

# **A G E N D A**

IDAHO TRANSPORTATION BOARD

November 14, 2018



## A G E N D A

Regular Meeting of the  
Idaho Transportation Board

**November 14, 2018**

Idaho Transportation Department  
Auditorium  
3311 West State Street  
Boise, Idaho

KEY:

ADM = Administration

DIR = Director

OP = Operations

	<b>1.</b>	<b>CALL MEETING TO ORDER</b>	<b>8:30</b>
	<b>2.</b>	<b>SAFETY/SECURITY SHARE:</b> Chief Information Officer Victory	
<b>Action Item</b>	<b>3.</b>	<b>BOARD MINUTES</b> – October 26, 2018 .....	<b>8:35</b>
<b>Action Item</b>	<b>4.</b>	<b>BOARD MEETING DATES</b> .....	<b>14</b>
		December 13, 2018 – Boise                      March 21, 2019 – Boise	
		January 17, 2019 – Boise                      April 17-18, 2019 – District 2	
		February 21, 2019 – Boise                      May 15-16, 2019 – District 5	
<b>Action Item</b>	<b>5.</b>	<b>CONSENT CALENDAR</b> .....	<b>15</b>
ADM	—	Certification of Receipts and Disbursements .....	<b>16</b>
OP	—	Updates to Administrative Policy 5070 All-Terrain Vehicle, Utility Type Vehicle, Specialty Off-Highway Vehicle, etc. Crossing Highways .....	<b>18</b>
 <b>Information Item</b>			
	<b>6.</b>	<b>INFORMATIONAL CALENDAR</b>	
OP	—	Contract award information and current advertisements .....	<b>22</b>
OP	—	Professional services agreements and term agreement work tasks report.....	<b>27</b>
OP	—	Annual report on Railway-Highway Crossing Program .....	<b>32</b>
ADM	—	State FY19 financial statements .....	<b>45</b>
ADM	—	Monthly report of federal formula program funding through October .....	<b>61</b>
ADM	—	Non-construction professional service contracts issued.....	<b>63</b>

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



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<u>November 14, 2018</u>			Page	Time*
Idaho Transportation Department			#	
3311 West State Street				
Boise, Idaho				
7. DIRECTOR’S MONTHLY REPORT ON ACTIVITIES				8:40
8. AGENDA ITEMS				
Action Item				
DIR	___	Idaho Transportation Department FY18 Annual Report.....64		9:00
Trimboli		(Resolution on page 69)		
Information Items				
ADM	___	Status: FY20 appropriation request.....70		9:10
Drake				
ADM	___	Report out on 2018 Leadership Summit.....77		9:20
McArthur				
9. BREAK				10:05
10. AGENDA ITEMS, continued				
Information Items				
OP	___	Basic American Foods, Rexburg, Idaho.....78		10:20
Minzghor				
OP	___	Annual report on Research Program .....80		10:30
Parrish				
Action Item				
OP	___	Request to award contract for FY20 Strong Creek Bridge .....81		11:05
Allen		(Resolution on page 84)		
11. DELEGATION: Mr. MacArthur Eld – Historical Marker Sign Program				11:10
Action Item				
12. EXECUTIVE SESSION				11:30
PERSONNEL ISSUES [SECTION 74-206(a), (b)]				
LEGAL ISSUES [SECTION 74-206(c), (d), (f)]				
13. ADJOURNMENT (estimated time)				12:00

\*All listed times are estimates only. The Board reserves the right to move agenda items and adjust the time schedule.  
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REGULAR MEETING OF THE IDAHO TRANSPORTATION BOARD

October 26, 2018

The Idaho Transportation Board convened at 8:30 AM on Friday, October 26, 2018 at the Idaho Transportation Department in Boise, Idaho. The following principals were present:

Jerry Whitehead, Chairman  
Jim Coleman, Vice Chairman – District 1  
Julie DeLorenzo, Member – District 3  
Jim Kempton, Member – District 4  
Dwight Horsch, Member – District 5  
Lee Gagner, Member – District 6  
Brian Ness, Director  
Larry Allen, Lead Deputy Attorney General  
Sue S. Higgins, Executive Assistant and Secretary to the Board

Safety Share. Executive Assistant Higgins said about a year ago, some employees began the practice of starting meetings with a safety or security share. This was part of an effort to change the safety culture. She said staff intends to provide safety or security shares at Board meetings, especially if there is no other safety item on the agenda. She emphasized the importance of taking steps, such as training, education, proper equipment, and awareness, instead of relying on luck when it comes to safety.

Board Minutes. Member DeLorenzo made a motion to approve the minutes of the regular Board meeting held on September 12-13, 2018 as submitted. Member Horsch seconded the motion and it passed unopposed.

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

November 14, 2018 – Boise  
December 13, 2018 – Boise  
January 17, 2019 – Boise

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

RES. NO. WHEREAS, consent calendar items are to be routine, non-controversial, self-explanatory items that can be approved in one motion; and  
ITB18-34

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 modifications to the Public Transit Program; the addition of State, Dynamic Message Sign and Lighting Upgrade to FY19; the Federal Lands Program update; consultant agreements; a contract for award; and a contract for rejection.

October 26, 2018

1) Modifications to the Public Transit Program. Staff requests an increase of \$1,500,000 to key #19735 in FY19. The Department received a \$1,500,000 federal grant, Low or No Emissions Bus Program. Mountain Rides Transit will provide the 15% match to purchase battery electric buses and charging infrastructure.

2) Add State, Dynamic Message Sign and Lighting Upgrade. Staff requests the addition of a State, Dynamic Message Sign and Lighting Upgrade project for \$350,000 and authority to adjust the Idaho Transportation Improvement Program (ITIP). Funding for this FY19 project will be transferred from District 4's Operating budget. The \$250,000 Dynamic Message Sign will be erected on US-93 at milepost 41.05. The lighting improvements, estimated at \$100,000, will be made at five locations on I-84.

3) Federal Lands Program Update. The Federal Lands Transportation Program and Federal Lands Access Program were established to improve the transportation infrastructure owned and maintained by a number of federal agencies with land and natural resource management responsibilities. Funding is provided for projects that provide access to, are adjacent to, or are located within federal lands with priority given to projects accessing high-use recreation sites or economic generators. Staff requests modifications to the Federal Lands Program, as shown as Exhibit #503, which is made a part hereof with like effect.

4) Request to Approve Consultant Agreements. In accordance with Board Policy 4001 Authority to Sign Contracts, Agreements, and Grants and Requirement to Report Certain Contracts, staff requests approval to exceed the \$1 million agreement limit for the following projects: Intersection State Street and Collister Drive, Boise, key #13481 for design and engineer of record services with HDR Engineering for \$1.2 million; and I-15, Northgate Interchange, Chubbuck, Bannock County, key #20314 for construction engineering and inspection services with Civil Science for \$1.4 million.

5) Contracts for Award. The low bid on key #19970, SH-38, 50 South Street Malad, District 5, was more than ten percent over the engineer's estimate, requiring justification. The ¾" Aggregate Type B for Base, Cold Milling, Curb Ramp, and Mobilization items showed the largest difference between the low bid and engineer's estimate. The large variance in the first item is likely due to the quantity of the item that will be separated into multiple small areas and there is no close source. The variance on Cold Milling is likely due to the fact that the contractor will have to transport all mill tailings by truck a significant distance. The concrete work and how the item will be paid by square yard presumably led to the higher bid on the Curb Ramp item. Staff does not believe benefits would be realized if the project is rebid, and recommends awarding the project. Low bidder: Staker & Parson Companies DBA Idaho Materials Construction - \$1,302,798.

6) Contract for Rejection. The low bid on key #20343, SH-97, Emergency Repair, Milepost 76.9, District 1, was more than ten percent over the engineer's estimate, requiring justification. The following items were the primary difference between the engineer's estimate and low bid: Removal of Guardrail/Barrier, Excavation, ¾" Aggregate Type A for Base, Superpave Hot Mix Asphalt Paving, Gabion Structure, Survey, and Mobilization. The contractor's bid may be attributed to the project being a very short duration calendar day project,

the late season work, and limited availability of specialty subcontractors. The Disadvantaged Business Enterprise requirement of 15% may have been excessive for a project of this size and may have contributed to the higher price. Staff believes there is potential for savings if the project is rejected and re-advertised. The maintenance crew has adequately secured the roadway temporarily and completion of the project could be delayed until 2019 without major complications. The District recommends rejecting the bid, modifying the design, and rebidding for 2019 construction. Low bidder: M A DeAtley Construction - \$260,865.

Informational Items. 1) Contract Awards and Advertisements. Key #13481 – State Street and Collister Drive Intersection, District 3. Low bidder: Concrete Placing Company, Inc. - \$9,528,304.

Key #19949 – US-30, Noble Canal Culvert, Near New Plymouth, District 3. Low bidder: TCG, A Corporation of Idaho, Inc. - \$250,347.

Key #20314 – I-15, Northgate Interchange, District 5. Low bidder: Cannon Builders Inc. - \$13,132,785.

Key #19382 – US-30, Georgetown Summit to Nounan Road, District 5. Low bidder: Knife River Corporation – Mountain West - \$7,389,542.

Key #20064 – I-15, Wye Overpass to Fort Hall, District 5. Low bidder: Western Construction Inc. - \$6,884,000.

Key #13411 – I-90, Washington State Line to Bike/Pedestrian Bridge, Post Falls, District 1. Low bidder: Poe Asphalt Paving Inc. - \$4,439,612.

Key #13397 - US-30, (I-84B) and Union Pacific Railroad Bridge, District 4. Low bidder: Western Construction Inc. - \$6,670,000.

Key #20339 – US-95, Emergency Slope Repair Milepost 498, District 1. Low bidder: N A Degerstrom Inc. - \$1,560,582.

Key #19448 – US-26, Ohlinger Road to Junction US-93, District 4. Low bidder: Staker & Parson Companies DBA Idaho Materials Construction - \$3,494,692.

Key #9894 – Old Highway 37, The Narrows, District 5. Low bidder: Western Construction Inc. - \$5,195,195.

The list of projects currently being advertised was provided.

2) Professional Services Agreements and Term Agreement Work Tasks Report. From August 24 through October 4, 30 new professional services agreements and work tasks were processed, totaling \$3,479,876. Eight supplemental agreements to existing professional services agreements were processed during this period in the amount of \$286,610.

3) Update on 80 Mile Per Hour (MPH) Speed Zones: I-15, I-84, and I-86. The 80 MPH speed limit was approved on portions of Idaho's southern interstates in 2014. The 85<sup>th</sup> percentile speeds have increased slightly since the speed limit was raised and average 83.5 mph for all routes. The differential speed between light and heavy vehicles has remained relatively constant and currently averages 10.4 mph. Crashes have increased, but so have vehicle volumes. Because crashes have increased statewide, not just on the interstate system, it is not indicative of an issue with the 80 mph speed limit. The observed vehicle speeds and crash experience since raising the speed limit on these interstate routes indicate that operations have remained relatively unchanged from prior conditions and that the higher 80 mph speed limit is appropriate.

4) Sponsorship of Department Programs. There are no sponsorship agreements at this time.

5) State FY19 Financial Statements. Revenues to the State Highway Account from all state sources were ahead of projections by 5.4%. Total receipts from the Highway Distribution Account were 4.2% or \$1.5 million more than forecast. State revenues to the State Aeronautics Fund were ahead of projections by 20%, or \$91,000. Expenditures were within planned budgets. Personnel costs had savings of \$1.7 million or 8.4% due to reserves for horizontal career path increases, vacancies, and timing between a position becoming vacant and being filled. Contract construction cash expenditures were \$106.2 million.

The balance of the long term investments was \$166 million at the end of August. These funds are obligated against construction projects and encumbrances. The long term investments plus the cash balance of \$57 million were \$24 million less than at the end of June. Expenditures in the Strategic Initiatives Program Fund through August were \$2.2 million. Deposits into the Transportation Expansion and Congestion Mitigation Fund were \$3 million, or 5.8% ahead of forecast.

6) Monthly Reporting of Federal Formula Program Funding through September. Idaho received obligation authority of \$276.4 million through September via the FY18 Omnibus Appropriations Act. In May the Board resolved to distribute \$14.4 million of Highway Infrastructure general funds to ITD and its partners. In August, Idaho received \$33.9 million in Redistribution of Obligation Authority Not Used by Other States. The total of \$324.8 million corresponds to \$326.7 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 and Highway Infrastructure general funds. Obligation authority for the year was 102.6% of apportionments. Of the \$326.7 million allotted, \$11.7 million remains. Idaho chose not to use its allotment of \$11.7 million with match of state highway system Highway Infrastructure general funds this year. These funds have a three-year life.

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.

Child Passenger Safety Signs. Highway Safety Grants Officer Lisa Losness said the Department makes a concerted effort to encourage motorists to buckle up. This year, Child Passenger Safety signs were distributed to elementary schools. She recognized Kyle Hardy, a senior from Mountain View High School in the West Ada School District, for delivering more than 100 signs to schools. She also commended Audra Urie from the State Department of Education for coordinating the distribution of seat belt signs to schools throughout the state.

Chairman Whitehead thanked Mr. Hardy and Ms. Urie for their efforts to promote highway safety.

Board Subcommittee on Audits' Report. Member DeLorenzo presented the FY19 Internal Review Work Plan, which the Subcommittee on Audits reviewed last month. The Plan is informed by the Enterprise Risk Management initiative. The Subcommittee also received an update on the progress being made on the three findings identified in the Comprehensive Annual Financial report and single audit.

Director's Monthly Report on Activities. Director Ness said the autonomous vehicle and connected vehicle committee is finalizing its report and will submit it to the Governor next week. District 4's SH-75, Big Wood River Bridge project and Districts 4, 5, and 6's initiative to combine 17 bridge projects received the American Association of State Highway and Transportation Officials' environmental award and planning award, respectively. He mentioned the Division of Motor Vehicles' Leadership Conference to improve collaboration and share best practices last week, and this week's Leaders' Workshop to address ITD's culture and the Leadership Summit for teams established to solve problems. He summarized the Department's internal Best of the Best winners and customer service highlights.

Chief Operations Officer (COO) Travis McGrath provided an update on project delivery efforts. Due to staff's commendable efforts, a years' worth of projects are on the shelf ready to be advertised.

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

Chairman Whitehead thanked Director Ness for the report and congratulated COO McGrath for the project delivery successes.

Highway Infrastructure End of Year Statement. ITIP Program Management Office Project Manager Brad Wolfinger said 123 projects were funded in FY18 totaling \$314 million. He summarized the funding sources and types of projects, including 46 pavement preservation and restoration and 25 bridge preservation and restoration projects.

Chairman Whitehead thanked Project Manager Wolfinger for the report.

Blackfoot Sewer Improvements. COO McGrath said the City of Blackfoot received a grant to replace several sanitary sewer lines, including one located under I-15 near Riverton Road. The sewer line pre-dates the interstate. Neither ITD nor the Federal Highway Administration will allow open-trench construction on I-15. Because open-trench is less



expensive, the City of Blackfoot requested ITD participation in the cost to bore a replacement line under I-15.

COO McGrath recommends contributing \$1.1 million of federal and state funds to assist Blackfoot with the sewer improvements, partly because the interstate removed some of the city's flexibility to address the sewer line. Other advantages are that boring will eliminate potential disruption to I-15 traffic during the sewer's replacement and ITD can be involved in the project to protect I-15. Additionally, the City of Blackfoot does not have the economic resources to conduct a deep bore across the width of the I-15 right-of-way. He added that a draft agreement has been negotiated and will be finalized if the Board concurs with funding the project.

Vice Chairman Coleman asked if the project will be bid with a unit price versus a lump sum amount so the actual costs will be known, as he believes \$1.1 million is high for this work. COO McGrath did not know, but will look into that.

Vice Chairman Coleman made a motion to approve the resolution to fund the \$1.1 million project. He added that he would prefer knowing the actual cost difference for the boring. Member Gagner seconded the motion.

Member DeLorenzo asked if the motion was to accept the resolution as presented or if it included an amendment regarding the actual costs.

Vice Chairman Coleman made a motion to amend the resolution to include a clause that the agreement be modified to state that the actual costs are to be identified and reimbursed accordingly. Member Gagner seconded the motion to amend the resolution.

Member Horsch expressed concern that this action will set a precedent, and he believes there are other similar situations throughout the state. Member DeLorenzo concurred and asked if staff could identify other locations where this issue may arise.

The motion to approve the amendment to the resolution passed unopposed.

The motion to approve the following resolution as amended passed 4-0 as Vice Chairman Coleman temporarily left the meeting at this time:

RES. NO. WHEREAS, the Idaho Transportation Board supports the Idaho Transportation  
ITB18-35 Department mission of safety, mobility, and economic opportunity. In that context the Department has been invited to become part of a partnership to reconstruct the sanitary sewer under Interstate 15 at Riverton Road; and

WHEREAS, it is in the public interest for ITD to participate in the reconstruction cost because the sanitary sewer predates the interstate; and

WHEREAS, it is in the public interest for ITD to participate in the reconstruction cost because financial participation guarantees the right for ITD to direct and control the project in ways that best protect I-15; and

WHEREAS, the cost of participation can be covered by ITD via key #21810, Blackfoot Sewer Improvements.

*NOW THEREFORE BE IT RESOLVED*, that the Board finds it in the public interest for ITD to participate in the not-to-exceed cost of \$1.1 million to replace the sanitary sewer under Interstate 15 at Riverton Road in Blackfoot; and

*BE IT FURTHER RESOLVED*, that the agreement with the City of Blackfoot will be modified to state that the actual costs of the sewer project will be identified and reimbursed accordingly.

FY18 Annual Report. Communication Manager Vince Trimboli said Idaho Code requires an annual report to the Governor on the financial condition and management of the Department. Some of the information included in the draft report is innovations, accomplishments, customer-focused performance measures, revenue, expenditures, and future focus areas.

The Board questioned some of the data on the draft report. CM Trimboli said he will look into those issues. The report will be presented to the Board for approval next month.

Employee Service Awards. The Board participated in the Employee Service Awards. Vice Chairman Coleman provided remarks on behalf of the Board. Dave Bohrn from District 1 was recognized as the Safety Person of the Year and the District 2 Moscow Maintenance employees received the Maintenance Crew of the Year Award.

Executive Session on Personnel and Legal Issues. Vice Chairman Coleman made a motion to meet in executive session at 11:00 AM to discuss personnel and legal issues as authorized in Idaho Code Section 74-206(b), (c), and (f). Member Kempton seconded the motion and it passed 5-0 by individual roll call vote.

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

The Board came out of executive session at 1:00 PM.

District 4 Office Reconstruction. District 4 Engineer (DE) Devin Rigby said costs to collocate facilities with the Department of Correction and the Military Division near the I-84 and US-93 interchange have been reviewed. Collocating would save each agency about \$1.5 million. Another advantage to constructing the new District 4 office at this site is the opportunity to relocate the Jerome maintenance facility to this location. The Jerome maintenance shed is in an area that is becoming more residential. Because maintenance facilities are generally not compatible with residential neighborhoods, it is anticipated that the Jerome maintenance facility will need to be relocated in the future. Also, additional state agencies may look for new facilities in the future and may consider this site. Based on this information and previous reports, he said the I-84/US-93 location is the preferred site for the District 4 administrative building.

Member DeLorenzo asked about the other two agencies' process. DE Rigby replied that they are at different stages. The Department of Correction has funding in FY19. The Military Division is not planning funding before FY21. The next step will be to prepare memorandums of understanding.

In response to Member Kempton's question on the disposal of the current administrative building in Shoshone, DE Rigby replied that if the new building is constructed in Shoshone, the existing facility would be razed to accommodate the new building and parking. He added that the property was appraised at \$1 million. Member Kempton noted that the property would be an asset if the new office is constructed elsewhere. He asked what the value is of the I-84 and US-93 property and what may happen with that land if the new office is not constructed at that site. DE Rigby said the Department purchased that property for about \$700,000. If it is not used for the District 4 Office, its status will be reviewed, but disposing of it may be challenging.

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

RES. NO. WHEREAS, in September 2016 the Idaho Transportation Board approved the  
ITB18-36 construction of a new District Four Headquarters Office building; and

WHEREAS, the District Four employee population center is at the Junction of I-84 and US-93; and

WHEREAS, the commute times of current Idaho Transportation Department employees is 963 minutes for the Junction of I-84 and US-93 location versus 1,221 for the Shoshone location; and

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

WHEREAS, Dr. Richard Gardner with Bootstrap Solutions completed a report for ITD in 2016 that concluded "By moving the D4 Headquarters south from Shoshone to the outskirts of Jerome or into Twin Falls, the number of potential applicants for replacement jobs in the targeted occupations used by D4 HQ rises by five to six times. The number of total workers within a thirty minute commute rises over three times."; and

WHEREAS, the 2017 report from Bengal Solutions summarized that "The evidence presented in this report suggests that a move from Shoshone would best serve the new needs of the administration building and its employees, however, the move would have a negative economic impact on Shoshone and the surrounding communities in Lincoln County."; and

WHEREAS, the District Four Administrative Building Feasibility Study identified comparative costs between the Shoshone site and the ITD property located in the South West corner of the I-84/US-93 interchange; and

WHEREAS, through collocating with the Department of Correction and the Idaho Military Division, ITD will realize a savings of \$1.5 million; and

WHEREAS, the Department of Correction and the Military Division will each realize a savings of approximately \$1.5 million; and

WHEREAS, the State of Idaho may realize savings due to the potential for other State facilities collocating on this site including the ITD Jerome Maintenance facility; and

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

*NOW THEREFORE BE IT RESOLVED*, that the Idaho Transportation Board authorizes District Four staff to work through the Division of Public Works to develop plans to collocate the District Four office building with the Department of Correction and the Military Division on the ITD property located in the South West corner of the I-84/US-93 Interchange.

Chairman Whitehead thanked DE Rigby for the presentation. Member Horsch commended Member Kempton for his efforts, as it has been a difficult process and decision. Member Kempton concurred on the challenges with this item, noting that he is from a small town and understands the City of Shoshone's concerns with re-locating the office.

Project Funding and Programming. Program Management Office Manager (PMOM) Randy Gill proposed four programming revisions. He identified projects for the \$37.7 million FY19 State Strategic Initiative Program. The funds that have become available because of the receipt of the \$90.24 million Infrastructure for Rebuilding America grant would be repurposed to acquire right-of-way for the SH-16 corridor from I-84 to US-20/26. Projects to be funded with Transportation Expansion and Congestion Mitigation funds through FY25 were proposed, including new projects on US-20/26 from I-84 to Middleton. ITD and its partners have applied for a grant to help fund that corridor, so staff recommends including it in the Program. The last changes are proposed to the Freight Program: removing \$8.6 million of construction funds for the West Bridge Street Bridge in Blackfoot in FY23 and re-directing those funds plus some Safety/Capacity funds to the US-95, Granite North and Frontage Roads project. The preliminary engineering funds for the West Bridge Street Bridge project would be retained.

Vice Chairman Coleman asked how much right-of-way could be purchased on the SH-16 corridor with \$90 million and when construction is anticipated to commence. PMOM Gill did not know, but said that is being worked on. There is a meeting scheduled for the following week. He added that there is no construction programmed in the ITIP.

Member Gagner made a motion to approve the resolution outlining the proposed project funding and programming changes. Vice Chairman Coleman seconded the motion.

PMOM Gill requested an amendment to the resolution. Instead of eliminating the construction funds for the West Bridge Street Bridge in Blackfoot, he requested delaying the project to FY25.

Member Horsch made a motion to amend the resolution to move the construction funds for the West Bridge Street Bridge project in Blackfoot to FY25. Vice Chairman Coleman seconded the motion and it passed unanimously.

The motion to approve the following resolution passed unanimously:

RES. NO. WHEREAS, it is in the public's interest for the Idaho Transportation Department  
ITB18-37 to publish and accomplish a current, realistic, and fiscally constrained Idaho Transportation Investment Program (ITIP); and

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

WHEREAS, the 2016 Fixing America's Surface Transportation (FAST) transportation act requires that a fiscally constrained list of projects covering a four-year minimum be provided in a statewide transportation improvement program; and

WHEREAS, the Board has authority to select projects for the State Strategic Initiative Program Funds (STSI/Surplus Eliminator) and staff has delivered a list of projects eligible for the use of these funds; and

WHEREAS, ITD recently received a federal Infrastructure for Rebuilding America (INFRA) Grant from the Federal Highway Administration for \$90.24 million for the I-84 Corridor, and this frees up \$90.24 million in funding previously designated to the I-84 Corridor for repurposing and distribution across other corridors and routes; and

WHEREAS, the legislature has established a Transportation Expansion and Congestion Mitigation Fund (TECM) and the Board has previously committed Fiscal Year 2018 and 2019 TECM to the I-84 Corridor and projects need to be selected for Fiscal Years 2020 through 2025; and

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

*NOW THEREFORE BE IT RESOLVED*, that the Idaho Transportation Board approves the list of projects presented for the STSI Program for FY19, as shown as Exhibit #504, which is made a part hereof with like effect; and

*BE IT FURTHER RESOLVED*, the Board authorizes staff to include the \$90.24 Million INFRA Grant designated to the I-84 Corridor to the STIP submittal; and

*BE IT FURTHER RESOLVED*, the Board authorizes the \$90.24 million freed up from the INFRA Grant be repurposed for the SH-16 Corridor right-of-way acquisition; and

*BE IT FURTHER RESOLVED*, the Board approves the addition of the US-20/26, I-84 to Middleton project to the ITIP; and

*BE IT FURTHER RESOLVED*, the Board approves the list of projects for the TECM Program for Fiscal Years 2020 through 2025, as shown as Exhibit #504, which is made a part hereof with like effect; and

*BE IT FURTHER RESOLVED*, the Board approves the funding increase to the 2023 Freight Program and the Safety and Capacity Program for US-95, Granite North and Frontage Roads, Bonner County, and moving the construction funding for FY23 in the Freight Program for the West Bridge Street Bridge, Blackfoot to FY25; and

*BE IT FURTHER RESOLVED*, that staff is authorized to work with the Community Planning Association of Southwest Idaho on the appropriate projects for Transportation Improvement Program modifications and to submit an update to Fiscal Year 2019-2025 in the federal version of ITIP (the Statewide Transportation Improvement Program; or STIP) for federal approval in accordance with the provisions of FAST.

Delegation: Boise Airport Director Rebecca Hupp. Director Hupp reported on the growth the City of Boise and the Boise Airport has been experiencing. The growth is anticipated to continue for some time. She provided statistics on the facility and reported on expansion plans, which include relocating the Division of Aeronautics to provide additional space for the airport. Some discussion was held on the lack of intra-state commercial air service and the practice of subsidizing flights.

Chairman Whitehead thanked Director Hupp for the informative presentation.

WHEREUPON, the Idaho Transportation Board's regular monthly meeting adjourned at 2:30 PM.

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JERRY WHITEHEAD, Chairman  
Idaho Transportation Board

Read and Approved

\_\_\_\_\_, 2018  
\_\_\_\_\_, Idaho

October 26, 2018

# BOARD MEETING DATES

**2018**

December 13 – Boise

**2019**

January 17 – Boise

February 21 – Boise

March 21 – Boise

April 17-18\* - District 2

May 15-16 – District 5

June 19-20 – District \_\_\_\_

July 17-18 – District \_\_\_\_

August 21-22 – District \_\_\_\_

September 18-19 – District 3

October 16-17\* – Boise

November 21 – Boise

December 19 – Boise

**2019**

S M T W T F S	S M T W T F S	S M T W T F S	S M T W T F S
<b>January</b>	<b>February</b>	<b>March</b>	<b>April</b>
X 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	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	31 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	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
<b>May</b>	<b>June</b>	<b>July</b>	<b>August</b>
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	30 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	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	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
<b>September</b>	<b>October</b>	<b>November</b>	<b>December</b>
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	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	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	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

\*Propose meeting in District 2 in conjunction with the Highway Safety Summit in Lewiston (starts Tuesday morning, April 16 and ends around 11:30 AM on April 17)

\*\*Assumes there will be a workshop.

“X” = holiday

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

Other dates of interest:

April 16-17: Highway Safety Summit – Lewiston

May 20-23: AASHTO spring meeting – Park City, UT

June 9-12: WASHTO annual meeting – Glendale, AZ

October 5-9: AASHTO annual meeting – St. Louis, MO



## IDAHO TRANSPORTATION BOARD

### RESOLUTION FOR CONSENT ITEMS

#### Pages 16-21

RES. NO. ITB18-38      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 certification of receipts and disbursements and the updates to Administrative Policy 5070 All-Terrain Vehicle, Utility Type Vehicle, Specialty Off-Highway Vehicle, Motorbike and Snowmobile Travel and Crossing on the State Highways.





## Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date November 14, 2018Consent 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

Certification of Receipts and Disbursements FY 2018		
Key Number	District	Route Number

### Background Information

The attached certification is submitted for Board approval in conformance with the requirements of Section 40-708, Idaho Code for Fiscal Year 2018. This section states:

I.C. 40-708 (2) "All moneys apportioned to the board, counties or highway districts, and cities from the proceeds from the imposition of tax on fuels and from any tax or fee for the registration or operation of motor vehicles for general highway construction and maintenance, bridge and culvert moneys, shall be accounted for as to the actual expenditure to the state controller, as dedicated funds by a certification of the governing unit receiving, budgeting and expending those dedicated funds."

### Recommendations

Approve and sign for certification.

### Board Action

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

**STATE OF IDAHO  
IDAHO TRANSPORTATION DEPARTMENT  
STATE HIGHWAY FUND  
CERTIFICATION OF RECEIPTS AND DISBURSEMENTS CASH BASIS  
JULY 1, 2017 - JUNE 30, 2018**

Cash Balance - July 1, 2017 \$110,313,000

Receipts

Transfer From Highway Distribution Account	\$ 208,218,700
Miscellaneous Receipts	<u>\$ 114,931,900</u>
Total State Receipts	\$ 323,150,600
Federal Aid - Formula	\$ 333,454,500
Transfers In - Ethanol Exemption Elimination	\$ 17,784,900
Transfers In - Cigarette Tax	\$ -
Transfers In - Direct Investment Pool	\$ -
City & County Contributions	<u>\$ 12,845,300</u>

Total Receipts \$ 687,235,300

Disbursements

Expenditures - Fund 0260	\$ 660,446,900
Transfers Out - To Long Term Investment Fund	\$ 3,216,700
Transfers Out - To Local Highway Trust Fund	\$ -
Transfers Out - To Local Highway Distribution Fund	\$ -
Transfers Out - Garvee Capital Fund	\$ -
Transfers Out - Garvee Debt Service Fund - Fed	\$ 52,190,700
Transfers Out - Garvee Debt Service Fund - State	\$ -
Transfers Out - Department of Commerce	<u>\$ 25,000</u>
Total Disbursements	\$ 715,879,300

Net Change in Cash Balance \$ (28,644,000)

Cash Balance - June 30, 2018 \$ 81,669,000

Prepared By:

Certified:

---

David Tolman, Controller  
Idaho Transportation Department

---

Jerry Whitehead  
Chairman, Idaho Transportation Board



## Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date November 14, 2018Consent Item ☒Information Item ☐Amount of Presentation Time Needed N/A

Presenter's Name Kevin Sablan	Presenter's Title Design/Traffic Engineer	Initials ks	Reviewed By LSS
Preparer's Name Kevin Sablan	Preparer's Title Design/Traffic Engineer	Initials	

### Subject

Update to Admin. Policy 5070 - All-Terrain Vehicle, Utility Type Vehicle, Specialty Off-Highway Vehicle, Motorbike and Snowmobile Travel and Crossing on the State Highways

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

### Background Information

A recent revision to Idaho Statute Title 49-426(4) necessitates an update to Admin. Policy 5070 to match updated Idaho Code travel allowances on state highways for ATVs, UTVs, SOHVs, and motorbikes. The revised law allows these vehicles to travel, within cities and one-mile beyond city limits, on non-full access-controlled state highways where the speed limit is 45 mph or less. Outside of these limits, authority to control travel of these vehicles lies with the Idaho Transportation Board. Additionally, the revised Code allows these vehicles to cross non-full access-controlled highways at public road intersections regardless of the speed limit or municipal boundaries.

### Recommendations

Approve update to Admin. Policy 5070

### Board Action

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



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

**IDAHO TRANSPORTATION DEPARTMENT**

P.O. Box 7129 • Boise, ID 83707-1129

(208) 334-8000 • [itd.idaho.gov](http://itd.idaho.gov)

**ADMINISTRATIVE POLICY 5070**

Page 1 of 1

## ALL-TERRAIN VEHICLES, UTILITY TYPE VEHICLES, SPECIALTY OFF-HIGHWAY VEHICLES, MOTORBIKE AND SNOWMOBILE TRAVEL AND CROSSING ON THE STATE HIGHWAYS

### Purpose

The purpose of this policy is to implement Board Policy 4070 authorizing the Director to designate sections of state highways over which certain vehicles may travel upon and cross.

### Legal Authority

- Idaho Code 49-426(4) - The Board has the authority to regulate ~~travelling upon and crossing of~~ travel on state highways by certain types of vehicles registered under Title 67, rather than Title 49.
- Idaho Code 67-7109(1) - Snowmobiles prohibited from crossing controlled access highways.
- Idaho Code 67-7109(4) - Snowmobiles may be operated on that portion of a highway or public roadway right-of-way not maintained or utilized for operation of conventional motor vehicles.

Idaho Code assigns authority to the Idaho Transportation Board to designate sections of highways ~~or crossing locations~~ where all-terrain vehicles (ATVs), utility type vehicles (UTVs), specialty off-highway vehicles (SOHVs), and motorbikes may travel upon ~~and cross~~. The decision-making authority has been assigned to the Director by Board Policy 4070.

~~However,~~ Title 49 ~~does~~ provides ~~that the~~ following:

- 1) Within city limits, and within one mile of city limits, ATVs, UTVs, SOHVs, and motorbikes can travel on non-full access-controlled state highways if the speed limit is 45 mph or less. The Idaho Transportation Board can restrict ATV, UTV, SOHV, and motorbike use on state highways within city limits and within one mile of city limits.
- 2) Outside city limits (except for one mile beyond city limits), the Idaho Transportation Board may designate sections of state highways to allow ATV, UTV, SOHV, and motorbike use.
- 3) ATVs, UTVs, SOHVs, and motorbikes can cross non-full access-controlled highways at public road intersections within and outside of city limits.

~~such vehicles shall be permitted to travel upon and cross that portion of non full access controlled state highway with a speed limit less than 45 MPH lying within the boundaries of a municipality unless prohibited by municipal ordinance or resolution. The decision-making authority has been assigned to the Director by Board Policy 4070.~~

~~Outside city limits and where the speed limit is 45 MPH or greater within city limits, only crossing points may be allowed.~~ Any designation to allow ~~travelling upon crossing of the~~ non-full-access-controlled state highway ~~highways and crossing at non-public road intersections, such as designated trail crossings,~~ shall be supported by an engineering investigation and evaluation. ATV, UTV, ~~specialty off-highway vehicle SOHV,~~ and motorbike crossing points shall be managed ~~with as~~ an encroachment permit in accordance with ~~the Department's Access Management Manual and IDAPA 39.03.42 – Rules Governing Highway Right-of-Way Encroachments on State Rights-of-Way.~~

51 | The Division of ~~Engineering Services~~Highways shall establish guidelines and considerations when evaluating  
52 | areas on the State Highway system to allow crossings by ATVs, UTVs, ~~specialty off-highway vehicles~~SOHVs,  
53 | and motorbikes.  
54 | Responsibility to administer the approval, management, and tracking of these areas is hereby assigned to the  
55 | ~~Division of Engineering Products and Plans Administrator~~Chief Operations Officer.  
56 |  
57 | Snowmobiles are prohibited from crossing controlled access highways.  
58 |

59 |  
60 | \_\_\_\_\_ Date \_\_\_\_\_  
61 | Brian W. Ness  
62 | Director  
63 | \_\_\_\_\_



**ADMINISTRATIVE POLICY 5070**

Page 1 of 1

**ALL-TERRAIN VEHICLES, UTILITY TYPE VEHICLES, SPECIALTY OFF-HIGHWAY VEHICLES,  
MOTORBIKE AND SNOWMOBILE TRAVEL AND CROSSING ON THE STATE HIGHWAYS**

**Purpose**

The purpose of this policy is to implement Board Policy 4070 authorizing the Director to designate sections of state highways over which certain vehicles may travel upon and cross.

**Legal Authority**

- Idaho Code 49-426(4) - The Board has the authority to regulate travel on state highways by certain types of vehicles registered under Title 67, rather than Title 49.
- Idaho Code 67-7109(1) - Snowmobiles prohibited from crossing controlled access highways.
- Idaho Code 67-7109(4) - Snowmobiles may be operated on that portion of a highway or public roadway right-of-way not maintained or utilized for operation of conventional motor vehicles.

Idaho Code assigns authority to the Idaho Transportation Board to designate sections of highways where all-terrain vehicles (ATVs), utility type vehicles (UTVs), specialty off-highway vehicles (SOHVs), and motorbikes may travel upon. The decision-making authority has been assigned to the Director by Board Policy 4070.

**Title 49 provides the following:**

- 1) Within city limits, and within one mile of city limits, ATVs, UTVs, SOHVs, and motorbikes can travel on non-full access-controlled state highways if the speed limit is 45 mph or less. The Idaho Transportation Board can restrict ATV, UTV, SOHV, and motorbike use on state highways within city limits and within one mile of city limits.
- 2) Outside city limits (except for one mile beyond city limits), the Idaho Transportation Board may designate sections of state highways to allow ATV, UTV, SOHV, and motorbike use.
- 3) ATVs, UTVs, SOHVs, and motorbikes can cross non-full access-controlled highways at public road intersections within and outside of city limits.

Any designation to allow travelling upon non-full-access-controlled state highways and crossing at non-public road intersections, such as designated trail crossings, shall be supported by an engineering investigation and evaluation. ATV, UTV, SOHV, and motorbike crossing points shall be managed with an encroachment permit in accordance with IDAPA 39.03.42 – Rules Governing Highway Right-of-Way Encroachments on State Rights-of-Way.

The Division of Highways shall establish guidelines and considerations when evaluating areas on the State Highway system to allow crossings by ATVs, UTVs, SOHVs, and motorbikes.

Responsibility to administer the approval, management, and tracking of these areas is hereby assigned to the Chief Operations Officer.

Snowmobiles are prohibited from crossing controlled access highways.

\_\_\_\_\_  
Brian W. Ness  
Director

Date \_\_\_\_\_



## Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date November 14, 2018Consent Item ☐ Information Item ☒ Amount of Presentation Time Needed \_\_\_\_\_

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

### Subject

Contract Awards and Advertisements		
Key Number	District	Route Number

### Background Information

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

Also attached is the Current Advertisement Report.

Since the last Board Agenda report Contracting Services has Bid 3 projects, 0 of them needing Board approval to award, 0 needing Board approval to reject.

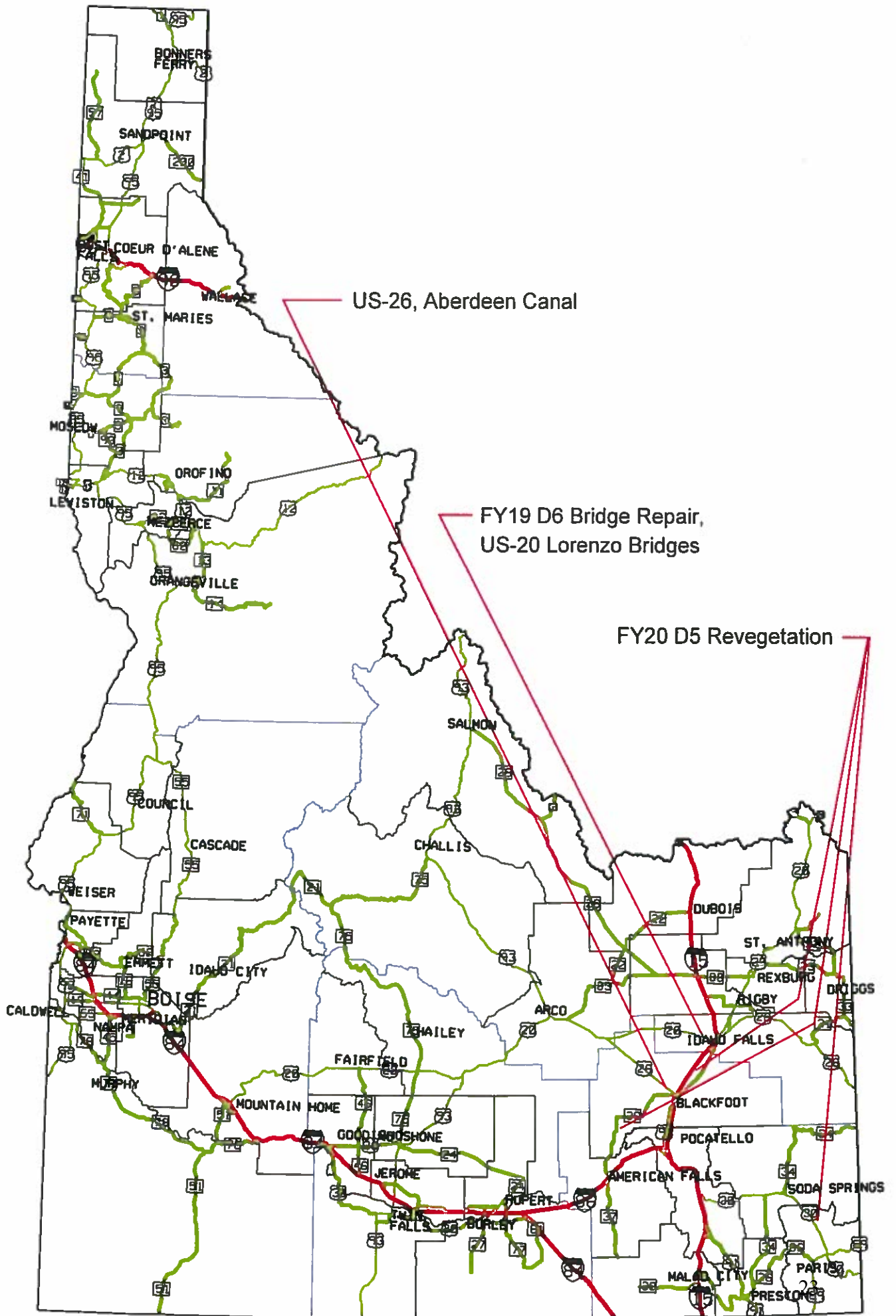
FY19 – 10/1/2018 to 10/29/2018 Contracting Services has bid 7 projects, 0 of them needing Board Approval to award, 1 needing Board approval to reject.

### 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 +/-
5	19878	I-15, US-26 & US-30	10/16/2018	1	\$129,955.10	\$126,810.00	\$3,145.10
FY20 D5 Revegetation					State		98%
Contractor: Adams RC Consulting LLC DBA Snake River Reclamation							
5	18959	US-26	10/16/2018	2	\$1,723,710.30	\$1,842,621.28	\$118,910.98
US-26, Aberdeen Canal					Federal		106%
Contractor: Cannon Builders Inc.							
6	19093	US-20	10/23/2018	6	\$2,282,940.72	\$1,886,452.00	\$396,488.72
FY19 D6 Bridge Repair, US-20 Lorenzo Bridges					Federal		83%
Contractor: JM Concrete							

## Monthly Contract Advertisement As of 10-29-2018

District	Key No.	Route	Opening Date
1	20340	SH-57	10/30/2018
SH-57, Emergency Repair MP 1.92 & 2.10 \$500,000 to \$1,000,000			Federal
2	19373	US-95	10/30/2018
US-95, Whitebird Grade Rehab \$2,500,000 to \$5,000,000			State
3	20842	I-84	10/30/2018
Cloverdale RD O'pass Bridge \$10,000,000 to \$15,000,000			State
3	20106/20148	I-84	10/30/2018
I-84, Mountain Home to Cold Springs IC \$15,000,000 to \$25,000,000			Federal
3	13946	US-95	11/6/2018
US-95, Little Rainbow Bridge \$5,000,000 to \$10,000,000			Federal
1	20034	US-95	11/6/2018
SH-1, US-95 Jct to Spring Hill Road \$250,000 to \$500,000			State
1	19506	SH-200B	11/6/2018
Strong Creek Bridge, East Hope \$1,000,000 to \$2,500,000			State
2	19512	SH-8, US-95, SH-7, SH-11, SH-13, SH-64 & US-12	11/6/2018
FY20 D2 Seal Coats \$2,500,000 to \$5,000,000			State
6	19812	I-15	11/13/2018
FY20 D6 Ballast Stabilization \$10,000,000 to \$15,000,000			State
5	19992	OFF-SYS	11/20/2018
Sheep Trail to Hoff \$2,500,000 to \$5,000,000			Federal

LHTAC(2)	10355	OFF-SYS	11/20/2018
10th Avenue Bridge, Caldwell \$1,000,000 to \$2,500,000			Federal
3	19645/19856	US-95 & SH-19	11/20/2018
US-95, Oregon ST LN to Wilder SCL \$2,500,000 to \$5,000,000			Federal
3	19709	I-84	11/20/2018
I-84 to Jct SH-55 North \$1,000,000 to \$2,500,000			Federal
2	12009	US-12	11/20/2018
US-12, 18th ST to Clearwater RV BR, Lewiston \$5,000,000 to \$10,000,000			Federal
LHTAC(2)	13872	OFF-SYS	11/20/2018
Pine Creek Road Bridge \$1,000,000 to \$2,500,000			Federal
4	19086	OFF SYS	11/27/2018
N 400 W to Parke Ave, Burley \$5,000,000 to \$10,000,000			Federal
3	13951	US-95	11/27/2018
US-95 Weiser RV RR BR \$5,000,000 to \$10,000,000			Federal
2	19427	US-95	12/4/2018
Goff Bridge to MP 210 Slide \$5,000,000 to \$10,000,000			State
3	19442	I-84	Postponed
I-84, Oregon ST LN to Caldwell Bridge Rehab \$2,500,000 to \$5,000,000			Federal
4	18798	US-30	Postponed
Salmon Falls Creek Bridge \$2,500,000 to \$5,000,000			Federal
6	20017	I-15	Postponed
MP 167 to Montana SL \$2,500,000 to \$5,000,000			Federal



# Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date November 14, 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 seventeen (17) new professional services agreements and work tasks totaling **\$2,584,529** and two (2) supplemental agreements to existing professional services agreements totaling **\$102,900** from October 5, 2018 through October 26, 2018.

### New Professional Services Agreements and Work Tasks

<i>Reason Consultant Needed</i>	<i>District</i>									<i>Total</i>
	1	2	3	4	5	6	HQ			
<b>Resources not Available</b>										
Design		1	1	1		1				4
Environmental										
Public Involvement			1							1
Geotechnical				2						2
Traffic			1							1
Surveying	1									1
Construction		1	1	1						3
Bridge										
Local Public Agency Projects	2	0	1	0	0	1	0			4
<b>Special Expertise</b>										
Construction			1							1
<b>Total</b>	3	2	6	4	0	2	0			17



## Board Agenda Item

ITD 2210 (Rev. 10-13)

### For ITD District Projects:

Thirteen (13) new professional services agreements and work tasks were processed during this period totaling **\$1,821,179**. No supplemental agreements were processed.

### District 1

<i>Project</i>	<i>Reason Consultant Needed</i>	<i>Description</i>	<i>Selection Method</i>	<i>Consultant</i>	<i>Amount</i>
I-90, FY25 Osburn to W Wallace, Shoshone Co	Resources not available: Surveying	Mapping & Right-of-Way Surveying	RFI from Term Agreement	Ruen-Yeager & Associates	\$126,940

### District 2

<i>Project</i>	<i>Reason Consultant Needed</i>	<i>Description</i>	<i>Selection Method</i>	<i>Consultant</i>	<i>Amount</i>
US-12, Lochsa Ranger Station to Holly Creek Turnout	Resources not available: Design	Project Development from Concept Through PS&E	Individual Project Solicitation	Keller Associates	\$782,500
US-12, 18 <sup>th</sup> St to Clearwater River Bridge, Lewiston	Resources not available: Construction	Engineer of Record Services	Individual Project Solicitation	Parametrix	Prev: \$608,015 <b>This: \$ 22,800</b> Total: \$630,815

### District 3

<i>Project</i>	<i>Reason Consultant Needed</i>	<i>Description</i>	<i>Selection Method</i>	<i>Consultant</i>	<i>Amount</i>
SH-51, Snake River Bridge Milepost 76.9, Owyhee / Elmore Co	Special Expertise Needed: Construction	Test Bridge Rail Coatings using Tooke Gauge	Minor Agreement Procedures	Quality Coating Inspection & Consulting	\$3,637
US-95, Milepost 122 to Milepost 139 and Milepost 154 to Milepost 157 Bridge Replacements	Resources not available: Design	Design Support Services	Direct from Term Agreement	T-O Engineers	\$10,000
SH-55, Jct US-95 to Snake River,	Resources not available:	Public Involvement	Direct from Term	Rosemary Brennan	\$91,152



## Board Agenda Item

ITD 2210 (Rev. 10-13)

Marsing SH-55, Snake River Bridge, Marsing	Public Involvement	Services during Construction	Agreement	Curtin, Inc.	
SH-44, Corridor Study, Jct I-84 to Eagle	Resources not available: Traffic	Add'l Traffic Services	Direct from Term Agreement	Six Mile Engineering	Prev: \$88,200 <b>This: \$10,800</b> Total: \$99,000
US-30, Noble Canal Culvert, near New Plymouth	Resources not available: Construction	Engineer of Record Services	RFI from Term Agreement	Keller Associates	Prev: \$343,900 <b>This: \$ 15,700</b> Total: \$359,600

### District 4

<i>Project</i>	<i>Reason Consultant Needed</i>	<i>Description</i>	<i>Selection Method</i>	<i>Consultant</i>	<i>Amount</i>
I-84, Kasota Interchange to Burley Interchange Eastbound Lane, Minidoka Co	Resources not available: Design	Roadway Design, Ph I: Collection of Falling Weight Deflectometer Pavement Deflection Data	Individual Project Solicitation	Stanley Consultants	\$15,700
I-86, Raft River Bridge, Eastbound & Westbound Lanes, Cassia Co	Resources not available: Geotechnical	Add'l Materials Work	Direct from Term Agreement	Haley & Aldrich	Prev: \$95,000 <b>This: \$ 2,050</b> Total: \$97,050
US-93, 100 South Rd, Jerome Co	Resources not available: Geotechnical	Subsurface Sampling & Testing Services	RFI from Term Agreement	Strata	\$146,000
US-30, E 4000 North Rd, Twin Falls Co	Resources not available: Construction	Add'l Materials Testing	Direct from Term Agreement	Materials Testing & Inspection	Prev: \$12,150 <b>This: \$11,000</b> Total: \$23,150

### District 5

<i>Project</i>	<i>Reason Consultant Needed</i>	<i>Description</i>	<i>Selection Method</i>	<i>Consultant</i>	<i>Amount</i>
No Agreements this Month					

### District 6

<i>Project</i>	<i>Reason</i>	<i>Description</i>	<i>Selection</i>	<i>Consultant</i>	<i>Amount</i>
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## Board Agenda Item

ITD 2210 (Rev. 10-13)

	<i>Consultant Needed</i>		<i>Method</i>		
US-20, Chester to Ashton, Fremont Co	Resources not available: Design	Roadway Design, Ph A: Staff Augmentation for Design of the Project	Individual Project Solicitation	WHPacific	\$582,900

### Headquarters

<i>Project</i>	<i>Reason Consultant Needed</i>	<i>Description</i>	<i>Selection Method</i>	<i>Consultant</i>	<i>Amount</i>
No agreements this month					

### 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>
None					

### For Local Public Agency Projects:

Three (3) new professional services agreements totaling **\$763,350** were processed during this period. Two (2) supplemental agreements were processed totaling **\$102,900**.

<i>Project</i>	<i>Sponsor</i>	<i>Description</i>	<i>Selection Method</i>	<i>Consultant</i>	<i>Amount</i>
STC-1697, French Gulch / Fernan Hill Rd	Eastside Highway District	Roadway Design, Ph I: Development of Concept Alternatives	Local Project RFI from Term Agreement	J-U-B Engineers	\$151,000
STC-7275, 4 <sup>th</sup> St; Dalton Ave to Prairie Ave	City of Dalton Gardens	Roadway Design Services through PS&E	Local Project RFI from Term Agreement	Welch Comer & Associates	\$463,350
STP-7220, Intersection of State St & Collister	Ada County Highway District	Engineer of Record Services	Individual Project Solicitation	HDR Engineering	Prev: \$1,013,450 <b>This: \$ 149,000</b> Total: \$1,162,450



## Board Agenda Item

ITD 2210 (Rev. 10-13)

Dr, Boise					Board Approved \$1.2 M during October 2018 meeting
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### 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>
1	STC-5708, Beck Rd; Seltice Way to Prairie Ave	Ruen-Yeager & Associates	11/17 Roadway Design through PS&E	Add'l pavement section analysis	Prev: \$238,400 <b>This: \$ 5,000</b> Total: \$243,400
3	STP-7220, Intersection of State St & Collister Dr, Boise	HDR Engineering	1/14 Design of Intersection Improvements	Add'l Public Outreach, Utility Work and Finalize Plans for Bidding	Prev: \$ 915,550 <b>This: \$ 97,900</b> Total: \$1,013,450  Board Approved \$1.2 M during October 2018 meeting

### Recommendations

For Information Only

### Board Action

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





## Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date November 14, 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 LSS
Preparer's Name Barbara Waite	Preparer's Title Railroad/Utility Manager	Initials BW	

### Subject

Annual report on Railway-Highway Crossing Program- 2018		
Key Number	District	Route Number

### Background Information

Board Policy 4085 specifies a report be made to the Board annually on the status of the State Railroad Grade Crossing Protection Fund (Fund), which receives an annual allotment of \$250,000 in accordance with Idaho Code 63-2412(c) and 62-304. This Fund provides money and match for projects in the *Rail-Highway Crossing Program*. Projects in this program are incorporated into Idaho Transportation Improvement Program. The goal of this program is to reduce the number and severity of vehicle-train collisions at public rail-highway crossings, which is in alignment with the Idaho Transportation Department's Strategic Plan's mission of "Your Safety" by providing the safest transportation system possible through reductions in serious injuries and fatalities. The Fund also provides \$25,000 to support public education and safety programs which promote awareness of public safety at railroad grade crossings.

Additional information is available in the attached Highway Safety Improvement Program – IDAHO RAILWAY-HIGHWAY CROSSING PROGRAM, 2018 ANNUAL REPORT.

### Recommendations

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### Board Action

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



IDAHO

# RAILWAY-HIGHWAY CROSSINGS PROGRAM 2018 ANNUAL REPORT



U.S. Department of Transportation  
Federal Highway Administration

Photo source: Montana Department of Transportation

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## Disclaimer

### **Protection of Data from Discovery Admission into Evidence**

23 U.S.C. 148(h)(4) states “Notwithstanding any other provision of law, reports, surveys, schedules, lists, or data compiled or collected for any purpose relating to this section [HSIP], shall not be subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location identified or addressed in the reports, surveys, schedules, lists, or other data.”

23 U.S.C. 409 states “Notwithstanding any other provision of law, reports, surveys, schedules, lists, or data compiled or collected for the purpose of identifying, evaluating, or planning the safety enhancement of potential accident sites, hazardous roadway conditions, or railway-highway crossings, pursuant to sections 130, 144, and 148 of this title or for the purpose of developing any highway safety construction improvement project which may be implemented utilizing Federal-aid highway funds shall not be subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location mentioned or addressed in such reports, surveys, schedules, lists, or data.”

## Executive Summary

A comprehensive approach to safety of a transportation system, whether used by “vehicles and pedestrians” or “trains and freight,” including the 4Es has proven to be the best way to achieve significant reductions in fatalities and injuries. The elements of the 4Es are engineering , education , enforcement , and emergency medical services (EMS).

The 4Es principle is used at locations where railroad systems and public road systems intersect one another, called public rail-highway crossings (Crossings). These Crossings are engineered with safety as a goal in accordance with AASHTO standards and delineated in accordance with the Manual of Uniform Traffic Control Devices (MUTCD) as adopted by Idaho. Twelve (12) railroad companies operate in Idaho with 1,469 Crossings, of which 1,213 are at-grade. Over the years and when sufficient funding is available, grade separation structures have been constructed to eliminate vehicle-train collisions. The remaining at-grade crossings are made safer by installing signage and delineation in accordance with the MUTCD and in compliance with FHWA and Federal Railroad Administration (FRA) public crossing safety requirements. With use of Federal Section 130 and State Rail Protection Account funds, the number of active at-grade crossings throughout the state continues to increase.

Since the late 1990's, Idaho Transportation Department (ITD) has had experimental approval from FHWA to display an object marker sign, called an IdaShield. The IdaShield signs, providing enhanced visibility to users especially in low-light/night driving conditions, have been in place in conjunction with the railroad's Crossbuck, STOP or YIELD signage at all public passive crossings throughout Idaho. Per FHWA directive of October 11, 2017, no new or replacement IdaShields are permitted to be installed after December 31, 2017 and existing IdaShields that are already installed in the field as of December 31, 2017, may remain in place for the remainder of their useful service life.

A summary of rail-highway crossings in Idaho and their safety devices are shown on page 4 of this report.

Educating motorist and pedestrians in the safe use at Crossings is provided by various entities including Idaho Operation Lifesaver (IOL). Education provided by IOL stresses that trains cannot turn left or right to avoid an object on the track and emphasizes the long distances required to stop a train (typically a combination of locomotives and rail cars) can be a mile or more depending upon train speed and total train weight. ITD supports IOL's educational activities through an annual State funded grant and membership on the IOL Board of Directors.

IOL works with law enforcement and railroad owners on numerous activities, such as: the Officer On A Train program, railroad right-of-way trespass violations and awareness, Adopt a Crossing program, short-length television and radio Public Service Announcements, etc. IOL uses a priceless tool -- Volunteers, who:

- Make presentations to schools, trucking firms, and other interested parties
- Operate informational booths at regional fairs, city safety events, and other public events.

## Introduction

**Title 23 of United States Code (USC) Section 130 provides funding to States annually for the elimination of hazards at railway-highway crossings. One of the requirements of 23 USC 130 is that States must submit an annual report on the progress and effectiveness of implementing the program. The report shall include, but not be limited to, the number of projects undertaken, their distribution by cost range, road system, nature of treatment, and subsequent crash experience at improved locations.**

## Program Structure

**Reporting period for railway-highway crossing program funding.**

Calendar Year

**Enter additional comments here to clarify your response for this question or add supporting information. Describe how funds are distributed and administered in the State.**

Describe how funds are distributed and administered in the State.

Several years ago a team was established to nominate, prioritize and manage rail-highway safety projects. This team, under the direction of the ITD Railroad/Utility Manager, is referred to as the ROAST - Rail Operations And Safety Team. Each of the six ITD districts are represented on the ROAST along with ITD Design/Traffic Engineer, ITD Safety Manager, Idaho Operation Lifesaver, and a Federal Highway Administration representative with input and suggestions from local agencies and rail companies. Meetings and conference calls are held to discuss and schedule rail-highway safety projects. Field diagnostic reviews are completed as needed which include pertinent stakeholders, i.e. ROAST member(s), law enforcement, railroad, road authority personnel, etc.

**Describe the method(s) used for project selection.**

The ROAST (Rail Operation And Safety Team) is responsible for prioritizing Grade Crossing projects in the Rail-Highway Safety Programs (Federal Section 130 funds and State's Railroad Grade Crossing Protection Fund).

A computerized Benefit Cost Ratio analysis method and FRA's Web Accident Prediction System (WBAPS) are being used to assist ROAST with setting project priorities for both the State and Federal Rail-Highway Safety programs.

**Describe the method(s) used to measure effectiveness (in terms of reducing fatalities and serious injuries) of the projects and program.**

The Idaho Transportation Department tracks crashes at rail-highway crossings utilizing ITD created software called WebCARS (Web -based C rash Analysis Reporting System). This software is used to analyze Before and After crash data at each individual rail-highway crossing safety improvement project location and Statewide at all rail-highway crossings.

**Describe any noteworthy efforts the State has used to effectively deliver a successful program.**

## 2018 Idaho Railway-Highway Crossing Program

ITD makes a concerted statewide team effort (via the ROAST) by meeting and/or conference calling quarterly to discuss programmed and proposed projects, address any potential project delay issues and make necessary adjustments to the programs. ITD includes outreach to the Local Highway Technical Assistance Council (LHTAC) for potential safety rail improvement projects on public off-system roadways.

ITD has a statewide headquarters-level railroad safety program manager whose responsibilities include management of the Federal and State Rail-Highway Safety Programs.

### **Describe the status of data acquisition and analysis efforts (including inventory and other efforts utilizing the two percent funding allowance)**

ITD is partnering with a fellow state agency, the Idaho Public Utilities Commission, to accomplish the inventory data collection.

### **Input the number of crossings and program emphasis areas by crossing type.**

CROSSING TYPE	NUMBER OF CROSSINGS
At-Grade Active Warning Devices	361
At-Grade Passive Warning Devices	869
Grade-Separated RR Under Road	86
Grade-Separated RR Over Road	153

### **Enter additional comments here to clarify your response for this question or add supporting information. Provide the specific program emphasis area, and if necessary a discussion of significant variations from previous reports.**

Current proposed projects have an emphasis on improving safety at higher priority rail-highway crossings, with the majority being on off-system/local roads.

### **Describe any other aspects of the Section 130 program effectiveness on which the State would like to elaborate.**

ITD would like to be able to close some of the higher incident rail-highway crossings. Increasing the \$7500 crossing closure incentive to the local jurisdictions would likely be helpful to encourage cooperation and support from those local jurisdictions and communities.

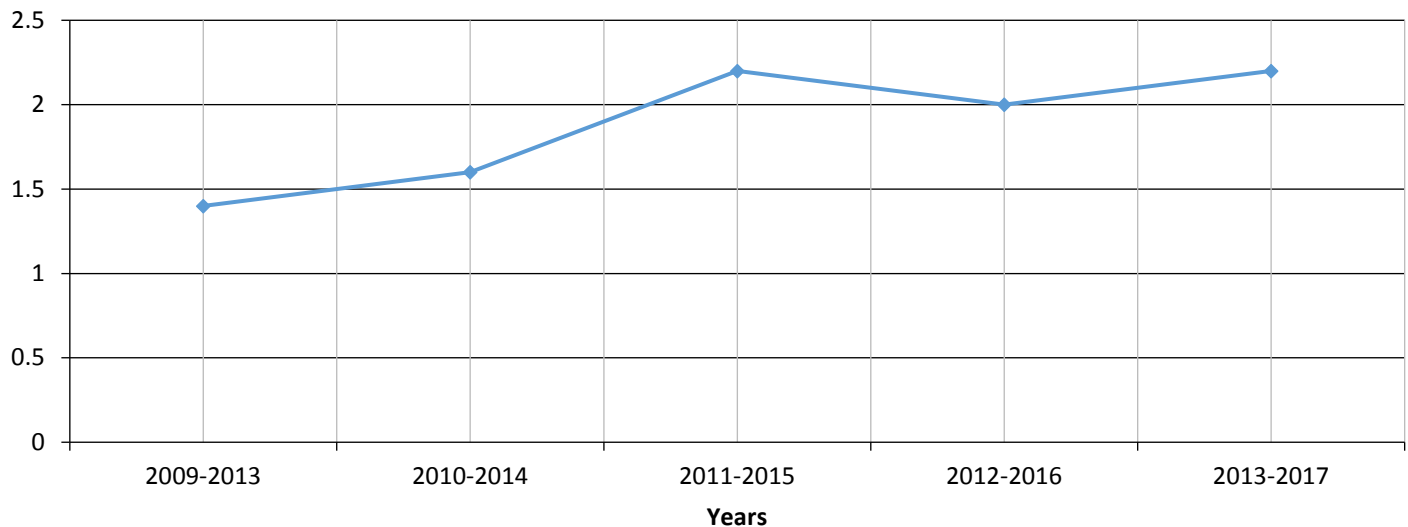
### **Input data on a variety of performance measures.**

PERFORMANCE MEASURE	2009-2013 (5-yr avg)	2010-2014 (5-yr avg)	2011-2015 (5-yr avg)	2012-2016 (5-yr avg)	2013-2017 (5-yr avg)
Fatalities	1.40	1.60	2.20	2.00	2.20

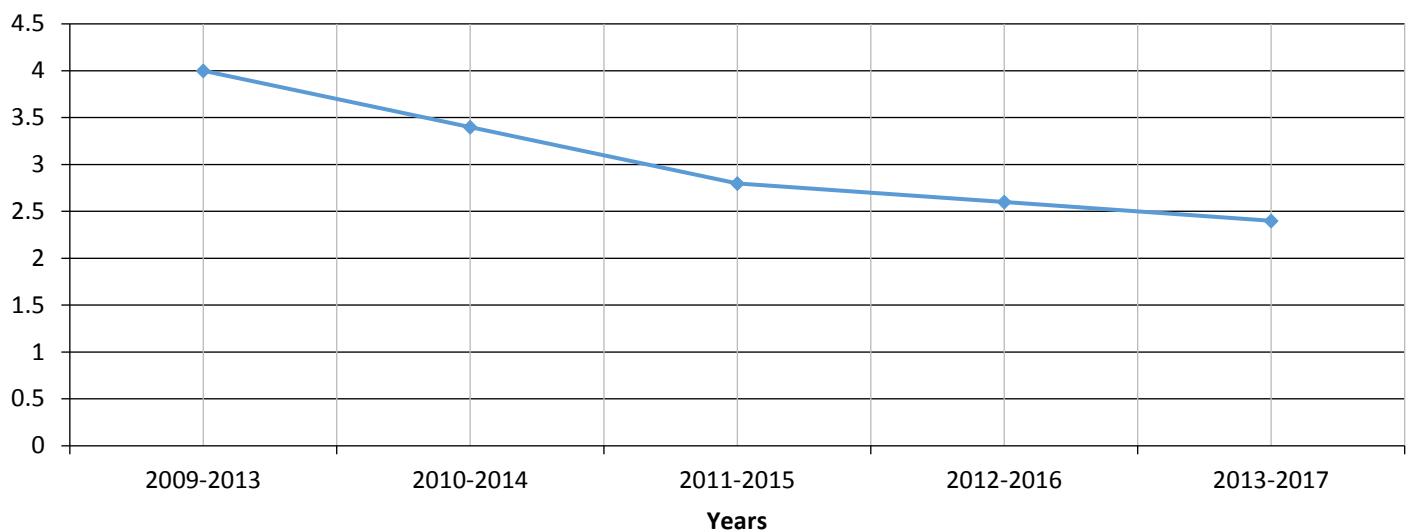
## 2018 Idaho Railway-Highway Crossing Program

PERFORMANCE MEASURE	2009-2013 (5-yr avg)	2010-2014 (5-yr avg)	2011-2015 (5-yr avg)	2012-2016 (5-yr avg)	2013-2017 (5-yr avg)
Serious Injuries	4.00	3.40	2.80	2.60	2.40

### Fatalities at Railway-Highway Crossings 5-yr avg. Performance Measure Data



### Serious Injuries at Railway-Highway Crossings 5-yr avg. Performance Measure Data



Enter additional comments here to clarify your response for this question or add supporting information.



## Project Metrics

List the projects obligated using RHCP funds for the reporting period.

PROJECT NUMBER	LOCATION	USDOT CROSSING NUMBER	FUNCTIONAL CLASS	PROJECT TYPE	CROSSING TYPE	SECTION 130 FUNDS (\$)	TOTAL PROJECT COST (\$)	FUNDING TYPE
20366	Heath Lake Road BNSF, Bonner Cnty	058835B	Rural Local Road or Street	Grade Crossing Elimination	At-Grade Passive Warning Devices	45000	50000	Section 130
19352	Offsys, Brownlee Rd, INPR, Boise County	818761L	Rural Minor Collector	Active Grade Crossing Equipment Installation/Upgrade	At-Grade Passive Warning Devices	95400	106000	Section 130
19352	STC-3954, Holly Ave, INPR RRX, New Plymouthh	819790A	Rural Local Road or Street	Active Grade Crossing Equipment Installation/Upgrade	At-Grade Passive Warning Devices	115200	128000	Section 130
19461	Offsys, Academy Road, BVRR RRX, Greenleaf	819697T	Rural Local Road or Street	Active Grade Crossing Equipment Installation/Upgrade	At-Grade Passive Warning Devices	95400	106000	Section 130
19627	Roedel Ave, BVRR RRX, Caldwell	818851K	Rural Local Road or Street	Active Grade Crossing Equipment Installation/Upgrade	At-Grade Passive Warning Devices	342000	380000	Section 130
20014	SMA-3683, S Black Cat Rd, UPRR RRX, Kuna, ACHD	819338C	Rural Minor Collector	Active Grade Crossing Equipment Installation/Upgrade	At-Grade Passive Warning Devices	378000	420000	Section 130
20256	NW 16th St, INPR RRX, Fruitland	819914R	Urban Local Road or Street	Crossing Approach Improvements	At-Grade Passive Warning Devices	301500	335000	Section 130
20692	11th Ave N, BVRR RRX, Nampa	819470A, 819469F	Urban Local Road or Street	Active Grade Crossing Equipment Installation/Upgrade	At-Grade Active Warning Devices	189000	210000	Section 130
20679	Offsys, Poelline Rd Ext, EIRR RRX, Filer Highway District	819199J	Urban Major Collector	Crossing Approach Improvements	At-Grade Active Warning Devices	63000	70000	Section 130
20783	US-91 Intersection, Clinger Rd, UPRR, N of Shelley	811635T	Rural Local Road or Street	Active Grade Crossing Equipment Installation/Upgrade	At-Grade Passive Warning Devices	360000	400000	Section 130
19039	SH-33, Sugar City, EIRR RRX	811901M	Rural Major Collector	Crossing Approach Improvements	At-Grade Passive Warning Devices	135000	150000	Section 130

## 2018 Idaho Railway-Highway Crossing Program

PROJECT NUMBER	LOCATION	USDOT CROSSING NUMBER	FUNCTIONAL CLASS	PROJECT TYPE	CROSSING TYPE	SECTION 130 FUNDS (\$)	TOTAL PROJECT COST (\$)	FUNDING TYPE
20084	OFFSYS, W Milo Rd (4000 E) EIRR RRX, E of Rigby	811950J	Rural Local Road or Street	Roadway Geometry Improvements	At-Grade Passive Warning Devices	117000	130000	Section 130

**Enter additional comments here to clarify your response for this question or add supporting information.**

Project 20366, Heath Lake Road, Grade Crossing Elimination: Construction of a "hammerhead" turn around will be completed by Bonner County staff in near future. ITD was responsible for the topographic survey work and coordination with stakeholders.

Enter the crash data that is used to measure project effectiveness for both the before and after period.

PROJECT NUMBER	LOCATION	USDOT CROSSING NUMBER	FUNCTIONAL CLASS	PROJECT TYPE	CROSSING TYPE	SECTION 130 FUNDS (\$)	TOTAL PROJECT COST (\$)	FUNDING TYPE	BEFORE CRASH DATA (YEARS)	FATAL CRASHES (BEFORE)	SERIOUS INJURY CRASHES (BEFORE)	ALL INJURIES CRASHES (BEFORE)	PDO-ONLY (BEFORE)	CRASH DATA OTHER	AFTER CRASH DATA (YEARS)	FATAL CRASHES (AFTER)	SERIOUS INJURY CRASHES (AFTER)	ALL INJURIES CRASHES (AFTER)	PDO-ONLY (AFTER)	CRASH DATA OTHER	EFFECTIVENESS
12981	STC-5780, Dufort Road RRX @ MP 9.1, Bonner County	058836H	Rural Local Road or Street	Active Grade Crossing Equipment Installation/Upgrade	At-Grade Passive Warning Devices	317735	317735	Section 130	3	0	0	0	0		3	0	0	0	0		effective
12982	SH-54, Watkins Ave RRX, BNSF, Athol	058857B	Rural Major Collector	Active Grade Crossing Equipment Installation/Upgrade	At-Grade Passive Warning Devices	432000	432000	Section 130	3	0	0	0	0		3	0	0	0	1		possibly effective but with very low numbers it is hard to tell
13137	SH-48, Menan RRX, Jefferson County	812255P	Rural Major Collector	Active Grade Crossing Equipment Installation/Upgrade	At-Grade Passive Warning Devices	256000	256000	Section 130	3	0	0	0	0		3	0	0	0	0		effective
13579	STC-6774, E 6th South St RRX, St. Anthony	811913G	Rural Local Road or Street	Active Grade Crossing Equipment Installation/Upgrade	At-Grade Passive Warning Devices	180000	180000	Section 130	3	0	0	0	0		3	0	0	0	0		effective
13027	STC-3790, Allendale Road RRX, Canyon County	819687M	Rural Local Road or Street	Crossing Approach Improvements	At-Grade Passive Warning Devices		51000	State	3	0	0	0	0		3	0	0	0	0		effective
13028	STC-3798, Peckham Road RRX, Canyon County	906024U	Rural Local Road or Street	Crossing Approach Improvements	At-Grade Passive Warning Devices		89000	State	3	0	0	0	0		3	0	0	0	0		effective

Enter additional comments here to clarify your response for this question or add supporting information.

**Optional Attachments**

## Glossary

<b>5 year rolling average</b>	means the average of five individuals, consecutive annual points of data (e.g. annual fatality rate).
<b>Emphasis area</b>	means a highway safety priority in a State's SHSP, identified through a data-driven, collaborative process.
<b>HMVMT</b>	means hundred million vehicle miles traveled.
<b>Performance measure</b>	means indicators that enable decision-makers and other stakeholders to monitor changes in system condition and performance against established visions, goals, and objectives.
<b>Transfer</b>	means, in accordance with provisions of 23 U.S.C. 126, a State may transfer from an apportionment under section 104(b) not to exceed 50 percent of the amount apportioned for the fiscal year to any other apportionment of the State under that section.



# Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date November 14, 2018

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

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

## Subject

State Fiscal Year 2019 Financial Statements		
Key Number	District	Route Number

## Background Information

### July 01, 2018 thru September 30, 2018, Fiscal Year 2019 Financial Statements

The financial operations of the Department as of September 30, 2018 continues this fiscal year with revenue coming in ahead of forecast year-to-date after three months and the expenditures are following projected budgets.

- Revenues to the State Highway Account from all state sources are ahead of forecast by 3.3%. Of that total, receipts from the Highway Distribution Account are ahead of forecast by 3.1% or \$1.6M. State revenues to the State Aeronautics Fund are ahead of forecast by 27% or \$104,000. Since it is too early to see any trend, staff will continue to monitor revenue and provide future updates.
- Expenditures are within planned budgets YTD. The differences are simply timing differences between planned and actual expenditures plus encumbrances estimated through the first three months of the year. Personnel costs have savings of \$3.1 M or 10% is due to reserves for horizontal career path increases, vacancies and timing between a position becoming vacant and filled.
- Contract construction cash expenditures for July and September of this year has exceeded any from the past three years: FY19 = \$159.8 M; FY18 = \$150.3 M; FY17 = \$91.5 M. After three months in this fiscal year this is a very positive result and will assist in helping ITD achieve its objective to reduce the outstanding obligated but un-spent balances in this category.

The balance of the long term investments as of the end of September is \$166 Million. These funds are obligated against both construction projects and encumbrances. The long term investments plus the cash balance of \$43M totals \$209M that is \$38M less than the end of June.

Expenditures in the Strategic Initiatives Program Fund (GF Surplus), for the first three months, were \$4.3M. Projects obligated from these funds are now in the construction season and higher payouts will occur over the next few months.

Deposits into the new Transportation Expansion and Congestion Mitigation Fund of \$4.5M is 5.3% ahead of forecast. The receipts into this fund for FY19 is committed to providing match on the INFRA grant.

## Recommendations

## Board Action

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

User ID: kbentley  
 Report ID: AD-FN-GL-010  
 Run Date: 5 Oct 2018  
 % of Time  
 Remainin 75

# 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 9/30/2018**  
 (all amounts in '000)

Fiscal Year: 2019

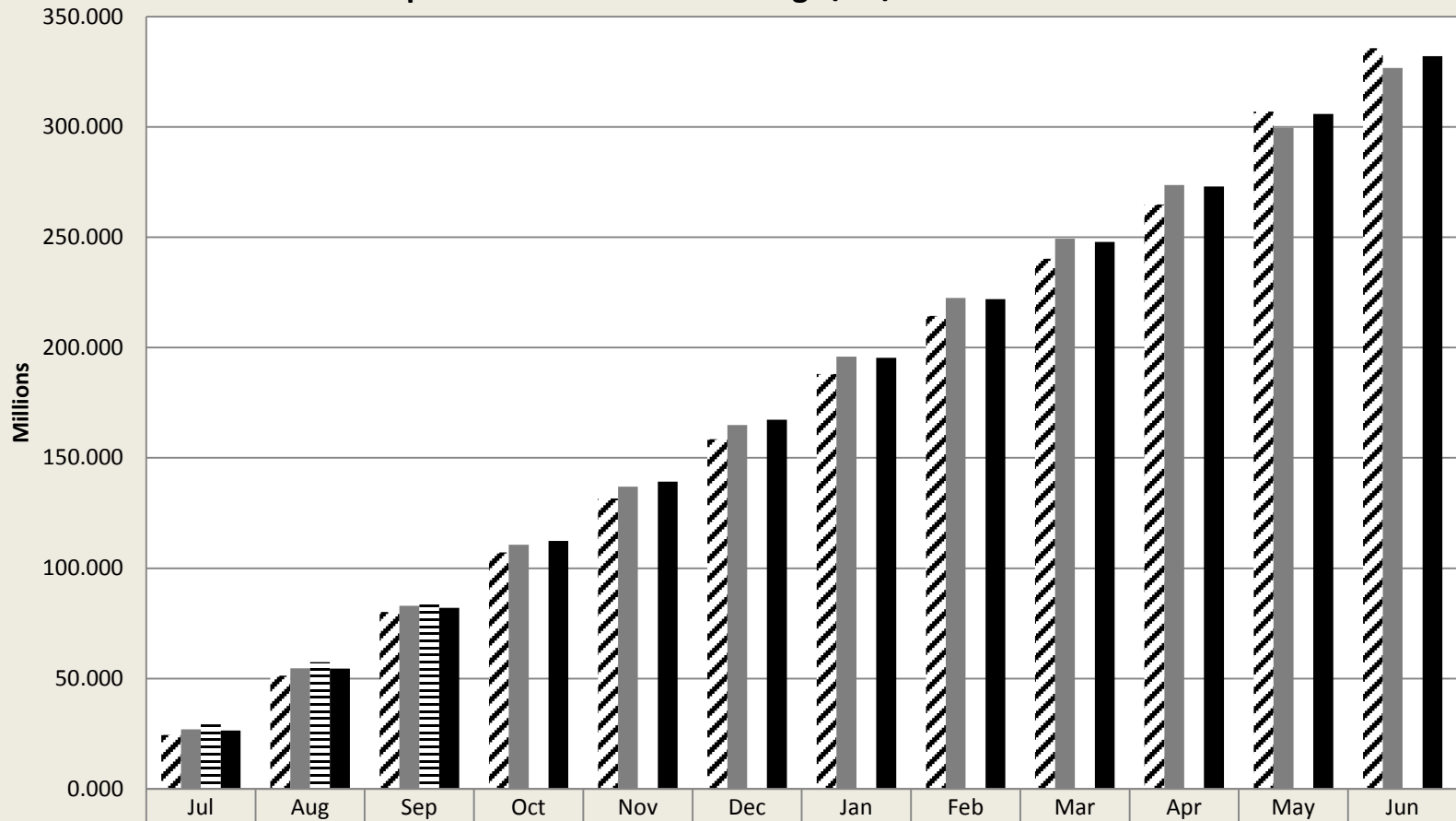
Funds Received					
	FY18 Actual YTD	FY19 Actual YTD	FY19 Forecast YTD	FY19 to FY18 Actual	FY 19 to Forecast
<b><u>State Highway Account</u></b>					
Federal Reimbursements	109,886	91,043	135,011	-17.1%	-32.6%
State (Inc. H.D.A.)	82,976	84,752	82,043	2.1%	3.3%
Local	1,082	2,160	5,985	99.7%	-63.9%
<b>Total State Highway Account:</b>	<b>193,944</b>	<b>177,955</b>	<b>223,040</b>	<b>-8.2%</b>	<b>-20.2%</b>
<b><u>State Aeronautics Fund</u></b>					
Federal Reimbursements	77	48	197	-38.0%	-75.8%
State	834	943	739	13.1%	27.6%
<b>Total State Aeronautics Fund:</b>	<b>911</b>	<b>990</b>	<b>936</b>	<b>8.8%</b>	<b>5.8%</b>
<b>Total Fund Received:</b>	<b>194,855</b>	<b>178,945</b>	<b>223,976</b>	<b>-8.2%</b>	<b>-20.1%</b>
Disbursements (includes Encumbrances)					
	FY18 Actual YTD	FY19 Actual YTD	FY19 Budget YTD	FY19 to FY18 Actual	FY 19 to Budget
Construction Payouts	151,578	164,177	204,965	8.3%	-19.9%
<b><u>Operations Expenses</u></b>					
Highways	46,126	51,776	64,312	12.2%	-19.5%
DMV	16,074	14,397	15,340	-10.4%	-6.1%
Administration	7,885	7,562	8,734	-4.1%	-13.4%
Facilities	57	189	1,500	233.1%	-87.4%
Aeronautics	999	652	814	-34.7%	-19.9%
<b>Total Operations Expenses:</b>	<b>71,141</b>	<b>74,576</b>	<b>90,699</b>	<b>4.8%</b>	<b>-17.8%</b>
<b><u>Transfers</u></b>					
Operating	25	25	25	0.0%	0.0%
Debt Service	0	0	0	0.0%	0.0%
<b>Total Transfers:</b>	<b>25</b>	<b>25</b>	<b>25</b>	<b>0.0%</b>	<b>0.0%</b>
<b>Total Disbursements:</b>	<b>222,744</b>	<b>238,777</b>	<b>295,689</b>	<b>7.2%</b>	<b>-19.2%</b>
	FY18 Actual YTD	FY19 Actual YTD	FY19 Budget YTD	FY19 to FY18 Actual	FY 19 to Budget
<b><u>Expenditures by Type</u></b>					
Personnel	25,795	28,267	31,525	9.6%	-10.3%
Operating	38,876	35,770	40,178	-8.0%	-11.0%
Capital Outlay	2,599	6,943	15,357	167.1%	-54.8%
Sub-Grantee	3,870	3,595	3,640	-7.1%	-1.2%
<b>Totals Operations Expenses:</b>	<b>71,141</b>	<b>74,576</b>	<b>90,699</b>	<b>4.8%</b>	<b>-17.8%</b>
Contract Construction	151,578	164,177	204,965	8.3%	-19.9%
<b>Totals (excluding Transfers):</b>	<b>222,719</b>	<b>238,752</b>	<b>295,664</b>	<b>7.2%</b>	<b>-19.2%</b>

# State Highway Fund 0260

## Fiscal Year 2019

### State Revenue Source Forecast vs Actual

#### September - For Period Ending 9/30/2018



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 Actual Revenue	27.003	54.686	82.976	110.644	136.997	164.897	195.901	222.483	249.311	273.673	299.623	326.714
FY19 Current	29.298	57.454	84.752									
FY19 Forecast	26.438	54.510	82.043	112.333	139.200	167.271	195.357	222.021	247.906	272.973	305.859	332.044

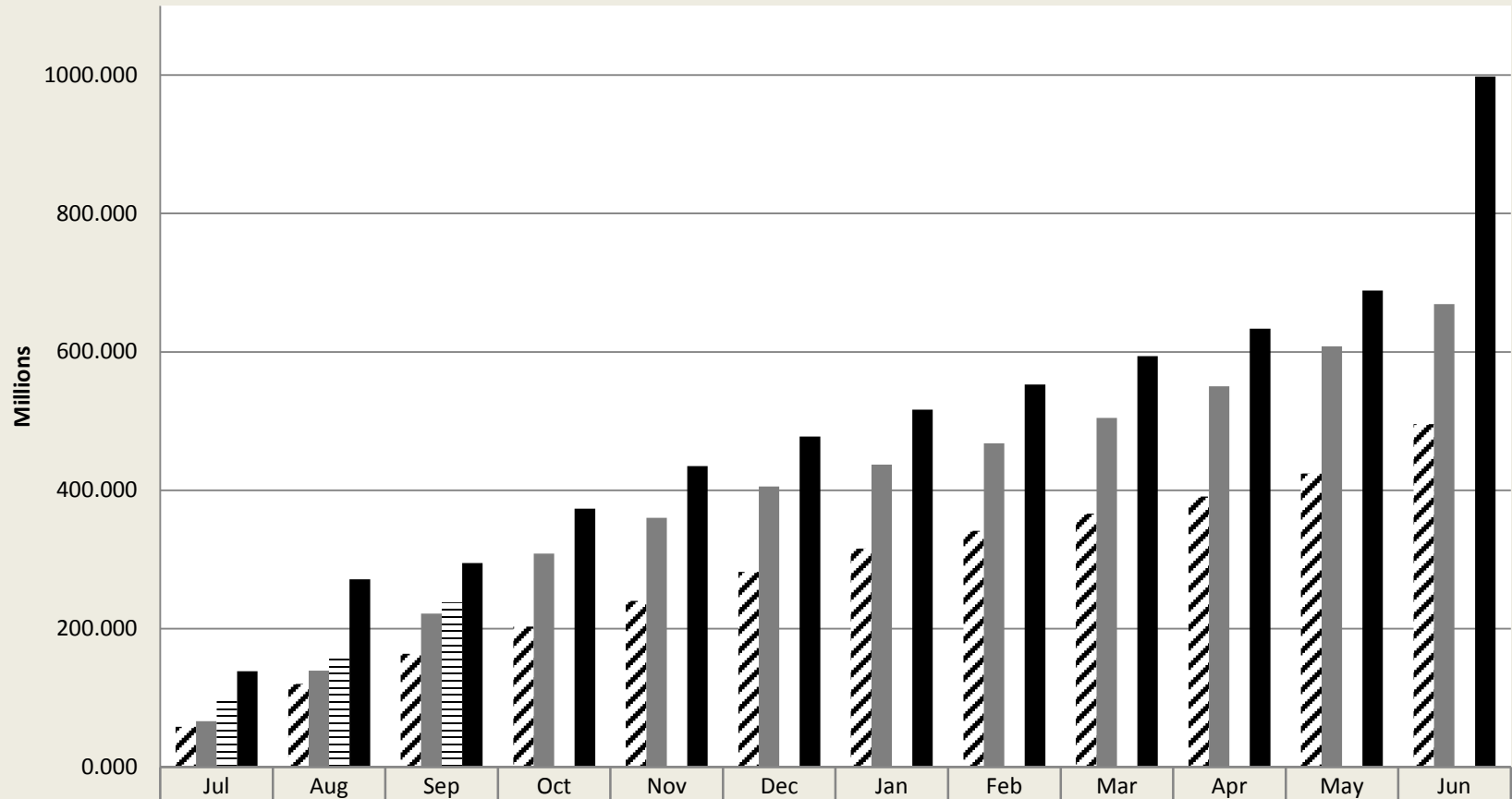


# State Highway Fund 0260

## Fiscal Year 2019

### Expenditures

#### September - For Period Ending 9/30/2018



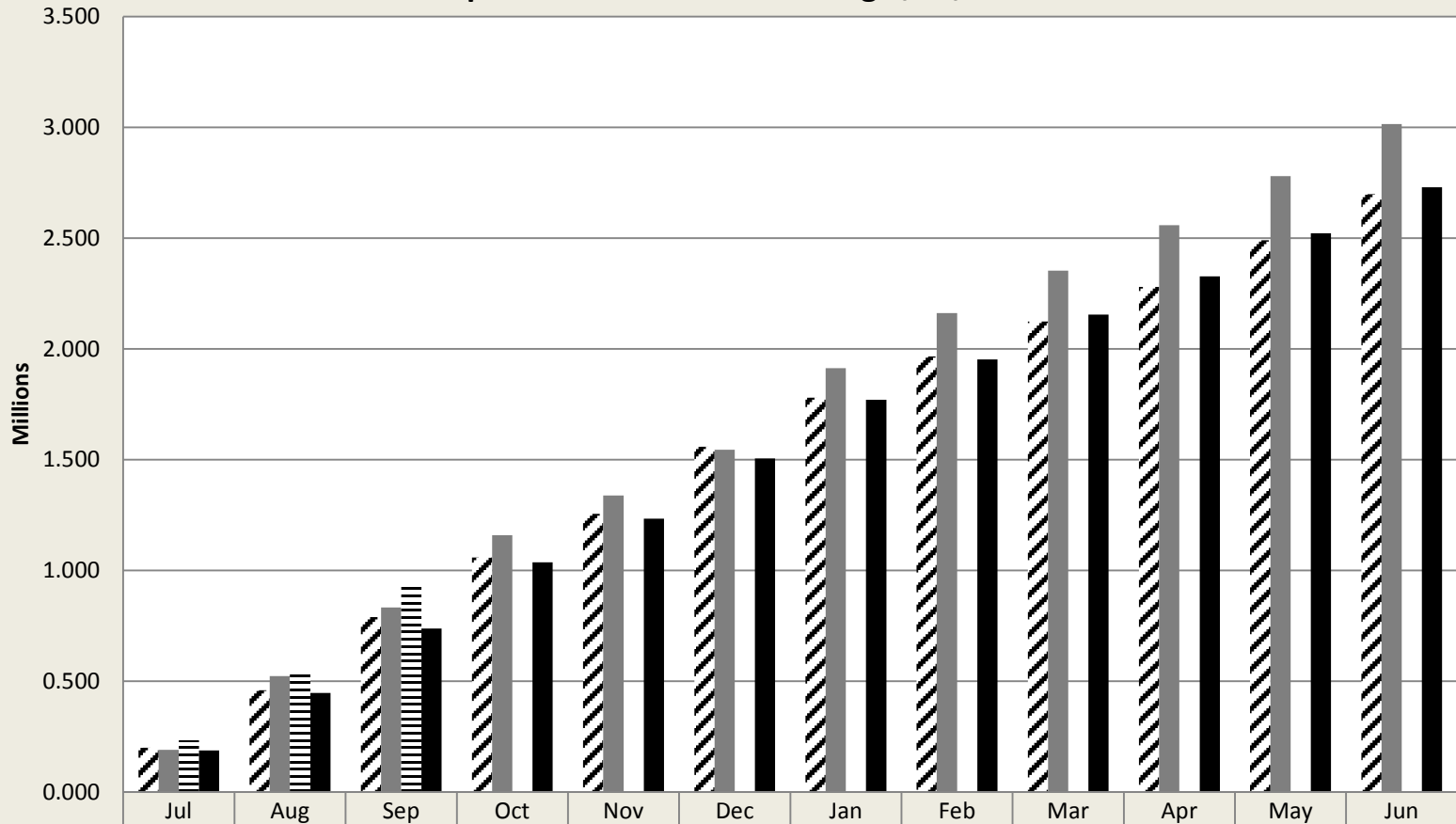
FY17 Actual Expenditures	58.348	120.371	163.661	202.889	240.383	282.297	316.027	341.550	366.385	390.985	424.174	495.603
FY18 Actual Expenditures	66.330	139.287	221.745	308.357	360.460	405.710	437.190	468.029	504.461	550.126	607.868	669.206
FY19 Current	95.849	163.446	238.100									
FY19 Forecast	138.383	271.540	294.850	373.474	434.933	477.815	516.385	552.675	593.748	633.757	688.630	997.727

# Aeronautics Fund 0221

Fiscal Year 2019

## State and Interagency Revenue Sources Forecast vs Actual

September - For Period Ending 9/30/2018



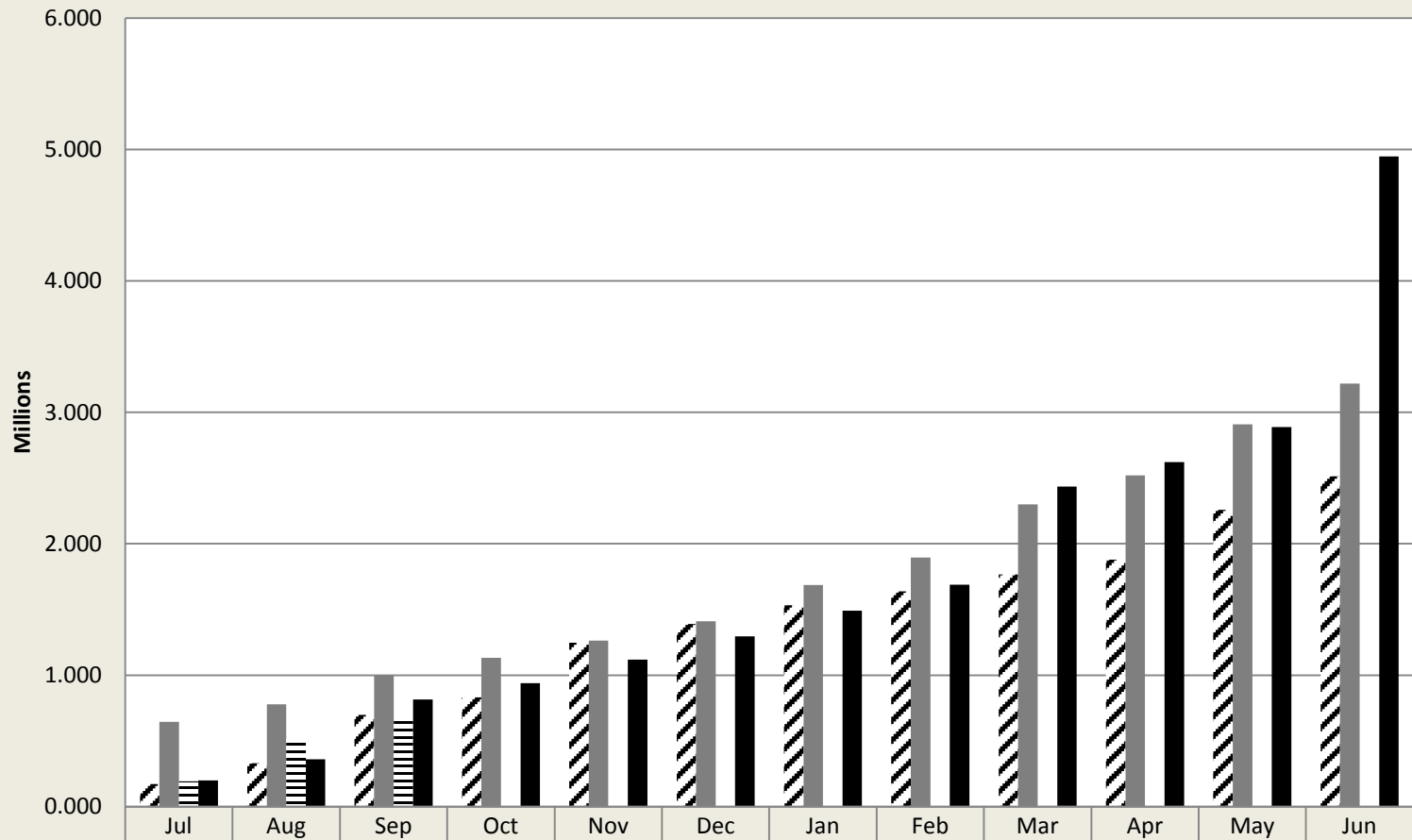
FY17 Actual Revenue	0.201	0.459	0.789	1.059	1.256	1.559	1.780	1.967	2.123	2.280	2.491	2.699
FY18 Actual Revenue	0.191	0.524	0.834	1.159	1.338	1.546	1.913	2.162	2.354	2.558	2.780	3.015
FY19 Current	0.234	0.538	0.943									
FY19 Forecast	0.188	0.447	0.739	1.037	1.233	1.506	1.771	1.953	2.155	2.327	2.522	2.731

# Aeronautics Fund 0221

## Fiscal Year 2019

### Expenditures

#### September - For Period Ending 9/30/2018



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 Actual Expenditures	0.645	0.778	0.999	1.131	1.262	1.411	1.685	1.894	2.299	2.522	2.909	3.220
FY19 Current	0.193	0.512	0.652									
FY19 Forecast	0.199	0.359	0.814	0.940	1.118	1.296	1.491	1.688	2.436	2.623	2.888	4.949

UserID: kbentley  
 Report ID: AD-FN-GL-002  
 Run Date: 05 Oct 2018

# Idaho Transportation Department

## OPERATING FUND BALANCE SHEET FOR THE PERIOD ENDED 9/30/2018

	State Aeronautics Fund 0221		State Highway Fund 0260		Transportation Expansion and Congestion Mitigation Fund 0269	
	Aug-18	Sep-18	Aug-18	Sep-18	Aug-18	Sep-18
<b>ASSETS</b>						
Cash on Hand (Change Fund)	0	0	5,845	5,845	0	0
Cash in Bank (Daily Operations)	2,014,522	2,265,297	56,994,687	42,975,334	25,706,808	27,214,824
Investments (Long Term: STO - Diversified Bond Fund)	828,342	829,789	165,997,522	166,291,110	0	0
Total Cash & Investments	2,842,863	3,095,086	222,998,054	209,272,288	25,706,808	27,214,824
Receivables - Other	0	4,062	1,254,466	1,048,283	0	0
- Due From Locals (Project Overruns)	0	0	2,213,790	1,732,563	0	0
- Inter Agency	11,065	24,625	662	17,807	0	0
Total Receivables	11,065	28,687	3,468,918	2,798,653	0	0
Inventory on Hand	(150)	(150)	18,639,485	19,794,700	0	0
<b>Total Assets:</b>	<b>2,853,779</b>	<b>3,123,623</b>	<b>245,106,457</b>	<b>231,865,642</b>	<b>25,706,808</b>	<b>27,214,824</b>
<b>LIABILITIES</b>						
Vouchers Payable	0	0	0	158	0	0
Sales Tax Payable	0	0	14,645	5,768	0	0
Deferred Revenue (Local Projects Match)	0	0	19,641,536	19,463,434	0	0
Accounts Receivable Overpayment	0	0	0	0	0	0
Contractor Retained % (In Lieu Of Performance Bond)	0	0	158,486	166,850	0	0
<b>Total Liabilities:</b>	<b>0</b>	<b>0</b>	<b>19,814,666</b>	<b>19,636,209</b>	<b>0</b>	<b>0</b>
<b>FUND BALANCE</b>						
Reserve for Encumbrance	379,031	359,582	58,013,565	60,419,824	0	0
Fund Balance	2,474,748	2,764,041	167,278,227	151,809,608	25,706,808	27,214,824
<b>Total Fund Balance:</b>	<b>2,853,779</b>	<b>3,123,623</b>	<b>225,291,791</b>	<b>212,229,433</b>	<b>25,706,808</b>	<b>27,214,824</b>
<b>Total Liabilities and Fund Balance</b>	<b>2,853,779</b>	<b>3,123,623</b>	<b>245,106,457</b>	<b>231,865,642</b>	<b>25,706,808</b>	<b>27,214,824</b>

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# Idaho Transportation Department

## OPERATING FUND BALANCE SHEET FOR THE PERIOD ENDED 9/30/2018

	Strategic Initiatives Fund (State Share) 0270.02		Strategic Initiatives Fund (Local Share) 0270.05		Total Strategic Initiatives Fund 0270	
	Aug-18	Sep-18	Aug-18	Sep-18	Aug-18	Sep-18
<b>ASSETS</b>						
Cash on Hand (Change Fund)	0	0	0	0	0	0
Cash in Bank (Daily Operations)	59,169,615	57,137,970	24,136,659	24,170,313	83,306,274	81,308,283
Investments (Long Term: STO - Diversified Bond Fund)	0	0	0	0	0	0
Total Cash & Investments	59,169,615	57,137,970	24,136,659	24,170,313	83,306,274	81,308,283
Receivables - Other	0	0	0	0	0	0
- Due From Locals (Project Overruns)	0	0	0	0	0	0
- Inter Agency	0	0	0	0	0	0
Total Receivables	0	0	0	0	0	0
Inventory on Hand	0	0	0	0	0	0
<b>Total Assets:</b>	<b>59,169,615</b>	<b>57,137,970</b>	<b>24,136,659</b>	<b>24,170,313</b>	<b>83,306,274</b>	<b>81,308,283</b>
<b>LIABILITIES</b>						
Vouchers Payable	0	0	0	0	0	0
Sales Tax Payable	0	0	0	0	0	0
Deferred Revenue (Local Projects Match)	0	0	0	0	0	0
Accounts Receivable Overpayment	0	0	0	0	0	0
Contractor Retained % (In Lieu Of Performance Bond)	24,285	24,285	0	0	24,285	24,285
<b>Total Liabilities:</b>	<b>24,285</b>	<b>24,285</b>	<b>0</b>	<b>0</b>	<b>24,285</b>	<b>24,285</b>
<b>FUND BALANCE</b>						
Reserve for Encumbrance	4,000	0	0	0	4,000	0
Fund Balance	59,141,330	57,113,685	24,136,659	24,170,313	83,277,989	81,283,998
<b>Total Fund Balance:</b>	<b>59,145,330</b>	<b>57,113,685</b>	<b>24,136,659</b>	<b>24,170,313</b>	<b>83,281,989</b>	<b>81,283,998</b>
<b>Total Liabilities and Fund Balance</b>	<b>59,169,615</b>	<b>57,137,970</b>	<b>24,136,659</b>	<b>24,170,313</b>	<b>83,306,274</b>	<b>81,308,283</b>

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 % of Time  
 Remaining: 75.0

# Idaho Transportation Department

## STATEMENT OF REVENUES AND EXPENDITURES

### BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 9/30/2018

Fund: 0260 State Highway Fund

Fiscal Year: 2019

Budget Fiscal Year: 2019

#### REVENUES

##### Federal Sources

FHWA - Highway	120,048,410	80,973,537	27,176,157	0	(39,074,873)	-32.55%	419,082,719	338,109,182	80.68 %
FHWA - Indirect Cost Allocation	10,829,000	6,816,402	2,241,632	0	(4,012,598)	-37.05%	25,000,000	18,183,598	72.73 %
Federal Transit Authority	3,200,000	2,566,949	602,651	0	(633,051)	-19.78%	12,771,200	10,204,251	79.90 %
NHTSA - Highway Safety	900,000	621,537	4,570	0	(278,463)	-30.94%	4,546,900	3,925,363	86.33 %
Other Federal Aid	34,000	64,565	22,598	0	30,565	89.90 %	4,130,000	4,065,435	98.44 %
<b>Total Federal Sources:</b>	<b>135,011,410</b>	<b>91,042,989</b>	<b>30,047,607</b>	<b>0</b>	<b>(43,968,421)</b>	<b>-32.57%</b>	<b>465,530,819</b>	<b>374,487,830</b>	<b>80.44 %</b>

##### State Sources

Equipment Buy Back	0	0	0	0	0	0.00 %	7,043,000	7,043,000	100.00 %
Miscellaneous Revenues	7,759,119	8,480,573	2,204,231	0	721,454	9.30 %	29,352,141	20,871,568	71.11 %
<b>Total State Sources:</b>	<b>7,759,119</b>	<b>8,480,573</b>	<b>2,204,231</b>	<b>0</b>	<b>721,454</b>	<b>9.30 %</b>	<b>36,395,141</b>	<b>27,914,568</b>	<b>76.70 %</b>

##### Local Sources

Match For Local Projects	5,985,035	1,754,352	636,468	0	(4,230,683)	-70.69%	28,850,432	27,096,080	93.92 %
Other Local Sources	0	405,461	0	0	405,461	0.00 %	0	(405,461)	0.00 %
<b>Total Local Sources:</b>	<b>5,985,035</b>	<b>2,159,813</b>	<b>636,468</b>	<b>0</b>	<b>(3,825,222)</b>	<b>-63.91%</b>	<b>28,850,432</b>	<b>26,690,619</b>	<b>92.51 %</b>

#### TOTAL REVENUES:

<b>148,755,564</b>	<b>101,683,376</b>	<b>32,888,307</b>	<b>0</b>	<b>(47,072,189)</b>	<b>-31.64%</b>	<b>530,776,392</b>	<b>429,093,017</b>	<b>80.84 %</b>
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#### TRANSFERS-IN

Highway Distribution Account	51,933,900	53,573,426	17,605,384	0	1,639,526	3.16 %	211,444,100	157,870,674	74.66 %
Fuel/Registration Direct	17,492,981	17,796,520	5,889,936	0	303,539	1.74 %	65,905,200	48,108,681	73.00 %
Ethanol Fuels Tax	4,857,200	4,901,553	1,598,181	0	44,353	0.91 %	18,300,000	13,398,447	73.22 %

#### TOTAL TRANSFERS-IN:

<b>74,284,081</b>	<b>76,271,499</b>	<b>25,093,501</b>	<b>0</b>	<b>1,987,418</b>	<b>2.68 %</b>	<b>295,649,300</b>	<b>219,377,801</b>	<b>74.20 %</b>
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#### TOTAL REV AND TRANSFERS-IN:

<b>223,039,645</b>	<b>177,954,875</b>	<b>57,981,808</b>	<b>0</b>	<b>(45,084,771)</b>	<b>-20.21%</b>	<b>826,425,692</b>	<b>648,470,818</b>	<b>78.47 %</b>
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 Remaining: 75.0

# Idaho Transportation Department

## STATEMENT OF REVENUES AND EXPENDITURES

### BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 9/30/2018

Fund: 0260 State Highway Fund

Fiscal Year: 2019

Budget Fiscal Year: 2019

#### EXPENDITURES

##### Operations Expense

	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)
Permanent Staff Salaries	20,364,984	18,216,640	6,091,554	0	2,148,344	10.55 %	88,231,933	70,015,293	79.35 %
Board, Hourly, OT, Shift Diff	144,340	213,960	53,543	0	(69,620)	-48.23%	1,404,690	1,190,730	84.77 %
Fringe Benefits	10,709,265	9,548,564	3,178,708	0	1,160,701	10.84 %	40,677,777	31,129,213	76.53 %
In State Travel Expense	395,687	403,698	113,432	0	(8,011)	-2.02%	1,500,789	1,097,091	73.10 %
Out of State Travel Expense	129,621	133,105	38,351	0	(3,484)	-2.69%	350,480	217,375	62.02 %
Technology Operating Expense	15,747,060	3,204,469	1,295,835	10,167,199	2,375,392	15.08 %	28,623,546	15,251,878	53.28 %
Operating Expense	23,594,394	12,584,760	4,730,612	9,000,536	2,009,099	8.52 %	59,357,926	37,772,631	63.64 %
Technology Equipment Expense	1,038,000	82,498	78,728	305,350	650,152	62.64 %	2,242,600	1,854,752	82.71 %
Capital Equipment Expense	12,819,200	89,229	57,074	6,268,275	6,461,695	50.41 %	20,774,700	14,417,195	69.40 %
Capital Facilities Expense	1,500,000	91,925	15,216	100,750	1,307,325	87.16 %	3,265,000	3,072,325	94.10 %
Trustee & Benefit Payments	3,442,412	3,512,596	1,141,948	0	(70,184)	-2.04%	17,657,000	14,144,404	80.11 %
<b>Total Operations Expense:</b>	<b>89,884,963</b>	<b>48,081,444</b>	<b>16,795,000</b>	<b>25,842,110</b>	<b>15,961,409</b>	<b>17.76 %</b>	<b>264,086,441</b>	<b>190,162,887</b>	<b>72.01 %</b>

##### Contract Construction

Technology Operating Expense	0	666,436	14,098	179,418	(845,854)	0.00 %	0	(845,854)	0.00 %
Operating Expense	2,103,900	513,680	72,085	571,362	1,018,857	48.43 %	11,900,795	10,815,753	90.88 %
Capital Projects	202,421,917	158,394,122	53,561,565	3,600,000	40,427,795	19.97 %	716,805,616	554,811,494	77.40 %
Trustee & Benefit Payments	438,900	251,729	1,107	0	187,171	42.65 %	4,933,796	4,682,067	94.90 %
<b>Total Contract Construction:</b>	<b>204,964,717</b>	<b>159,825,967</b>	<b>53,648,855</b>	<b>4,350,780</b>	<b>40,787,970</b>	<b>19.90 %</b>	<b>733,640,207</b>	<b>569,463,460</b>	<b>77.62 %</b>

#### TOTAL EXPENDITURES:

<b>294,849,680</b>	<b>207,907,411</b>	<b>70,443,855</b>	<b>30,192,890</b>	<b>56,749,379</b>	<b>19.25 %</b>	<b>997,726,649</b>	<b>759,626,348</b>	<b>76.14 %</b>
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#### TRANSFERS OUT

Statutory	25,000	25,000	0	0	0	0.00 %	25,000	0	0.00 %
Operating	0	0	0	0	0	0.00 %	53,200,467	53,200,467	100.00 %

#### TOTAL TRANSFERS OUT:

<b>25,000</b>	<b>25,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0.00 %</b>	<b>53,225,467</b>	<b>53,200,467</b>	<b>99.95 %</b>
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#### TOTAL EXPD AND TRANSFERS OUT:

<b>294,874,680</b>	<b>207,932,411</b>	<b>70,443,855</b>	<b>30,192,890</b>	<b>56,749,379</b>	<b>19.25 %</b>	<b>1,050,952,116</b>	<b>812,826,815</b>	<b>77.34 %</b>
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Net for Fiscal Year 2019:

(71,835,035) (29,977,536) (12,462,047) 11,664,609 (224,526,423) (164,355,997)

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 Remaining: 75.0

# Idaho Transportation Department

## STATEMENT OF REVENUES AND EXPENDITURES

### BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 9/30/2018

Fund: 0260 State Highway Fund

		Year to Date Allotment	Year to Date Actual	Current Month Activity	Year to Date Encumbrance	Variance Favorable / Unfavorable	Percent Variance	Annual Appropriation	Appropriation Balance	Percent Remaining
		(A)	(B)	(C)	(D)	(E = A - B - D)	(F = E / A)	(G)	(H = G - B - D)	(I = H / G)
<b>Fiscal Year: 2019</b>										
<b>Budget Fiscal Year: 2019</b>										
<b>Contract Construction</b>										
<b>Operating Expenditures</b>										
Operating Expenditures	Dedicated	154,600	90,076	4,881	55,439	9,085	5.88 %	2,880,951	2,735,437	94.95 %
Operating Expenditures	Federal	1,940,000	1,090,007	81,303	695,341	154,652	7.97 %	8,634,510	6,849,162	79.32 %
Operating Expenditures	Local	9,300	34	0	0	9,266	99.64 %	385,334	385,300	99.99 %
<b>Total Operating Expenditures</b>		<b>2,103,900</b>	<b>1,180,116</b>	<b>86,184</b>	<b>750,780</b>	<b>173,004</b>	<b>8.22 %</b>	<b>11,900,795</b>	<b>9,969,899</b>	<b>83.78 %</b>
<b>Capital Outlay</b>										
Capital Outlay	Dedicated	75,905,124	70,592,742	23,759,575	1,240,000	4,072,382	5.37 %	268,465,959	196,633,217	73.24 %
Capital Outlay	Federal	106,609,925	74,696,743	25,957,999	2,360,000	29,553,182	27.72 %	377,550,119	300,493,376	79.59 %
Capital Outlay	FICR	12,160,370	10,414,074	2,923,511	0	1,746,296	14.36 %	43,242,712	32,828,638	75.92 %
Capital Outlay	Local	7,746,498	2,690,563	920,481	0	5,055,935	65.27 %	27,546,826	24,856,263	90.23 %
<b>Total Capital Outlay</b>		<b>202,421,917</b>	<b>158,394,122</b>	<b>53,561,565</b>	<b>3,600,000</b>	<b>40,427,795</b>	<b>19.97 %</b>	<b>716,805,616</b>	<b>554,811,494</b>	<b>77.40 %</b>
<b>Trustee &amp; Benefit Payments</b>										
Trustee & Benefit Payments	Dedicated	44,100	(2,085)	(2,366)	0	46,185	104.73 %	882,835	884,919	100.24 %
Trustee & Benefit Payments	Federal	390,000	253,813	3,473	0	136,187	34.92 %	3,439,790	3,185,977	92.62 %
Trustee & Benefit Payments	Local	4,800	0	0	0	4,800	100.00 %	611,171	611,171	100.00 %
<b>Total Trustee &amp; Benefit Payments</b>		<b>438,900</b>	<b>251,729</b>	<b>1,107</b>	<b>0</b>	<b>187,171</b>	<b>42.65 %</b>	<b>4,933,796</b>	<b>4,682,067</b>	<b>94.90 %</b>
<b>Total Contract Construction:</b>		<b>204,964,717</b>	<b>159,825,967</b>	<b>53,648,855</b>	<b>4,350,780</b>	<b>40,787,970</b>	<b>19.90 %</b>	<b>733,640,207</b>	<b>569,463,460</b>	<b>77.62 %</b>



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# Idaho Transportation Department

## STATEMENT OF REVENUES AND EXPENDITURES

### BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 9/30/2018

Fund: 0269 Transportation Expansion and Congestion Mitigation Fund

Fiscal Year: 2019	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: 2019									
<b>REVENUES</b>									
Miscellaneous Revenues	17,700	105,586	40,333	0	87,886	496.53 %	71,000	(34,586)	-48.71%
<b>TOTAL REVENUES:</b>	<b>17,700</b>	<b>105,586</b>	<b>40,333</b>	<b>0</b>	<b>87,886</b>	<b>496.53 %</b>	<b>71,000</b>	<b>(34,586)</b>	<b>-48.71%</b>
<b>TRANSFERS-IN</b>									
Cigarette Tax	0	0	0	0	0	0.00 %	809,100	809,100	100.00 %
Sales Tax	4,238,300	4,464,785	1,498,590	0	226,485	5.34 %	16,000,700	11,535,915	72.10 %
<b>TOTAL TRANSFERS-IN:</b>	<b>4,238,300</b>	<b>4,464,785</b>	<b>1,498,590</b>	<b>0</b>	<b>226,485</b>	<b>5.34 %</b>	<b>16,809,800</b>	<b>12,345,015</b>	<b>73.44 %</b>
<b>TOTAL REV AND TRANSFERS-IN:</b>	<b>4,256,000</b>	<b>4,570,370</b>	<b>1,538,924</b>	<b>0</b>	<b>314,370</b>	<b>7.39 %</b>	<b>16,880,800</b>	<b>12,310,430</b>	<b>72.93 %</b>
<b>EXPENDITURES</b>									
Contract Construction - Capital Projects	9,133,900	45,210	30,907	0	9,088,690	99.51 %	37,967,477	37,922,267	99.88 %
<b>TOTAL EXPENDITURES:</b>	<b>9,133,900</b>	<b>45,210</b>	<b>30,907</b>	<b>0</b>	<b>9,088,690</b>	<b>99.51 %</b>	<b>37,967,477</b>	<b>37,922,267</b>	<b>99.88 %</b>
<b>TOTAL EXPD AND TRANSFERS OUT:</b>	<b>9,133,900</b>	<b>45,210</b>	<b>30,907</b>	<b>0</b>	<b>9,088,690</b>	<b>99.51 %</b>	<b>37,967,477</b>	<b>37,922,267</b>	<b>99.88 %</b>
<b>Net for Fiscal Year 2019:</b>	<b>(4,877,900)</b>	<b>4,525,160</b>	<b>1,508,016</b>		<b>9,403,060</b>		<b>(21,086,677)</b>	<b>(25,611,837)</b>	

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 Run Date: 05 Oct 2018  
 % of Time  
 Remaining: 75.0

# Idaho Transportation Department

## STATEMENT OF REVENUES AND EXPENDITURES

### BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 9/30/2018

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

Fiscal Year:	2019	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:	2019	(A)	(B)	(C)	(D)	(E = A - B - D)	(F = E / A)	(G)	(H = G - B - D)	(I = H / G)
<b>REVENUES</b>										
State Sources - Miscellaneous Revenues		190,200	249,437	105,065	0	59,237	31.14 %	741,200	491,763	66.35 %
<b>TOTAL REVENUES:</b>		<b>190,200</b>	<b>249,437</b>	<b>105,065</b>	<b>0</b>	<b>59,237</b>	<b>31.14 %</b>	<b>741,200</b>	<b>491,763</b>	<b>66.35 %</b>
<b>TRANSFERS-IN</b>										
Statutory		36,177,825	60,296,374	0	0	24,118,549	66.67 %	36,177,825	(24,118,549)	-66.67%
<b>TOTAL TRANSFERS-IN:</b>		<b>36,177,825</b>	<b>60,296,374</b>	<b>0</b>	<b>0</b>	<b>24,118,549</b>	<b>66.67 %</b>	<b>36,177,825</b>	<b>(24,118,549)</b>	<b>-66.67%</b>
<b>TOTAL REV AND TRANSFERS-IN:</b>		<b>36,368,025</b>	<b>60,545,811</b>	<b>105,065</b>	<b>0</b>	<b>24,177,786</b>	<b>66.48 %</b>	<b>36,919,025</b>	<b>(23,626,786)</b>	<b>-64.00%</b>
<b>EXPENDITURES</b>										
Contract Construction - Capital Projects		18,571,666	4,328,539	2,136,710	0	14,243,128	76.69 %	24,762,222	20,433,683	82.52 %
<b>TOTAL EXPENDITURES:</b>		<b>18,571,666</b>	<b>4,328,539</b>	<b>2,136,710</b>	<b>0</b>	<b>14,243,128</b>	<b>76.69 %</b>	<b>24,762,222</b>	<b>20,433,683</b>	<b>82.52 %</b>
<b>TRANSFERS OUT</b>										
Operating		0	24,118,550	0	0	(24,118,550)	0.00 %	0	(24,118,550)	0.00 %
<b>TOTAL TRANSFERS OUT:</b>		<b>0</b>	<b>24,118,550</b>	<b>0</b>	<b>0</b>	<b>(24,118,550)</b>	<b>0.00 %</b>	<b>0</b>	<b>(24,118,550)</b>	<b>0.00 %</b>
<b>TOTAL EXPD AND TRANSFERS OUT:</b>		<b>18,571,666</b>	<b>28,447,088</b>	<b>2,136,710</b>	<b>0</b>	<b>(9,875,422)</b>	<b>-53.17%</b>	<b>24,762,222</b>	<b>(3,684,866)</b>	<b>-14.88%</b>
<b>Net for Fiscal Year 2019:</b>		<b>17,796,359</b>	<b>32,098,723</b>	<b>(2,031,645)</b>		<b>14,302,364</b>		<b>12,156,803</b>	<b>(19,941,920)</b>	

User ID: kbentley  
 Report ID: AD-FN-GL-003  
 Run Date: 05 Oct 2018  
 % of Time  
 Remaining: 75.0

# Idaho Transportation Department

## STATEMENT OF REVENUES AND EXPENDITURES

### BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 9/30/2018

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

Fiscal Year:	2019	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:	2019	(A)	(B)	(C)	(D)	(E = A - B - D)	(F = E / A)	(G)	(H = G - B - D)	(I = H / G)
<b>REVENUES</b>										
State Sources - Miscellaneous Revenues		126,900	33,713	33,654	0	(93,187)	-73.43%	325,900	292,187	89.66 %
<b>TOTAL REVENUES:</b>		<b>126,900</b>	<b>33,713</b>	<b>33,654</b>	<b>0</b>	<b>(93,187)</b>	<b>-73.43%</b>	<b>325,900</b>	<b>292,187</b>	<b>89.66 %</b>
<b>TRANSFERS-IN</b>										
Statutory		24,118,550	24,118,550	0	0	(0)	0.00%	24,118,550	0	0.00 %
<b>TOTAL TRANSFERS-IN:</b>		<b>24,118,550</b>	<b>24,118,550</b>	<b>0</b>	<b>0</b>	<b>(0)</b>	<b>0.00%</b>	<b>24,118,550</b>	<b>0</b>	<b>0.00 %</b>
<b>TOTAL REV AND TRANSFERS-IN:</b>		<b>24,245,450</b>	<b>24,152,262</b>	<b>33,654</b>	<b>0</b>	<b>(93,188)</b>	<b>-0.38%</b>	<b>24,444,450</b>	<b>292,188</b>	<b>1.20 %</b>
<hr/>										
<b>Net for Fiscal Year 2019:</b>		<b>24,245,450</b>	<b>24,152,262</b>	<b>33,654</b>		<b>(93,188)</b>		<b>24,444,450</b>	<b>292,188</b>	

User ID: kbentley  
 Report ID: AD-FN-GL-003  
 Run Date: 05 Oct 2018  
 % of Time  
 Remaining: 75.0

# Idaho Transportation Department

## STATEMENT OF REVENUES AND EXPENDITURES

### BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 9/30/2018

Fund: 0375 GARVEE Debt Service Fund

Fiscal Year:	2019	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:	2019	(A)	(B)	(C)	(D)	(E = A - B - D)	(F = E / A)	(G)	(H = G - B - D)	(I = H / G)
<b>REVENUES</b>										
State Sources - Miscellaneous Revenues		0	28,648	3,615	0	28,648	0.00 %	0	(28,648)	0.00 %
<b>TOTAL REVENUES:</b>		<b>0</b>	<b>28,648</b>	<b>3,615</b>	<b>0</b>	<b>28,648</b>	<b>0.00 %</b>	<b>0</b>	<b>(28,648)</b>	<b>0.00 %</b>
<b>TRANSFERS-IN</b>										
Operating		0	4,453,972	1,750,142	0	4,453,972	0.00 %	0	(4,453,972)	0.00 %
<b>TOTAL TRANSFERS-IN:</b>		<b>0</b>	<b>4,453,972</b>	<b>1,750,142</b>	<b>0</b>	<b>4,453,972</b>	<b>0.00 %</b>	<b>0</b>	<b>(4,453,972)</b>	<b>0.00 %</b>
<b>TOTAL REV AND TRANSFERS-IN:</b>		<b>0</b>	<b>4,482,621</b>	<b>1,753,757</b>	<b>0</b>	<b>4,482,621</b>	<b>0.00 %</b>	<b>0</b>	<b>(4,482,621)</b>	<b>0.00 %</b>
<b>EXPENDITURES</b>										
Bond Principal / Interest		0	42,503,657	370,859	0	(42,503,657)	0.00 %	0	(42,503,657)	0.00 %
<b>TOTAL EXPENDITURES:</b>		<b>0</b>	<b>42,503,657</b>	<b>370,859</b>	<b>0</b>	<b>(42,503,657)</b>	<b>0.00 %</b>	<b>0</b>	<b>(42,503,657)</b>	<b>0.00 %</b>
<b>TOTAL EXPD AND TRANSFERS OUT:</b>		<b>0</b>	<b>42,503,657</b>	<b>370,859</b>	<b>0</b>	<b>(42,503,657)</b>	<b>0.00 %</b>	<b>0</b>	<b>(42,503,657)</b>	<b>0.00 %</b>
<b>Net for Fiscal Year 2019:</b>		<b>0</b>	<b>(38,021,036)</b>	<b>1,382,898</b>		<b>(38,021,036)</b>		<b>0</b>	<b>38,021,036</b>	

User ID: kbentley  
 Report ID: AD-FN-GL-003  
 Run Date: 05 Oct 2018  
 % of Time  
 Remaining: 75.0

# Idaho Transportation Department

## STATEMENT OF REVENUES AND EXPENDITURES

### BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 9/30/2018

Fund: 0221 State Aeronautics Fund

Fiscal Year: 2019	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: 2019									
<b>REVENUES</b>									
Federal Sources - FAA	197,300	47,808	24,504	0	(149,492)	-75.77%	666,000	618,192	92.82 %
State Sources - Miscellaneous Revenues	24,962	28,803	7,804	0	3,841	15.39 %	330,500	301,697	91.28 %
Interagency Sources - Miscellaneous Revenues	84,800	90,360	30,938	0	5,560	6.56 %	250,000	159,640	63.86 %
<b>TOTAL REVENUES:</b>	<b>307,062</b>	<b>166,972</b>	<b>63,245</b>	<b>0</b>	<b>(140,090)</b>	<b>-45.62%</b>	<b>1,246,500</b>	<b>1,079,528</b>	<b>86.60 %</b>
<b>TRANSFERS-IN</b>									
Operating	629,174	823,381	365,955	0	194,207	30.87 %	2,150,000	1,326,619	61.70 %
<b>TOTAL TRANSFERS-IN:</b>	<b>629,174</b>	<b>823,381</b>	<b>365,955</b>	<b>0</b>	<b>194,207</b>	<b>30.87 %</b>	<b>2,150,000</b>	<b>1,326,619</b>	<b>61.70 %</b>
<b>TOTAL REV AND TRANSFERS-IN:</b>	<b>936,236</b>	<b>990,353</b>	<b>429,200</b>	<b>0</b>	<b>54,117</b>	<b>5.78 %</b>	<b>3,396,500</b>	<b>2,406,147</b>	<b>70.84 %</b>
<b>EXPENDITURES</b>									
Permanent Staff Salaries	178,938	160,869	53,938	0	18,069	10.10 %	773,094	612,225	79.19 %
Board, Hourly, OT, Shift Diff	34,200	39,419	10,046	0	(5,219)	-15.26%	56,500	17,081	30.23 %
Fringe Benefits	92,814	87,719	28,309	0	5,095	5.49 %	344,706	256,987	74.55 %
In State Travel Expense	24,208	15,608	5,916	0	8,600	35.53 %	67,904	52,296	77.02 %
Out of State Travel Expense	4,897	3,494	1,566	0	1,403	28.66 %	17,800	14,306	80.37 %
Technology Operating Expense	9,484	5,987	2,114	366	3,132	33.02 %	40,780	34,428	84.42 %
Operating Expense	272,330	86,251	12,803	164,953	21,126	7.76 %	1,137,216	886,012	77.91 %
Technology Equipment Expense	0	1,395	0	3,577	(4,972)	0.00 %	5,200	228	4.38 %
Capital Equipment Expense	0	0	0	0	0	0.00 %	587,500	587,500	100.00 %
Capital Facilities Expense	0	0	0	0	0	0.00 %	260,000	260,000	100.00 %
Trustee & Benefit Payments	197,500	82,487	3,819	0	115,013	58.23 %	1,658,549	1,576,062	95.03 %
<b>TOTAL EXPENDITURES:</b>	<b>814,371</b>	<b>483,228</b>	<b>118,512</b>	<b>168,895</b>	<b>162,248</b>	<b>19.92 %</b>	<b>4,949,249</b>	<b>4,297,126</b>	<b>86.82 %</b>
<b>TOTAL EXPD AND TRANSFERS OUT:</b>	<b>814,371</b>	<b>483,228</b>	<b>118,512</b>	<b>168,895</b>	<b>162,248</b>	<b>19.92 %</b>	<b>4,949,249</b>	<b>4,297,126</b>	<b>86.82 %</b>
<b>Net for Fiscal Year 2019:</b>	<b>121,865</b>	<b>507,125</b>	<b>310,688</b>		<b>216,364</b>		<b>(1,552,749)</b>	<b>(1,890,979)</b>	<sup>60</sup>



## Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date November 14, 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 October 2018		
Key Number N/A	District N/A	Route Number N/A

### Background Information

Idaho received obligation authority through December 7<sup>th</sup> via a continuing resolution signed on September 28, 2018. Obligation authority through December 7<sup>th</sup> (68/365<sup>ths</sup>) is \$64.7 million which corresponds to \$70.0 million with match after a reduction for prorated indirect costs. This includes \$11.7 million of *Highway Infrastructure General Funds* carried over from last year.

Idaho has received apportionments via notices through November 2, 2018 of \$320.4 million which includes *Redistribution of Certain Authorized Funds* and \$11.7 million of *Highway Infrastructure General Funds* carried over from last year. Currently, obligation authority is 20.2% of apportionments.

The exhibits on the following page summarize these amounts and show allotments and remaining funds by program through October 31, 2018.

### Recommendations

For Information

### Board Action

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



# Board Agenda Item

ITD 2210 (Rev. 10-13)

## Exhibit One Actual Formula Funding for FY2019

<b>Per FAST Tables – Total Year</b>	
Federal Aid Only	\$320,716
Including Match	\$344,374
<b>Per Apportionments – Total Year</b>	
Federal Aid Only	\$321,229
Including Match	\$344,925
<b>Obligation Limits through 12/7/2018</b>	
Federal Aid Only	\$64,708
Less prorated \$25M indirect costs w/Match	\$54,966

- Notes:
1. All dollars in Thousands
  2. 'Approved Program' amounts from the FY 2019 Board Approved Program (Sky Blue Book).
  3. Apportionment and Obligation Authority amounts reflect available funds via federal notices received through November 2, 2018.

## Exhibit Two Allotments of Available Formula Funding through December 7, 2018

Program	Allotted Total Program Funding	Total Program Funding Remaining
All Other SHS Program	\$43,920	\$38,926
GARVEE Formula Debt Service*	\$10,000	\$10,000
State Planning and Research*	\$1,287	\$0
Metropolitan Planning*	\$345	\$275
Railroad Crossings	\$371	\$505
Transportation Alternatives (Urban/Rural)	\$672	\$568
Recreational Trails	\$292	\$292
STBG - Local Urban	\$1,486	\$1,486
STBG - Transportation Mgt. Area	\$1,790	\$1,790
Transportation Alternatives (TMA)	\$82	\$82
STBG – Local Rural	\$2,441	\$2,336
Local Bridge	\$928	(\$4,417)
Off System Bridge	\$696	\$677
Local HSIP	\$656	\$612
<b>Total (excluding indirect costs)</b>	<b>\$64,966</b>	<b>\$53,132</b>

- Notes:
1. All dollars in Thousands.
  2. Allotments based on the FY 2019 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 October 31<sup>st</sup>.
  5. Advanced construction conversions of \$80.4 million are outstanding for FY 2019.
- \* These programs are provided 100% Obligation Authority. Other programs are reduced accordingly.  
Does not yet include \$207k payback from TAP to state and \$2,500k payback from Local Bridge to state



## Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date November 14, 2018

Consent Item ☐

Information Item ☒

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

Presenter's Name	Presenter's Title	Initials	Reviewed By
Michelle Doane	Business & Support Mgr	MD	LSS
Preparer's Name	Preparer's Title	Initials	
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 November 14, 2018Consent Item ☒Information Item ☐Amount of Presentation Time Needed 10 min.

Presenter's Name Vincent Trimboli	Presenter's Title Office of Communications Manager	Initials VT	Reviewed By LSS
Preparer's Name Rik Hinton	Preparer's Title Program Specialist	Initials RH	

### Subject

Idaho Transportation Department FY 2018 Annual Report		
Key Number	District	Route Number

### Background Information

At the Board meeting on October 26, 2018, the Board reviewed, and provided input on the Department's FY 18 Annual Report.

This final draft includes changes to the driver license statistics from 10.2 % to 10.8% and annual miles driven from 9.2% to 8.9%. Vincent Trimboli will provide an explanation on the changes and why there's a difference between population increase and new drivers.

It is now being presented for approval, so the Department can use it during legislative outreach, for submission to the Governor's Office, and to provide information to the public.

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

The attached report is simplified into four pages:

Page 1: Addresses growth rates, innovations and return on investment.

Page 2: Reports on ITD's accomplishments and customer focused performance measures.

Page 3: Reports on ITD's revenue, expenditures, strategic initiatives funds and GARVEE program.

Page 4: Reports on what ITD is focusing on for the future.

### Recommendations

Approve the FY18 Annual Report. Resolution on page 69.

### Board Action

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

# Your Safety • Your Mobility Your Economic Opportunity



## Fiscal Year 2018 Annual Report

### Investing in Idaho's Future

**1**  
Message

**Safety** — ITD launched SHIFT, Idaho's engaged-driving program to reduce distracted-driving crashes by encouraging engaged driving (being in the moment, free from distractions). The award winning initiative has gained national attention. **One voice—one message.**

**411**  
Million

**Mobility** — In FY18, ITD invested a record \$410.9 million in construction projects that will improve the condition of Idaho's roads and bridges and increase the flow of traffic and commerce.

**90**  
Million

**Economic Opportunity** — The Federal Highway Administration approved ITD's INFRA Grant application, providing Idaho with an additional \$90 million in one-time construction funding. This grant, the largest ever awarded to ITD, will be used to improve and expand the State Highway System and increase economic activity.

### Innovation = Savings and Efficiency Improvements

**40**  
Thousand

The Lowman Avalanche Crew installed three new monitoring stations on Idaho 21 that are more reliable, easier to repair, and provide better and more consistent data. This innovation saves \$40,000 per unit and \$10,000 annually in maintenance costs.

**70**  
Percent

Technology improvements at the Lewiston Port of Entry allow 70 percent of commercial traffic leaving the city to bypass the port, saving each vehicle an average of 1/2 gallon of fuel and five minutes of time.

**640**  
Thousand

A new, multi-year contract for snowplow chassis, hydraulic systems, dump bodies, wing plows, spreaders, and deicing tanks will reduce ITD's fleet and operating costs by approximately \$640,000 per year.

### Five-Year Idaho Growth Rates



	Idaho Population	Licensed Drivers	Vehicle Registrations	Annual Miles Driven	Tons of Freight Moved
	5.5%	7.0%	11.6%	8.9%	10.6%
2018	1.72 Million	1.23 Million	1.82 Million	17.30 Billion*	240.6 Million*
2014	1.63 Million	1.15 Million	1.63 Million	15.88 Billion	217.5 Million

\*Estimate

U.S. 12 near the Idaho-Montana border

**DRAFT**



#### Table of Contents

- 1 Overview
- 2 Accomplishments and Measures
- 3 Financial Information
- 4 Moving Forward





Aging Bridge Over the Lemhi River  
(one of 17 bridges combined into one project)

New ITD Safety Vests

## Accomplishments

**4.7**  
Million

ITD combined the replacement of 17 aging bridges into one contract, saving \$4.7 million in design and construction costs and years of construction time, earning the **2018 American Association of State Highway and Transportation Officials (AASHTO) President's Award for Planning.**

**1st**  
Place

The new Big Wood River Bridge near Sun Valley incorporated artistic design, innovative engineering, and highly effective environmental features, earning the **2018 AASHTO President's Award for the Environment.**

**1.9**  
Million

ITD successfully moved nearly 1.9 million driver records from a 1980s mainframe to a new system that improved Division of Motor Vehicle operations by (1) making the system more adaptable to changing needs and (2) enabling data encryption to increase security.

## Customer-Focused Performance Measures

Calendar Year ending Dec. 31      2014      2015      2016      2017

• <b>Five-Year Fatality Rate</b> (per 100 million vehicle miles)	1.20	1.19	1.29	1.33
• <b>Fatalities</b>	186	216	252	244
<b>GOAL: Zero Deaths</b>				

• <b>Days to Process Vehicle Titles</b>	9	5	6	4
<b>GOAL: 6 days</b>				

• <b>DMV Transactions Processed on the Internet</b> (in thousands)	277.6	266.3	256.7	287.5
<b>GOAL: 312,000</b>				

• <b>Percent of Bridges in Good Condition</b>	74%	76%	75%	74%*
<b>GOAL: 80% *</b>				

• <b>Percent of Pavement in Good or Fair Condition</b>	86%	85%	85%	88%*
<b>GOAL: 80% *</b>				

Fiscal Year ending June 30      2014      2015      2016      2017      2018

• <b>Percent of Time Highways Clear of Snow/Ice During Winter Storms</b>	59%	73%	79%	74%	85%
<b>GOAL: 73%</b>					

For more information, see: <http://apps.itd.idaho.gov/apps/Dashboard>

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



## Employee-Driven Innovation



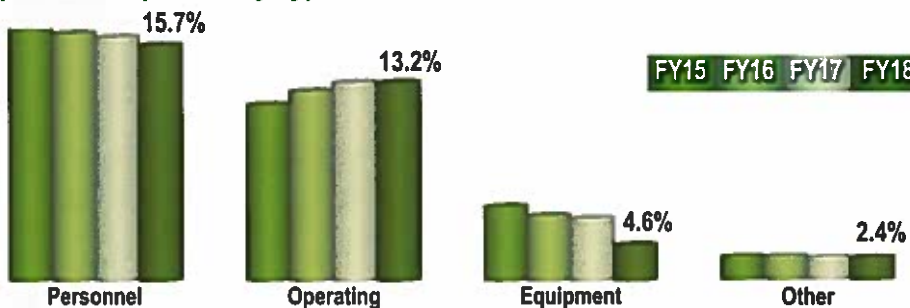
- Traffic engineers installed the state's first double-yellow flashing signal at one of the busiest intersections in northern Idaho. The new signal allows two lanes of traffic to turn left after yielding to oncoming vehicles and pedestrians.
- The DMV implemented an employee-mentorship program that allows new employees to learn skills and technical knowledge from more experienced personnel—to rapidly improve the level of customer service they provide.
- A partnership with the National Weather Service allows ITD's 511 system to provide current weather forecasts to drivers on several highway routes.

# Financial Information

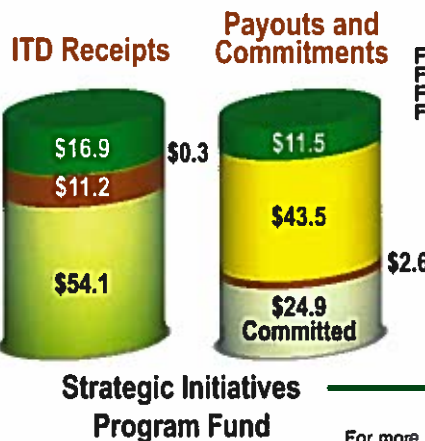
Includes legislatively appropriated expenditures in the State Highway Account, Strategic Initiatives Program Fund, State Aeronautics Fund, and GARVEE Debt Service. Does not include trust, pass-through, or other specialty program funds.  
Dollars are in millions.

	FY15	FY16	FY17	FY18
<b>Authorized Staffing Level:</b>	<b>1,724</b>	<b>1,699</b>	<b>1,678</b>	<b>1,648</b>
<b>FUNDS RECEIVED*</b>				
Federal Reimbursements	\$348.9	\$287.3	\$267.5	\$333.8
State	261.3	333.5	343.1	347.9
Local	4.5	10.8	5.2	4.0
<b>Total Funds Received:</b>	<b>\$614.7</b>	<b>\$631.6</b>	<b>\$615.8</b>	<b>\$685.7</b>
<b>EXPENDITURES*</b>				
Construction Payouts:	\$302.2	\$280.3	\$249.1	\$410.9
Operation Expenses:				
Highways	171.6	171.3	186.0	189.7
DMV	29.6	31.8	32.4	35.6
Administration	22.6	22.7	24.7	25.8
Facilities	3.5	2.8	3.4	7.2
Aeronautics	2.2	2.4	2.5	3.2
Total Operation Expenses**:	229.5	231.0	249.0	261.5
<b>Total Construction and Operating Expenditures:</b>	<b>531.7</b>	<b>511.3</b>	<b>498.1</b>	<b>672.4</b>
<b>GARVEE Debt-Service Transfers</b>				
Federal	54.9	53.7	53.5	51.6
State	4.6	4.5	4.5	4.2
<b>Total Debt-Service Transfers:</b>	<b>59.5</b>	<b>58.2</b>	<b>58.0</b>	<b>55.8</b>
<b>Total Expenditures:</b>	<b>\$591.2</b>	<b>\$569.5</b>	<b>\$556.1</b>	<b>\$728.2</b>

## Operation Expenses by Type



\*\*Percentages are of "total operation expenses," by type.



For more information, see:  
<http://itd.idaho.gov/funding>



The increase in federal funding and construction payouts was due to an improvement in the delivery of ITD's construction program.



"Facilities" in 2018 includes \$2.4 million for repairs to the maintenance shop in District 3.  
Increased grant disbursements.



ITD refinanced a portion of the outstanding GARVEE bonds in September 2017, which reduced the annual debt service.



ITD is seeking legislative appropriation for the \$36.2 million transferred to the Strategic Initiative Program Fund in July, plus \$1.5 million in interest earnings.



# Moving Forward: 2019 to 2023



Your Safety • Your Mobility  
Your Economic Opportunity

## Safety

Provide the safest transportation system possible.



- Advance a new generation of messages addressing work-zone safety and engaged driving.
- Prioritize investments to improve safety.
- Engage all employees in workplace-organization training to increase safety in the workplace and promote a safety culture at ITD.

## Economic Opportunity and Mobility



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

- Leverage public/private partnerships to grow Idaho's economy.
- Prioritize projects that enhance safety and mobility.
- Leverage investments to maximize the benefits from all sources of funding.

## Innovative Business Practices

Become the best organization by implementing innovative business practices.



- Learn to apply the full suite of continuous improvement tools to ITD challenges.
- Engage in peer exchanges with states, countries, and companies to implement best practices at ITD.
- Improve cyber-security strength and resilience for all ITD data and systems.

## Employee Development

Improve Productivity and Performance-Based Outcomes



- Shape and optimize employee onboarding.
- Use digital technology to expand learning solutions and skill development.
- Continue safety education and targeted specialized certification training.

Photo: I-90 at Fourth of July Summit

## Infrastructure and Funding Needs

### — Governor's Task Force Findings — Annual, Ongoing State / Local Revenue Shortfall (in millions, as of June 30, 2018)

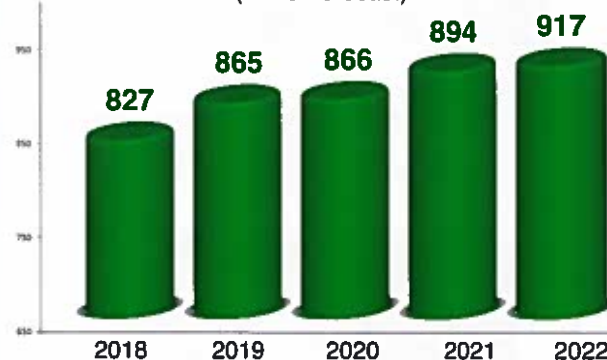
	Maintenance	Safety and Capacity	Total
Task Force Finding (2010)	\$262.0	\$281.0	\$543.0
2014 Cigarette Tax*	-	\$4.7	\$4.7
2015 Revenue Increase**	109.0	-	109.0
2017 Congestion Mitigation***	-	\$22.6	\$22.6
<b>Total Ongoing Revenue Authorized</b>	<b>\$109.0</b>	<b>\$27.3</b>	<b>\$136.3</b>
<b>Remaining Annual Shortfall</b>	<b>\$153.0</b>	<b>\$253.7</b>	<b>\$406.7</b>

\*\$4.7 million per year, to assist with state-match requirement for debt service

\*\*Fuel and registration

\*\*\*1% of sales tax after local revenue sharing and last step of cigarette tax distribution

### State-System Bridges More Than 50 Years Old (FY18 Forecast)



By 2021, half of ITD's 1,840 bridges will be beyond their design life of 50 to 60 years.

**We want to hear from you.** Do you like this report? Would you like to send us comments?

If so, go to: <https://apps.itd.idaho.gov/apps/WebCommentsV2>

For more information, visit our website at [www.itd.idaho.gov](http://www.itd.idaho.gov)



Res. No.      WHEREAS, §40-316, Idaho Code, requires that the Idaho Transportation Board submit in writing to the Governor's Office an annual report on the management and financial condition of the Idaho Transportation Department by December 1<sup>st</sup>; and

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WHEREAS, Idaho Transportation Board Policy 4004 establishes that the Idaho Transportation Board will review the process and dates for the annual report submitted to the Governor's Office by December 1<sup>st</sup>; and

WHEREAS, the Idaho Transportation Board, at the October 2018 Board meeting, reviewed the Idaho Transportation Department's FY18 Annual Report and provided input; and

NOW, THEREFORE BE IT RESOLVED, that the Idaho Transportation Board approves of the Idaho Transportation Department's Fiscal Year 2018 Annual Report for submission to the Governor's Office.



# Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date November 14, 2018

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

Presenter's Name Joel Drake	Presenter's Title Financial Manager - FP&A	Initials jd	Reviewed By LSS
Preparer's Name Joel Drake	Preparer's Title Financial Manager - FP&A	Initials jd	

## Subject

Status: FY20 Appropriation Request		
Key Number	District	Route Number

## Background Information

ITD's FY20 Appropriation Request Revision #1 was filed with DFM and LSO on Oct 31, 2018.

The FY19 Supplemental portion of the request was modified for one item:

FTE's	Spending Authority	
1,648.0	\$152,400,300	Original FY19 Supplemental Appropriation request (09-04-18)
	330,000	Capital Facilities: Replace Roof on D5 Admin Building
0.0	\$330,000	Net Change - Revision #1
1,648.0	\$152,730,300	FY19 Supplemental Appropriation Request, Revision #1 (10-31-18)

The FY20 Appropriation Request was modified in Revision #1 for these items:

FTP's	Spending Authority	
1,648.0	\$707,422,100	FY20 Original Appropriation Request (09-04-18)
	(4,100)	Personnel Costs: decrease in benefits due to refined position classifications
	3,756,600	Operating Expenditures: increase for statewide indirect cost allocation plan and line items
	12,850,000	Capital Facilities: increase for additional line items
	463,000	Equipment: refined cost estimates for replacement items
	(750,000)	Trustee & Benefits: removed previous line item for on-the-job discretionary grant
	2,145,800	Contract Construction: Increase in Contract Construction funding
0.0	\$18,461,300	Net Change
1,648.0	\$725,883,400	FY20 Appropriation Request Revision #1 (10-31-18)

Summary Values: FY2020 Appropriation Request, Revision #1

\$ 651,664,200	FY20 Base
2,442,300	Base Adjustments
\$ 654,106,500	Adjusted FY20 Base
71,776,900	Line Items
\$ 725,883,400	Total FY20 Spending Authority
66,875,000	Debt Service
\$ 792,758,400	FY20 Total Program Funding



## Board Agenda Item

ITD 2210 (Rev. 10-13)

### Exhibits

- Select Highlights
- Comparison: Revision #1 (10-31-18) vs. Original Request (09-04-18)
- Summary: FY20 Appropriation Request, Revision #1
- Highway User Revenue
- Fund Sources, Spending Authority, Debt Service and Total Program Funding

### **Recommendations**

Status update for the Board - no action or resolution is requested.

### **Board Action**

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



IDAHO TRANSPORTATION BOARD - NOVEMBER 2018  
FY2020 BUDGET REQUEST REVISION #1 (10-31-18)  
SELECT HIGHLIGHTS

FY19 Supplemental Appropriation Request, Revision #1 (10-31-18)

The department's FY19 Supplemental Request includes four items:

1. \$ 62.16M Strategic Initiatives Program Fund – General Fund surplus transfer, plus interest  
\$37.70M (60% state highway system) - \$36.18M transfer, plus \$1.52M interest  
\$24.46M (40% local system) - \$24.12M transfer, plus \$.34M interest
  2. \$ 90.24M INFRA Grant, I-84 Karcher Interchange to Franklin Boulevard
  3. \$ 0.33M Capital Facilities – Replace Roof on District 5 Administration Building
  4. - Expenditure Adjustment between Funds (\$1,176,000 transfer - no net cost)
- \$152.73M Total FY19 Supplemental Appropriation Request - Revision #1 (10-31-18)

FY20 Appropriation Request, Revision #1 (10-31-18)

Following are select highlights of the department's FY20 Appropriation Request:

Personnel

- \$ 1.14M Change in Employee Compensation (CEC) at 1.0% (per DFM / LSO instructions)
- Health Insurance, no change in cost (remains at \$11,650 FY19 cost per position)
- 0.42M PERSI increase (+5.5%), less decreases in workers comp and unemployment insurance
- 1.48M Restore FY19 one-time reduction in Highway Operations personnel appropriation
- \$ 3.04M Total increase in Personnel (\$134.52M FY20, \$131.48M FY19)

Replacement Items

- \$10.10M Road equipment
- 7.80M Buy-Back equipment; \$8.33M gross sale proceeds, \$0.53M net proceeds
  - 1.72M Computer and network equipment
  - 0.89M Computer and network operating costs
  - 2.90M Other equipment (lab, shop, specific use, other)
- \$23.41M Total Replacement Equipment (\$15.08M net cost, after \$8.33M Buy-Back proceeds)

Line Items - Nineteen Line Items are included in the FY20 Appropriation Request

- \$71.78M Total
  - \$65.26M one-time, \$6.52M ongoing
  - \$33.17M State-funded, \$33.36M Federal, \$5.25M Local
- Line Items are listed in exhibit titled "FY20 Appropriation Request - Revision #1"

Debt Service

FY20 Debt Service is scheduled at \$66.88M (\$61.86M Federal, \$5.02M State)

**IDAHO TRANSPORTATION DEPARTMENT**  
**NOVEMBER 2018 BOARD MEETING**  
**FY20 APPROPRIATION REQUEST - REVISION #1 (10-31-18)**  
\$ in millions, rounded - sums may not add, due to rounding

	DRAFT Board Workshop 06-21-18	November Board Meeting			Notes -- Change from Original Request to Revision #1
		Original Request 09-04-18	Revision #1 10-30-18	\$ Change	
1	<b>CASH, Beginning</b>	<b>34.3</b>	<b>48.3</b>	<b>(0.3)</b>	\$-330,000: use of cash for FY19 Supplemental - Replacement Roof in D5
	<b>Revenue</b>				
2	Federal	336.3	338.9	-	
3	Fed - Obligated Unspent	40.0	40.0	-	
4	State	338.9	343.7	-	
5	Interagency	0.6	0.3	-	
6	Local	4.7	4.7	-	
7	TECM	16.8	21.5	-	
8	<b>Total Revenue</b>	<b>737.3</b>	<b>749.0</b>	<b>-</b>	Net change to Revenue
	<b>Expenditures</b>				
9	Personnel	139.0	134.5	(0.0)	
10	Operating	90.6	94.5	3.8	\$+3,756,600 increase in Operating Expenditures \$+1,178,400 Statewide Indirect Cost Allocation Plan (SWCAP) - received from DFM 09-25-18 \$+1,800,200 Line Item - Integration Service Layer for Software Applications \$+ 750,000 Line Item - AASHTO Data Analytics Software
11	Capital Facilities	5.4	18.3	12.9	\$+12,850,000 increase in Capital Facilities \$+12,500,000 Line Item - D4 Headquarters Building \$+ 350,000 Line Item - D3 Materials Lab Testing and Training Building Renovation
12	Equipment	26.5	26.4	0.5	\$+463,000 increase due to refined cost estimates for replacement equipment
13	Trustee & Benefits	18.4	20.5	(0.8)	\$-750,000 decrease in Trustee & Benefits - removed previous Line Item for OJT Discretionary grant
14	Contract Construction	424.9	431.7	2.1	\$2,145,800 increase in Construction based on available funding
15	<b>Total Expenditures</b>	<b>704.8</b>	<b>725.9</b>	<b>18.5</b>	Net increase in Spending Authority, due to Expenditure changes described above
16	<b>Anticipated Reversions</b>	<b>(0.6)</b>	<b>(1.2)</b>	<b>-</b>	
17	<b>Debt Service</b>	<b>66.9</b>	<b>66.9</b>	<b>-</b>	
18	Dept of Comm Transf (\$25K)	0.0	-	(0.0)	
19	<b>Total Program Funding</b>	<b>771.7</b>	<b>792.8</b>	<b>18.4</b>	Net change in Total Program funding
20	<b>CASH, Ending</b>	<b>(0.8)</b>	<b>4.3</b>	<b>(18.8)</b>	\$4.3M projected Ending Cash Balance: \$2.0M State Highway Account - reserved for FY20 CEC above 1% \$1.0M Aeronautics Fund - reserved for future program funding \$1.3M GARVEE Debt Service Fund - for use in matching future year bond payments

**IDAHO TRANSPORTATION DEPARTMENT**  
**November 2018 Board Meeting**  
**FY20 Appropriation Request - Revision #1 (10-31-18)**

		<u>Funding</u>	<u>FTE's</u>
1	<b>FY20 BASE</b>	<b>\$ 651,664,200</b>	<b>1,648.0</b>
2			
3	<b>Adjustments</b>		
4	Change In Benefit Costs	\$ 416,500	
5	Change in Employee Compensation (1.0%)	1,143,900	
6	Statewide Cost Allocation	1,178,400	
7	Replacement Equipment	23,411,200	
8	Personnel Appropriation: Highway Operations - add back FY19 one-time reduction	1,475,000	
9	Contract Construction: Base Reduction, Ongoing Spending Authority	(25,182,700)	
10		\$ 2,442,300	
11	<b>FY20 ADJUSTED BASE</b>	<b>\$ 654,106,500</b>	<b>1,648.0</b>
12			
13	<b>Line Items</b> (19 line items, by Division)		
14	Construction: Pre-FY20 funds - Emergency Relief, Federal, Local	\$ 37,192,400	
15	Construction: TECM fund excess Receipts and Forecast increase	8,737,400	
16	Highway Operations: Road, Shop, & Safety Equipment - additional units	2,343,200	
17	Highway Operations: Geographic Info Systems (GIS) Integration	1,255,000	
18	Highway Operations: FAST Act increase - Hwy Operations programs	582,900	
19	Highway Operations: AASHTO Data Analytics Software	750,000	
20	Highway Operations: Federal Funding - FTA Discretionary grant awards	1,416,000	
21	Motor Vehicles: DMV Equipment for County Offices	8,800	
22	Motor Vehicles: Issue ID Cards at Department of Corrections Facilities	45,600	
23	Capital Facilities: Statewide Capital Facilities needs	2,100,000	
24	Capital Facilities: District 3 Materials Lab Testing and Training Facility	350,000	
25	Capital Facilities: District 4 Headquarters Building	12,500,000	
26	Administration: Video Conferencing Equipment Replacement / Upgrade	458,000	
27	Administration: Additional Data Storage Equipment	206,000	
28	Administration: Information Technology Service Mgmt system replacement	1,235,000	
29	Administration: Network Access Control & Security - Wired Connections	200,000	
30	Administration: Software License Compliance (timesheets and payroll)	146,400	
31	Administration: Integration Service Layer for Software Applications	1,800,200	
32	Aeronautics: Increase to Idaho Airport Aid Program (IAAP)	450,000	
33		<b>\$ 71,776,900</b>	
34	<b>FY20 TOTAL APPROPRIATION</b> (Spending Authority)	<b>\$ 725,883,400</b>	<b>1,648.0</b>
35			
36	<b>GARVEE Bond Debt Service</b>	<b>\$ 66,875,000</b>	
37			
38	<b>FY20 TOTAL PROGRAM FUNDING</b>	<b>\$ 792,758,400</b>	<b>1,648.0</b>

# Highway User Revenue - FY20

Based on Aug 2018 Forecast

New Revenue is the result of 2015 Legislation (H312)

Dollars in Millions and Rounded - sums may not add, due to rounding

	REVENUE SOURCES	HDA	New Rev	Total
1	<b>Motor Fuel Taxes</b>	<b>285.9</b>	<b>74.9</b>	<b>360.8</b>
2	less: Parks, Tax Comm, Refunds, RR, Bridge Insp	(19.0)		(19.0)
3	less: Ethanol transfer to ITD	(18.5)		(18.5)
4	NET MOTOR FUEL TO DISTRIBUTE	248.4	74.9	323.3
5	<b>Registrations</b>	<b>114.5</b>	<b>38.2</b>	<b>152.7</b>
6	<b>Other</b>	<b>10.9</b>		<b>10.9</b>
7	<b>NET TO DISTRIBUTE</b>	<b>373.8</b>	<b>113.1</b>	<b>486.9</b>

	DISTRIBUTIONS	HDA	New Rev	Total
8	ITD (57% HDA) / (60% New Revenue)	213.0	67.9	280.9
9	Ethanol Transfer to ITD	18.5	0.0	18.5
10	<b>Total to ITD</b>	<b>231.5</b>	<b>67.9</b>	<b>299.4</b>
11	ISP (5% HDA) / (0% New Revenue)	18.7		18.7
12	LOCALS (38% HDA) / (40% New Revenue)	142.0	45.2	187.2
13	<b>TOTAL DISTRIBUTIONS</b>	<b>373.7</b>	<b>113.1</b>	<b>486.8</b>

	Sub-Allocation of Locals Distribution	HDA	New Rev	Total
14	LOCALS (38% HDA) / (40% New Revenue)	142.0	45.2	187.2
15	less: LHTAC	(0.4)	(0.1)	(0.5)
16	NET LOCAL TO DISTRIBUTE	141.6	45.1	186.7
17	Cities (30%)	42.5	13.5	56.0
18	Counties & Hwy Districts (70%)	99.1	31.6	130.7

# Idaho Transportation Department

## FY20 Agency Budget Request - Revision #1 (10-31-18)

\$ in Millions and Rounded - sums may not add, due to rounding

<b>FUND SOURCES</b>						
	State	Federal	Other	Total		
1 Distribution of Highway User Revenue to ITD (from prior page)	299.4			299.4		
2 Cigarette Tax - for Debt Service fund (state match)	4.7			4.7		
3 Cigarette Tax - to Transp Expansion/Congestion Mitigation (TECM)	4.0			4.0		
4 1% Sales Tax - to Transp Expansion/Congestion Mitigation (TECM)	17.4			17.4		
5 Aviation Fuel Tax	2.2			2.2		
6 Federal		338.9		338.9		
7 Local Match			4.7	4.7		
8 Services for State Agencies			0.3	0.3		
9 Misc State	37.8			37.8		
10 Prior Year Federal Authority Obligated		40.0		40.0		
11 Pre-FY20 Funding Received / Secured		14.4	0.6	15.0		
12 Cash Adjustment	10.7	16.3	4.6	31.6		
13 <b>TOTAL FUND SOURCES</b>	<b>376.2</b>	<b>409.6</b>	<b>10.2</b>	<b>795.9</b>		
<b>EXPENDITURES</b>						
15 Personnel	119.7	14.5	0.3	134.5	18.5%	17.0%
16 Operating	84.6	9.7	0.2	94.5	13.0%	11.9%
17 Capital Facilities	18.3			18.3	2.5%	2.3%
18 Equipment	26.4			26.4	3.6%	3.3%
19 Sub-Grantee (Pass-Through)	1.5	19.0	-	20.5	2.8%	2.6%
20 Contract Construction & Right-of-Way Acquisition	117.5	304.5	9.6	431.7	59.5%	54.5%
21 <b>TOTAL EXPENDITURES [SPENDING AUTHORITY]</b>	<b>368.0</b>	<b>347.7</b>	<b>10.2</b>	<b>725.9</b>	100.0%	
22 <b>DEBT SERVICE</b>	<b>5.0</b>	<b>61.9</b>		<b>66.9</b>		8.4%
23 <b>TOTAL PROGRAM FUNDING</b>	<b>373.0</b>	<b>409.6</b>	<b>10.2</b>	<b>792.8</b>		100.0%
	47.1%	51.7%	1.3%			
24 <b>Funds in Excess of Appropriation</b>	<b>3.2</b>	<b>-</b>	<b>-</b>	<b>3.2</b>		



## Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date November 14, 2018

Consent Item ☐

Information Item ☐

Amount of Presentation Time Needed 15 minutes

Presenter's Name Charlene McArthur	Presenter's Title Chief Administrative Officer	Initials CRM	Reviewed By LSS
Preparer's Name Charlene McArthur	Preparer's Title Chief Administrative Officer	Initials CRM	

### Subject

Report out on 2018 Leadership Summit		
Key Number	District	Route Number

### Background Information

Chief Administrative Officer Char McArthur will give a presentation on the results of ITD's 2018 Leadership Summit, including information on the training the participants received and the problem solving processes the teams used.

### 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 November 14, 2018Consent Item ☐Information Item ☐Amount of Presentation Time Needed 10 minutes

Presenter's Name Jason Minzghor	Presenter's Title D-6, District Engineer	Initials JBM	Reviewed By
Preparer's Name Jason Minzghor	Preparer's Title D-6, District Engineer	Initials JBM	

### Subject

SH 33 Realignment, Basic American Foods, Rexburg Idaho		
Key Number N/A	District D-6	Route Number SH-33

### Background Information

Basic American Foods is upgrading their facility located in Rexburg, Idaho along SH-33. Basic American Foods currently has 75 trucks a day entering the facility. They are investing approximately \$125 million to upgrade the current facility, therefore increasing the traffic to 150 trucks per day. They will have approximately 50 new jobs once the plant is open.

The City of Rexburg is requesting to realign SH-33, remove a signal at the old Walmart location, and install a new signal at E 7<sup>th</sup> N. The estimated cost to do this work is \$3.5 to \$4 million.

The City of Rexburg is requesting that ITD share in the cost of construction and ITD share is approximately \$1.5 million.

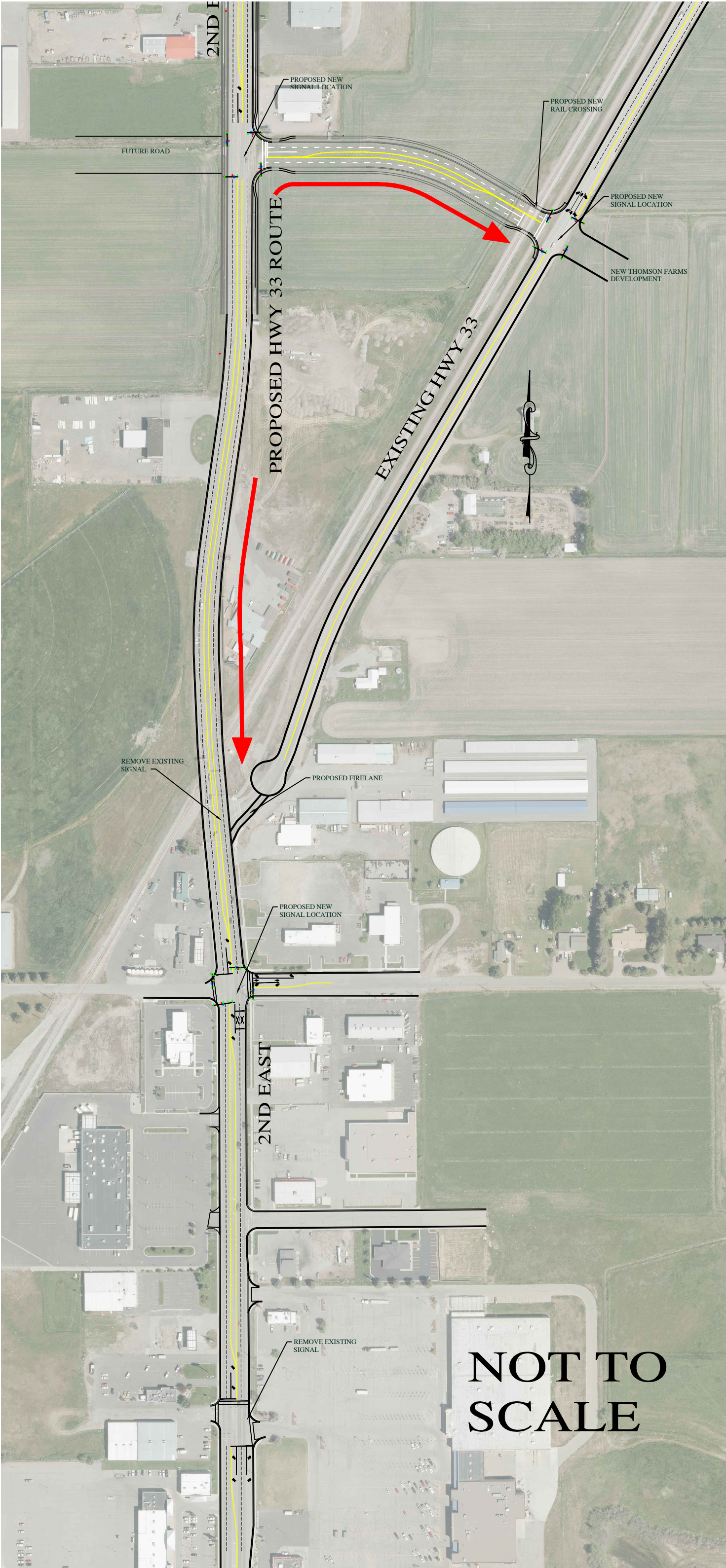
### Recommendations

Information/background for SH 33 realignment and signal changes.

### Board Action

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









## Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date November 14, 2018Consent Item ☐ Information Item ☐ Amount of Presentation Time Needed 35 minutes

Presenter's Name	Presenter's Title	Initials	Reviewed By
Ned Parrish	Research Program Manager	NP	LSS
Preparer's Name	Preparer's Title	Initials	
Ned Parrish	Research Program Manager	NP	

### Subject

Annual Update on ITD's Research Program		
Key Number	District	Route Number
N/A	N/A	N/A

### Background Information

The Research Program Manager will give the annual update on the department's research program including providing a brief overview of the program, summarizing program efforts and accomplishments over the past year, and outlining planned research and program activities in FY19. In addition, two staff from the Division of Engineering Services who serve as research project managers will discuss several materials and pavement-related research and pooled fund projects and how the projects support section needs. The speakers who will assist the Research Program manager with the presentation are:

- Mike Santi, Pavement Materials Engineer
- James Poorbaugh, Asset Management Engineer

### Recommendations

For information.

### Board Action

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

**Board Agenda Item**Meeting Date November 14, 2018Amount of Time Needed for Presentation 5 min

Presenter's Name Damon Allen	Presenter's Title DE 1	Initials DLA	Reviewed By
Preparer's Name Damon Allen	Preparer's Title DE 1	Initials DLA	

**Subject**

Request to Award Contract for FY20 Strong Creek Bridge		
Route Number STATE	Project Number A019(506)	Key Number 19506
District 1	Location FY20 Strong Creek Bridge, East Hope	

**Background Information**

Background: This project will replace the Strong Creek bridge on Hwy-200 in East Hope at MP 45.925.

The engineers estimate for the project was \$1.0M for construction and the low bid came in at \$1.2M. There were seven bids received for this project, with an irregular bidder that was within 10% of the Engineers Estimate. We believe the most significant differences between the bids received and the estimated prices are due to inflation factors and unforeseen conditions. In the future, additional care will be taken to evaluate adjustments needed due to inflation and unforeseen conditions.

We do not believe that significant cost savings would be realized by modifying the design and rebidding the project at a later date.

**Purpose:**

To recommend award of the above contract to Clearwater Construction & Management, LLC at \$1.2M.

**Recommendations**

Approve the award of the FY20 STRONG CREEK BRIDGE project to Clearwater Construction & Management, LLC. Resolution on page 84.

**Board Action**

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

DATE OF BID OPENING – NOVEMBER 6, 2018 - STATE FINANCED PROJECT

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Idaho Project No. A019(506)  
Strong Creek Bridge, East Hope  
Bonner County, Key No. 19506

---

DESCRIPTION: The work on this project consists of replacing the Strong Creek bridge on Hwy-200B in East Hope

BIDDERS:

Clearwater Construction & Management, LLC Spokane, WA 99224	\$1,189,469.96
T LaRiviere Equipment & Excavation Inc. Athol, ID 83801	\$1,238,697.64
C.E. Kramer Crane And Contracting, Inc. Naples, ID 83847	\$1,325,465.96
Braun-Jensen, Inc. Payette, ID 83661	\$1,410,000.00
N. A. Degerstrom, Inc. Spokane Valley, WA 99216	\$1,569,529.56
S & L Underground, Inc. Bonners Ferry, ID 83805	\$1,694,013.78

6 BIDS ACCEPTED (1 IRREGULAR – State 95% form)

ENGINEER'S ESTIMATE - \$1,034,671.25

LOW BID - 115 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.

*for* *Dana Dutz*  
Monica Crider, P.E.  
Contracting Services Engineer

11-9-18  
Date



# Department Memorandum

Idaho Transportation Department

**DATE:** November 9, 2018

**Program Number(s)** A019(506)

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

**Key Number(s)** 19506

**FROM:** Damon L. Allen, P.E.  
District 1 Engineer

**Program ID, County, Etc.**  
STRONG CR BR, EAST HOPE  
BONNER CO.  
WA NO: P161120

**RE:** Justification for Award

District One has received and reviewed the bid results for the above-captioned project. Bids were opened on November 6, 2018 and the apparent low bidder is Clearwater Construction & Management, LLC. There were seven Contractor bids, with an irregular bid amount of \$1,048,290.65 from C.L. Heilman Company, Inc which was close to the Engineers Estimate and would have not required a justification. The apparent low bid of \$1,189,469.96; which is 114.96% of the Engineer's Estimate at \$1,034,671.25.

The major difference between the low bid and the Engineer's Estimate come from the bid items listed below. The estimated prices for these pay items were obtained from recent similar projects, from the Average Unit Price Report, and by directly calling the suppliers.

Pay Item	Engr. Est.	Bid Price	% of Engr. Est.	Overrun
502-425A PRESTR STRINGER, 2'-2" VOIDED SLAB	\$138,180.00	\$180,000.60	130%	\$41,820.60
S501-30A SP BRIDGE PREDRILLING FOR PILING IN SOIL	\$11,520.00	\$115,349.76	1001%	\$103,829.76
<b>TOTAL DIFFERENCE OF ITEMS USED</b>	<b>\$149,700.00</b>	<b>\$295,350.36</b>		<b>\$145,650.36</b>

We believe the most significant differences between the bids received and the estimated prices are due to:

- Contractor increasing cost for the voided slab to take into consideration inflation.
- Contractor increasing cost for predrilling the pilings in the soil due to unforeseen conditions.

With the relative consistency of all the bids received, we see no evidence of bid manipulation by the Contractors. The bid abstract and the decision matrix for choosing the proposed scope has been reviewed by the District and HQ Bridge. Collectively, we do not believe that any significant cost savings would be realized by modifying the design and rebidding the project at a later date.

Considering the items above, if they were increased in the Engineers' Estimate to match the apparent low bidder's price, the difference of the total bid amount would be reduced to 101%.

The district recommends that this project be awarded to the apparent low bidder.

Cc: EM-1, PDE-1, RE (B), OM-1, TRAF, D1 MATL  
da:kds

## **RESOLUTION**

WHEREAS, bids received for the Strong Creek Bridge, East Hope project were greater than 110% of the Engineer's Estimate.

WHEREAS, the apparent low bidder out of six bids is Clearwater Construction & Management, LLC with a bid of \$1,189,469.96.

NOW, THEREFORE BE IT RESOLVED that the Idaho Transportation Board award the SH-200 Strong Creek Bridge project, key #19506, to Clearwater Construction & Management, LLC for \$1,189,470, and offset funds from state-wide balancing.