicle weight allowable by overweight permit is subject to the seasonal stability of the roadway and the capacity of the structures on the route of travel. For the purpose of issuing ~~overlegal~~ special permits, seven (7) levels of overweight are established, based on the weight formula of $W = 500((LN/N-1) + 12N + 36)$ and routes for carrying the various levels of overweight are designated by color coding. The 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. The load factor based on the most critical bridge on the highway route will also be used in determining allowable weights. (3-25-16)

a. 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 permit for travel on red routes only, 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. Annual permits issued for red routes will be in addition to the annual permit required for other routes. (8-4-95)

b. 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 $W = 560 ((LN/N-1) + 12N + 36)$. (8-25-94)

c. Orange Routes -- 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 fifty-one thousand five hundred (51,500) pounds or the equivalent loading as determined by spacings and number of axles and computed by applying the formula $W = 600 ((LN/N-1) + 12N + 36)$. (3-30-01)

d. 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 $W = 640 ((LN/N-1) + 12N + 36)$. (8-25-94)

e. Blue Routes -- 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 $W = 675 ((LN/N-1) + 12N + 36)$. (3-30-01)

f. 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 $W = 755 ((LN/N-1) + 12N + 36)$. (3-30-01)

g. 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 $W = 825 ((LN/N-1) + 12N + 36)$. (8-25-94)

2. VEHICLES OR LOADS EXCEEDING ANNUAL PERMITTED WEIGHTS. VEHICLES OR LOADS EXCEEDING THE AXLE WEIGHTS, GROUPS OF AXLE WEIGHTS, OR TOTAL GROSS WEIGHTS ALLOWED ON ANY OF THE OVERWEIGHT LEVELS DESCRIBED IN SUBSECTION 300.01 MUST OPERATE BY SINGLE TRIP PERMITS ONLY IF APPROVED. (3-25-16)

301. -- ~~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)

**IDAPA 39
TITLE 03
CHAPTER 05**

**39.03.05 - RULES GOVERNING ~~SAFETY REQUIREMENTS OF OVERLEGAL~~ SPECIAL PERMITS --
OVERSIZE 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 49-940, 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)

~~**a.i.** 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 overwidth 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.

06191. -- 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:~~ (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)

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:~~ (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)

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 ~~a~~ 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.

~~700~~403. 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 ~~N-non-metallic destructive~~ Hheight Ppole 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 (operable).
- 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)~~

~~800~~404. 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)

401~~5~~. -- 499. (RESERVED)

500. TIME OF TRAVEL RESTRICITONS 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)

400~~600~~. 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: (3-28-18)

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.

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). (3-28-18)

a. Exempt trailers, as listed above, may not be used to haul implements of husbandry that are narrower than the overwidth trailer. (3-20-04)

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). (3-20-04)

601. -- 699. (RESERVED)

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. (3-25-16)

401. 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. (3-25-16)

~~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. (4-2-08)

~~02b.~~ Length. Not in excess of eighty (80) feet including tongue. (10-2-89)

~~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 ~~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. (3-25-16)

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:

Manufactured Homes and Office Trailers Width	Tire Width	Drive Axle Tire Rating	Min. Unladen Weight	Rear Axle Rating
Over 8' to 10'	7.00"	6 Ply	6,000#	None
Over 10'to 12'	8.00"	8 Ply	8,000#	15,000#
Over 12'	8.25"	10 Ply	12,000#	15,000#

(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)

07. 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)

08. 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)

~~301~~730. 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)

~~400~~750. 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 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. RELOCATION OF BUILDING OR HOUSES – GENERAL REQUIREMENTS.

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)

03. Additional restrictions relating to movement of buildings and houses:-

a. 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)

b. 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)

c. 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)

d. Overlength restrictions. Oversize vehicles operating under authority of a 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. (3-29-10)

e. Other time of travel restrictions may be noted on the permit due to special circumstances.

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)

10880. FEES

Refer to IDAPA 39.03.03 "Rules Governing Special Permits – General Conditions and Requirements" for conditions required for the issuance of special permits.

0890. 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.

8091. -- 899. (RESERVED)

900. 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. (3-20-14)

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. (3-20-14)

Res. No. _____ WHEREAS, the 2nd Regular Session of the 64th Idaho Legislature (2018) passed Senate Concurrent Resolution 130 which directed the Idaho Transportation Department to conduct negotiated rulemaking in an effort to streamline and consolidate the commercial motor vehicle permitting process; and

WHEREAS, the Idaho Transportation Department formally initiated the negotiated rulemaking process on May 2, 2018, and staff:

- Began contacting stakeholders on April 24, 2018,
- Provided a dedicated rulemaking webpage,
- Consolidated 22 administrative rules into 8,
- Consolidated 17 permits into 8; and

WHEREAS, Idaho Transportation Department staff held two (2) 5-hour negotiated rulemaking meetings by conducting and coordinating statewide, simulcast videoconferences in ITD Districts 1, 2, 4, 5, 6 and ITD Headquarters; and

WHEREAS, there has been an open comment period from May 2, 2018, and based on comments received, industry and stakeholders have been very pleased with the process and streamlining efforts; and

WHEREAS, in response to comments received from the public, the Idaho Transportation Department will continue with the issuance of annual overweight/oversize permits; and

WHEREAS, the proposed administrative rules and consolidation have been approved by the Division of Financial Management, within the Idaho Governor's Office; and

NOW, THEREFORE, BE IT RESOLVED, that the Idaho Transportation Board approves this rule consolidation and as it relates to this year's rulemaking, the Department will continue to issue annual overweight/oversize permits; and

NOW, THEREFORE, BE IT FURTHER RESOLVED, that the Idaho Transportation Board approves that these rules be published in the Idaho Administrative Bulletin, commencing the formal proposed rulemaking process and the rules are to be presented to the 2019 Idaho Legislature in accordance to Senate Concurrent Resolution 130.



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date August 16, 2018Consent Item ☐ Information Item ☐ Amount of Presentation Time Needed 10 Minutes

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

Subject

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

Background Information

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

The two IDAPA rules are:

39.02.46, Rules Governing Temporary Motor Vehicle Registration Permit

- DFM approved rule changes 6/8/18
- Held a negotiated rulemaking meeting on 7/25/18 from 9am-noon
- No formal comments were submitted
- DMV staff is simply aligning IDAPA with our standard business practice of the last 20+ years.

39.03.48, Rules Governing Routes Exempt From Local Plans and Ordinances

- DFM approved rule changes 7/12/18
- Rule change is simple in nature and therefore, was not negotiated
- No formal comments were submitted
- Staff recognized that with our systems changing/advancing, some become antiquated and not used or maintained, so the formal noun has simply been removed.

Each administrative rule is being brought forward as temporary/proposed; which means, if approved, they will have an effective date of 8/16/2018.

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

DFM=Division of Financial Management within the Gov.'s Office

Recommendations

Staff recommends that the Board approve these rules for the 2019 legislative session and that said rules be published in the Idaho Administrative Bulletin. Please see resolution on page 122.

Board Action

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



Tracking #: **A290-2018-4**

Status: DFM Analyst:

Gov's Office:

DFM Admin:

Administrative Rules Request Form

Agency Name: Transportation Department, Idaho		Submitted on: 06/01/2018	
Primary Contact: Brendan Floyd	Phone: 208-334-8474	Email: Brendan.Floyd@itd.idaho.gov	
Secondary Contact: Amy Smith	Phone: 208-334-8708	Email: Amy.Smith@itd.idaho.gov	
Person Authorizing Rule: Ramón Hobdey-Sánchez	Phone: 120-833-4881	Email: ramon.hobdey-sanchez@itd.idaho.gov	
Statutory Authority for the rule making (Idaho Code, Federal Statute or Regulation): §40-312, §49-1004 & §49-523(2-4)			
Title, Chapter, and Possible Docket (IDAPA) Number: 39.02.46			
This rule is: <input type="checkbox"/> Proposed <input type="checkbox"/> Temporary <input checked="" type="checkbox"/> Proposed/Temporary			Effective Date:
Agency has determined according to Idaho Code 67-5220(1): <input checked="" type="checkbox"/> This rule is to be negotiated Agency certifies that the rule : <input type="checkbox"/> has been <input checked="" type="checkbox"/> will be negotiated with interested persons as outlined in Idaho Code 67-5220(3). <input type="checkbox"/> Negotiation of this rule is not feasible <div style="display: flex; justify-content: space-between;"><div><input type="checkbox"/> Rule is temporary; or <input type="checkbox"/> Rule is simple in nature; or</div><div><input type="checkbox"/> Lack of identifiable representatives of affected interests; or <input type="checkbox"/> Affected interests are not likely to reach consensus; or <input type="checkbox"/> Other.</div></div>			
Please explain:			
Provide a fiscal impact statement for all programs affected. Be sure to reflect both positive and negative impacts and to include all fund sources including both the General Fund and dedicated funds: No impact			
Provide a short explanation of the need for this rule: Rule 39.02.46 conflicts with current business needs and practices allowing the issuance of 30-day temporary permits by dealers for sales of commercial, farm, and non-commercial vehicles over 8,000 lbs. This change clarifies current practice and removes outdated business rules and aligns with the needs of dealers and retail purchasers needing to move vehicles back to their home states for titling and registration.			
Does this rule adopt amendments to materials previously incorporated by reference? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No Filename:			
Provide a short summary of the changes this rule makes: Changing this rule will support current practice, which has been deemed acceptable. It supports the current needs of retail sales of motor vehicles over 8,000 lbs, and provides dealers and their out of state customers the necessity of returning to their home state for titling and registration. Promotes interstate commerce. This change will align rule with current business practices for dealer-issued 30-day temporary permits for use on commercial, farm, and non-commercial vehicles over 8,000 lbs.			
Provide a list of those persons or interested group(s) affected by the rule: Idaho dealers, internal ITD groups (POE, Dealer Operations) - All groups will support this change as it provides an even playing field for out-of-state purchasers buying from Idaho licensed dealers to move vehicles back to their home state for titling and registration, by removing unnecessary restrictions.			
DFM Analyst:		Recommendation: <input type="checkbox"/> Recommended <input type="checkbox"/> Not Recommended <input type="checkbox"/> Pending	Date:
Comments:			
Special Assistant:		Recommendation: <input type="checkbox"/> Recommended <input type="checkbox"/> Not Recommended	Date:
Comments:			

DFM Administrator Action:

- ☐ Authorized to Advance to Rulemaking Process, DFM to review draft rule prior to publication
- ☐ Approved ☐ Not Approved

**IDAPA 39
TITLE 02
CHAPTER 46**

39.02.46 – RULES GOVERNING TEMPORARY MOTOR VEHICLE REGISTRATION PERMIT

000. LEGAL AUTHORITY.

This rule is adopted under the authority of Sections 49-201, 49-444, 49-445 and 49-523, Idaho Code. (12-26-90)

001. TITLE AND SCOPE.

This rule clarifies issuance of a thirty (30) day temporary motor vehicle registration permit. (12-26-90)

002. -- 099. (RESERVED)

100. ISSUANCE BY COUNTY ASSESSOR OR THE DEPARTMENT.

County assessors or the Department may issue thirty (30) day temporary registration permits to persons who cannot immediately complete the requirements to obtain registration. Some examples are: (12-26-90)

01. New Idaho Resident. A new Idaho resident who has a title held by an out-of-state lienholder, or a new resident who must apply to his last place of residence for a duplicate or replacement title. (12-26-90)

02. Newly Purchased Vehicle. A person who has a newly purchased motor vehicle and the Certificate of Title is not immediately available. (12-26-90)

101. ISSUANCE BY ~~MOTOR~~ IDAHO VEHICLE DEALERS.

~~Idaho Motor~~ vehicle dealers may issue a 30-day temporary registration permits, e.g., out of state purchasers who need to transport the motor vehicle back to their home state to an out-of-state retail purchaser who is transferring their newly-purchased vehicle to their state of residence. (12-26-90)

01. Dealer Issuance to Commercial, Farm and Non-Commercial Vehicles and Trailers. Commercial, farm or non-commercial vehicles, trailers, or semi-trailers purchased from an Idaho dealership are eligible for a dealer-issued 30-day temporary registration permit for unladen movements; 120-hour temporary permits in lieu of registration are required for laden movements.

102. -- 199. (RESERVED)

200. INELIGIBLE VEHICLES - COUNTY ASSESSOR OR DEPARTMENT ISSUANCE.

01. Commercial, Farm and Non-Commercial Vehicles. Unregistered, commercial, farm or non-commercial motor vehicles exceeding eight thousand (8,000) pounds gross weight are required to purchase trip permits for laden movements, or single trip permits for unladen movements operate under a 120-hour temporary permit for laden or unladen movements. (12-26-90)

02. Commercial, Farm and Non-Commercial Trailers. Unregistered commercial, farm, or non-commercial trailers or semi-trailers are required to purchase trip permits for laden movements or single trip permits for unladen movements operate under a 120-hour temporary permit for laden or unladen movements. (12-26-90)

03. ~~Special Make Equipment.~~ Drilling rigs, construction, drilling and wrecker cranes, loaders, log jammers, and similar vehicles operated in an overweight and/or oversize condition. (Moved to Section 300.03) (12-26-90)

201. -- 299. (RESERVED)

300. EXEMPT VEHICLES.

01. Recreational Vehicles. Snowmobiles, off-road motorcycles and all-terrain vehicles, dune buggies or any other vehicle that is not equipped for operation on the public roadways. (12-26-90)

02. Trailers. Utility trailers and recreation trailers, where a title is not required for registration. (12-26-90)

03. Special Make Equipment. Drilling rigs; construction, drilling and wrecker cranes; loaders; log jammers; and similar vehicles operated in an overweight and/or oversize condition.

301. -- 399. (RESERVED)

400. ISSUANCE TO RECREATIONAL VEHICLES.

A thirty (30) day, temporary registration may be issued to a recreational vehicle, able to be titled. Payment of the recreational vehicle annual license fee is also required at the time the temporary registration is issued. A recreational vehicle which is able to be titled is defined as any recreational vehicle whose unladen weight is more than two thousand (2,000) pounds. Some examples are motor homes, travel trailers weighing over two thousand (2,000) pounds unladen, fifth-wheel trailers and park trailers. (12-26-90)

401. -- 999. (RESERVED)



Tracking #: **A290-2019-1**

Status: DFM Analyst: Recommended 07/19/18

Gov's Office: Recommended 07/27/18

DFM Admin: Approved 07/30/18

Administrative Rules Request Form

Agency Name: Transportation Department, Idaho		Submitted on: 07/12/2018	
Primary Contact: Jezmyne Arroway	Phone: 208-334-8013	Email: jez.arroway@itd.idaho.gov	
Secondary Contact:	Phone:	Email:	
Person Authorizing Rule: Ramón Hobdey-Sánchez	Phone: 120-833-4881	Email: ramon.hobdey-sanchez@itd.idaho.gov	
Statutory Authority for the rule making (Idaho Code, Federal Statute or Regulation): §40-312 & §49-1004			
Title, Chapter, and Possible Docket (IDAPA) Number: 39.03.48			
This rule is: <input type="checkbox"/> Proposed <input type="checkbox"/> Temporary <input checked="" type="checkbox"/> Proposed/Temporary			Effective Date:
Agency has determined according to Idaho Code 67-5220(1): <input type="checkbox"/> This rule is to be negotiated Agency certifies that the rule : <input type="checkbox"/> has been <input type="checkbox"/> will be negotiated with interested persons as outlined in Idaho Code 67-5220(3). <input checked="" type="checkbox"/> Negotiation of this rule is not feasible <input type="checkbox"/> Rule is temporary; or <input type="checkbox"/> Lack of identifiable representatives of affected interests; or <input checked="" type="checkbox"/> Rule is simple in nature; or <input type="checkbox"/> Affected interests are not likely to reach consensus; or <input type="checkbox"/> Other.			
Please explain: The system referenced in IDAPA 39.03.48 is no longer being maintained, as the data has been moved to a new/different system. The materials referenced in the rule are still kept current in the Idaho Transportation Department's records/data set and are available to the public upon request. There's simply been a change in systems, so the proper noun (name of the old system) needs to be removed from rule.			
Provide a fiscal impact statement for all programs affected. Be sure to reflect both positive and negative impacts and to include all fund sources including both the General Fund and dedicated funds: No fiscal impact.			
Provide a short explanation of the need for this rule: The Idaho Transportation Department uses a new system for governing its location data, and the reference to the old system needs to be struck in order to accurately reflect the Idaho Transportation Department's efforts towards record keeping and public availability.			
Does this rule adopt amendments to materials previously incorporated by reference? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No Filename:			
Provide a short summary of the changes this rule makes: This change strikes the proper noun referencing an old system that is no longer in use by the Idaho Transportation Department. The corresponding records are maintained in the Idaho Transportation Department's other systems and are available to the public upon request.			
Provide a list of those persons or interested group(s) affected by the rule: The Idaho Transportation Department and the general public.			
DFM Analyst: Matt Warnick		Recommendation: <input checked="" type="checkbox"/> Recommended <input type="checkbox"/> Not Recommended <input type="checkbox"/> Pending Date: 07/19/2018	
Comments: This rule change will eliminate a reference to a software system ITD no longer uses.			
Fiscal Impact Comments: There is no fiscal impact.			

Special Assistant: Mark Warbis **Recommendation:** ☒ Recommended ☐ Not Recommended **Date:** 07/27/2018

Comments:

This is simply a clean-up rule to eliminate references to outdated and eliminated software.

DFM Administrator Action: 07/30/2018

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

☒ Approved ☐ Not Approved

**IDAPA 39
TITLE 03
CHAPTER 48**

39.03.48 – RULES GOVERNING ROUTES EXEMPT FROM LOCAL PLANS AND ORDINANCES

000. LEGAL AUTHORITY.

The Idaho Transportation Board is authorized by Section 40-312, Idaho Code, to prescribe and enforce rules and regulations affecting state highways; by Section 40-310, Idaho Code, to determine which highways or sections of highways shall be part of the state highway system; and by Section 67-6528, Idaho Code, to identify the major transportation systems of statewide importance which would be exempt from local plans and ordinances as adopted according to Chapter 65, Title 67, Idaho Code. (11-30-89)

001. TITLE AND SCOPE.

The purpose of this rule is to follow-up on a provision contained within Idaho's Local Planning Act concerning the designation of transportation systems of statewide importance which are exempt from local plans and ordinances. The intent of this legislative provision is to prevent local control over improvements to transportation systems of statewide importance. However, it is recognized by the Idaho Transportation Board that local regulations are necessary to achieve the future location, relocation, realignment and other improvements to the state highway system in accord with the Idaho Transportation Board's plans. (11-30-89)

002. -- 099. (RESERVED)

100. STATE HIGHWAY SYSTEM DESIGNATION.

The state highway system consists of those major highway transportation routes designated by the Idaho Transportation Board pursuant to Section 40-310, Idaho Code, and is hereby determined to be part of the "transportation systems of statewide importance" for the purposes of Section 67-6528, Idaho Code. (11-30-89)

101. -- 199. (RESERVED)

200. LOCAL AGENCIES.

This rule is not intended to discourage state/local agreements or to preclude the cities and counties from adopting and implementing: Zoning Ordinances (Section 67-6511, Idaho Code); Special Use Permits (Section 67-6512, Idaho Code); Subdivision Ordinances (Section 67-6513, Idaho Code); Planned Unit Developments (Section 67-6515, Idaho Code); Future Acquisition Maps (Section 67-6517, Idaho Code); Standards (Section 67-6518, Idaho Code); and Permit Granting Processes (Section 67-6519, Idaho Code). The Idaho Transportation Board supports a continued cooperative relationship with cities and counties concerning local ordinances pursuant to Section 67-6511 through Section 67-6519, Idaho Code, where such ordinances are beneficial to the state highway system. (11-30-89)

201. -- 299. (RESERVED)

300. EXISTING STATE HIGHWAY SYSTEM.

The state highway system is not a permanent configuration or mileage because of additions or deletions over time. The official system description is kept current in the Department's records ([Milepost and Coded Segment System](#)) and is available to the public upon request. (11-30-89)

301. -- 999. (RESERVED)

Res. No. WHEREAS, the Idaho Transportation Department staff has proposed changes to two (2) administrative rules:

- 39.02.46: Rules Governing Temporary Motor Vehicle Registration Permit
- 39.03.48: Rules Governing Routes Exempt From Local Plans and Ordinances;

WHEREAS, the changes being made to 39.02.46 - Rules Governing Temporary Motor Vehicle Registration Permit – reflect staff’s efforts to ensure the rule is in alignment with the Division of Motor Vehicles’ current business practices;

WHEREAS, the changes being made to 39.03.48 - Rules Governing Routes Exempt From Local Plans and Ordinances – includes the removal of an outdated system referenced in rule;

WHEREAS, the temporary/proposed administrative rules being presented today were submitted to the Division of Financial Management, within the Idaho Governor’s Office, and were approved;

WHEREAS, these temporary/proposed administrative rules will therefore, have an effective date of August 16, 2018; and

NOW, THEREFORE, BE IT RESOLVED, that the Idaho Transportation Board approves that these two (2) administrative rules be published in the Idaho Administrative Bulletin as temporary/proposed and be presented to the 2019 Idaho Legislature.