

A G E N D A

IDAHO TRANSPORTATION BOARD

December 13, 2018



A G E N D A

Regular Meeting of the
Idaho Transportation Board

December 13, 2018

Idaho Transportation Department
Auditorium
3311 West State Street
Boise, Idaho

KEY:

ADM = Administration

CD = Chief Deputy

OP = Operations

	1. CALL MEETING TO ORDER	8:30
	2. SAFETY/SECURITY SHARE: Chief Operations Officer McGrath	
Action Items	3. BOARD MINUTES – November 14, 20184	8:35
	4. BOARD MEETING DATES10	
	January 17, 2019 – Boise	April 17-18, 2019 – District 2
	February 21, 2019 – Boise	May 15-16, 2019 – District 5
	March 21, 2019 – Boise	June 19-20 – District ____
	5. CONSENT CALENDAR11	
OP	____ Contract for award.....12	
OP	____ Contract for rejection.....17	
Information Items		
	6. INFORMATIONAL CALENDAR	
OP	____ Contract award information and current advertisements22	
OP	____ Professional services agreements and term agreement work tasks report.....27	
OP	____ Annual outdoor advertising report33	
ADM	____ State FY19 financial statements36	
ADM	____ Monthly report of federal formula program funding through November53	
ADM	____ Non-construction professional service contracts issued.....55	
	7. DIRECTOR’S MONTHLY REPORT ON ACTIVITIES	8:40

*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.



December 13, 2018

Page 2 of 3

December 13, 2018
Idaho Transportation Department
3311 West State Street
Boise, Idaho

Page # **Time***

8. AGENDA ITEMS

Information Items

OP ____ Annual Freight Advisory Committee report56 **9:00**
Inouye

OP ____ Autonomous and connected vehicle update57 **9:15**
Marker

Action Item

OP ____ 129,000 Pound Trucking Request, District 458 **9:35**
Marker *(Resolution on page 86)*

9. BREAK **9:45**

10. AGENDA ITEMS, continued

Information Items

CD ____ Public Transportation Office annual update.....87 **10:00**
McGourty

CD ____ Public Transportation Advisory Council annual update89 **10:20**
Gresham

OP ____ Update on DMV operations91 **10:30**
Gonzalez

CD ____ Trucking Advisory Council annual update92 **10:45**
Pocock

Action Item

11. EXECUTIVE SESSION (DMV conference room) **11:00**
 PERSONNEL ISSUES [SECTION 74-206(a), (b)]
 LEGAL ISSUES [SECTION 74-206(c), (d), (f)]

12. RECESS **11:30**

*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.



December 13, 2018
Page 3 of 3

December 13, 2018
Idaho Transportation Department
3311 West State Street
Boise, Idaho

Page # **Time***

13. RECONVENE

3:00

Local Highway Technical Assistance Council
(Annex Building)
Lochsa Room
3330 Grace Street
Boise, Idaho

Information/Discussion Items

14. JOINT MEETING: Local Highway Technical Assistance Council

a. Collaboration efforts:

- funding
- processes
- policies

b. Children Pedestrian Safety:

- 2017 successes
- 2018 applications

c. Transportation Alternatives Program

15. ADJOURNMENT (estimated time)

5:00

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

REGULAR MEETING OF THE IDAHO TRANSPORTATION BOARD

November 14, 2018

The Idaho Transportation Board convened at 8:30 AM on Wednesday, November 14, 2018 at the Idaho Transportation Department in Boise, Idaho. The following principals were present:

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

Member Lee Gagner, District 6, participated via video conference.

Chairman Whitehead requested a moment of silence in remembrance of former Chief Engineer Kimbol Allen who passed away last week.

Safety/Security Share. Chief Administrative Officer (CAO) Char McArthur emphasized the importance of keeping safety in mind. She mentioned that a credit card skimming device was recently found on a fuel pump at a local gas station and cautioned about using credit cards, especially in remote locations. Also, as the weather gets colder and there is a chance of frost on roads, she urged motorists to slow down and drive safely.

Chairman Whitehead thanked CAO McArthur for the safety and security messages.

Board Minutes. Member DeLorenzo made a motion to approve the minutes of the regular Board meeting held on October 26, 2018 as submitted. Member Gagner seconded the motion and it passed unopposed.

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

December 13, 2018 – Boise
January 17, 2019 – Boise
February 21, 2019 – Boise

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

RES. NO. WHEREAS, consent calendar items are to be routine, non-controversial, self-
ITB18-38 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-

November 14, 2018

Terrain Vehicles, Utility Type Vehicles, Specialty Off-Highway Vehicles,
Motorbike and Snowmobile Travel and Crossing on the State Highways.

1) Certification of Receipts and Disbursements. The FY18 certification of receipts and disbursements cash basis, as shown as Exhibit #505, which is made a part hereof with like effect, was submitted for Board approval in conformance with the requirements of Section 40-708, Idaho Code. Total receipts were \$687,235,300, disbursements were \$715,879,300, and the cash balance as of June 30, 2018 was \$81,669,000.

2) Updates to Administrative Policy 5070 All-Terrain Vehicles, Utility Type Vehicles, Specialty Off-Highway Vehicles, Motorbike and Snowmobile Travel and Crossing on the State Highways. Recent revisions to Idaho Code allow the referenced vehicles to travel within cities and one mile beyond city limits on non-full access-controlled state highways where the speed limit is 45 miles per hour or less. The revisions also allow these vehicles to cross non-full access-controlled highways at public road intersections regardless of the speed limit or municipal boundaries. The policy was updated to reflect these changes and conform to Idaho Code.

Informational Items. 1) Contract Awards and Advertisements. Key #19878 – I-15, US-26, and US-30 – FY20 District 5 Revegetation. Low bidder: Adams RC Consulting LLC DBA Snake River Reclamation - \$126,810.

Key #18959 – US-26, Aberdeen Canal, District 5. Low bidder: Cannon Builders Inc. - \$1,842,621.

Key #19093 – US-20, FY19 District 6 Bridge Repair, US-20 Lorenzo Bridges. Low bidder: JM Concrete - \$1,886,452.

The list of projects currently being advertised was provided.

2) Professional Services Agreements and Term Agreement Work Tasks Report. From October 5 through October 26, 17 new professional services agreements and work tasks were processed, totaling \$2,584,529. Two supplemental agreements to existing professional services agreements were processed during this period in the amount of \$102,900.

3) Annual Report on Railway-Highway Crossing Program. ITD receives \$250,000 annually for projects in the Rail-Highway Crossing Program. The goal of the program is to reduce the number and severity of vehicle-train collisions at public railroad-highway crossings. The Fund also provides \$25,000 to support public education and safety programs that promote awareness of public safety at railroad grade crossings. The five-year fatality rate at railway-highway crossings for 2013-2017 is 2.2.

4) State FY19 Financial Statements. Revenues to the State Highway Account from all state sources were ahead of projections by 3.3%. Total receipts from the Highway Distribution Account were 3.1% or \$1.6 million more than forecast. State revenues to the State Aeronautics Fund were ahead of projections by 27%, or \$104,000. Expenditures were within planned budgets. Personnel costs had savings of \$3.1 million or 10% due to reserves for horizontal career path increases, vacancies, and timing between a position becoming vacant and being filled. Contract construction cash expenditures were \$159.8 million for FY19 year-to-date.

November 14, 2018

The balance of the long term investments was \$166 million at the end of September. These funds are obligated against construction projects and encumbrances. The long term investments plus the cash balance of \$43 million were \$38 million less than at the end of June. Expenditures in the Strategic Initiatives Program Fund through September were \$4.3 million. Deposits into the Transportation Expansion and Congestion Mitigation Fund were \$4.5 million, or 5.3% ahead of forecast.

5) Monthly Reporting of Federal Formula Program Funding through October. Idaho received obligation authority of \$64.7 million through December 7 via a continuing resolution. This corresponds to \$70 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. Obligation authority is 20.2% of apportionments. Of the \$65 million allotted, \$53.1 million remains

6) 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.

Director's Monthly Report on Activities. Chief Deputy Stokes reported on the Department's recent activities in Director Ness's absence. In honor of Veterans Day earlier this week, he expressed appreciation to veterans, including Chairman Whitehead, Members Horsch and Kempton, and numerous ITD employees. The Department is promoting incident response awareness week this week in an effort to recognize those who work on roadways and as part of an effort to keep them safe. The Autonomous and Connected Vehicle Committee submitted its report to the Governor earlier this month. Two unexploded military ordnances were found in the Snake River during an inspection of a SH-45 bridge. He commended the contractor and ITD employees for their response. The two devices have been or will be removed soon.

CAO McArthur said the Best of the Best innovation awards were presented to employees last month. When she was reviewing the innovation accomplishments from the past three years, she noticed that District 6 and the Division of Engineering Products and Plans were often recipients of the awards. She identified former Chief Engineer Kimbol Allen as the common factor and mentioned that he embraced innovating and encouraged his employees to innovate. In honor of his valuable contributions to innovating at ITD, she presented a special award to Mr. Allen's family at the Best of the Best presentation last month.

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

Chairman Whitehead thanked Chief Deputy Stokes and CAO McArthur for the report.

Member Jim Kempton, District 4, joined the meeting at this time.

FY18 Annual Report. Communication Manager (CM) Vince Trimboli presented the revised FY18 Annual Report. Regarding last month's question on the number of drivers' licenses in the state, a change on how that information was collected was made. Additional information on the Strategic Initiatives Program Fund was also added.

The Board asked about the status of issuing drivers' licenses after the vendor experienced extensive problems several months ago. CM Trimboli said the system has been stabilized and work on a long-term solution is continuing. With the short-term solution in place and other options available, such as allowing qualified motorists to renew their license by mail, he believes things have improved.

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

RES. NO. WHEREAS, §40-316, Idaho Code, requires that the Idaho Transportation Board
ITB18-39 submit in writing to the Governor's Office an annual report on the management and financial condition of the Idaho Transportation Department by December 1st; and

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

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

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

Chairman Whitehead thanked CM Trimboli for his work on the Annual Report.

Status: FY20 Appropriation Request. Financial Manager – Financial Planning & Analysis (FM) Joel Drake summarized changes made to the Department's FY19 supplemental request and FY20 appropriation request. A Capital Facilities request of \$330,000 to replace the roof on the District 5 administration building was added to the FY19 supplemental appropriation request. Over \$18.4 million was added to the FY20 appropriation request for items such as operating expenditures, a new District 4 administration building, and contract construction. The full-time positions remain at 1,648 and the total request is now \$725,883,400.

Chairman Whitehead thanked FM Drake for the update.

Report on Leadership Summit. This year's Leadership Summit focused on problem-solving and the culture of the Department, according to CAO McArthur. Twenty-two teams comprised of 174 employees participated. Teams worked on a variety of issues, including safety, employee recognition, personal identifiable information, memorandums of understanding, and construction payouts. The winning team is developing training for equipment operators, as the Department does not have a consistent equipment operator training program.

Chairman Whitehead thanked CAO McArthur for the informative report and congratulated the teams on their accomplishments.

SH-33 Realignment, Basic American Foods, Rexburg, Idaho. District 6 Engineer (DE) Jason Minzghor said the City of Rexburg is requesting the realignment of SH-33. Basic

American Foods is upgrading its facility and intends to increase truck traffic from approximately 75 per day to 150 trucks per day. It will also add about 50 new jobs once the plant is open. As part of the realignment, the City would like to remove one traffic signal and install a new one at East 7th North. The total cost is estimated between \$3.5 and \$4 million. The City of Rexburg is requesting ITD contribute \$1.5 million. The City has requested a grant from the Department of Commerce. It should find out next month if its application was successful. DE Minzghor said he is presenting this for the Board's information. As this issue develops and more information is obtained, he may request funding assistance for the realignment.

Chairman Whitehead asked if the route could be relinquished to the City. DE Minzghor said that option is being explored. Chairman Whitehead thanked DE Minzghor for the information.

Annual Update on Research Program. Ned Parrish, Research Program Manager (RPM), said the budget for the Research Program for FY19 is \$3.37 million, with 8.4% from state sources. Federal statutes require 2% of federal funding for roads and bridges be used for planning and research.

State Asset Management Engineer James Poorbaugh and Pavement Materials Engineer (PME) Mike Santi summarized several materials and pavement-related research projects. RPM Parrish presented PME Santi with the new ITD Research Excellence Award for his involvement with research projects over the years. He also mentioned that ITD received the PacTrans Partner of the Year Award. PacTrans is the regional university transportation center for the Pacific Northwest. Chairman Whitehead and he are on the external advisory board.

RPM Parrish mentioned projects completed in FY18, including a lab evaluation of High Early Strength Concrete for use in accelerated bridge construction applications, a study of safety impacts of wide pavement markings on two-lane rural highways, and a study of safety in school zones along two-lane rural highways. Some of the current projects include an assessment on concrete performance in aggressive salt environments, a review of best practices for inspection and asset management of mechanically-stabilized earth walls, and a study of freight commodity flows in Idaho. Some of the FY19 projects are a statewide landslide risk assessment for Idaho highways, development of a prediction model for pavement temperature for use in falling weight deflectometer testing, evaluation of a precast pier system for use in accelerated bridge construction, and development of highway safety messaging strategies for K-12 students.

Chairman Whitehead thanked staff for the informative presentation.

Request to Award Contract for FY20 Strong Creek Bridge. Division of Engineering Services Administrator (DESA) Blake Rindlisbacher said bids on the SH-200, Strong Creek Bridge, key #19506, project were opened on November 6, and the responsive low bid was more than ten percent over the engineer's estimate. The District believes the most significant differences between the bids received and the engineer's estimate are due to inflation factors and unforeseen conditions. It does not believe significant cost savings would be realized by modifying the design and rebidding the project. DESA Rindlisbacher said there is some urgency to award the contract so construction can start in spring.

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

RES. NO. WHEREAS, bids received for the Strong Creek Bridge, East Hope project were
ITB18-40 greater than 110% of the engineer's estimate; and

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 awards the SH-200, Strong Creek Bridge project, key #19506 to Clearwater Construction & Management, LLC for \$1,189,470 and offset funds from statewide balancing.

Chairman Whitehead thanked DESA Rindlisbacher for presenting the contract award.

Delegation: MacArthur Eld. Mr. Eld said he is interested in the Historical Marker Sign Program, which was established by the Idaho State Historical Society 62 years ago. He traveled throughout the state and inventoried the approximately 270 signs. He believes about 37% of the signs are in excellent condition, 38% are in good to fair condition, and about 25% are in very poor condition and should be upgraded or replaced. He encouraged the Board to work with the Idaho State Historical Society to make this important program a higher priority.

Chairman Whitehead thanked Mr. Eld for the informative presentation and for his work on this important program. He said staff is aware of the concerns with these signs and is developing a plan to address them.

Executive Session on Legal Issues. Member Vassar made a motion to meet in executive session at 12:20 PM to discuss legal issues as authorized in Idaho Code Section 74-206(f). Member DeLorenzo seconded the motion and it passed 5-0 by individual roll call vote.

The discussions on legal matters related to operations.

The Board came out of executive session at 12:45 PM.

WHEREUPON, the Idaho Transportation Board's regular monthly meeting adjourned at 12:45 PM.

JERRY WHITEHEAD, Chairman
Idaho Transportation Board

Read and Approved

_____, 2018

_____, Idaho

BOARD MEETING DATES

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

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
January	February	March	April
X 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 (17) 18 19 20 X 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
May	June	July	August
1 2 3 4 5 6 7 8 9 10 11 12 13 14 (15 16) 17 18 19 20 21 22 23 24 25 26 X 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 X 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
September	October	November	December
1 X 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 X 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 X 12 13 14 15 16 17 18 19 20 (21) 22 23 24 25 26 27 X 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 X 26 27 28 29 30 31

*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

Action: Approve the Board meeting schedule.



IDAHO TRANSPORTATION BOARD

RESOLUTION FOR CONSENT ITEMS

Pages 12-21

RES. NO. WHEREAS, consent calendar items are to be routine, non-controversial, self-explanatory items that can be approved in one motion; and
ITB18-41

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 contract for award and the contract for rejection.



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date December 13, 2018

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

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

Subject

Board Approval of Contracts for Award		
Key Number	District	Route Number

Background Information

INFORMATION

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

Year to Date Summary (10/1/18 to 11/26/18)					
Contracts Bid		Contracts Requiring Board Approval to Award		Contracts Requiring Board Approval to Reject	
ITD	Local	ITD	Local	ITD	Local
18	4	2	0	2	0

ACTION

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

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

Contracts requiring Board Approval to Award 10/30/18 to 11/26/18	
ITD	Local
1	0

Justification for awarding the contract is attached.

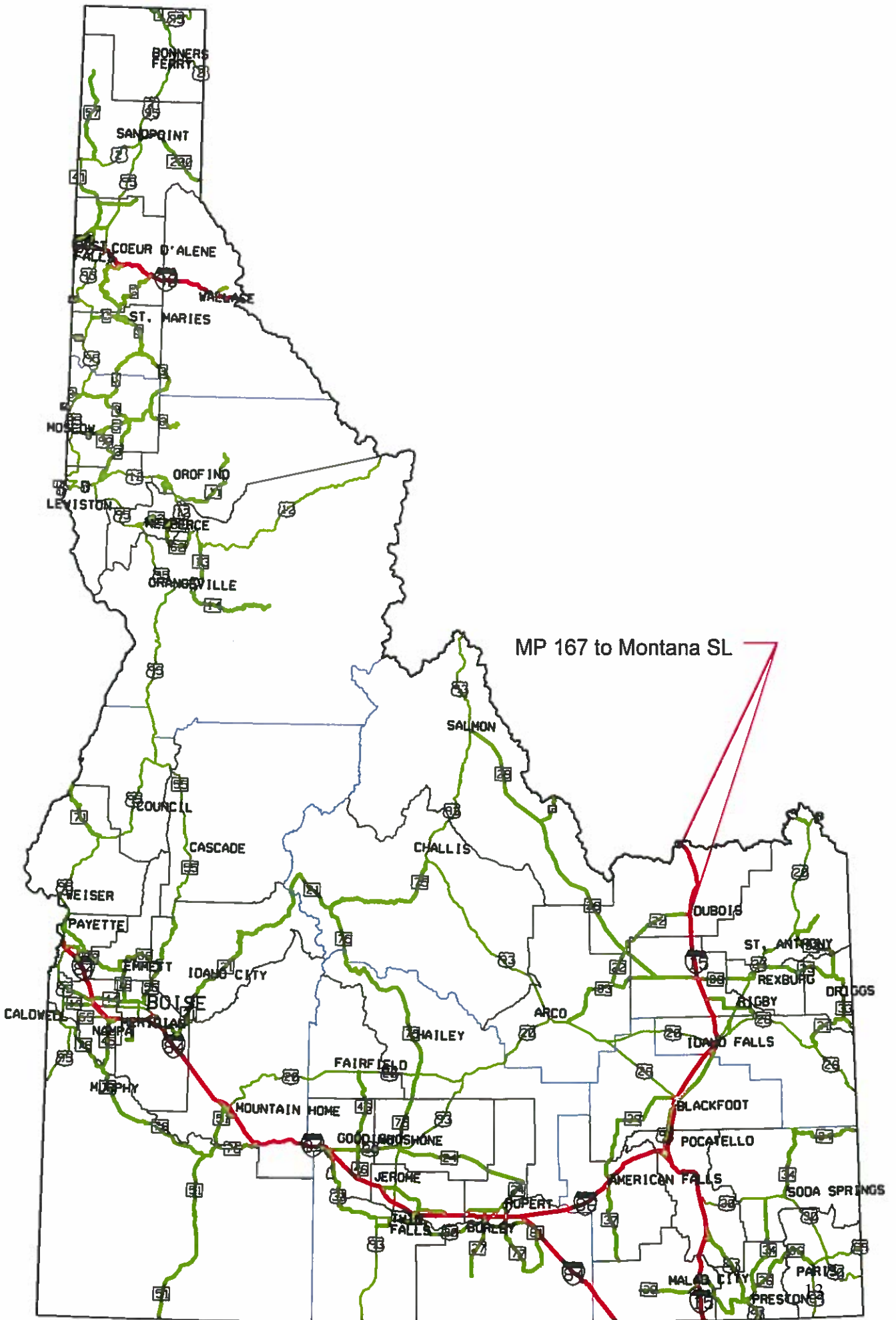
Recommendations

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

Board Action

☐ Approved ☐ Deferred _____

☐ Other _____



Monthly Status Report to the Board

CONTRACT(S) FOR BOARD APPROVAL

District	Key No.	Route	Opening Date		No. of Bids	Eng. Est.	Low Bid	Net +/-
6	20017	I-15	11/13/2018		2	\$3,599,826.50	\$3,988,531.62	
MP 167 to Montana SL						Federal		111%
Contractor: Riverside Contracting Inc.								

DATE OF BID OPENING - NOVEMBER 13, 2018 - FEDERAL & STATE FINANCED
PROJECT

Idaho Federal Aid Project No. A020(017)
MP 167 to Montana SL
Clark County, Key No. 20017

DESCRIPTION: The work on this project consists of placing a microsurface on I-15 from MP 167.496 to MP196.00 in the north and south bound lanes and to install rumble strips along the shoulders of the roadway

BIDDERS:

Riverside Contracting, Inc. Missoula, Mt 59808	\$3,988,531.62
Intermountain Slurry Seal, Inc. North Salt Lake, UT 84054	\$4,049,770.15

2 BIDS ACCEPTED (2 Bids Irregular – DBE)

ENGINEER'S ESTIMATE - \$3,599,826.50

LOW BID - 111 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 Dietz
Monica Crider, P.E.
Contracting Services Engineer

11-20-18
Date



Department Memorandum

Idaho Transportation Department

DATE: 11/19/18

Program Number(s)A020(017)

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

Key Number(s)20017

FROM: Jason Minzgor, P.E.
Distric 6 Engineer

Program ID, County, Etc.MP 167 to Montana Ln,
Clark Co

For Jason: *T. Drew Meppen*
11.19.18

RE: Justification for Award

District Six has received and reviewed the bid results for the above-captioned project. Bids were opened on November 13, 2018 and the apparent low bidder is Riverside Contracting Inc. There were four contractor bids, two of which were irregular and not the low bid. The apparent low bid from Riverside Contracting Inc. is \$3,988,531.62 while the Engineer's Estimate is \$3,599,826.50 this makes the low bid 110.8% of the engineers estimate.

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 and from the Average Unit Price Report.

Pay Items	Engineer Estimate	Bid Price	% of Engineer Estimate	Overrun
415-006A Microsurfacing	\$1,136,700.00	\$1,430,347.50	126%	\$293,647.50
626-105A Traffic Control Maintenance	\$38,400.00	\$65,280.00	170%	\$26,880.00
631-010A Rumble Strips (Grind)	\$61,600.00	\$96,320.00	156%	\$34,720.00
Total Difference of Items Used	\$1,236,700.00	\$1,591,947.50		\$355,247.50

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

- The uncertainty of finding a source that can produce such a large quantity of special graded material.
- There are limited options for companies (especially DBE companies) in the area that can perform the Traffic Control operations.
- The remote location of the project as Idaho Falls is 50 miles south from the start of the project and Dubois being the largest close town with a population of 602 people as of 2017 making it difficult to find lodging for employees without large travel times.

With the Relative consistency of all the bids received, we see no evidence of bid manipulation by the Contractors. 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 100.8%.

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

Cc: DE, RE (A)



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date December 13, 2018Consent Item ☒ Information Item ☐ Amount of Presentation Time Needed _____

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

Subject

Board Approval of Contracts for Rejection		
Key Number	District	Route Number

Background Information

INFORMATION

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

Year to Date Summary (10/1/18 to 11/26/18)					
Contracts Bid		Contracts Requiring Board Approval to Award		Contracts Requiring Board Approval to Reject	
ITD	Local	ITD	Local	ITD	Local
18	4	2	0	2	0

ACTION

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

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

Contracts requiring Board Approval to Reject 10/30/18 to 11/26/18	
ITD	Local
1	0

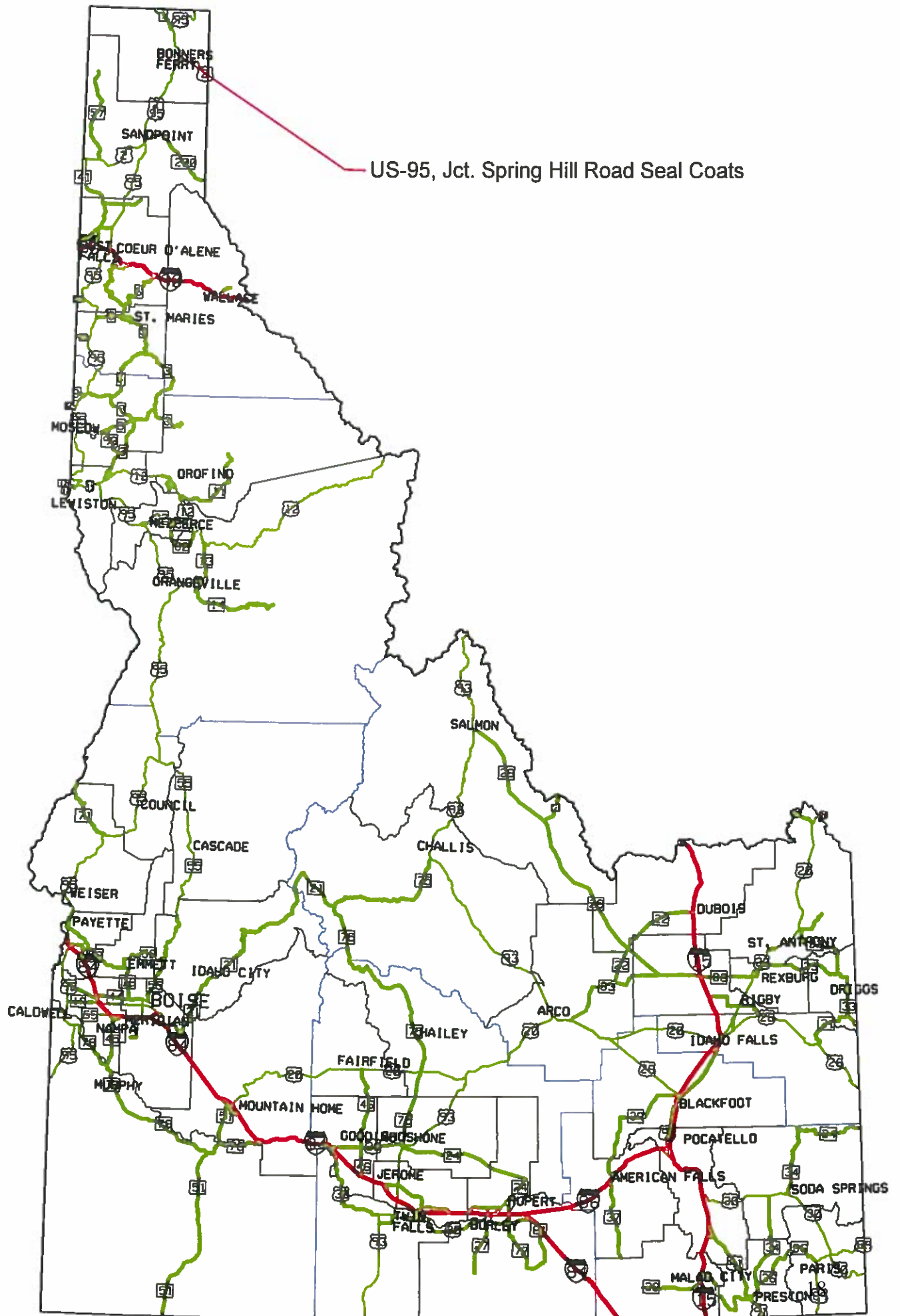
Justification for rejecting the contract is attached.

Recommendations

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

Board Action

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



Monthly Status Report to the Board

CONTRACT(S) FOR BOARD REJECTION

District	Key No.	Route	Opening Date		No. of Bids	Eng. Est.	Low Bid	Net +/-
1	20034	US-95	11/6/2018		2	\$335,441.48	\$543,204.05	
US-95, JCT Spring Hill Road Seal Coats						State		162%
Contractor: Central Washington Asphalt Inc.								

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

Idaho Project No. A020(034)
US-95, JCT Spring Hill Road Sealcoat
Boundary County, Key No. 20034

DESCRIPTION: The work on this project consists of placing a total of 6.99 miles of full width seal coat at the following locations: SH-1, MP 521.76 to MP 522.864 and MP 0 to MP 5.886

BIDDERS:

Central Washington Asphalt, Inc. Moses Lake, WA 98837	\$543,204.05
Poe Asphalt Paving, Inc. Clarkston, WA 99403	\$588,281.78

2 BIDS ACCEPTED

ENGINEER'S ESTIMATE - \$335,441.48

LOW BID - 162 Percent of the Engineer's Estimate

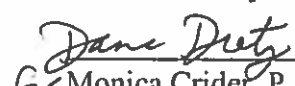
(AWARD)

(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 Monica Crider, P.E.
Contracting Services Engineer

11-16-18

Date



DATE: November 13, 2018

Program Number(s) A020(034)

TO: ^{DD}for Monica Crider, P.E.
Contracting Services Engineer

Key Number(s) 20034

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

Program ID, County, Etc. SH 1, JCT US 95 TO
SPRING HILL RD, BOUNDARY CO

RE: Bid Rejection

District One has received and reviewed the bids for the referenced project. Two bids were received, with the apparent low bid from Central Washington Asphalt, Inc. which was 161.94% of the engineer's estimate.

Although the prices for several of the items were higher than estimated, the major difference between the Engineer's estimate and the low bid was primarily due to the differences in the items listed below:

Item Number	Item	Quantity	Unit	Engineer's Unit Estimate	Low Bid Unit Estimate	Difference	% Difference
403-300A	CHIP SEAL WARRANTY	127,615.00	SY	\$ 2.00	\$ 3.15	\$ 146,757.25	158%
S904-05F	SP TRAFFIC CONTROL OPERATIONS FOR WARRANTY SEAL COATING	1	LS	\$ 23,500.00	\$ 35,000.00	\$ 11,500.00	149%
Z629-05A	MOBILIZATION	1	LS	\$ 30,494.68	\$ 50,000.00	\$ 19,505.32	164%
Total						\$ 177,762.57	

Estimated unit prices were derived from recently completed District 1 seal coat projects. The estimated cost per square yard for a seal coat has been fairly consistent at approximately \$2/sy, while the traffic control and mobilization were estimated at approximately the same total contact percentages as the previous jobs' low bid results.

The policy of State funded projects requiring 95% bonafide Idaho Residents may have accounted for the high prices, as both bidders are from out of State, and a recent federal aid project of nearly identical square footage bid similar to the Engineer's estimate. Higher bids may also be attributed to relatively small quantities, increased haul distance and a project location near the Canadian border, some distance from population centers.

Although certain item estimates may need to be adjusted based on the size and location of the project, we believe a potential for savings exists if the project is re-advertised to attract more potential bidders.

The existing roadway is performing adequately and completion of the project could be delayed and rebid without major complications.

The District recommends that the project bids be rejected, the project design modified, and rebid in time for 2019 construction.

Cc: DEI EMI DI-TRAF DI MTCE DI MTLS



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date December 13, 2018

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

Presenter's Name Blake Rindlisbacher, PE	Presenter's Title Engineering Services Administrator	Initials BR	Reviewed By LSS
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

INFORMATION

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

Year to Date Summary (10/1/18 to 11/26/18)					
Contracts Bid		Contracts Requiring Board Approval to Award		Contracts Requiring Board Approval to Reject	
ITD	Local	ITD	Local	ITD	Local
18	4	2	0	2	0

RECENT ACTIONS

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

The following table summarizes the Contracts awarded requiring no Board action since the last Board Agenda Report.

Contracts Awarded with no action from the Board 10/30/18 to 11/26/18	
ITD	Local
10	0

FUTURE ACTIONS

The Current Advertisement Report is attached.

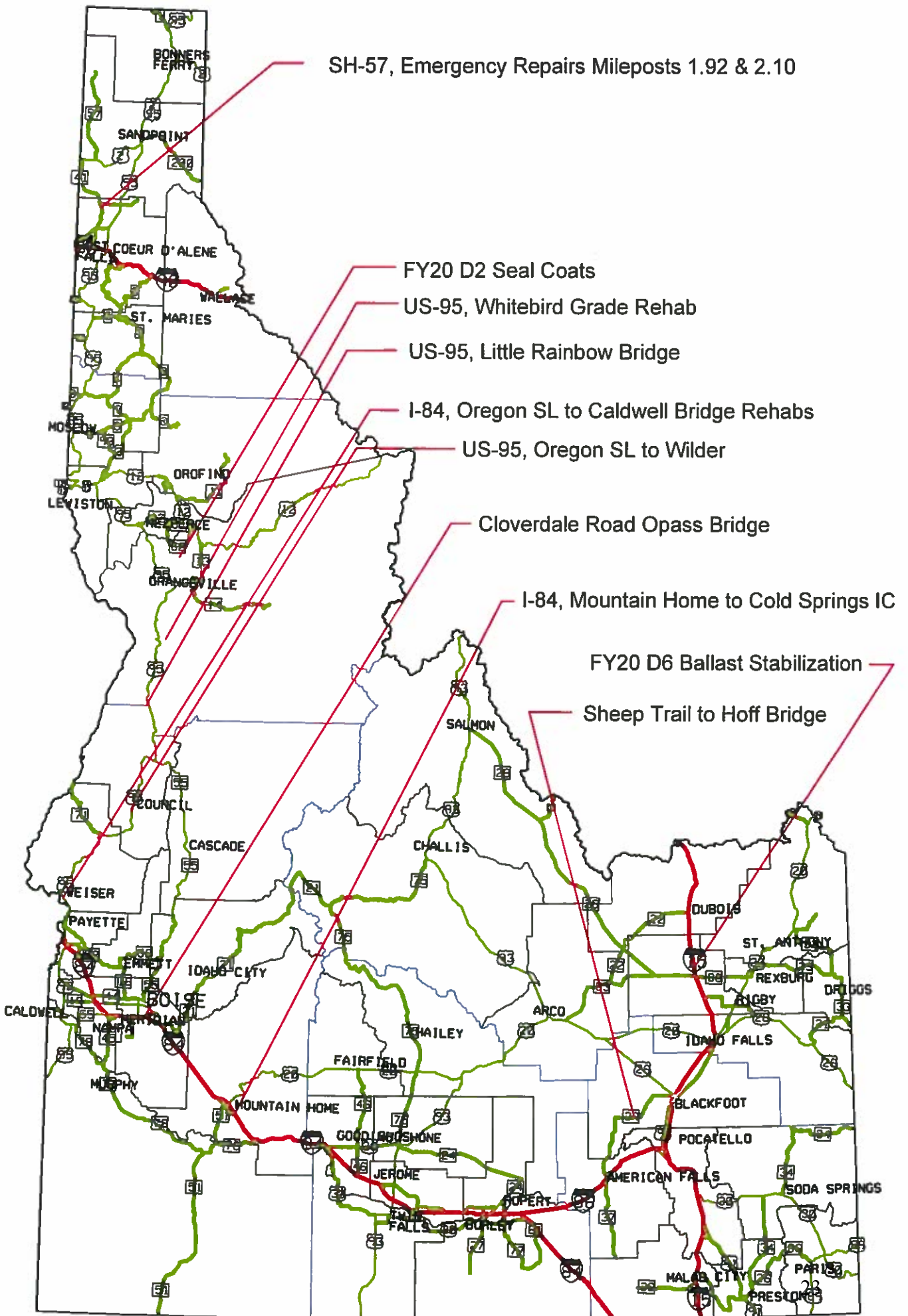
Recommendations

For Information Only.

Board Action

☐ Approved ☐ Deferred _____

☐ 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 +/-
1	20340	SH-57	10/30/2018	4	\$718,520.50 Federal	\$535,500.00	\$183,021.00 75%
SH-57, Emergency Repair Mileposts 1.92 & 2.10 Contractor:Earthworks Northwest Inc.							
2	19373	US-95	10/30/2018	3	\$4,194,238.64 State	\$4,094,755.00	\$99,484.00 98%
US-95, Whitebird Grade Rehab Contractor:Kinfe River Corporation - Mountain West							
3	20106/20148	I-84	10/30/2018	2	\$20,787,978.02 Federal	\$21,694,234.00	\$906,256.00 104%
I-84, Mountain Home to Cold Springs IC Contractor:Kinfe River Corporation - Mountain West							
3	20842	I-84	10/30/2018	4	\$12,848,618.80 State	\$10,230,154.37	\$2,618,464.00 80%
Cloverdale Road Opass Bridge Contractor:Concrete Placing Company Inc.							
2	19512	VARIOUS	11/6/2018	2	\$2,740,907.50 State	\$2,736,000.00	\$4,908.00 100%
FY20 D2 Seal Coats Contractor:Kinfe River Corporation - Mountain West							
6	19812	I-15	11/13/2018	3	\$10,362,304.37 State	\$9,477,200.00	\$885,104.00 91%
FY20 D6 Ballast Stabilization Contractor:Kinfe River Corporation - Mountain West							
3	13946	US-95	11/13/2018	3	\$5,214,829.90 Federal	\$4,103,000.00	\$1,111,830.00 80%
US-95, Little Rainbow Bridge Contractor:Braun-Jensen Inc.							
5	19992	SH-39	11/20/2018	4	\$2,202,090.50 Federal	\$1,998,711.78	\$203,378.72 91%
Sheep Trail to Hoff Bridge Contractor:Staker & Parson Companies DBA Idaho Materials Construction							
3	19645/19856	US-95/SH-19	11/20/2018	4	\$3,404,813.78 Federal	\$2,899,164.89	\$505,648.89 85%
US-95 Oregon SL to Wilder SCL/SH-19 Oregon SL to Caldwell Contractor:Knife River Corporation - Mountain West							
3	19442	I-84	11/20/2018	3	\$3,159,170.10 Federal	\$2,958,667.73	\$200,502.37 94%
I-84, Oregon SL to Caldwell Bridge Rehabs Contractor:Record Steel & Construction Inc. DBA RSCI							

Monthly Contract Advertisement As of 11-26-2018

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
4	18798	US-30	11/27/2018
Salmon Falls Creek Bridge \$2,500,000 to \$5,000,000			Federal
3	19709	I-84	11/27/2018
I-84 to Jct. SH-55 North \$1,000,000 to \$2,500,000			Federal
2	19427	US-95	12/4/2018
Goff Bridge to MP 210 Slide \$5,000,000 to \$10,000,000			State
2	19558	SH-11	12/4/2018
Greer Bridge Repairs \$1,000,000 to \$2,500,000			Federal
LHTAC(2)	20020	OFF SYS	12/4/2018
Main Street Pedestrian Improvements \$100,000 to \$250,000			Federal
4	13090	I-86	12/4/2018
Raft River Bridge EB WB Lanes \$10,000,000 to \$15,000,000			Federal
4	21838	I-84	12/4/2018
FY19 D4 Interstate Striping, Various Counties \$250,000 to \$500,000			Federal
1	18681	I-90	12/4/2018
FY19 D1 Bridge Repairs \$1,000,000 to \$2,500,000			State

3	20797	I-84	12/4/2018
I-84, Karcher Overpass \$2,500,000 to \$5,000,000			Federal

2	20096	US-95	12/4/2018
US-95 Moscow NCL to Viola \$2,500,000 to \$5,000,000			State



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date December 13, 2018

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

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

Subject

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

Background Information

For all of ITD:

Consultant Services processed twenty-one (21) new professional services agreements and work tasks totaling **\$5,399,943** and three (3) supplemental agreements to existing professional services agreements totaling **\$133,990** from October 27, 2018 through November 23, 2018.

New Professional Services Agreements and Work Tasks

<i>Reason Consultant Needed</i>	<i>District</i>								<i>Total</i>
	<i>1</i>	<i>2</i>	<i>3</i>	<i>4</i>	<i>5</i>	<i>6</i>	<i>HQ</i>		
Resources not Available									
Design	2		1	1					4
Environmental			1				1		2
Public Involvement									
Geotechnical	1			1					2
Traffic						1			1
Surveying		1	1						2
Construction			1	2	1				4
Bridge			1						1
Local Public Agency Projects	1	1	2	0	1	0	0		5
Total	4	2	7	4	2	1	1		21



Board Agenda Item

ITD 2210 (Rev. 10-13)

For ITD District Projects:

Sixteen (16) new professional services agreements and work tasks were processed during this period totaling **\$4,285,043**. 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>
SH-53, Hauser Lake Rd to N Bruss Rd, Kootenai Co	Resources not available: Design	Roadway Design, Ph II: Concept through PS&E	Individual Project Solicitation	T-O Engineers	Prev: \$ 214,300 This: \$ 880,800 Total: \$1,095,100 Board Approved \$1.3 M during November 2017 meeting
US-95, Emergency Repair MP 518.4, Boundary Co	Resources not available: Geotechnical	Geotechnical Engineering Services	RFI from Term Agreement	Geo-Engineers	\$93,000
US-95, N Corridor Access Improvements	Resources not available: Design	Path Survey, Design & Earthwork Analysis	RFI from Term Agreement	Welch Comer & Associates	\$30,000

District 2

<i>Project</i>	<i>Reason Consultant Needed</i>	<i>Description</i>	<i>Selection Method</i>	<i>Consultant</i>	<i>Amount</i>
US-95, Grangeville Truck Route Bypass Rd Turnbay	Resources not available: Surveying	Surveying Services	Direct from Term Agreement	J-U-B Engineers	\$13,225

District 3



Board Agenda Item

ITD 2210 (Rev. 10-13)

<i>Project</i>	<i>Reason Consultant Needed</i>	<i>Description</i>	<i>Selection Method</i>	<i>Consultant</i>	<i>Amount</i>
I-84, FY24 Blacks Creek Rd Interchange, Ada Co	Resources not available: Design	Roadway Design, Ph II: Final Design through PS&E	Individual Project Solicitation	H.W. Lochner	Prev: \$ 674,930 This: \$ 662,608 Total: \$1,337,538 Board Approved \$1.6 M during August 2018 meeting
US-95, Boise River Bridge Hydraulic Study	Resources not available: Bridge	Hydraulic Study	RFI from Term Agreement	Keller Associates	\$277,300
SH-55, Jct US-95 to Snake River, Marsing SH-55, Snake River Bridge, Marsing	Resources not available: Construction	Construction CPM Schedule Review	Direct from Term Agreement	Horrocks Engineers	\$47,300
SH-55, Little Goose Creek Bridge, Adams Co	Resources not available: Surveying	Surveying Services	Direct from Term Agreement	Sawtooth Land Surveying	\$30,510
I-84, Ustick Rd & Middleton Rd Overpasses, Canyon Co	Resources not available: Environmen- tal	Environmental Approval	Direct from Term Agreement	Horrocks Engineers	\$36,000

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, Jerome Interchange to Twin Falls Eastbound & Westbound Lanes, Jerome Co	Resources not available: Design	Roadway Design, Phase II: Final Design through PS&E	Individual Project Solicitation	WHPacific	Prev: \$260,000 This: \$372,300 Total: \$632,300
SH-27, Burley City Limits to Jct I-84, Minidoka Co SH-27, G Canal Bridge, Cassia Co	Resources not available: Geotechnical	Surveying, Hydraulics, Materials Reports	RFI from Term Agreement	Strata	\$339,400
US-26, Ohlinger Rd to Jct US-93	Resources not available: Construction	Inspection and Material Testing Services	Direct from Term Agreement	Horrocks Engineers	\$71,900
US-20, Willow Creek Bridge, Camas Co	Resources not available: Construction	Engineer of Record Services	RFI from Term Agreement	WHPacific	Prev: \$319,700 This: \$ 62,900 Total: \$382,600



Board Agenda Item

ITD 2210 (Rev. 10-13)

District 5

<i>Project</i>	<i>Reason Consultant Needed</i>	<i>Description</i>	<i>Selection Method</i>	<i>Consultant</i>	<i>Amount</i>
I-15, Northgate Interchange, Chubbuck	Resources not available: Construction	Construction Engineering, Inspection, Sampling & Testing	Individual Project Solicitation	Civil Science	\$1,291,500 Board Approved \$1.4 M during October 2018 meeting

District 6

<i>Project</i>	<i>Reason Consultant Needed</i>	<i>Description</i>	<i>Selection Method</i>	<i>Consultant</i>	<i>Amount</i>
State, FY21 D6 Signals Upgrade	Resources not available: Traffic	Traffic Signal Design	Direct from Term Agreement	Horrocks Engineers	\$27,000

Headquarters

<i>Project</i>	<i>Reason Consultant Needed</i>	<i>Description</i>	<i>Selection Method</i>	<i>Consultant</i>	<i>Amount</i>
State, FY20 State Biological & Environmental Services	Resources not available: Environmental	Groundwater Monitoring Installation & Sampling	Direct from Term Agreement	Geo-Engineers	\$49,300

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					



Board Agenda Item

ITD 2210 (Rev. 10-13)

For Local Public Agency Projects:

Five (5) new professional services agreements totaling **\$1,114,900** were processed during this period. Three (3) supplemental agreements were processed totaling **\$133,990**.

<i>Project</i>	<i>Sponsor</i>	<i>Description</i>	<i>Selection Method</i>	<i>Consultant</i>	<i>Amount</i>
STC-5801, Crossport Rd & Cow Creek Rd Guardrail	Boundary County	Architectural History Services	Local Project Direct from Term Agreement	Gorman Preservation Associates	\$5,500
STC-4804, Robinson Park Rd Signs & Elevation Offsys, Robinson Park Rd Bridge	North Latah Highway District	Engineer of Record Services	Local Project RFI from Term Agreement	David Evans & Associates	Prev: \$116,300 This: \$ 46,800 Total: \$163,100
STC-3816, Old Hwy 30; Old Oregon Trail Rd to E 54 th St	Mountain Home Highway District	Roadway Design through PS&E	Local Project RFI from Term Agreement	HMH	\$194,600
STC-3857, Sand Hollow; Oasis to Black Canyon Rd	Payette County	Roadway Design through PS&E	Local Project RFI from Term Agreement	J-U-B Engineers	\$225,000
STC-1701, Old Hwy 37, The Narrows	Oneida County	Construction Engineering, Inspection, Sampling & Testing Services	Individual Project Solicitation	Civil Science	\$643,000

Supplemental Agreements to Existing Local Professional Services Agreements

<i>District</i>	<i>Project</i>	<i>Consultant</i>	<i>Original Agreement Date/Description</i>	<i>Supplemental Agreement Description</i>	<i>Total Agreement Amount</i>
1	STC-5743, Kidd Island Rd, Kootenai Co	J-U-B Engineers	12/11 Roadway Design Services through PS&E	Extra Coordination for the Stream Mitigation Plan	Prev: \$507,000 This: \$ 12,490 Total: \$519,490
2	Offsys, Little Bear Creek	David Evans & Associates	6/17 Bridge Design, Phase II; Right-of-	Add'l Design Services and	Prev: \$190,400 This: \$ 22,100



Board Agenda Item

ITD 2210 (Rev. 10-13)

	Bridge, Latah Co		Way, Design, and PS&E	Property Owner Coordination	Total: \$212,500
6	SMA-7406, Intersection E 17 th St and S Woodruff Ave, Idaho Falls	Six Mile Engineering	5/17 Intersection Improvement Design	Develop Right-of-Way Plans and Provide Final Design Services through PS&E	Prev: \$250,000 This: \$ 99,400 Total: \$349,400

Recommendations

For Information Only

Board Action

☐ Approved ☐ Deferred _____
☐ Other _____



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date December, 2018

Consent Item ☐

Information Item ☒

Amount of Presentation Time Needed _____

Presenter's Name	Presenter's Title	Initials	Reviewed By
Justin Pond	Right of Way Program Manager	JP	LSS
Preparer's Name	Preparer's Title	Initials	
Justin Pond	Right of Way PRogram Manager	JP	

Subject

Annual Outdoor Advertising Report		
Key Number	District	Route Number
	State-wide	

Background Information

2018 Annual report on Outdoor Advertising activities is attached.

Recommendations

None



Board Agenda Item

ITD 2210 (Rev. 10-13)

Board Action

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



DATE: November 29, 2018

Program Number(s)

TO: ITD Transportation Board

Key Number(s)

FROM: Justin Pond, Right of Way Manager

Program ID, County, Etc.State-wide

RE: Annual Outdoor Advertising Summary Report

The following provides information for the Annual Outdoor Advertising Report for 2018. Notable items include:

1. There was 1 appeal of a denied sign application during 2018.
2. There were 12 new Outdoor Advertising sign applications processed in 2018. 10 were approved and 2 were denied. This is a decrease from ten denied applications in 2017.
3. There remain illegal Outdoor Advertising signs throughout the state which need to be addressed.

OUTDOOR ADVERTISING SIGN STATUS REPORT

TIME PERIOD - OCTOBER 1, 2017 THROUGH SEPTEMBER 30, 2018

	NEW	ILLEGAL	ILLEGAL	CONDEM-	BEING			
APPEALS	PERMITS	REMOVED	REMAINING	NATIONS	PURCHASED	REMOVED	REMAINING	ALL SIGNS
OUTDOOR ADVERTISING SIGNS				NON-CONFORMING SIGNS				DISTRICT TOTALS

DISTRICT 1	0	2	0	6	0	0	0	45	136
DISTRICT 2	0	1	0	4	0	0	0	21	188
DISTRICT 3	0	6	0	0	0	0	0	68	333
DISTRICT 4	0	0	0	2	0	0	0	33	131
DISTRICT 5	1	1	0	6	0	0	0	17	127
DISTRICT 6	0	0	0	0	0	0	0	34	253
TOTALS	1	10	0	18	0	0	0	218	1168



Board Agenda Item

ITD 2210 (Rev. 10-13)

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: 8 Nov 2018
 % of Time
 Remainin 66.67

Idaho Transportation Department

SUMMARY OF RECEIPTS AND DISBURSEMENTS
STATE HIGHWAY ACCOUNT AND STATE AERONAUTICS FUND
BUDGET TO ACTUAL
FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDING 10/31/2018
 (all amounts in '000)

Fiscal Year: 2019

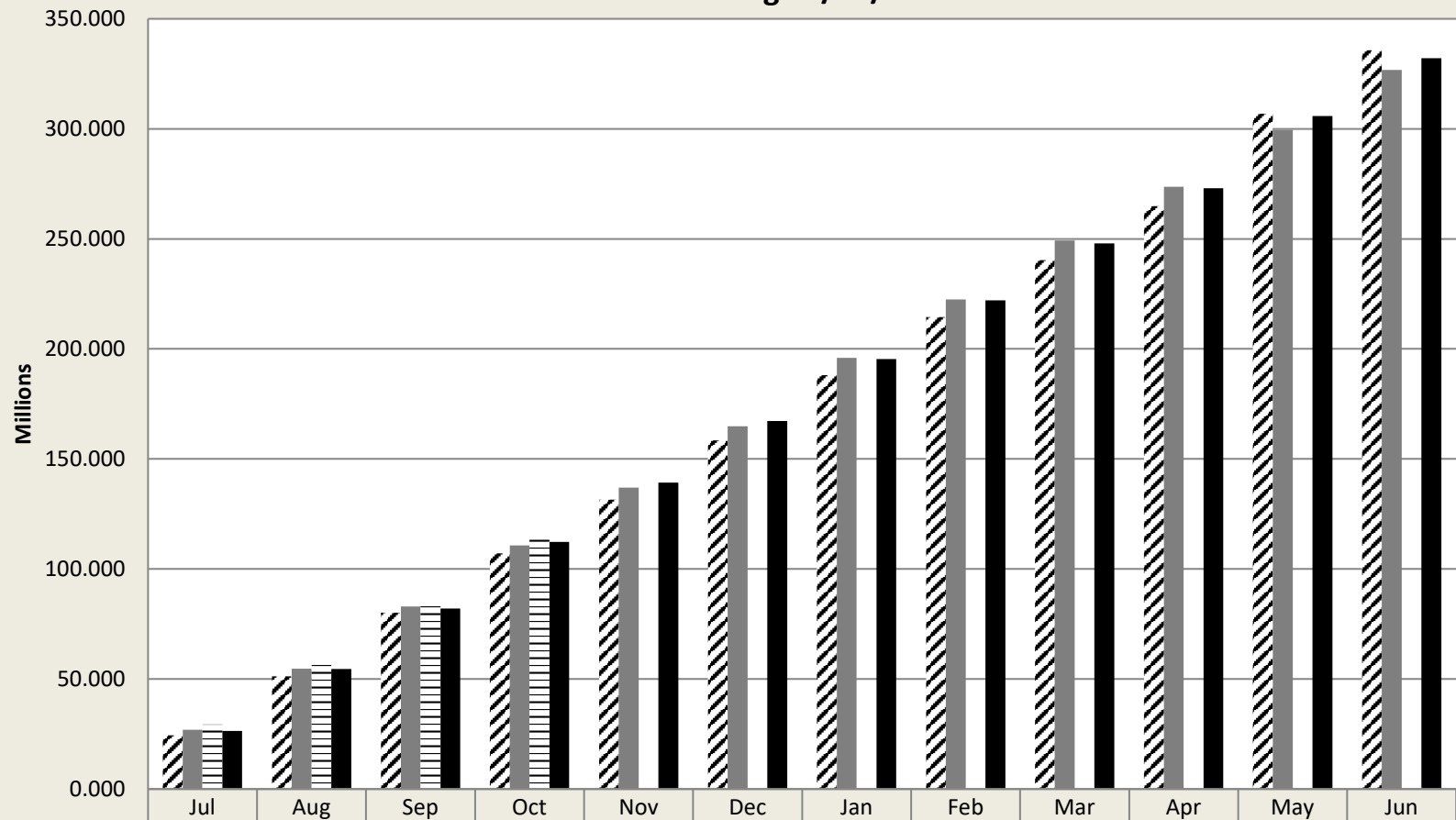
Funds Received					
	FY18 Actual YTD	FY19 Actual YTD	FY19 Forecast YTD	FY19 to FY18 Actual	FY 19 to Forecast
<u>State Highway Account</u>					
Federal Reimbursements	142,895	116,010	173,393	-18.8%	-33.1%
State (Inc. H.D.A.)	110,644	114,108	112,368	3.1%	1.5%
Local	1,552	3,659	7,963	135.7%	-54.1%
Total State Highway Account:	255,091	233,777	293,725	-8.4%	-20.4%
<u>State Aeronautics Fund</u>					
Federal Reimbursements	117	87	266	-25.4%	-67.3%
State	1,159	1,265	1,037	9.1%	21.9%
Total State Aeronautics Fund:	1,276	1,352	1,303	5.9%	3.7%
Total Fund Received:	256,367	235,129	295,028	-8.3%	-20.3%
Disbursements (includes Encumbrances)					
	FY18 Actual YTD	FY19 Actual YTD	FY19 Budget YTD	FY19 to FY18 Actual	FY 19 to Budget
Construction Payouts	211,946	222,790	266,468	5.1%	-16.4%
<u>Operations Expenses</u>					
Highways	69,376	64,609	76,927	-6.9%	-16.0%
DMV	17,265	16,920	17,303	-2.0%	-2.2%
Administration	9,490	9,884	11,329	4.2%	-12.8%
Facilities	281	1,961	1,500	598.5%	30.7%
Aeronautics	1,131	816	945	-27.8%	-13.6%
Total Operations Expenses:	97,543	94,190	108,004	-3.4%	-12.8%
<u>Transfers</u>					
Operating	25	25	25	0.0%	0.0%
Debt Service	0	0	0	0.0%	0.0%
Total Transfers:	25	25	25	0.0%	0.0%
Total Disbursements:	309,513	317,005	374,497	2.4%	-15.4%
	FY18 Actual YTD	FY19 Actual YTD	FY19 Budget YTD	FY19 to FY18 Actual	FY 19 to Budget
<u>Expenditures by Type</u>					
Personnel	34,393	37,654	42,048	9.5%	-10.4%
Operating	43,067	41,637	42,968	-3.3%	-3.1%
Capital Outlay	14,757	9,218	17,977	-37.5%	-48.7%
Sub-Grantee	5,326	5,681	5,011	6.7%	13.4%
Totals Operations Expenses:	97,543	94,190	108,004	-3.4%	-12.8%
Contract Construction	211,946	222,790	266,468	5.1%	-16.4%
Totals (excluding Transfers):	309,488	316,980	374,472	2.4%	-15.4%

State Highway Fund 0260

Fiscal Year 2019

State Revenue Source Forecast vs Actual

October - For Period Ending 10/31/2018



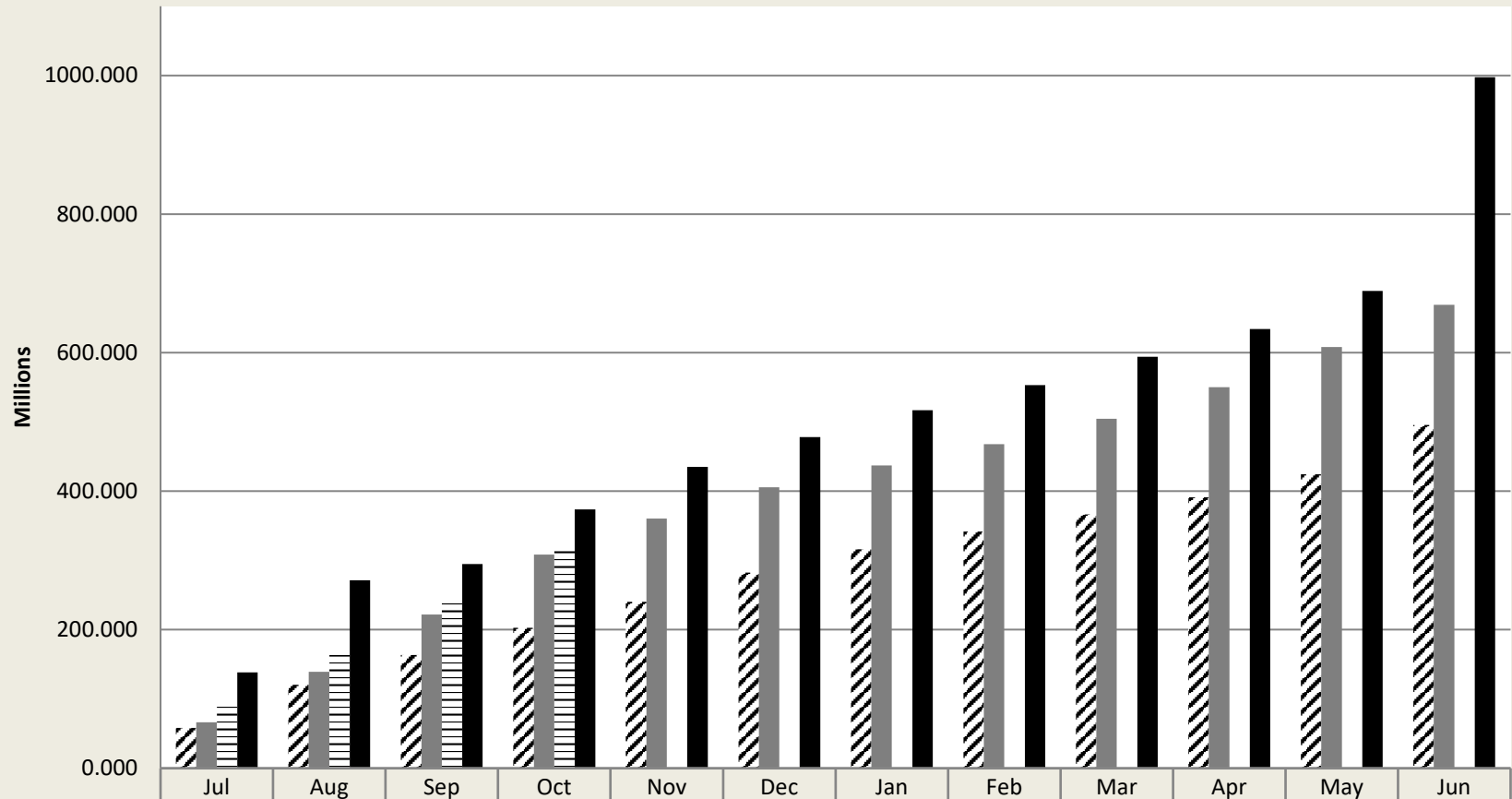
▨ FY17 Actual Revenue	24.386	51.275	80.145	107.095	131.576	158.480	188.080	214.414	240.295	264.866	306.932	335.742
■ FY18 Actual Revenue	27.003	54.686	82.976	110.644	136.997	164.897	195.901	222.483	249.311	273.673	299.623	326.714
= FY19 Current	29.298	57.454	84.752	114.108								
■ FY19 Forecast	26.438	54.510	82.043	112.368	139.236	167.306	195.392	222.057	247.942	273.008	305.895	332.080

State Highway Fund 0260

Fiscal Year 2019

Expenditures

October - For Period Ending 10/31/2018



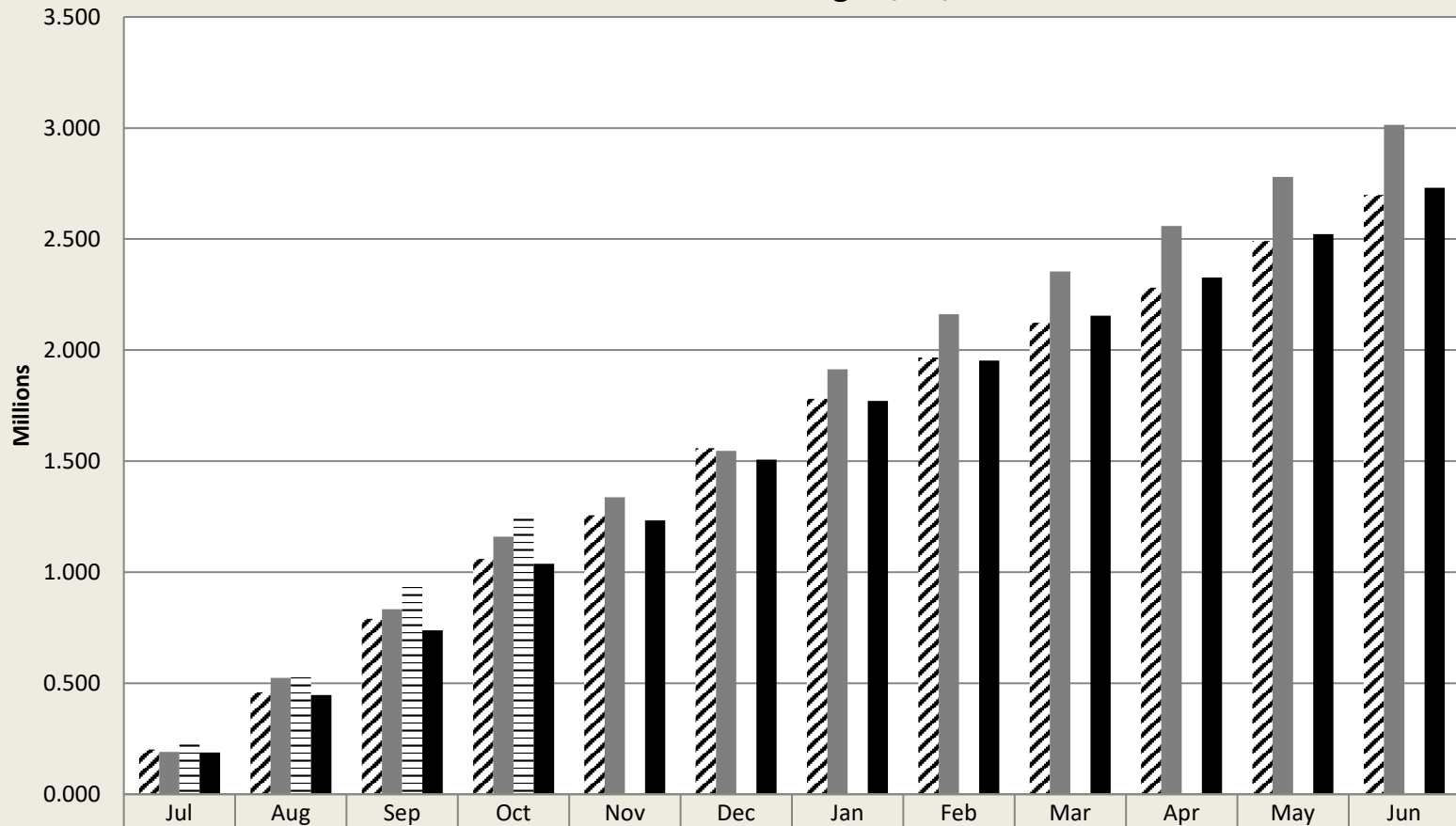
✓ FY17 Actual Expenditures	58.348	120.371	163.661	202.889	240.383	282.297	316.027	341.550	366.385	390.985	424.174	495.603
■ FY18 Actual Expenditures	66.330	139.287	221.745	308.357	360.460	405.710	437.190	468.029	504.461	550.126	607.868	669.206
▬ FY19 Current	95.849	163.446	238.100	316.188								
■ FY19 Forecast	138.383	271.540	294.850	373.527	435.070	478.020	516.670	553.037	594.181	634.255	689.161	997.762

Aeronautics Fund 0221

Fiscal Year 2019

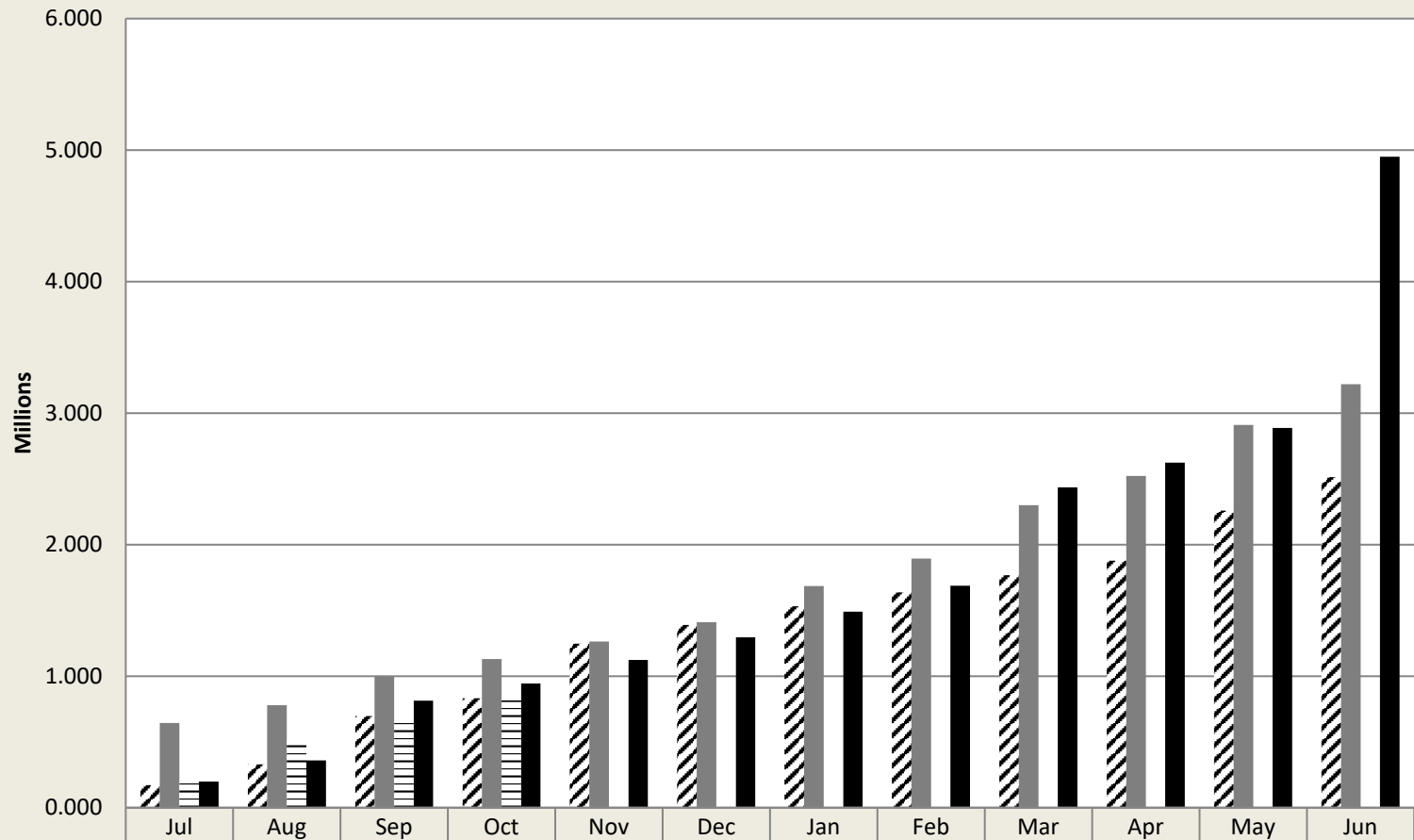
State and Interagency Revenue Sources Forecast vs Actual

October - For Period Ending 10/31/2018



▨ 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	1.265								
■ 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
October - For Period Ending 10/31/2018



▨ 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	0.816								
■ FY19 Forecast	0.199	0.359	0.814	0.945	1.123	1.295	1.491	1.688	2.436	2.622	2.887	4.949

UserID: kbentley
 Report ID: AD-FN-GL-002
 Run Date: 08 Nov 2018

Idaho Transportation Department

OPERATING FUND BALANCE SHEET FOR THE PERIOD ENDED 10/31/2018

	State Aeronautics Fund 0221		State Highway Fund 0260		Transportation Expansion and Congestion Mitigation Fund 0269	
	Sep-18	Oct-18	Sep-18	Oct-18	Sep-18	Oct-18
ASSETS						
Cash on Hand (Change Fund)	0	0	5,845	5,845	0	0
Cash in Bank (Daily Operations)	2,265,297	2,446,945	42,975,334	52,893,201	27,214,824	28,316,575
Investments (Long Term: STO - Diversified Bond Fund)	829,789	831,153	166,291,110	135,567,260	0	0
Total Cash & Investments	3,095,086	3,278,097	209,272,288	188,466,306	27,214,824	28,316,575
Receivables - Other	4,062	0	1,048,283	1,005,932	0	0
- Due From Locals (Project Overruns)	0	0	1,732,563	1,750,374	0	0
- Inter Agency	24,625	2,549	17,807	17,016	0	0
Total Receivables	28,687	2,549	2,798,653	2,773,323	0	0
Inventory on Hand	(150)	(150)	19,794,700	22,839,856	0	0
Total Assets:	3,123,623	3,280,497	231,865,642	214,079,485	27,214,824	28,316,575
LIABILITIES						
Vouchers Payable	0	0	158	0	0	0
Sales Tax Payable	0	0	5,768	2,556	0	0
Deferred Revenue (Local Projects Match)	0	0	19,463,434	26,639,443	0	0
Accounts Receivable Overpayment	0	0	0	0	0	0
Contractor Retained % (In Lieu Of Performance Bond)	0	0	166,850	171,886	0	0
Total Liabilities:	0	0	19,636,209	26,813,884	0	0
FUND BALANCE						
Reserve for Encumbrance	359,582	319,369	60,419,824	54,601,094	0	0
Fund Balance	2,764,041	2,961,129	151,809,608	132,664,507	27,214,824	28,316,575
Total Fund Balance:	3,123,623	3,280,497	212,229,433	187,265,601	27,214,824	28,316,575
Total Liabilities and Fund Balance	3,123,623	3,280,497	231,865,642	214,079,485	27,214,824	28,316,575

UserID: kbentley
 Report ID: AD-FN-GL-002
 Run Date: 08 Nov 2018

Idaho Transportation Department

OPERATING FUND BALANCE SHEET FOR THE PERIOD ENDED 10/31/2018

	Strategic Initiatives Fund (State Share) 0270.02		Strategic Initiatives Fund (Local Share) 0270.05		Total Strategic Initiatives Fund 0270	
	Sep-18	Oct-18	Sep-18	Oct-18	Sep-18	Oct-18
ASSETS						
Cash on Hand (Change Fund)	0	0	0	0	0	0
Cash in Bank (Daily Operations)	57,137,970	54,998,209	24,170,313	24,212,007	81,308,283	79,210,216
Investments (Long Term: STO - Diversified Bond Fund)	0	0	0	0	0	0
Total Cash & Investments	57,137,970	54,998,209	24,170,313	24,212,007	81,308,283	79,210,216
Receivables - Other	0	0	0	0	0	0
- Due From Locals (Project Overruns)	0	0	0	0	0	0
- Inter Agency	0	0	0	0	0	0
Total Receivables	0	0	0	0	0	0
Inventory on Hand	0	0	0	0	0	0
Total Assets:	57,137,970	54,998,209	24,170,313	24,212,007	81,308,283	79,210,216
LIABILITIES						
Vouchers Payable	0	0	0	0	0	0
Sales Tax Payable	0	0	0	0	0	0
Deferred Revenue (Local Projects Match)	0	0	0	0	0	0
Accounts Receivable Overpayment	0	0	0	0	0	0
Contractor Retained % (In Lieu Of Performance Bond)	24,285	24,285	0	0	24,285	24,285
Total Liabilities:	24,285	24,285	0	0	24,285	24,285
FUND BALANCE						
Reserve for Encumbrance	0	0	0	0	0	0
Fund Balance	57,113,685	54,973,924	24,170,313	24,212,007	81,283,998	79,185,931
Total Fund Balance:	57,113,685	54,973,924	24,170,313	24,212,007	81,283,998	79,185,931
Total Liabilities and Fund Balance	57,137,970	54,998,209	24,170,313	24,212,007	81,308,283	79,210,216

User ID: kbentley
 Report ID: AD-FN-GL-003
 Run Date: 08 Nov 2018
 % of Time
 Remaining: 66.7

Idaho Transportation Department

STATEMENT OF REVENUES AND EXPENDITURES

BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 10/31/2018

Fund: 0260 State Highway Fund

Fiscal Year: 2019

Budget Fiscal Year: 2019

REVENUES

Federal Sources

FHWA - Highway	154,055,580	103,143,014	22,169,477	0	(50,912,566)	-33.05%	419,082,719	315,939,705	75.39 %
FHWA - Indirect Cost Allocation	13,750,300	8,597,290	1,780,888	0	(5,153,010)	-37.48%	25,000,000	16,402,710	65.61 %
Federal Transit Authority	4,400,000	2,566,949	0	0	(1,833,051)	-41.66%	12,771,200	10,204,251	79.90 %
NHTSA - Highway Safety	1,150,000	1,468,532	846,995	0	318,532	27.70 %	4,546,900	3,078,368	67.70 %
Other Federal Aid	37,000	234,577	170,012	0	197,577	533.99 %	4,130,000	3,895,423	94.32 %
Total Federal Sources:	173,392,880	116,010,362	24,967,373	0	(57,382,518)	-33.09%	465,530,819	349,520,457	75.08 %

State Sources

Equipment Buy Back	0	1,829,000	1,829,000	0	1,829,000	0.00 %	7,043,000	5,214,000	74.03 %
Miscellaneous Revenues	10,151,841	10,195,428	1,714,855	0	43,587	0.43 %	29,387,923	19,192,495	65.31 %
Total State Sources:	10,151,841	12,024,428	3,543,855	0	1,872,587	18.45 %	36,430,923	24,406,495	66.99 %

Local Sources

Match For Local Projects	7,963,280	3,253,161	1,498,808	0	(4,710,119)	-59.15%	28,850,432	25,597,271	88.72 %
Other Local Sources	0	405,461	0	0	405,461	0.00 %	0	(405,461)	0.00 %
Total Local Sources:	7,963,280	3,658,621	1,498,808	0	(4,304,659)	-54.06%	28,850,432	25,191,811	87.32 %

TOTAL REVENUES:

	191,508,001	131,693,412	30,010,036	0	(59,814,590)	-31.23%	530,812,174	399,118,763	75.19 %
--	--------------------	--------------------	-------------------	----------	---------------------	----------------	--------------------	--------------------	----------------

TRANSFERS-IN

Highway Distribution Account	71,394,300	71,821,689	18,248,262	0	427,389	0.60 %	211,444,100	139,622,411	66.03 %
Fuel/Registration Direct	24,123,880	23,651,398	5,854,878	0	(472,482)	-1.96%	65,905,200	42,253,802	64.11 %
Ethanol Fuels Tax	6,698,400	6,610,634	1,709,080	0	(87,766)	-1.31%	18,300,000	11,689,366	63.88 %

TOTAL TRANSFERS-IN:

	102,216,580	102,083,720	25,812,221	0	(132,860)	-0.13%	295,649,300	193,565,580	65.47 %
--	--------------------	--------------------	-------------------	----------	------------------	---------------	--------------------	--------------------	----------------

TOTAL REV AND TRANSFERS-IN:

	293,724,581	233,777,132	55,822,257	0	(59,947,449)	-20.41%	826,461,474	592,684,342	71.71 %
--	--------------------	--------------------	-------------------	----------	---------------------	----------------	--------------------	--------------------	----------------

User ID: kbentley
 Report ID: AD-FN-GL-003
 Run Date: 08 Nov 2018
 % of Time
 Remaining: 66.7

Idaho Transportation Department

STATEMENT OF REVENUES AND EXPENDITURES

BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 10/31/2018

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	27,153,312	24,284,432	6,067,792	0	2,868,880	10.57 %	88,231,933	63,947,501	72.48 %
Board, Hourly, OT, Shift Diff	217,220	258,400	44,440	0	(41,180)	-18.96%	1,404,690	1,146,290	81.60 %
Fringe Benefits	14,278,920	12,731,467	3,182,903	0	1,547,453	10.84 %	40,677,777	27,946,310	68.70 %
In State Travel Expense	537,410	550,921	147,223	0	(13,511)	-2.51%	1,500,789	949,868	63.29 %
Out of State Travel Expense	180,600	172,412	39,307	0	8,188	4.53 %	350,480	178,068	50.81 %
Technology Operating Expense	17,669,355	4,675,646	1,471,177	10,478,015	2,515,693	14.24 %	28,623,546	13,469,884	47.06 %
Operating Expense	24,239,781	17,821,040	5,236,281	7,623,927	(1,205,186)	-4.97%	59,393,708	33,948,741	57.16 %
Technology Equipment Expense	1,735,500	239,466	156,968	193,065	1,302,968	75.08 %	2,242,600	1,810,068	80.71 %
Capital Equipment Expense	14,736,100	3,578,293	3,489,063	3,237,664	7,920,143	53.75 %	20,774,700	13,958,743	67.19 %
Capital Facilities Expense	1,500,000	881,395	789,470	1,081,812	(463,206)	-30.88%	3,265,000	1,301,794	39.87 %
Trustee & Benefit Payments	4,810,792	5,565,718	2,053,122	0	(754,926)	-15.69%	17,657,000	12,091,282	68.48 %
Total Operations Expense:	107,058,990	70,759,191	22,677,747	22,614,484	13,685,315	12.78 %	264,122,223	170,748,548	64.65 %

Contract Construction

Technology Operating Expense	0	941,088	274,652	65,360	(1,006,448)	0.00 %	0	(1,006,448)	0.00 %
Operating Expense	3,235,400	678,914	165,233	461,607	2,094,879	64.75 %	11,900,795	10,760,275	90.42 %
Capital Projects	262,318,094	216,659,205	58,265,083	3,721,783	41,937,106	15.99 %	716,805,616	496,424,628	69.26 %
Trustee & Benefit Payments	914,700	261,616	9,887	0	653,084	71.40 %	4,933,796	4,672,180	94.70 %
Total Contract Construction:	266,468,194	218,540,822	58,714,855	4,248,750	43,678,622	16.39 %	733,640,207	510,850,635	69.63 %

TOTAL EXPENDITURES:

373,527,184	289,300,014	81,392,602	26,863,234	57,363,937	15.36 %	997,762,431	681,599,183	68.31 %
--------------------	--------------------	-------------------	-------------------	-------------------	----------------	--------------------	--------------------	----------------

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:

25,000	25,000	0	0	0	0.00 %	53,225,467	53,200,467	99.95 %
---------------	---------------	----------	----------	----------	---------------	-------------------	-------------------	----------------

TOTAL EXPD AND TRANSFERS OUT:

373,552,184	289,325,014	81,392,602	26,863,234	57,363,937	15.36 %	1,050,987,898	734,799,650	69.92 %
--------------------	--------------------	-------------------	-------------------	-------------------	----------------	----------------------	--------------------	----------------

Net for Fiscal Year 2019:

(79,827,603) (55,547,881) (25,570,345) (2,583,512) (224,526,423) (142,115,308)

User ID: kbentley
 Report ID: AD-FN-GL-003
 Run Date: 08 Nov 2018
 % of Time
 Remaining: 66.7

Idaho Transportation Department

STATEMENT OF REVENUES AND EXPENDITURES

BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 10/31/2018

Fund: 0260 State Highway Fund

		Year to Date Allotment	Year to Date Actual	Current Month Activity	Year to Date Encumbrance	Variance Favorable / Unfavorable	Percent Variance	Annual Appropriation	Appropriation Balance	Percent Remaining
		(A)	(B)	(C)	(D)	(E = A - B - D)	(F = E / A)	(G)	(H = G - B - D)	(I = H / G)
Fiscal Year: 2019										
Budget Fiscal Year: 2019										
Contract Construction										
Operating Expenditures										
Operating Expenditures	Dedicated	263,800	123,756	33,680	34,140	105,905	40.15 %	2,880,951	2,723,056	94.52 %
Operating Expenditures	Federal	2,949,000	1,485,424	395,417	492,827	970,748	32.92 %	8,634,510	6,656,258	77.09 %
Operating Expenditures	Local	22,600	10,821	10,788	0	11,779	52.12 %	385,334	374,513	97.19 %
Total Operating Expenditures		3,235,400	1,620,001	439,885	526,967	1,088,432	33.64 %	11,900,795	9,753,827	81.96 %
Capital Outlay										
Capital Outlay	Dedicated	97,747,879	93,544,087	22,951,345	1,251,803	2,951,989	3.02 %	268,465,959	173,670,069	64.69 %
Capital Outlay	Federal	138,839,067	103,254,174	28,557,430	2,469,980	33,114,913	23.85 %	377,550,119	271,825,965	72.00 %
Capital Outlay	FICR	15,718,207	15,862,304	5,448,230	0	(144,097)	-0.92%	43,242,712	27,380,408	63.32 %
Capital Outlay	Local	10,012,941	3,998,641	1,308,078	0	6,014,300	60.07 %	27,546,826	23,548,185	85.48 %
Total Capital Outlay		262,318,094	216,659,205	58,265,083	3,721,783	41,937,106	15.99 %	716,805,616	496,424,628	69.26 %
Trustee & Benefit Payments										
Trustee & Benefit Payments	Dedicated	110,000	(1,695)	390	0	111,695	101.54 %	882,835	884,530	100.19 %
Trustee & Benefit Payments	Federal	791,900	263,311	9,498	0	528,589	66.75 %	3,439,790	3,176,479	92.35 %
Trustee & Benefit Payments	Local	12,800	0	0	0	12,800	100.00 %	611,171	611,171	100.00 %
Total Trustee & Benefit Payments		914,700	261,616	9,887	0	653,084	71.40 %	4,933,796	4,672,180	94.70 %
Total Contract Construction:		266,468,194	218,540,822	58,714,855	4,248,750	43,678,622	16.39 %	733,640,207	510,850,635	69.63 %

User ID: kbentley
 Report ID: AD-FN-GL-003
 Run Date: 08 Nov 2018
 % of Time
 Remaining: 66.7

Idaho Transportation Department

STATEMENT OF REVENUES AND EXPENDITURES

BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 10/31/2018

Fund: 0269 Transportation Expansion and Congestion Mitigation 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)
REVENUES										
Miscellaneous Revenues		23,600	150,064	44,479	0	126,464	535.87 %	71,000	(79,064)	-111.36%
TOTAL REVENUES:		23,600	150,064	44,479	0	126,464	535.87 %	71,000	(79,064)	-111.36%
TRANSFERS-IN										
Cigarette Tax		0	0	0	0	0	0.00 %	2,824,000	2,824,000	100.00 %
Sales Tax		5,628,600	5,902,451	1,437,666	0	273,851	4.87 %	16,477,000	10,574,549	64.18 %
TOTAL TRANSFERS-IN:		5,628,600	5,902,451	1,437,666	0	273,851	4.87 %	19,301,000	13,398,549	69.42 %
TOTAL REV AND TRANSFERS-IN:		5,652,200	6,052,515	1,482,145	0	400,315	7.08 %	19,372,000	13,319,485	68.76 %
EXPENDITURES										
Contract Construction - Capital Projects		11,597,900	425,604	380,394	0	11,172,296	96.33 %	37,967,477	37,541,873	98.88 %
TOTAL EXPENDITURES:		11,597,900	425,604	380,394	0	11,172,296	96.33 %	37,967,477	37,541,873	98.88 %
TOTAL EXPD AND TRANSFERS OUT:		11,597,900	425,604	380,394	0	11,172,296	96.33 %	37,967,477	37,541,873	98.88 %
Net for Fiscal Year 2019:		(5,945,700)	5,626,911	1,101,751		11,572,611		(18,595,477)	(24,222,388)	

User ID: kbentley
 Report ID: AD-FN-GL-003
 Run Date: 08 Nov 2018
 % of Time
 Remaining: 66.7

Idaho Transportation Department

STATEMENT OF REVENUES AND EXPENDITURES

BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 10/31/2018

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)
REVENUES										
State Sources - Miscellaneous Revenues		253,700	350,704	101,268	0	97,004	38.24 %	741,200	390,496	52.68 %
TOTAL REVENUES:		253,700	350,704	101,268	0	97,004	38.24 %	741,200	390,496	52.68 %
TRANSFERS-IN										
Statutory		36,177,825	60,296,374	0	0	24,118,549	66.67 %	36,177,825	(24,118,549)	-66.67%
TOTAL TRANSFERS-IN:		36,177,825	60,296,374	0	0	24,118,549	66.67 %	36,177,825	(24,118,549)	-66.67%
TOTAL REV AND TRANSFERS-IN:		36,431,525	60,647,079	101,268	0	24,215,554	66.47 %	36,919,025	(23,728,054)	-64.27%
EXPENDITURES										
Contract Construction - Capital Projects		24,762,222	6,569,567	2,241,028	0	18,192,655	73.47 %	24,762,222	18,192,655	73.47 %
TOTAL EXPENDITURES:		24,762,222	6,569,567	2,241,028	0	18,192,655	73.47 %	24,762,222	18,192,655	73.47 %
TRANSFERS OUT										
Operating		0	24,118,550	0	0	(24,118,550)	0.00 %	0	(24,118,550)	0.00 %
TOTAL TRANSFERS OUT:		0	24,118,550	0	0	(24,118,550)	0.00 %	0	(24,118,550)	0.00 %
TOTAL EXPD AND TRANSFERS OUT:		24,762,222	30,688,117	2,241,028	0	(5,925,895)	-23.93%	24,762,222	(5,925,895)	-23.93%
Net for Fiscal Year 2019:		11,669,303	29,958,962	(2,139,761)		18,289,659		12,156,803	(17,802,159)	

User ID: kbentley
 Report ID: AD-FN-GL-003
 Run Date: 08 Nov 2018
 % of Time
 Remaining: 66.7

Idaho Transportation Department

STATEMENT OF REVENUES AND EXPENDITURES

BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 10/31/2018

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)
REVENUES										
State Sources - Miscellaneous Revenues		169,200	75,406	41,694	0	(93,794)	-55.43%	325,900	250,494	76.86 %
TOTAL REVENUES:		169,200	75,406	41,694	0	(93,794)	-55.43%	325,900	250,494	76.86 %
TRANSFERS-IN										
Statutory		24,118,550	24,118,550	0	0	(0)	0.00%	24,118,550	0	0.00 %
TOTAL TRANSFERS-IN:		24,118,550	24,118,550	0	0	(0)	0.00%	24,118,550	0	0.00 %
TOTAL REV AND TRANSFERS-IN:		24,287,750	24,193,956	41,694	0	(93,794)	-0.39%	24,444,450	250,494	1.02 %
<hr/>										
Net for Fiscal Year 2019:		24,287,750	24,193,956	41,694		(93,794)		24,444,450	250,494	

User ID: kbentley
 Report ID: AD-FN-GL-003
 Run Date: 08 Nov 2018
 % of Time
 Remaining: 66.7

Idaho Transportation Department

STATEMENT OF REVENUES AND EXPENDITURES

BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 10/31/2018

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)
REVENUES										
State Sources - Miscellaneous Revenues		0	34,434	5,786	0	34,434	0.00 %	0	(34,434)	0.00 %
TOTAL REVENUES:		0	34,434	5,786	0	34,434	0.00 %	0	(34,434)	0.00 %
TRANSFERS-IN										
Operating		0	4,700,000	246,028	0	4,700,000	0.00 %	0	(4,700,000)	0.00 %
TOTAL TRANSFERS-IN:		0	4,700,000	246,028	0	4,700,000	0.00 %	0	(4,700,000)	0.00 %
TOTAL REV AND TRANSFERS-IN:		0	4,734,434	251,813	0	4,734,434	0.00 %	0	(4,734,434)	0.00 %
EXPENDITURES										
Bond Principal / Interest		0	42,874,516	370,859	0	(42,874,516)	0.00 %	0	(42,874,516)	0.00 %
TOTAL EXPENDITURES:		0	42,874,516	370,859	0	(42,874,516)	0.00 %	0	(42,874,516)	0.00 %
TOTAL EXPD AND TRANSFERS OUT:		0	42,874,516	370,859	0	(42,874,516)	0.00 %	0	(42,874,516)	0.00 %
Net for Fiscal Year 2019:		0	(38,140,082)	(119,046)		(38,140,082)		0	38,140,082	

User ID: kbentley
 Report ID: AD-FN-GL-003
 Run Date: 08 Nov 2018
 % of Time
 Remaining: 66.7

Idaho Transportation Department

STATEMENT OF REVENUES AND EXPENDITURES

BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 10/31/2018

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									
REVENUES									
Federal Sources - FAA	265,800	86,937	39,129	0	(178,863)	-67.29%	666,000	579,063	86.95 %
State Sources - Miscellaneous Revenues	30,961	37,271	8,467	0	6,310	20.38 %	330,500	293,229	88.72 %
Interagency Sources - Miscellaneous Revenues	102,400	90,054	(306)	0	(12,346)	-12.06%	250,000	159,946	63.98 %
TOTAL REVENUES:	399,161	214,262	47,290	0	(184,899)	-46.32%	1,246,500	1,032,238	82.81 %
TRANSFERS-IN									
Operating	903,844	1,137,439	314,058	0	233,595	25.84 %	2,150,000	1,012,561	47.10 %
TOTAL TRANSFERS-IN:	903,844	1,137,439	314,058	0	233,595	25.84 %	2,150,000	1,012,561	47.10 %
TOTAL REV AND TRANSFERS-IN:	1,303,005	1,351,701	361,348	0	48,696	3.74 %	3,396,500	2,044,799	60.20 %
EXPENDITURES									
Permanent Staff Salaries	238,584	214,498	53,629	0	24,086	10.10 %	773,094	558,596	72.25 %
Board, Hourly, OT, Shift Diff	37,200	49,612	10,193	0	(12,412)	-33.37%	56,500	6,888	12.19 %
Fringe Benefits	122,652	115,542	27,823	0	7,110	5.80 %	344,706	229,164	66.48 %
In State Travel Expense	25,538	18,823	3,216	0	6,715	26.29 %	67,904	49,081	72.28 %
Out of State Travel Expense	7,673	5,324	1,831	0	2,349	30.61 %	17,800	12,476	70.09 %
Technology Operating Expense	12,102	8,246	2,260	1,025	2,831	23.39 %	40,780	31,509	77.27 %
Operating Expense	295,923	116,979	30,729	164,953	13,991	4.73 %	1,137,216	855,284	75.21 %
Technology Equipment Expense	4,599	1,395	0	4,599	(1,395)	-30.34%	5,200	(794)	-15.27%
Capital Equipment Expense	0	0	0	0	0	0.00 %	587,500	587,500	100.00 %
Capital Facilities Expense	478	478	478	0	0	0.09 %	260,000	259,522	99.82 %
Trustee & Benefit Payments	200,500	114,909	32,422	0	85,591	42.69 %	1,658,549	1,543,640	93.07 %
TOTAL EXPENDITURES:	945,249	645,807	162,579	170,577	128,865	13.63 %	4,949,249	4,132,866	83.50 %
TOTAL EXPD AND TRANSFERS OUT:	945,249	645,807	162,579	170,577	128,865	13.63 %	4,949,249	4,132,866	83.50 %

Net for Fiscal Year 2019: 357,756 705,894 198,769 177,561 (1,552,749) (2,088,067) 52



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date December 13, 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 November 2018		
Key Number N/A	District N/A	Route Number N/A

Background Information

Idaho received obligation authority through December 7th via a continuing resolution signed on September 28, 2018. Obligation authority through December 7th (68/365^{ths}) is \$64.7 million which corresponds to \$65.0 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 December 3, 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 November 30, 2018.

Recommendations

For Information

Board Action

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



Board Agenda Item

ITD 2210 (Rev. 10-13)

Exhibit One Actual Formula Funding for FY2019

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

- 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 December 3, 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	\$29,365
GARVEE Formula Debt Service*	\$10,000	\$10,000
State Planning and Research*	\$1,287	\$0
Metropolitan Planning*	\$345	\$0
Railroad Crossings	\$371	\$505
Transportation Alternatives (Urban/Rural)	\$672	\$212
Recreational Trails	\$292	\$289
STBG - Local Urban	\$1,486	\$1,312
STBG - Transportation Mgt. Area	\$1,790	\$1,052
Transportation Alternatives (TMA)	\$82	(\$246)
STBG – Local Rural	\$2,441	\$2,396
Local Bridge	\$928	(\$4,417)
Off System Bridge	\$696	\$944
Local HSIP	\$656	\$612
Total (excluding indirect costs)	\$64,966	\$42,024

- 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 November 30th.
 5. Advanced construction conversions of \$80.2 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 December 13, 2018

Consent Item ☐

Information Item ☒

Amount of Presentation Time Needed _____

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

Subject

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

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

Background Information

The purpose of this Board item is to comply with the reporting requirements established in Board Policy 4001 - 'Each month the Chief Administrative Officer shall report to the Board all non-construction professional service agreements entered into by the Department during the previous month.' Business and Support Management section 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 December 13, 2018Consent Item ☐Information Item ☐Amount of Presentation Time Needed 15 Minutes

Presenter's Name Winston Inouye	Presenter's Title Freight Advisory Committee Chair	Initials	Reviewed By LSS
Preparer's Name Jeff Marker	Preparer's Title Freight Program Manager	Initials jlm	

Subject

Annual Freight Advisory Committee Report		
Key Number	District	Route Number

Background Information

In accordance with Board Policy 4048, this is the annual update on the Freight Advisory Committee. The presentation will include Freight Advisory Committee activities in 2018 to include membership and freight project prioritization efforts.

Recommendations

For information only.

Board Action

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



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date December 13, 2018Consent Item ☐Information Item ☐Amount of Presentation Time Needed 20 minutes

Presenter's Name Jeff Marker	Presenter's Title Freight Program Manager	Initials jlm	Reviewed By LSS
Preparer's Name Jeff Marker	Preparer's Title Freight Program Manager	Initials jlm	

Subject

Autonomous and Connected Vehicle Update		
Key Number	District	Route Number

Background Information

This presentation will provide the Transportation Board an update on automated and connected vehicle technology to include a summary of the conclusions and recommendations contained in the Idaho Autonomous and Connected Vehicle Testing and Deployment Committee's first report to the governor. This will include information on legislative activities, infrastructure impacts, cybersecurity, privacy issues and current state activities in Idaho.

Recommendations

For information only.

Board Action

☐ Approved ☐ Deferred _____
☐ Other _____



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date December 13, 2018Consent Item ☐Information Item ☐Amount of Presentation Time Needed 10 minutes

Presenter's Name Jeff Marker	Presenter's Title Freight Program Manager	Initials jlm	Reviewed By LSS
Preparer's Name Jeff Marker	Preparer's Title Freight Program Manager	Initials jlm	

Subject

129K Pound Trucking Request - District 4

Key Number	District 4	Route Number SH-75
------------	---------------	-----------------------

Background Information

A request for 129,000 pound trucking operations was submitted for SH-75 in ITD District 4 with the following specifics:

Case #201707SH-75, Milepost (MP) 73.66 to 115.856

Staff evaluations determined the nine bridges, pavements and requested highway geometry can support 129,000 pound vehicle operations. The Office of Highway Safety 5-year accident data evaluation showed no safety issues.

Two public hearing were noticed and conducted on September 5, 2018 and October 2, 2018, both in Hailey, Idaho. Member Kempton presided and received written and verbal testimony. Following a 30-day period, public comment was closed.

Based on analysis by DMV, Bridge Section, the Office of Highway Safety and District 4, Acting Chief Engineer McGrath recommends approving these requests.

Recommendations

Approve the 129,000 Pound Trucking Subcommittee's recommendation to approve the request for 129,000 pound trucking operations on SH-75, MP 73.66 to MP 115.856. Resolution on page 86.

Board Action

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



Request For Designated Routes Up To 129,000 Pounds

Idaho Transportation Department

ITD 4886 (Rev. 03-14)

itd.idaho.gov

2017075H75

This form is designed to be completed electronically. If completing manually and additional space is needed, continue the narrative on the reverse side. Correspond the number of the section on the front with the continuation on the reverse.

Company Name Capps Inc		Contact Person's Name	
Contact Phone Number 2083085456	Fax Number 2083243497	E-Mail Address brc5capps@gmail.com	
Company Address 223 west yakima		City jerome	State id
		Zip Code 83338	

State Highway Route(s) Requested

Vehicles operating on the requested routes cannot exceed the maximum overall length or off-track as shown on the Extra Length Map at <http://www.itd.idaho.gov/dmv/poe/documents/extra.pdf>. Submit a map with requested route(s) along with this completed form.

Highway Number	Beginning Milepost	Ending Milepost
26	272	306
PREVIOUSLY APPROVED ROUTE		

Highway Number	Beginning Milepost	Ending Milepost
75	74	115
	73.66	115.856

START POINT CORRECTED TO INTERSECTION W/US-26
END POINT MODIFIED TO TERMINATE AT AIRPORT ROAD

Local Route(s) Requested

Roadway Name(s)	Beginning Milepost	Ending Milepost	Jurisdiction Name	Date Request Sent

Reasons for Request - Continue on reverse side if necessary, corresponding the number of the section with the continuation.

1. Justification

For HW 20 to connect ag products going west to Highway 26 or going east to Interstate 15 (These roads are open to the 129000 Limit) to facilitate the movement of ag products to buyers. For Highway 75 to connect ag products from Hailey area and south to Shoshone where roads are approved for 129000

2. Associated Economic Benefits

Able to compete with ag being moved on approved roads. Less trips. less impact on the footprint of the road. Better prices for farmers products. Better revenue for local people in the ag business. This would benefit all trucking companies besides ours.

3. Approximate Number of Trips Annually

1000 or more each on both routes

4. Commodities Being Transported

Hay/grain/compost

5. Anticipated Start Date to Use Requested Routes soon as possible

Requestor's Printed Name Brian Capps	Requestor's Signature 	Date 10/20/2017
---	---------------------------	--------------------

Requestor is required to submit a completed application to ITD (see below) and to city, county, and/or highway district officials where the requested state route (or state route segment) is contiguous to respective jurisdiction(s).

Idaho Transportation Department Attn: Chief Engineer PO Box 7129 Boise ID 83707-1129	or	Fax: (208) 334-8195 Email: officeofthechiefengineer@itd.idaho.gov
---	----	---

ITD Use Only

Hwy Review	D-1 <input type="checkbox"/>	D-2 <input type="checkbox"/>	D-3 <input type="checkbox"/>	D-4 <input type="checkbox"/>	D-5 <input type="checkbox"/>	D-6 <input type="checkbox"/>	Proceed <input type="checkbox"/>	Reject <input type="checkbox"/>	Date		
Bridge	Proceed <input type="checkbox"/>	Reject <input type="checkbox"/>	Date	Chief	Proceed <input type="checkbox"/>	Reject <input type="checkbox"/>	Date	Sub-	Proceed <input type="checkbox"/>	Reject <input type="checkbox"/>	Date
Review	<input type="checkbox"/>	<input type="checkbox"/>	Engineer	<input type="checkbox"/>	<input type="checkbox"/>	committee	<input type="checkbox"/>	<input type="checkbox"/>	59		





129,000 Pound Evaluation of SH-75 MP 73.66 to MP 115.856 (Case #201707SH75)

Executive Summary

Capps, Inc. submitted a request for 129,000 pound trucking approval on SH-75 between the intersection with US-26 at milepost (MP) 73.66 and Airport Way in Hailey at MP 115.856. The requestor will transport agricultural products from Hailey to Shoshone and connect to previously approved 129,000 pound truck routes with approximately 1,000 trips annually. This section of SH-75 is coded a “Red Route” where vehicles with 115-foot overall length and 6.5-foot off-track are authorized. ITD Bridge Section evaluation shows there are nine bridges on the route, all capable of supporting 129,000 pound truck operations. The Office of Highway Safety analysis shows this SH-75 segment has five Non-Interstate High Accident Intersection Locations (HALs) and has five HAL Clusters. District 4 evaluation describes the route as asphalt pavement in good to fair condition with a 0.3 mile section in Hailey rated as poor and deficient. The section from Bellevue to Hailey (MP 112.1 – 115.5) received an overlay in 2008 and is scheduled for a pavement preservation project in 2023. Division of Motor Vehicles, District 4, Highway Safety and Bridge Asset Management all recommend proceeding with this request.

Detailed Analysis

Department of Motor Vehicles (DMV) Review

All Idaho Transportation Department routes are currently categorized by their ability to handle various extra-length vehicle combinations and their off-tracking allowances. The categories used when considering allowing vehicle combinations to carry increased axle weights above 105,500 pounds and up to 129,000 pounds are:

- Blue routes at 95 foot overall vehicle length and a 5.50-foot off-track
- Red routes at 115 foot overall vehicle length and a 6.50-foot off-track.

Off-tracking is the turning radius of the vehicle combination, which assists in keeping them safely in their lane of travel. Off-tracking occurs because the rear wheels of trailer trucks do not pivot, and therefore will not follow the same path as the front wheels. The greater the distance between the front wheels and the rear wheels of the vehicle, the greater the amount of off-track. The DMV confirms that the requested route falls under one of the above categories and meets all length and off-tracking requirements for that route. **More specifically, the requested section of SH-75 from milepost 73.66 to 115.856 is designated as a red route and as such all trucks must adhere to the 6.5-foot off-track and 115 foot overall vehicle length criteria.**

Bridge Section Review

Bridges on all publicly owned routes in Idaho, with the exception of those meeting specific criteria, are inspected every two years at a minimum to ensure they can safely accommodate vehicles. A variety of inspections may be performed including routine inspections, in-depth inspections, underwater





inspections, and complex bridge inspections. All are done to track the current condition of a bridge and make repairs if needed.

When determining the truck-carrying capacity of a bridge, consideration is given to the types of vehicles that routinely use the bridge and the condition of the bridge. Load limits may be placed on a bridge if, through engineering analysis, it is determined the bridge cannot carry legal truck loads.

ITD Bridge Asset Management has reviewed the **nine** bridges pertaining to this request and has determined they will safely support the 129,000-pound truck load, provided the truck's axle configuration conforms to legal requirements. To review load rating data for each of the bridges, see the Bridge Data chart below.

ITD District 4 Evaluation

This segment has been evaluated and the District recommends proceeding.

District Four has evaluated the roadway characteristics, pavement condition, and traffic volumes on SH-75 between MP 73.66– MP 115.856 in response to the request to make this segment a 129,000-pound trucking route to service Capps Inc. and other companies.

The District has found no concerns with this action and recommends proceeding. Details of the evaluation are provided below.

Roadway Characteristics

This section of road is a rural minor arterial in rural sections of northern Lincoln County and southern Blaine County from MP 73.66 to MP 105.6 and is urban principal arterial in cities of Blaine County from MP 105.6 to MP 115. The route connects the US-93/US-26 junction in Shoshone and the southern end of Hailey.

There are no dedicated passing or climbing lanes. The highway does have several passing opportunities in the two-lane, two-way rural sections, reducing in the agricultural areas immediately north of Shoshone and south of Bellevue. Multi-lane sections are present in urban areas.

The roadway geometry is outlined in the table below.



Table 1. SH-75 Roadway Geometry

MILEPOSTS	THROUGH LANES	TWO-WAY LEFT TURN LANE (TWLTL)	SHOULDER	PARKING LANE
73.66-74.010	4 – 2 each direction	No	Yes	Yes
	12'	-	2' - 3'	12'
74.010 – 74.100	2 – 1 each direction	No	Yes	Yes
	12'	-	2' - 3'	12'
74.100 – 101.975	2 – 1 each direction	No*	Yes	No
	12'	-	2' - 3'	-
101.978 – 102.159	2 – 1 each direction	No	Yes	No
	11'	Striped/Rumble Median	2' - 3'	-
102.159 – 110.661	2 – 1 each direction	No	Yes	No
	12'	-	2' - 3'	-
110.661 – 110.86	2 – 1 each direction	Yes	Yes	No
	12'	-	4' - 6'	-
110.86 – 111.001	2 – 1 each direction	No	Yes	No
	12'	-	4' - 6'	-
111.001 – 111.921	4 – 2 each direction	Yes	Yes	Yes
	12'	14'	2' - 3'	10'
111.921 – 112.067	3 – 2 NB, 1 SB	Yes	Yes	No
	12'	14'	4' - 6'	-
112.067 – 112.602	3 – 1 NB, 2 SB	Yes	Yes	No
	12'	14'	4' - 6'	-
112.602 – 115.526	2 – 1 each direction	No*	Yes	No
	12'	-	4' - 6'	-
115.526 – 115.856	4 – 2 each direction	Yes	No	No
	12'	14'		

* Center left turn bays located at local road intersections - 14' wide.

Pavement Condition

The road is asphalt pavement and is in good to fair condition; it is not considered deficient in cracking, rutting or ride with the exception of a deficient section, rated as poor from MP 115.526 – MP 115.850 in Hailey which is scheduled for pavement preservation in 2023. Shoshone to Mammoth Cave Road (MP 74.5 – MP 82.11) was realigned and constructed in 2012; Richfield Canal to US-20 (MP 92.75 – MP 102.12) received an overlay in 2015 and seal coat in 2016; and Timmerman to Bellevue (MP 102.12 – MP 110.9) received an overlay and sealcoat in two projects in 2011 and 2012. Bellevue to Hailey (MP 112.1 – MP 115.5) received an overlay in 2008 and is scheduled for a pavement preservation project in 2023.



**Table 2. 2016 TAMS Visual Survey Data**

MILEPOSTS	PAVEMENT TYPE	DEFICIENT (YES/NO)	CONDITION STATE	CRACKING INDEX	ROUGHNESS INDEX	RUT AVERAGE (IN)
74.055-80.947	Flexible	No	Good	5	3.80	0.10
80.947-82.008	Flexible	No	Good	5	3.51	0.10
82.008-87.248	Flexible	No	Good	3.5	4.07	0.14
87.248-92.192	Flexible	No	Good	3.5	3.91	0.15
92.192-92.765	Flexible	No	Good	4	3.71	0.18
92.765-102.139	Flexible	No	Good	5	3.97	0.07
102.139-105.6	Flexible	No	Good	4	4.09	0.12
105.6-110.95	Flexible	No	Good	4.5	4.31	0.14
110.95-112.1	Flexible	No	Good	4.1	3.12	0.23
112.1-112.793	Flexible	No	Good	4	3.18	0.20
112.793-114.4	Flexible	No	Fair	4	3.32	0.29
114.4-115.526	Flexible	No	Fair	2.5	3.40	0.12
115.526-115.850	Flexible	Yes	Poor	2.5	2.46	0.21
115.850-117.160	Flexible	No	Fair	3.5	2.50	0.23

Traffic Volumes

The speed limit of the highway varies between 25 and 65 mph. Four stop lights are in this segment, two located between Bellevue and Hailey at MP 113.345 and 114.406 and two within Hailey City Limits at MP 115.596 and 115.856. The traffic volumes are provided below. The traffic is made up of mostly of light vehicle and local commercial traffic.

Table 3. 2016 Traffic Volumes

MILEPOSTS	AADT	CAADT	% TRUCKS
74.055-80.947	4073	524	13
80.947-82.008	3200	510	16
82.008-87.248	3173	511	16
87.248-92.765	2900	520	18
92.765-102.139	2902	524	18
102.139-105.6	3767	429	11
105.6-110.95	4677	392	8
110.95-112.1	9059	456	5
112.1-113.353	11000	510	5
113.353-115.698	13000	1000	8
115.698-115.856	18000	810	5

Truck Ramps

No runaway truck ramps exist. A southbound slow moving vehicle lane is present between Hailey and Bellevue at MP 114.685.





Port of Entry (POE)

The POE maintains rover pullouts for each direction on this section of highway north of Shoshone (MP 75.608-76.203). The pullouts are separated from the travelway.

Highway Safety Evaluation

This SH-75 segment has five Non-Interstate High Accident Intersection Locations (HALs) in the top 500 intersections and has five HAL Clusters. The locations are shown in the table below with their statewide ranking.

Analyses of the 5-year accident data (2012-2016) shows there were a total of 250 crashes involving 406 units (2 fatalities and 111 Injuries) on SH-75 between MP 73.659 and MP 115.856 of which only four crashes involved tractor-trailer combinations. Of the crashes involving tractor trailers, the contributing circumstances were improper overtaking, improper backing, improper lane change, failure to maintain lane, failure to yield, and animal(s) in roadway. No injuries and no fatalities resulted from the crashes with tractor trailers. Implementation of 129,000 pound trucking is projected to reduce truck traffic on this route.

Table of HAL Segments SH 75:

Route	Statewide Rank	Milepost Range	Length (miles)	County
SH 75	151	102.11	Intersection	Blaine
SH 75	173	108.916	Intersection	Blaine
SH 75	258	77.914	Intersection	Lincoln
SH 75	322	113.353	Intersection	Blaine
SH 75	385	114.406	Intersection	Blaine
SH 75	41	104.657 - 105.657	1.0	Blaine
SH 75	42	97.276 - 28.276	1.0	Blaine
SH 75	61	113.087 - 114.587	1.5	Blaine
SH 75	223	74.558 - 75.558	1.0	Lincoln
SH 75	269	91.276 - 94.276	3.0	Blaine





Additional Data:

Bridge Data:

Route Number: SH 75
Department: Bridge Asset Management
Date: 1/4/2018

Route	From:	US 26 Junction
	Milepost:	73.66
	To:	Hailey, ID
	Milepost:	115.856

Highway Number	Milepost Marker	Bridge Key	121 Rating ^a (lbs)
75	73.75	17615	244,000
75	75.51	17621	263,800
75	77.02	17626	232,000
75	80.32	17631	284,000
75	91.97	17635	258,000
75	92.75	17640	263,800
75	105.82	17645	382,000
75	110.64	17650	240,000
75	113.63	17655	OK EJ

^a: The bridge is adequate if it has a rating value greater than 121,000 pounds or is designated as "OK EJ" (okay by engineering judgment).



Idaho 75 Written Comments

I oppose the proposal to allow larger, heavier trucks on highways 93 and 75. My focus here is 75.

I have driven 75 many, many times as a resident of Hailey, Idaho. I have run that road in the Sawtooth Relay and I have biked it. While driving, I have dodged deer and elk and dogs and people. So, I have had close views and winter and summer experience.

The road gets a lot of use. There are deer and elk crossing daily. There are people hauling campers and boats all summer to the Sawtooths coming from Twin Falls and the Wood River Valley. There are people hauling snowmobiles all winter. There are people driving summer and winter slowing and turning into Galena Lodge and other parking areas for recreation purposes and many of these people are visitors who are unfamiliar with the area.

People park on the highway in the winter for cross country skiing access. There are people, many people, biking all summer and there are people biking in the winter as well. So, there is a lot going on with this highway beyond long distance hauling by truckers.

The road is narrow and winding and goes through several towns. There is no shoulder above the flats near Boulder Basin Road. There are frost heaves and significant potholes. The curves going to Galena Pass must be driven very slowly and not everyone does so they drift into the other lane.

Bottomline, more heavily loaded trucks will be a hazard and cause more impact to a road already impacted by use. I oppose the proposal.

Thank you for considering my comments and please keep me informed.

Susan Giannettino
Resident

I attended the meeting on September 5, in Hailey concerning the proposed route to allow larger trucks through Bellevue and up to Airport Way in Hailey. I oppose this addition to truck route. I feel that the addition of this would impact the quality of life here in Bellevue. It was stated the larger trucks could reduce the number of trips made but no guarantee can be made to support this. It will open our streets to larger, longer, possibly louder trucks coming through our small town. Our lanes are narrow, only 10 feet wide and mostly in sub-standard condition.

It was stated that the proposed benefit would be to transport whey and other agricultural products. As far as I know we have no agricultural businesses in our area that deal with whey and other such products. South of us of course they do and it seems like allowing the route up to Highway 20 at Timmerman junction would be as far as these heavier trucks would need to travel, not into our small town, which is rather a dead end when it comes to a transportation route.

As stated in a letter to the Mountain Express on September 9th, big trucks are dangerous to the well being of our pedestrians and children. I have two children who ride their bikes in town and bigger trucks on our 10 foot streets are dangerous and do not mix. It seems a large price to pay for the profit of non-local trucking companies to allow them access to our streets.

Please do not allow this route to be extended to our streets. Let us preserve our safety, character and quality of life in our small town.

Nolina Burge
Resident

The current Highway 75 can't handle the stated weight with over capacity in current conditions and could encourage oversize on Galena which we saw a few times this past summer.

There are other routes with less road construction needed to achieve such little advantage.

Steve Lentz
Resident

As a resident of Hailey, Idaho who travels north and south daily on the above referenced Highway 75, my comments for allowing larger trucks on the highway are as follows: NO. No and no!

My reasons are as follows: 1) it is the ONLY route from Bellevue to Stanley. If there is a major accident or spill, it will literally shut down access completely ; 2) the «smaller truck loads» that are allowed now make driving the highway unsafe particularly in the winter season. Larger trucks will increase danger exponentially; and, 3) the heavy loaded trucks and increased visitor traffic cause the road to disintegrate much faster than ever before. The interruption of road crews doing repairs has also increased and negatively affected the quality of life for full time residents. Larger trucks will damage the road surface at a much more rapid pace as well as the severity of damage. Too costly for us on too many levels.

I request that you put my comments in the public record during the hearing. Please feel free to contact me if you need additional information.

Ellie Ellis
Resident

My comment is in response to the application for heavier trucks through Bellevue and Hailey. My concern is the slippery slope of

allowing heavier vehicles based on the argument there would be fewer trucks because additional cargo could be included on each vehicle. Yet, my concern is that this permit would go beyond the applicant and perhaps, in time, there would or could be more trucks with heavier cargo that could cause problems on our roads (maintenance) and also, potentially, deadlier accidents with additional breaking time, etc., needed for the heavier trucks. Therefore, as a resident of Hailey, and traveler through Bellevue, I am asking ITD to deny the request.

Dayle Ohlau
Resident

I telephoned you regarding my strong opposition to the application to allow trucks weighing up to 129,000 lbs. on State Highway 75 between Shoshone and Airport Way in Hailey. This stretch of highway is traveled by a high number of workers from south to north, by people in the north going south to shop, to the Twin Falls airport, etc. It is a dangerous stretch of highway even given the improvements of the last number of years. People are always passing OR trying to pass slower vehicles and with longer trucks on the highway, I see untold accidents unfold.

If that highway were 2 lane the entire route, I may change my mind but as that scenario is not likely to happen, I oppose this application.

Dorothy Schinella
Resident

My comment is that the Big Boys already have a hard time pulling the hills between Shoshone and Timmerman/HWY 20. If the additional weight limit to 129,000 lbs is approved, it MUST come with passing lanes on ALL of the hills in the uphill directions on which trucks have a hard time maintaining the posted highway speed. Traffic gets

really stacked up behind slow moving vehicles, which leads to drivers taking (sometimes incredible) risks to pass entire convoys moving at ridiculously slow rates up those hills. Having even heavier slow loads moving even more slowly will only exacerbate this already existing problem. This is a major safety concern of mine. Other than that, I have no problem with increasing the weight limit for truck loads as I agree that it will improve the logistics requirements for truck loads by decreasing the actual number of trucks or at least making each trip more profitable and more efficient (and hopefully help reduce prices in the way overpriced Wood River Valley).

Dave Briggs
Resident

I live off of Highway 75 between Hailey and Ketchum. I am very concerned about the proposal to allow heavier trucks on Highway 75 north of Ketchum. I ride my bicycle on that road and as it is right now it is quite dangerous. The road shoulders north of the SNRA headquarters are particularly narrow and in poor repair; north of Prairie Creek, the shoulders are almost nonexistent. If heavier, larger vehicles would be coming past me as I ride on the shoulder I would have an even harder time keeping on my bike. As it stands now I have days when the truck traffic is already too much to handle as they drive by. The shoulder is not large at all and this is a heavily used road as it is the only way to ride north of Ketchum. There are no other roads available going north for road bikes.

Please consider all of the facets of the heavier truck loads. My need is to have a safe ride and I feel that the heavier trucks will finish any idea of bike riding on that road. If you like, I can send you photos of the 14 inch shoulder that we have to ride inside. It is quite precarious as it is already.

Lynne MacKenzie
Resident

My name is Bob Macleod and I am a resident in Hailey, Idaho, residing at 417 E Myrtle St.

I am concerned about allowing the heavier truck weight limits on parts of our scenic back county roads.

1. Safety: There is at least one dangerous intersection on the proposed route. The heavier loads will have an increased stopping distance, which may cause an impact on road safety at intersections and cities they pass through.
2. Road maintenance and repair: Locally and as I travel around Idaho it seems that often road surfaces are sunken in the areas where truck tires impact. This tells me that either the present trucks are too heavy or our roads are not built to withstand what's already happening to them and your present budget is not sufficient to keep them repaired or rebuilt. (Highway 75 repairs delayed until 2023).
3. Why: There is no large scale bulk farming in our area except some limited hay, no mining, and the airport only gets repaved a few times in a decade. There does not appear that there is any compelling reason for this request.

Bob MacLeod
Resident

I would like to go on record that my family of 3 constituents opposed allowing heavier trucks on HWY 75. Especially, those with double trailers. No way. This HWY is not designed for such traffic. We just completed a 1600 mile road trip and HWY's such as I-84 and

I-5 have said trucks involved in traffic accidents on a daily basis and that is with passing lanes and runaway truck lanes. NO, NO, NOOOOOOOOOOOOOOOOO.

Robin Davis
Resident

I am writing to express my concern and opposition to the idea of allowing 129,000 pounds to enter our community.

While this terrible idea presents an immediate danger to the families of Bellevue and those who shop or visit there, it also includes a section of Highway 75 that includes the entrance road to our high school and the students who enter and exit the road there.

This whole endeavor smacks of having your arm amputated six inches at a time. (As in “No, no, we’re not taking your whole arm, just a bit off your fingers.”) (This time....) Obviously, the intent of the truck industry is not to gain access only to Airport Way in Hailey, but to begin gaining access to the Main Streets that run through our entire valley, so those trucks can barrel on north on Highway 75.

As you may recall, we have already had a woman killed here, run over by a truck in the middle of Ketchum, racing north with a heavy load and oblivious of a biker enjoying a nice day in her home town. She was a much loved contributing member of our community and a wife and mother. I’m sure that truck, and its driver, are very interested in showing up again on our small town main streets, with the blessing of your new plans. While you seem to have forgotten about her, we have not forgotten her.

The average adult hereabouts weighs 150 pounds, the average kid a lot less. A 129,000-pound truck has no business driving through residential streets in the center of our towns.

Norma Douglas
Resident

U.S. 93 Written Comments

To bring any semi-trucks of any load size through the busiest thoroughfares in Twin Falls is to put it bluntly insane. I am talking about U.S. 93, Blue Lakes Blvd (which has the highest accident rate in the city), Addison Ave., which is a challenge on a good day, and not only Shoshone St. but ALL the streets downtown which has impacted the quality of the "urban experience" downtown Twin Falls is trying to rejuvenate.

My own personal experiences have occurred on Pole Line, Addison, Blue Lakes, and downtown. If I were not an extremely defensive driver a semi truck would have taken me out twice and I have only lived here a short time and avoid driving despite the fact I was born and raised here. Semis are notorious for unsafe lane changes, unsafe turns, jack knives, the noise downtown is intolerable, and the traffic backup at U.S. 93 and Pole Line due to semis is unacceptable.

The obvious solution is to route ALL the semi-trucks South to a route connecting to the Hansen Bridge or build an additional bridge and route the trucks to that bridge, avoiding the metropolitan area of Twin Falls.

I respectfully request that you consider alternatives.

Gail Luedtke
Resident

U.S. 93 and Idaho 75 Written Comments

The following is mainly concerning ITD's proposal to increase truck weight limits on U.S. 93 & SH 75 from the Jerome jct. to Hailey in order to decrease truck traffic in this area. The trucking industry has been pitching this concept from the time I started working for the department in 1962 and as you can see the number of trucks has only increased and have gotten much larger in those 40+ years. So the idea that the number of trucks will decrease is ludicrous. Also, the bigger the trucks, the slower they are, especially in hilly terrain and because of their increased length, people will be less likely to want to pass, thus creating more backups on the roadways and there are certainly enough of those right now!

I know the trucking industry thinks they pay for the increased damage to our roads but if trucks were eliminated, our roads would last, at least 5 times longer. I know that our economy is dependent on trucks and is driving this kind of thinking, but ITD needs to be building or rebuilding the roadways to handle this kind of traffic before allowing heavier vehicles to destroy our roads.

I just drove SH 75 from the Richfield canal to Mammoth cave exit two days ago and was very alarmed at the number of areas about 20' x 40' that were showing signs of distress. I would guess that there were at least 50 to 100 spots. If I remember correctly, when that stretch of road was constructed in 1958(+) it was a BST and received only seal coats until it was overlaid about 10 years ago and it now looks like a 30 year old road that has had no maintenance. I'm sure that the gravel trucks that run this stretch almost every day have had a devastating effect on it! I would suggest that you check to see if the base is able to withstand this kind of weight increase.

I worked for ITD for 35+ years and we took great pride in our construction and maintenance of the highways but since a certain governor pushed for privatization of roadway services and our greedy legislature put highway funds into the general fund, our highways have gone downhill. Roadway and sign maintenance and new construction is almost nonexistent, in my opinion.

Speaking of new construction, the project from Flying J north on US 93 is a disgrace! The traffic control was as bad as anything I have ever seen, especially in the dark! (and I worked in traffic for 20 years). The pavement transition from old to new is ridiculous! All of their good construction work is discarded when the finished surface is as rough as a 15 year old road.

On a brighter note, the new overlay between Gooding and Shoshone was terrific! Looking forward to the other half being completed!

Thanks for all your concern and hard work!

Larry Sturgeon
Resident

(1) With increased hwy speeds and the (2) discontinuance of tail gating laws and the (3) monstrous number of multiple trucks hitting each other and the (4) rather poor ability of truckers to get enough sleep and (5) phony their logs .. I think it would be retarded to increase the weight these trucks are pulling down a public hwy. Know what I mean Vern?

Robert Berentz
Resident

Thank you for moving forward with the process on the mentioned routes. We hope that they will be approved. We have learned when people oppose these things it is due to them not having the facts. The studies have been extensive and done over many years to determine if there are negative impacts on the roads due to the increased weight based on the number of axles and their spacing. These studies have produced the evidence needed to prove the impact is not negative. So logically thinking there should be no reason why they should not be

approved. We wish you the best in getting these routes approved and thank you for all the work you do in helping the trucking industry in Idaho be more efficient and safe. The positive impact it has on agriculture and other industries to move their products is significant.

Brian Capps
Capps Inc.

Re: 129,000 lbs on sections of Id 75 and U.S. 93 and the U.S. 93 Business, accessing Airport Way in Hailey.

I am definitely against granting additional weight to 129,000 lbs. to trucks on SH 75 between Shoshone and Airport Way in Hailey.
(pictured on map Dist. 4, Mar. 19, 2011)

Route 75 from Shoshone to Timmerman Hill in some areas can be difficult but especially from Timmerman North. Winds coming from the West (& South) has increased exponentially in the last several years and is not likely to diminish since the wind parallels the mountains just to the N. of Route 20.

Drainage of the Wood River collects at the N. edge of Timmerman, allowing more moisture in the Wood River Valley, resulting in more fog and sometimes a glaze of ice on Rt. 20 and on Rt. 75 North & South.

Tourists are often more interested in our mountains, large homes, variety of scenery and do not anticipate, on our mostly 2-lane roads, few pull-offs for them or large transport trucks in Spring, Summer, Fall or Winter.

The U.S. 93 Business Loop at Airport Way, Hailey is very congested with access to Wood River High School, a number of businesses, the main street thru Hailey going N. to Ketchum and beyond and access

to the airport and a variety of businesses plus an outlier of St. Luke's Medical Hospital.

Susan Matthes
Resident

Idaho 75 Verbal Comments

I'm Angenie McCleary, Blaine County commissioner, representing myself. I'm also the chair of the Blaine County Regional Transportation Committee and I just want to voice that as an individual commissioner and one who participates in the Blaine County Regional Transportation Committee that we care significantly about the safety on our roads and hope that the ITD board will look very closely at the impacts of safety of having heavier trucks, whether that would -- the severity of accidents with those trucks and issues with passing those trucks has been something that's come to our public attention.

We also care a lot about the aesthetics and so there's been concerns both in terms of safety but also as well as aesthetics of having more trucks on our roads and how that would impact those sort of quality of people on the roads as well as the potential impacts to the roads themselves and in particular to the bridges of having heavier loads. So we just hope that ITD will look at all of those issues. As I said, safety, aesthetics and road conditions as they make this decision.

Angenie McCleary
Blaine County Commissioner

U.S. 93 Verbal Comments

My name is Kevin Iverson. I'm vice president and general manager for Transystems. I'm here today to speak for the application that Glanbia has submitted in favor of it.

Several different reasons. It's good for their business. Makes them more viable in the company -- or in the country and also it's a safer way to get their milk to their processing plant by reducing probably I would guess about a fourth of the trucks off the road.

So -- and I understand they are working with the city to change the route a little bit and I'm also in favor of that.

Kevin Iverson

Vice President, General Manager for Transystems

My name is David Scantlin. I represent Amalgamated Sugar. I do understand that there's a new proposal that may be offered but I wanted to speak in support of the proposal of allowing 129's for a number of reasons.

First of all, through -- 129's would allow for less trucks or would allow less trucks on the routes that they're taking. Less trucks is a little more safe. Less traffic, less congestion.

I personally would not see any more problems from a 129 versus a 105. The difference I think as far as traffic for a truck size, I don't believe that there's a difference substantially that would create a problem as far as turning radius or that sort of thing that they may be dealing with through Blue Lakes.

So I believe if 105s are running through there, there is absolutely no reasons why a 129 could not traverse the roads through the town.

David Scantlin

Amalgamated Sugar

My name is Drew Adams. I work for Glanbia Nutritionals. I'm a transportation operations manager and I'm here today to make formal comment on the current application as well as the -- the other application regarding U.S. 93 through Twin Falls -- or from Highway 25 to the city of Twin Falls.

The current application states that the 129 route would be designated from Five Points in Twin Falls up to the corner of Blue Lakes and Pole Line in addition to a stretch of 93 up to Highway 25. We expect that the city will ask to have that section of road denied 129 with the alternative being approving the 129 stretch of Highway 93 from Blue Lakes and Pole Line to Washington Street and Pole Line.

The City would then designate a 129 route from the corner of Washington and Pole Line, down South Washington Street to Sixth Avenue in Twin Falls until it connects back with Highway 74, also known as Shoshone Street, on the south end of town. And we expect that if and when the current application gets denied that we will move forward with the alternative proposed application that both Glanbia Nutritionals and the City of Twin Falls approve of.

Drew Adams
Glanbia Nutritionals

I'm Jackie Fields. I'm the city engineer for the City of Twin Falls. The City of Twin Falls values its industries, its businesses and its citizens and all of these people, all these entities are important to the City. Glanbia is a responsible and engaged member of our community. They're a significant employer with a broad range of environmental opportunities. The city values Glanbia's contribution to the community and wants Glanbia to continue to grow and prosper.

Glanbia is seeking efficient routes for transit of all its raw materials and products and wishes to do so in a collaborative manner.

The City supports the need of businesses and industries to have freight services for deliveries and distribution of products and will do its best to collaborate in a manner that serves the entire community.

The City's concerned about the short-term reliability of Shoshone Street as a route for truck traffic and would prefer freight that is passing through to utilize a different route.

Further, the City's interested in continuing and developing the downtown area as a gathering place for community events with a heavy pedestrian movement. Glanbia's transportation operation manager has been working with the City to identify a suitable alternative to a route that passes directly through the city's downtown core.

The City's concern with the proposed route designation is confined to the portion of the route that's within the city limits, specifically the route that's south of the Perrine Bridge. U.S. 30, Blue Lakes Boulevard North from Pole Line to Addison Avenue is a very busy commercial corridor. The congestion's increasing and accidents are increasing. The City believes that people are becoming frustrated and exercising poor judgment and this exacerbates our accident situations.

We recognize that traffic signal actuation by emergency services providers isn't helping anything. The slow acceleration of freight truck traffic also doesn't help. The city council would like to minimize the freight component of traffic through the corridor. We understand that deliveries are still necessary and an important component for a healthy commercial district.

Minimizing truck traffic on Blue Lakes Boulevard North is an important and longstanding community value as evidenced by the passage of a resolution and ordinance in 1964 which established truck routes on city streets -- the city streets of Washington, Sixth and Minidoka.

The City would like freight traffic to utilize Highway 93 from the Perrine Bridge to the intersection of -- the City would like 129,000-pound freight traffic to utilize U.S. 30 from the Perrine Bridge to the intersection of Washington Street North via Pole Line Road and diverge from there to the city street of Washington Street

North until the freight can return to the state highway system at U.S. 30 Addison Avenue or at Highway 74, Shoshone Street, which is also Washington Street South.

The City's committed to working with Glanbia to use Washington Street North from its intersection of Pole Line to Addison Avenue and request that ITD does not approve the portion of the route of U.S. 30 Blue Lakes Boulevard North from Pole Line to Addison Avenue.

Question from Jim Kempton: Jackie, it's my understanding that you're working with Glanbia now and that there's an application on the new routing that is currently with the ITD chief engineer. And that you are in opposition to the routing that's being considered today as far as the notice for the hearing and that is the routing up and down Blue Lakes Boulevard. Is that correct?

Jackie Fields: That's accurate. From Blue Lakes Boulevard at Pole Line Road down to Addison Avenue. We completely recognize that Blue Lakes North from Pole Line Road to the Perrine Bridge is a necessary component of this freight traffic.

So furthermore, the City understands that to fulfill its desire to have Glanbia trucks utilize Washington Street North from Pole Line Road to Addison Avenue that we will need to engage the State formally by designating that as a 129,000-pound route and additionally addressing the permitting procedure.

Jackie Fields
City Engineer for the City of Twin Falls

My name is Pete Johnston. I live at 312 Washington Street South in Twin Falls, Idaho. And in response to the routing of big trucks for Glanbia on Blue Lakes Boulevard North to their plant, I feel that that's a pretty good-sized truck to be going down Blue Lakes and the roads are deteriorating fast enough without the increase in the weight limits on those trucks.

And I personally feel that they could go around on Pole Line and go down Pole Line to Washington Street North and then down Washington to -- it would be best if they went to Sixth Avenue West or Minidoka Avenue. But I just feel personally that those big trucks don't have any business on Blue Lakes Boulevard North.

I would personally also like to see all truck traffic eliminated on Blue Lakes North. I know that would be real hard to do but I feel that the less big truck traffic or trucks, 18-wheelers on Blue Lakes North would really help eliminate that traffic congestion on Blue Lakes and also on Shoshone Street.

Pete Johnston
Resident

Idaho Transportation Board

129,000 Pound Truck Route Subcommittee

November 13, 2018

Idaho Transportation Board (ITB) 129,000 Pound Truck Route Subcommittee Chairman Jim Kempton called the meeting to order at 4:00 PM on Tuesday, November 13, 2018 at the Idaho Transportation Department in Boise, Idaho. ITB Members Dwight Horsch and Julie DeLorenzo were present. Note: due to Vice Chairman Jim Coleman's prior commitment, Member DeLorenzo participated in the meeting in his absence.

Principal Subcommittee staff members and advisors present or participating via video conference from the District 4 Office in Shoshone included Deputy Attorney General Larry Allen, Freight Program Manager (FPM) Jeff Marker, Public Involvement Coordinator (PIC) Adam Rush, Division of Engineering Services Administrator (DESA) Blake Rindlisbacher, Executive Assistant to the Board Sue S. Higgins, and District 4 Engineer (DE) Devin Rigby.

ITB Chairman Jerry Whitehead and Community Planning Association of Southwest Idaho Executive Director Matt Stoll were also present at Headquarters.

Chairman Kempton said that because the Subcommittee is comprised of three members, motions will not require a second.

Case #201707: SH-75, Milepost (MP) 73.66 to 115.856. PIC Rush presented the comments received on the SH-75 route request in District 4. The majority opposed the 129,000 pound designation, with concerns mainly related to safety and the condition of the pavement.

FPM Marker said the Division of Motor Vehicles confirmed that this section of SH-75 falls under the red route category allowing 115-foot overall vehicle length and a 6.5-foot off-track. The bridge analysis determined that the nine bridges on the route will safely support vehicle combinations up to 129,000 pounds, assuming the axle configuration conforms to the legal requirements. The pavement is mostly in good to fair condition with a 0.3 mile section rated as poor and deficient. There are no safety concerns and the Chief Engineer's analysis recommends approving the route.

Chairman Kempton mentioned several public comments expressed concern with bicycles, the ability of trucks to climb Timmerman Hill, and the condition of pavements. He said the additional axles required on vehicle combinations hauling up to 129,000 pounds result in less of an impact to the roadway than 105,500 pound vehicles. He asked DE Rigby to respond to concerns with Timmerman Hill.

DE Rigby said it is a fairly steep grade coming out of a 45 mile per hour speed limit, so trucks are at a slower speed heading south as they approach the hill. He acknowledged that some motorists get impatient following a slower truck and pass in unsafe conditions. He believes law enforcement has a good presence in that area and monitors speeds. Allowing commercial motor

vehicles to haul at the higher weight limit should result in fewer trucks, which would be advantageous.

Member DeLorenzo asked about the portion of the route without shoulders. DE Rigby replied that there is a short stretch of highway near the airport in Hailey that does not have shoulders. He believes that area has curbs and gutters. DESA Rindlisbacher added that curb and gutter sections generally have lower speed limits. DE Rigby concurred, noting that the referenced section of highway has a 25 mile per hour speed limit.

Member Horsch asked if staff knows how many citations have been issued to commercial motor vehicles for travelling less than 30 miles per hour on Timmerman Hill. DE Rigby said he did not know, but he would get that information. Member Horsch said it was a pointed question because he believes the majority of trucks are within the legal requirements and that motorists get impatient following trucks.

Member DeLorenzo made a motion to recommend that the Transportation Board approves the 129,000 pound truck route request for SH-75, milepost 73.66 to 115.856. The motion passed unopposed.

January 16, 2018 Meeting Minutes. Chairman Kempton said the minutes from the January 16, 2018 meeting were distributed for review earlier. Without objection, the minutes were accepted.

The meeting adjourned at 4:35 PM.

Respectfully submitted by:
SUE S. HIGGINS
Executive Assistant & Secretary
Idaho Transportation Board

RES. NO.
ITBXX-XX

WHEREAS, Senate Bill 1117 was enacted in 2013 allowing the Idaho Transportation Board to designate state highways for permitted vehicle combinations up to 129,000 pounds upon request; and

WHEREAS, the Board established a Subcommittee on 129,000 Pound Truck Routes to implement provisions of the legislation; and

WHEREAS, the Idaho Transportation Department has received a request for 129,000 pound trucking operations on SH-75 in District 4; and

WHEREAS, the Chief Engineer and ITD Staff received the application and reviewed the proposed route by conducting an engineering and safety analysis of the route; and

WHEREAS, upon completion of the engineering and safety analysis, a 30-day public comment period was held, including an opportunity for verbal testimony, and 15 total comments were received, 11 opposing SH-75 approval specifically, three opposing 129,000 pound trucking operations in general, and one supporting in general; and

WHEREAS, the Chief Engineer's representative presented the Chief Engineer's analysis to the Board Subcommittee on the 129,000 pound truck route request at its meeting on November 13, 2018 with a recommendation to approve the requested route; and

WHEREAS, after the Board Subcommittee reviewed the Chief Engineer's analysis and public comments, it passed a motion to recommend approval of the route request; and

WHEREAS, the Chief Engineer and the Board Subcommittee presented their analysis and recommendation to the full Board at the regularly scheduled Board meeting of December 13, 2018.

NOW THEREFORE BE IT RESOLVED, that the Board accepts the Chief Engineer's analysis and recommendation on SH-75, MP 73.66 to 115.856 and the recommendation of approval from the Board Subcommittee; and

BE IT FURTHER RESOLVED, that the Board directs the Chief Engineer to issue a Letter of Determination that approves the referenced route request in District 4.

Approved:



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date December 13, 2018

Consent Item ☐

Information Item ☐

Amount of Presentation Time Needed 20 Minutes

Presenter's Name Kim McGourty	Presenter's Title Public Transportation Manager	Initials KM	Reviewed By LSS
Preparer's Name Kim McGourty	Preparer's Title Public Transportation Manager	Initials KM	

Subject

Public Transportation Office Annual Update		
Key Number	District	Route Number

Background Information

Per Admin Policy 5038 the Public Transportation Manager will report to the Idaho Transportation Board annually on Public Transportation Programs.
The ITD-Public Transportation Office (ITD-PT) is the recipient of \$12 million Federal Transit Administration (FTA) dollars annually, and awards those funds through a competitive application program.

The ITD-PT works in conjunction with FTA, MPOs, transit providers, and local stakeholders to assist in meeting the transportation needs throughout the state. The PT programs are strategically structured to ensure proper oversight of pass through funding in accordance with FTA regulations, with a focus on ITD's strategic mission of Your Safety, Your Mobility, Your Economic Opportunity.

Recommendations

No action required from the Idaho Transportation Board. This is an information update only.



Board Agenda Item

ITD 2210 (Rev. 10-13)

Board Action

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



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date December 13, 2018

Consent Item ☐

Information Item ☐

Amount of Presentation Time Needed 10 Minutes

Presenter's Name Maureen Gresham	Presenter's Title PTAC Chair	Initials MG	Reviewed By LSS
Preparer's Name Kim McGourty	Preparer's Title Public Transportation Manager	Initials KM	

Subject

Public Transportation Advisory Council Annual Update		
Key Number	District	Route Number

Background Information

Per Admin Policy 4039 the Public Transportation Advisory Council (PTAC) will provide a presentation to the Idaho Transportation Board annually.

PTAC is tasked to meet up to three times per year to set annual PTAC goals and objectives, review policies and regulations affecting public transportation, concur in levels and priorities of funding for public transportation projects in the state, discuss public transportation needs and issues in each district.

Recommendations

No action required from the Idaho Transportation Board. This is an information update only.



Board Agenda Item

ITD 2210 (Rev. 10-13)

Board Action

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



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date December 13, 2018

Consent Item ☐

Information Item ☐

Amount of Presentation Time Needed 15 minutes

Presenter's Name Alberto Gonzalez	Presenter's Title DMV Administrator	Initials AG	Reviewed By LSS
Preparer's Name Alberto Gonzalez	Preparer's Title DMV Administrator	Initials AG	

Subject

Update on DMV operations		
Key Number	District	Route Number

Background Information

An update will be provided on:

- Technology –GEM and GEM Capture – and others
- Driver's license offices
- Research on alternative delivery methods for DMV services
- DMV County Leadership Conference

Recommendations

For information.

Board Action

☐ Approved ☐ Deferred _____
☐ Other _____



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date December 13, 2018

Consent Item ☐

Information Item ☐

Amount of Presentation Time Needed 15 minutes

Presenter's Name John Pocock	Presenter's Title TAC Chairman	Initials	Reviewed By LSS
Preparer's Name Reymundo Rodriguez	Preparer's Title Compliance Program Manager	Initials	

Subject

Trucking Advisory Council (TAC) - Annual Update		
Key Number	District	Route Number

Background Information

The TAC is charged with advising the Board on issues and policies concerning freight transportation, trucking safety, and services in Idaho. Such advice shall include laws, rules, regulations, policies, and procedures affecting motor carrier operations within the State of Idaho. The TAC shall provide leadership, recommend law, administrative rule, and/or procedural changes to improve customer service, promote safe trucking practices, identify transportation needs, recommend highway safety improvements, and promote coordinated freight transportation systems

TAC Board Chairman John Pocock will provide an annual update of Council activities to the Board.

Council Members:

District 1 - Frank Buell

District 2 – Wally Burchak

District 3 - Tony Black

District 4 - Kevin Iversen

District 5 – Dave McNabb

District 6 - Heath Treasure

Recommendations

For Informational Purposes



Board Agenda Item

ITD 2210 (Rev. 10-13)

Board Action

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