

A G E N D A

IDAHO TRANSPORTATION BOARD

May 15-16, 2019



A G E N D A

District 5 Tour and Regular Meeting of the Idaho Transportation Board

May 15-16, 2019

KEY:

ADM = Administration

CD = Chief Deputy

DIR = Director

OP = Operations

May 15, 2019

Pocatello, Idaho

	Time*
1. DISTRICT 5 TOUR	
Depart La Quinta Inn & Suites, 1440 Bench Road	8:30
Arrive Pocatello Airport, Av Center	8:50
Depart Pocatello Airport	9:00
Arrive Petersen Inc.; tour	9:15
Depart Petersen Inc.	10:15
Arrive Driscoll TopHay; tour	10:30
Depart Driscoll TopHay, I-84 west	11:15
Arrive American Falls; tour city	11:35
Arrive American Falls Maintenance Shed; lunch and presentations	12:00
Depart American Falls	1:30
Arrive Western States Caterpillar; tour	2:00
Depart Western States Caterpillar; tour Northgate Interchange project	3:15
Arrive Pocatello hotel; tour ends	4:15

*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.



May 15-16, 2019
Page 2 of 4

May 16, 2019
Idaho State Police
5255 South Fifth Avenue
Pocatello, Idaho

Page # **Time***

Action Item

- 2. CALL MEETING TO ORDER** **8:00**

Information Item

- 3. SAFETY/SECURITY SHARE:** Safety & Compliance Officer Gough

Action Items

- 4. BOARD MINUTES – April 17-18, 2019**6
- 5. BOARD MEETING DATES**17 **8:05**
 June 19-20 – District 6 September 11-12 – District 3
 July 17-18 – District 4 October 17 – Boise
 August 21-22 – District 1

	6. CONSENT CALENDAR18	
ADM	___ FY20 Out-of-State Travel19	
OP	___ State institution road improvement22	
OP	___ Remove Local, Intelligent Transportation System Smart Arterial Management project.....25	
OP	___ Add Wetland/Stream Mitigation Selection and Assessment project.....27	
OP	___ Adjustments to the Local Highway Safety Improvement Program29	
OP	___ Consultant agreements30A	
OP	___ Contracts for award31	
OP	___ Contracts for rejection58	

Information Items

	7. INFORMATIONAL CALENDAR	
OP	___ Contract award information and current advertisements67	
OP	___ Professional services agreements and term agreement work tasks report.....71	
ADM	___ State FY19 financial statements78	
ADM	___ Monthly report of federal formula program funding through April.....95	
DIR	___ FY20-23 Strategic Plan97	

- 8. REPORT:** Board Subcommittees

- 9. DIRECTOR’S MONTHLY REPORT ON ACTIVITIES** **8:10**

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May 15-16, 2019

Page 3 of 4

May 16, 2019
Idaho State Police
5255 South Fifth Avenue
Pocatello, Idaho

Page # **Time***

Information Items

	10. DELEGATIONS – Renee Callahan, Center for Landscape Conservation – Rob Ament, Western Transportation Institute	8:40
	11. AGENDA ITEMS	
OP _____ Salmore/Pieron	Partnership to build wildlife passage at US-30 Rocky Point.....109	9:40
	12. BREAK	10:00
	13. DELEGATION – Bannock County Commissioner Brown	10:15
	14. ADOPT-A-HIGHWAY PRESENTATION	10:45
	15. DISTRICT 5 REPORT: District Engineer Bala	10:50
	16. AGENDA ITEMS, continued	
OP _____ Tomlinson	Idaho Traffic Safety Commission annual report.....110	11:10
OP _____ Tomlinson	Highway Safety Plan112	11:20
OP _____ Tomlinson	Statewide Electronic Ticketing114	11:30

Action Items

17. EXECUTIVE SESSION (working lunch**)	11:55
PERSONNEL ISSUES [SECTION 74-206(a), (b)]	
LEGAL ISSUES [SECTION 74-206(c), (d), (f)]	

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

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May 15-16, 2019
Page 4 of 4

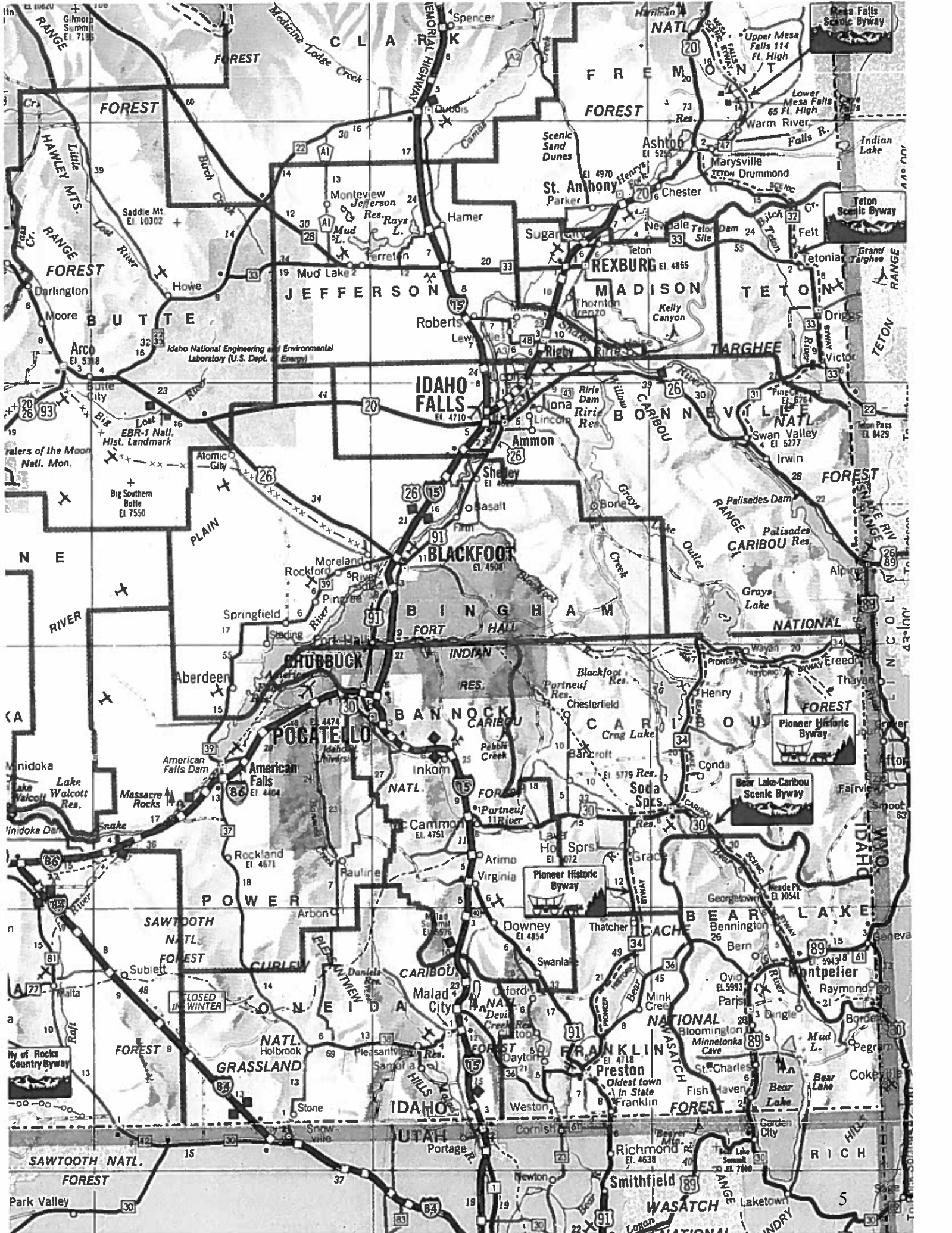
May 16, 2019
Idaho State Police
5255 South Fifth Avenue
Pocatello, Idaho

Page # **Time***

Action Items

18. AGENDA ITEMS, continued		
OP _____ Lakey	Relinquishment of a portion of I-84 Business in Nampa and Caldwell	116 1:00
CD _____ Schroeder	Update on State Highway 16, I-84 to SH-44 corridor (Resolution on page 121)	118 1:10
DIR _____ McCarty/Hobdey-Sanchez	2020 potential legislative ideas and administrative rules	122 1:40
19. ADJOURNMENT (estimated time)		2:00

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REGULAR MEETING AND DISTRICT TWO TOUR
OF THE IDAHO TRANSPORTATION BOARD

April 17-18, 2019

The Idaho Transportation Board convened at 12:18 PM on Wednesday, April 17, 2019 at Lewis Clark State College in Lewiston, Idaho. The following principals were present:

Jerry Whitehead, Chairman
Jim Kempton, Vice Chairman – District 4
James R. Thompson, Member – District 1
Janice B. Vassar, Member – District 2
Julie DeLorenzo, Member – District 3
Dwight Horsch, Member – District 5
Bob Hoff, Member – District 6
Brian Ness, Director
Tim Thomas, Deputy Attorney General
Sue S. Higgins, Executive Assistant and Secretary to the Board

Executive Session on Personnel and Legal Issues. Member Vassar made a motion to meet in executive session at 12:18 PM to discuss personnel and legal issues as authorized in Idaho Code Section 74-206(b), (c) and (f). Vice Chairman Kempton seconded the motion and it passed 6-0 by individual roll call vote.

The discussions on personnel matters related to disciplinary issues. The discussions on legal matters related to operations.

The Board came out of executive session at 1:30 PM.

Safety Share. Ty Winther, Moscow Maintenance Foreman, explained the “stop the bleed program” that provides first-aid training to employees so they are able to provide medical assistance to injured people.

Chairman Whitehead thanked Mr. Winther for the message.

Review of Subcommittee Assignments. Chairman Whitehead made the following subcommittee assignments: Subcommittee on Adjustments to the State Highway System – Vice Chairman Kempton, chair, and Member Hoff; Subcommittee on Audits - Member DeLorenzo, chair, and Member Vassar; Subcommittee on Policies – Member Vassar, chair, and Member DeLorenzo; Subcommittee on 129,000 Pound Truck Routes – Member Horsch, chair, and Member Thompson. A third member will participate determined on a meeting-by-meeting basis.

Board Minutes. Member DeLorenzo made a motion to approve the minutes of the regular Board meeting held on March 21, 2019 as submitted. Member Vassar seconded the motion and it passed unopposed.

April 17, 2019

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

May 15-16, 2019 – District 5

June 19-20, 2019 – District 6

July 17-18, 2019 – District 4

Chairman Whitehead welcomed Senator Dan Johnson to the meeting.

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

RES. NO. WHEREAS, consent calendar items are to be routine, non-controversial, self-explanatory items that can be approved in one motion; and
ITB19-10

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 revisions to Board Policy 4008 Open Meeting Requirements and concurs with the creation of Administrative Policy 5008 Open Meeting Requirements; the Freight Advisory Committee membership appointment; the distribution of FY19 Highway Infrastructure Program funds; changes to Stoddard Path Extension Phase 2; the removal of Five Mile Creek Pathway and increase SH-55, Bike/Pedestrian Bridge project; modifications to the Transportation Alternatives Program – Urban/Rural; modifications to the Rail-Highway Crossing Program; and consultant agreements.

1) Revisions to Board Policy 4008 Open Meeting Requirements and a New Corresponding Administrative Policy. Board Policy 4008 Open Meeting Requirements is being revised to incorporate changes made to the open meeting law last year and to update the list of groups that are to follow the open meeting requirements. Extensive language in the Board Policy is being removed. It is being updated and placed in a new corresponding Administrative Policy because most of that language is procedural requirements, such as posting meeting notices and agendas. Staff recommends approving revisions to Board Policy 4008 Open Meeting Requirements and concurring with the new corresponding Administrative Policy 5008 Open Meeting Requirements.

2) Freight Advisory Committee (FAC) Membership Appointment. Staff recommends appointing Scott Larson with Union Pacific Railroad to the FAC as the rail industry representative for a term from April 2019 to December 2020; and re-designating current member Winston Inouye from the rail industry representative to a member at large with a term from February 2018 to December 2019.

3) Distribution of FY19 Highway Infrastructure Program Funds. Last month the Federal Highway Administration notified Idaho that its apportionment of the \$2.729 billion Highway Infrastructure Program was \$19,902,769. These are one-time funds not subject to obligation limitation. The funds are available immediately and are subject to the standard federal participation rates. There are some limits to project eligibilities and some funds are to be sub-allocated by population-based areas. Staff recommends distributing the funds as follows:

\$2,397,468 to the Transportation Management Area; \$1,253,874 to Urban areas; \$1,253,874 to Rural areas through the Local Highway Technical Assistance Council (LHTAC); and \$14,997,552 to ITD.

4) Changes to Stoddard Path Extension Phase 2, Nampa. Last month the Board approved advancing the design funding of the Local, Stoddard Path Extension Phase 2, Nampa project, key #22070 from FY20 to FY19 and adding the funds to the Local, Stoddard Path Extension Phase 1, Nampa project, key #22050 for a total of \$132,146. It was discovered that this move created an issue by exceeding the federal aid limit set for these project types. To correct this, staff requests approval to increase the FY19 Stoddard Path Extension Phase 2, Nampa project, key #22070 and decrease the Stoddard Path Extension Phase 1, Nampa project, key #22050 design funds by \$66,460. There is no change to the overall cost of the two-phased project.

5) Remove Five Mile Creek Pathway, Meridian and Increase Bike/Pedestrian Bridge Over Boise River, Eagle. The City of Meridian requests the Transportation Alternatives Program (TAP) Transportation Management Area funding of \$104,000 be withdrawn from its FY22 Five Mile Creek Pathway project, key #19828. Staff recommends increasing the FY23 SH-55, Bike/Pedestrian Bridge Over Boise River, Eagle project, key #20841 by \$104,000 in the TAP.

6) Modify the Transportation Alternatives Program – Urban/Rural. Staff requests the following program modifications in TAP to assist the LHTAC and local sponsor of each project: withdraw the FY17 \$395,000 Seltice Way Sidewalk, Coeur d’Alene project, key #18913 and the FY17 \$6,000 Core Downtown Sidewalks, Ketchum project, key #18910; and advance the following projects: FY20 \$452,252 Cambridge Sidewalk and Drainage, key #22053 to FY19; FY20 \$200,000 Depot Street Improvement, Driggs, key #22066 to FY19; FY21 \$562,492 Main Street, Avenue C to Avenue A, Kuna, key #20143 to FY20; and FY21 Stoddard Path Extension Phase 2, Nampa, key #22070 for \$472,606 to FY20.

7) Modify the Rail-Highway Crossing Program. Staff requests the following changes to the Rail-Highway Crossing Program: delay the FY19 Offsystem, Look Lane Union Pacific Railroad (UPRR) Railroad Crossing, Caldwell project, key #20355 for \$575,000 to FY20; advance the FY20 STC-6862, A2 Highway/2nd Street Kilgore Road UPRR Railroad Crossing, Dubois project, key #20410 for \$250,000 to FY19; delay the \$200,000 FY18 SMA-8433 11th Avenue North Boise Valley Railroad Railroad Crossing, Nampa project, key #20692 to FY19; add the \$75,000 FY19 US-26B, Surface Repair Eastern Idaho Railroad Railroad Crossing, Bonneville County project; increase the \$190,000 FY21 SH-41, East Prairie Avenue to Lancaster Road, Kootenai County project, key #20098; increase the \$30,000 FY16 21st Avenue, Cleveland to Chicago, Caldwell project, key #13052; increase the \$25,000 FY18 US-93, Poleline Road Extension RITT Railroad Crossing, Filer Highway District project; and decrease the \$195,000 FY16 STC-6803 South Yellowstone Railroad Crossing, Fremont County project, key #13580.

8) Request to Approve Consultant Agreements. In accordance with Board Policy 4001 Authority to Sign Contracts, Agreements, and Grants and Requirement to Report Certain Contracts, staff requests approval to exceed the \$1,000,000 agreement limit for the following projects: key #10005, Pleasant View Interchange for supplemental design work with HDR Engineering for \$470,000 for a total of \$2,400,000; key #12964, Alderson Lane to Kootenai

River/Railroad Bridge for additional construction engineering and inspection services with David Evans and Associates for \$150,000 bringing the total to \$1,106,000; and keys #19973 and #20191, I-84 Declo Port of Entry Eastbound and Westbound for design work with Stanley Consultants for \$1,117,000 for a total of \$1,800,000.

Information Items. 1) Contract Awards and Advertisements. Key #13440 – Intersection 17th Street and 16th Avenue, Lewiston. Low bidder: M L Albright & Sons Inc. - \$505,506.

Key #20714 – SH-55, Milepost 91 to Smiths Ferry, District 3. Low bidder: Staker & Parson Companies DBA Idaho Materials Construction - \$3,704,313.

Key #19324 – FY19 South Bannock County Pavement Preservation, District 5. Low bidder: Kloepper Inc. - \$4,084,537.

Key #20687 – SH-41, Roberts Cutoff Road to Old Priest River Road, District 1. Low bidder: Interstate Concrete & Asphalt Co. - \$1,322,771.

Key #12445 – SH-39 and US-26, Groveland Road; SH-39 to US-26/Pioneer Road, District 5. Low bidder: Staker & Parson Companies DBA Idaho Materials Construction - \$1,635,228.

The list of projects currently being advertised was provided.

2) Professional Services Agreements and Term Agreement Work Tasks Report. From March 1 through March 28, 31 new professional services agreements and work tasks were processed, totaling \$12,681,594. Nine supplemental agreements to existing professional services agreements were processed during this period in the amount of \$687,906.

3) Report of Speed Minute Entry Changes. The following speed minute entry changes were processed in District 3 in April:

<u>Route</u>	<u>Beginning</u>	<u>Ending</u>	<u>Speed Limit</u>	
	<u>Milepost</u>	<u>Milepost</u>	<u>Old</u>	<u>New</u>
SH-21	0.410	0.800	55	45
I-84	24.240	25.500	80	65
I-84	24.240	25.500	70 (trucks)	65

4) State FY19 Financial Statements. Revenues to the State Highway Account from all state sources were ahead of projections by 4.9% at the end of February. Receipts from the Highway Distribution Account were 4.4% or \$6.3 million more than forecast. State revenues to the State Aeronautics Fund were ahead of projections by 24%, or \$468,000. Expenditures were within planned budgets. Personnel costs had savings of \$8.4 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 of \$325.3 million through February exceeded any from the past three years.

The balance of the long term investments was \$136.7 million at the end of February. These funds are obligated against construction projects and encumbrances. The long term investments plus the cash balance of \$68 million totals \$204.7 million. Expenditures in the Strategic Initiatives Program Fund through February were \$13.1 million. Deposits into the Transportation Expansion and Congestion Mitigation Fund were \$11.4 million year-to-date.

5) Monthly Reporting of Federal Formula Program Funding through March. Idaho received obligation authority of \$289.5 million through September 30. This corresponds to \$286.9 million with match after a reduction for prorated indirect costs. Notice of the receipt of \$19.9 million of FY19 Highway Infrastructure General Funds was received on March 18. Because Board approval of the distribution of those funds had not occurred before this information was compiled, those funds are not included in this report. Idaho has received apportionments via notices through March 11, 2019 of \$321.3 million, which includes Redistribution of Certain Authorized Funds and Highway Infrastructure General Funds carried over from last year. Obligation authority is 90.1% of apportionments. Of the \$286.9 million allotted, \$140.3 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.

Shift: Youth Focus. Highway Safety Manager (HSM) John Tomlinson said youthful drivers between the ages of 15 and 19 continue to be overrepresented in motor vehicle crashes. There were 31 people killed in crashes involving youthful drivers in 2017. This year's Highway Safety Summit included a session dedicated to youthful drivers.

Idaho State Police Officer Richard Adamson elaborated on his outreach to engage youth. He is working on increasing the number of high schools that participate in seat belt challenges and is making a concerted effort to increase participation in the Alive at 25 Program.

Chairman Whitehead thanked the gentlemen for the report and for their efforts on this important program.

Zero Fatalities Award. HSM Tomlinson recognized Clearwater County for recording zero highway fatalities in 2018. He congratulated the County sheriff and commissioners, Idaho State Police, and the Orofino maintenance crew for their efforts and dedication to highway safety.

Delegation – Nez Perce Tribe (NPT). Chairman Whitehead stated that the Board traveled to the Clearwater River Casino and Lodge last night to view the entrances to the facility.

NPT Executive Director Rebecca Miles thanked the Board for its time and for visiting the Clearwater River Casino and Lodge last night. She emphasized the importance of highway safety and asked the Board to temporarily lower the speed limit in front of the casino.

NPT Transportation Planner Mary Beth Frank Clark said she did some research on temporarily lowering the speed limit, and acknowledged that enforcement is important for

compliance with the speed limit. Lowering the speed limit from 65 miles per hour to 55 miles per hour from the casino west to the existing 45 mile per hour limit would delay motorists by approximately 90 seconds. The Tribe realizes that constructing an interchange is the best solution, and has spent almost \$2 million so far on that project. It intends to apply for a grant to construct the interchange, although the source of the required match has not been identified.

John Watson with J-U-B Engineers said the design on an interchange started about ten years ago. Due to some environmental concerns, a different alternative had to be considered. The goal is to have the project ready for Plans, Specifications, and Estimates by February 2020. He added that the District 2 staff has been very helpful and good to work with.

Chairman Whitehead thanked the delegation for the remarks.

US-95 and Clearwater River Casino and Lodge. District 2 Engineering Manager (EM) Doral Hoff said approximately 12,500 vehicles travel by the Clearwater River Casino and Lodge on US-95/US-12 daily. The casino opened in 1996 and a traffic impact study completed in 1999 identified the need for an interchange. He summarized crash history at the facility, which is mainly related to left turns, and the results of a road safety audit conducted earlier this year.

Division of Engineering Services Administrator (DESA) Blake Rindlisbacher summarized the process to set speed limits. Nationally, the safest speed has been determined as the speed that 85% of motorists travel at or below. Variation in motorists' speeds generally causes problems. He shared Idaho's experience when speed limits were not set in accordance with the 85th percentile. He does not recommend lowering the speed limit in front of the casino; however, he proposed another solution that he believes will be more beneficial. Currently, at the east approach, westbound vehicles in the right turn deceleration lane can block the view of through traffic. Motorists turning left out of the casino may not see the shadowed vehicle. By offsetting the deceleration lane by two feet and moving the stop bar up for motorists leaving the casino and turning east onto US-95, drivers should be able to see approaching through traffic. This is a fairly inexpensive project that mainly involves striping activities. EM Hoff added that the District has the resources to do this.

Member Horsch questioned motorists drifting over a solid white line if there is no curb. DESA Rindlisbacher acknowledged that drifting may occur, but curbs are hard on snowplows. He added that staff can monitor the proposed changes and revisit them if drifting is a problem.

Chairman Whitehead expressed support to adjust the deceleration lane and advance the stop bar. He asked if the Sales Tax Anticipation Revenue Act may be a funding source for the interchange because the Tribe collects sales tax. Member DeLorenzo responded that she believes the STAR Act applies to new development, and is not available for an existing business.

Vice Chairman Kempton made a motion to expedite the offset of the westbound US-95 deceleration lane by two feet and move the stop bar up for east-bound motorists leaving the casino. Member Vassar seconded the motion.

Deputy Attorney General Thomas recommended the Board not take action. Although the meeting agenda indicates the item is an action item, the board agenda item that staff submitted in the meeting packet indicates the item is for discussion, not action.

Vice Chairman Kempton withdrew his motion.

Member Vassar noted that the Board appeared to support the project, and Chairman Whitehead added that staff can proceed with the recommended project, as re-striping the highway does not require Board approval.

Threshold for Agreements Requiring Board Approval. DESA Rindlisbacher provided background on the requirement for Board approval for agreements exceeding \$1,000,000. Under the current policy, staff anticipates approximately 64 projects in the current 2022-2025 Idaho Transportation Investment Program would exceed the threshold and require Board approval.

The consensus of the Board was that it is important for it to review and approve these consultant agreements, so it did not recommend any changes to the current policy.

Adopt-A-Highway (AAH) Presentation. Member Vassar thanked the Orofino Rotary Club for participating in the AAH Program. The group has been picking up litter along two sections of SH-7 for over 20 years.

Public Transportation Advisory Council (PTAC) District 1 Member. Grants/Contracts Officer Drew McGuire said the District 1 PTAC member resigned late last year. Applications to fill the vacated position were solicited and the Department received three. At its meeting last month, PTAC reviewed all applicants and determined that all three are qualified to fill the vacated position. The term will expire June 30, 2021.

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

RES. NO. WHEREAS, Idaho Statute 40-514 establishes the Public Transportation Advisory
ITB19-11 Council (PTAC); and

WHEREAS, the PTAC shall be comprised of six (6) members representing the six (6) Idaho Transportation Department Districts to be appointed by the Idaho Transportation Board; and

WHEREAS, the term of each member shall be three (3) years and the initial appointments to the council shall be such that two (2) members shall be appointed each year thereafter; and

WHEREAS, applications were solicited from interested parties to fill the position in District 1 with three submitted applications; and

WHEREAS, the Public Transportation Office solicited public comment on the submitted applications from January 3, 2019 to February 2, 2019; and

WHEREAS, the submitted applications and associated public comments were reviewed by the PTAC at its March 2019 meeting where the council determined all applicants were qualified to fill the vacant District 1 position.

NOW THEREFORE BE IT RESOLVED, that the Idaho Transportation Board has determined to appoint Ryan Luttmann for the District 1 PTAC position for a term from April 18, 2019 through June 30, 2021.

Public Transportation One-Time Funding Project Recommendations. Grants/Contracts Officer Juanita Risch said ITD issued a call for projects for the \$3,868,727 available in one-time federal funds, with a local match requirement. It recommends funding \$2,372,138 for projects at this time and moving the remaining funds to the next application cycle.

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

RES. NO. WHEREAS, the Public Transportation Office is charged with soliciting,
ITB19-12 reviewing, and programming public transportation projects in the rural areas of Idaho; and

WHEREAS, the Idaho Transportation Board serves as the final approver of Federal Transit Administration (FTA) funded projects in Idaho before being submitted to FTA; and

WHEREAS, the funding sources include three FTA grants, the 5310 Elderly and Disabled, 5311 Rural Formula, 5339 Bus and Bus Facilities and 5311(f) Intercity Bus; and

WHEREAS, these are one-time funds with a sub-recipient match on all projects; and

WHEREAS, the Public Transportation Office has solicited, reviewed, provided for public comment, presented and received unanimous concurrence from the Public Transportation Advisory Council on the proposed projects.

NOW THEREFORE BE IT RESOLVED, that the Board acknowledges the projects proposed, as shown as Exhibit #507, which is made a part hereof with like effect, and approves them in the amount of \$2,372,138 for submittal to the FTA for final approval; and

BE IT FURTHER RESOLVED, that these one-time projects are submitted for modification to the FY19-25 Statewide Transportation Investment Program.

Annual Employee Compensation Plan. Chief Human Resource Officer (CHRO) Brenda Williams said the legislature approved a 3% change in employee compensation for state agencies in FY20; however, a minimum increase of \$550 or \$0.27 per hour per employee is required and the remaining amount is to be distributed based on merit. The Division of Human Resources and

Division of Financial Management provided additional guidance to state agencies. CHRO Williams outlined ITD's plan.

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

RES. NO. WHEREAS, the legislature and Governor have approved funding for a 3% change
ITB19-13 in employee compensation (CEC) for state agencies in fiscal year 2020 and directed that a portion of that amount be used to provide no less than \$550 per year increase for permanent state employees; and

WHEREAS, the Idaho Transportation Department's FY19 and FY20 CEC plan has been developed in accordance with the guidelines provided by the Division of Financial Management and Division of Human Resources; and

WHEREAS, Department staff presented the details of and implementation plan for the proposed CEC plan, including eligibility requirements, to the Idaho Transportation Board at its April 17, 2019 meeting.

NOW THEREFORE BE IT RESOLVED, that the Board approves the Department's FY19 and FY20 CEC Plan, with the basic components as follows:

- A \$550 per year (\$0.27 per hour increase) permanent increase to employees;
- A performance-based merit increase for employees that have an Achieves Performance Standards or higher performance rating ranging from 1% to 3.4% based on the performance rating and the compa-ratio;
- An additional 10% increase to employees in classifications with compression, high turnover, or retention difficulties; and
- A step rate (dollar amount) increase to the classification of Transportation Technician and Transportation Technical, Apprentice; and

BE IT FURTHER RESOLVED, that due to a 3% pay line adjustment, employees that are under 80% when the pay line is adjusted will be brought up to the Department's new 80% compa-ratio regardless of their performance or if they are still on probation; and

BE IT FURTHER RESOLVED, that the Board approves the Department to implement the CEC plan as early as May 5, 2019 funded with FY19 salary savings; and

BE IT FURTHER RESOLVED, that the Board directs staff to submit the FY19 and FY20 CEC Plan to the Division of Financial Management.

District 2 Report. District 2 Operations Engineer (OE) Bob Schumacher reported on performance metrics: staff achieved a winter mobility metric of roads being clear of ice and snow 85% of the time; the winter road reports were submitted on time 99% of the time; eight of the nine FY19 projects were delivered on time plus two additional projects; and the final

construction cost as a percentage of the contract award was 104%, within the goal of 95% to 105%.

OE Schumacher mentioned other activities. The Department still needs the 404 environmental permit for the US-95, Thorncreek to Moscow project, but right-of-way is being acquired. Staff makes a concerted effort to prepare trucks for winter maintenance operations in advance to reduce problems and avoid downtime. The maintenance crews have been addressing road closures due to flooding, mudslides, and rockslides recently. The District meets monthly with Idaho State Police to discuss fatalities and safety issues.

The Board thanked OE Schumacher for the excellent report and his leadership.

Director's Monthly Report on Activities. Director Ness said the legislature adjourned last week and several transportation bills have been signed into law, including removing Idaho State Police from the Highway Distribution Account incrementally, which will result in an additional \$15-18 million annually; the ability of the Board to bond Transportation Expansion and Congestion Mitigation funds; and the requirement for all motorists to move over when approaching a vehicle with hazard lights on. Chief Operations Officer McGrath, CHRO Williams, Governmental Affairs Manager (GAM) Mollie McCarty, and he met with White House officials last week. The discussions focused on emerging transportation technology, formula funding, reducing regulatory burdens, and ITD's efficiencies and innovations. ITD recommended maintaining formula funding for highways and transit, long-term solvency of the federal Highway Trust Fund, eliminating or simplifying Federal Highway Administration's stewardship oversight agreements, and federal protection for automated connected vehicle technology. The goal was to help the administration understand impacts on rural states.

Director Ness reported on other activities, including highway safety events, promoting the REAL ID drivers' license, and addressing flooding and other weather-related maintenance issues.

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

Chairman Whitehead thanked Director Ness for the report.

Legislative Report. GAM McCarty said due to action during the legislative session, all administrative rules will expire on June 30. The House of Representatives would like both bodies to approve the rules. She believes Governor Little will take action to address this and keep the rules in effect. She added that staff is already looking at potential rule changes and proposed legislation for the 2020 session.

Chairman Whitehead thanked GAM McCarty for the report.

WHEREUPON, the Idaho Transportation Board's regular monthly meeting recessed at 5:05 PM.

April 18, 2019

The Idaho Transportation Board met at 7 AM on Thursday, April 18, 2019 in Lewiston, Idaho. All members were present except Member Thompson.

District 2 Tour. The Board traveled east on US-12. It stopped at the East Kooskia Bridge to view the Reach-All truck as employees inspected the bridge and the Fish Creek Bridge to see the recently-completed project. It also visited the Powell Maintenance Shed.

WHEREUPON, the Idaho Transportation Board's regular monthly meeting and tour of District 2 adjourned at 2:00 PM at the Lolo Pass Rest Area.

JERRY WHITEHEAD, Chairman
Idaho Transportation Board

Read and Approved

_____, 2019

_____, Idaho

BOARD MEETING DATES

2019

June 19-20 – District 6
 July 17-18 – District 4
 August 21-22 – District 1
 September 11-12 – District 3

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

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

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

June 19-21: Association of Idaho Cities’ Annual Conference – Boise

September 23-25: Idaho Association of Counties’ Annual Conference – Boise

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

November 18-22: Idaho Association of Highway Districts’ Annual Conference – Boise

Action: Approve the Board meeting schedule.



IDAHO TRANSPORTATION BOARD

RESOLUTION FOR CONSENT ITEMS

Pages 19-66

RES. NO. WHEREAS, consent calendar items are to be routine, non-controversial, self-explanatory items that can be approved in one motion; and
ITB19-14

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 FY20 out-of-state travel; the state institution road improvement project; the removal of the Local, Intelligent Transportation System Smart Arterial Management project; adjustments to the Local Highway Safety Improvement Program; the addition of the Wetland/Stream Mitigation Selection and Assessment project; consultant agreements; contracts for award; and contracts for rejection.



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date May 16, 2019Consent Item ☒ Information Item ☐ Amount of Presentation Time Needed Consent Item

Presenter's Name Charlene McArthur	Presenter's Title Chief Administrative Officer	Initials CM	Reviewed By
Preparer's Name Justin Collins	Preparer's Title Financial Manager - FP&A	Initials JC	

Subject

FY20 Out-of-State Travel		
Key Number	District	Route Number

Background Information

Each May, the Board reviews and approves the department's out-of-state travel budget request for the upcoming fiscal year in accordance with Board Policy 4052. Approval in May provides lead time necessary to secure cost savings through the advance booking of trips scheduled early in the next fiscal year.

The attached summary details the FY20 out-of-state travel budget request by division and totals \$368,280, which is equal to the FY19 out-of-state travel budget.

Actual costs for out-of-state travel are reviewed monthly. In the event the out-of-state budget needs to be adjusted, a Board item will be presented for Board review and approval before exceeding this original budget for FY20 out-of-state travel.

Recommendations

Approve the \$368,280 FY20 out-of-state travel budget request as a consent item.

Board Action

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

Out-of-State Travel Projected Balance and Comparison Tables

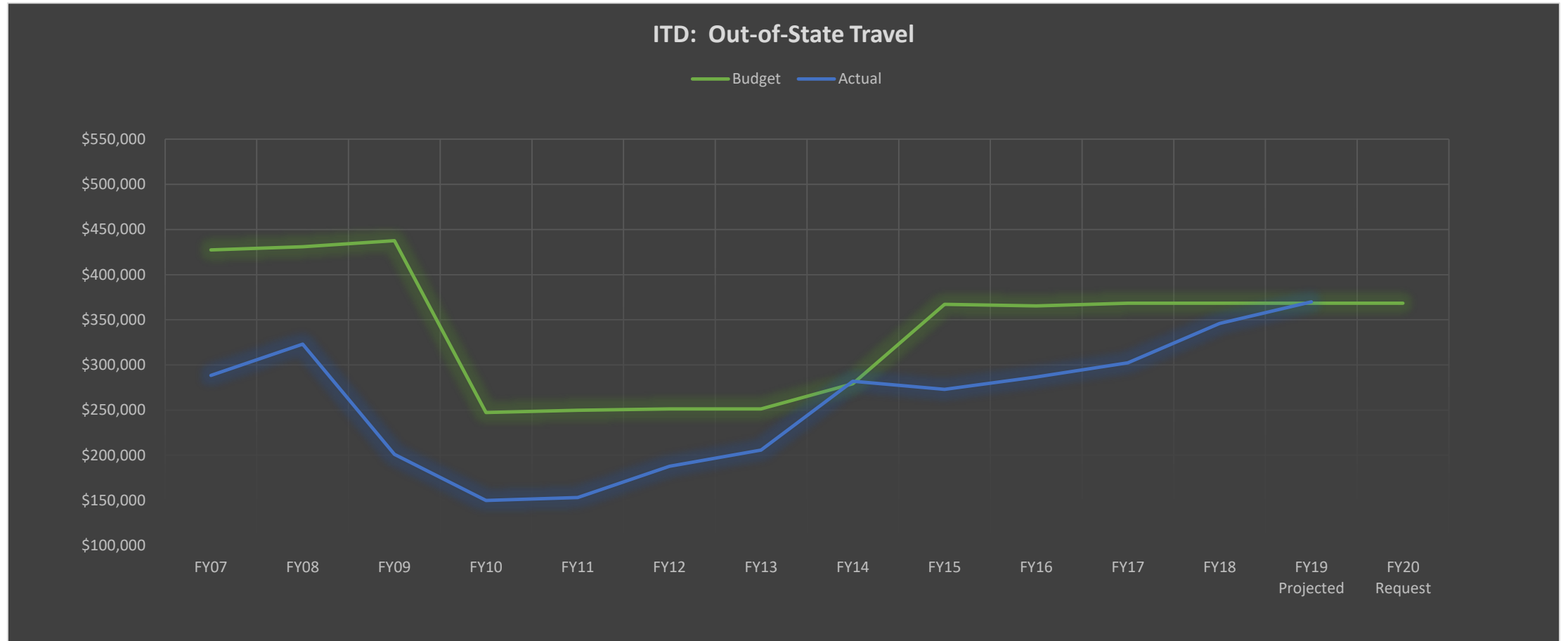
FY19 Projected Balance w/ FY20 Request

Division	FY19 Budget	FY19 Projected	FY 19 Projected Balance	FY20 Request
Admin	117,750	133,170	(15,420)	117,750
DMV	51,330	44,942	6,388	51,330
HWYS	181,400	173,046	8,354	181,400
Aero	17,800	18,777	(977)	17,800
Total	368,280	369,935	(1,655)	368,280

Year Over Year Comparison w/FY19 Projected Balance and FY20 Request

	Budget	Actual	Difference
FY07	\$ 427,313	\$ 288,420	\$ 138,893
FY08	\$ 430,883	\$ 322,951	\$ 107,932
FY09	\$ 437,720	\$ 201,118	\$ 236,602
FY10	\$ 247,440	\$ 149,883	\$ 97,557
FY11	\$ 249,800	\$ 153,248	\$ 96,552
FY12	\$ 251,300	\$ 187,847	\$ 63,453
FY13	\$ 251,300	\$ 205,715	\$ 45,585
FY14	\$ 279,200	\$ 281,961	\$ (2,761)
FY15	\$ 367,220	\$ 273,004	\$ 94,216
FY16	\$ 365,322	\$ 286,633	\$ 78,689
FY17	\$ 368,280	\$ 302,353	\$ 65,927
FY18	\$ 368,280	\$ 345,935	\$ 22,345
FY19 Projected	\$ 368,280	\$ 369,935	\$ (1,655)
FY20 Request	\$ 368,280		

Out-of-State Travel Year Over Year Comparison w/FY19 Projection and FY20 Request





Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date May 15 - 16, 2019Consent Item ☒ Information Item ☐ Amount of Presentation Time Needed N/A

Presenter's Name Nestor Fernandez	Presenter's Title Mobility Services Engineer	Initials NF	Reviewed By
Preparer's Name Nestor Fernandez	Preparer's Title Mobility Services Engineer	Initials NF	

Subject

State Institution Road Improvement		
Key Number	District	Route Number

Background Information

Board Policy 4045: State Institution Road Improvement allocates \$30,000 annually for the construction, alteration, repair and maintenance of roadways in, through and around the grounds of state institutions. The Department of Administration, Division of Public Works (DPW), will solicit projects and acquires the Governor's endorsement of projects prior to submitting the projects to the Board for consideration.

The DPW has presented their recommended project for FY-20 funding to improve the existing Old Penitentiary Road that intersect with Warm Springs Rd. and runs north. The scope of work includes a full reconstruction of the roadway section and new curb and gutter replacement. The estimated total project cost is \$1,000,000. Project funding will be \$30,000 ITD Grant Funds.

In accordance with Idaho Code 40-310(14) this request is being made. If approved, DPW will receive the funds and administer or cause to be administered these improvement projects. The Governor has submitted the attached letter in support of this project.

Recommendations

Approval to transfer funding in the amount of \$30,000 to the DPW for the proposed project

Board Action

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



BRAD LITTLE
GOVERNOR

April 22, 2019

Jerry Whitehead, Chairman
Idaho Transportation Board
P.O. box 7129
Boise, ID 83707-1129

Dear Mr. Chairman,

The Division of Public Works is recommending one project request of the Idaho Transportation Department (ITD). This request is being made per Idaho Code 40-310(14) establishing a program for the construction, alteration, repair, and maintenance of roadways in, through and around the grounds of State institutions. The Idaho Transportation Board has authorized an amount up to \$30,000 annually for this program under ITD Board Policy B-05-15.

The recommended project for FY2020 funding is the ongoing project to improve the Old Penitentiary Road.

The total project cost is expected to be \$1,000,000. ITD grant funding will be identified to pay \$30,000 of the work performed.

Idaho Code requires the Governor's approval of this request for the project to proceed. Therefore, I hereby approve the use of the grant funding for the Old Penitentiary Road project. The Division of Public Works and the Permanent Building Fund Advisory Council concur in this decision.

Sincerely,

A handwritten signature in blue ink, appearing to read "Brad Little", is written over a horizontal line.

Brad Little
Governor of Idaho



BOARD POLICY 4045

Page 1 of 1

STATE INSTITUTION ROAD IMPROVEMENT

Purpose

This policy explains the process of obtaining approval for the construction and repair of state institution roadways.

Legal Authority

Idaho Code 40-310(14) – Authority to transfer funds from the state highway account established in Idaho Code 40-702 for the construction, repair or maintenance of roadways in and through any state institution.

The Idaho Transportation Department shall sustain state institution roadways by providing limited financial assistance (\$30,000 annually) for the construction, alteration, or repair of roadways in, through, or around the grounds of state institutions.

State institution road improvement requests shall be submitted to the Department of Administration by any appropriate board, commission, governing body, or official head of a state institution. The Department of Administration shall review the requests and submit a recommendation to the Governor for approval.

The recommendations shall then be sent to the Idaho Transportation Board for consideration. The Idaho Transportation Board shall designate a list of state institution road improvement projects that are within the constraints of the Department's annual budget. Board approval of requested state institution road improvement projects is a prerequisite before any funding is released.

Approved by the Board on:

Signed _____

Jerry Whitehead
Board Chairman

Date November 20, 2013



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date May 16, 2019

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

Presenter's Name Nestor Fernandez	Presenter's Title Mobility Services Engineer	Initials NF	Reviewed By LSS
Preparer's Name Nestor Fernandez	Preparer's Title Mobility Services Engineer	Initials NF	

Subject

Remove **Local, Intelligent Transportation System (ITS) Smart Arterial Management project** from the approved FY 2019–2025 ITIP.

Key Number 20782	District ACHD	Route Number Local
---------------------	------------------	-----------------------

Background Information

The purpose of this consent item is to request removal of the **Local, ITS Smart Arterial Management project** per policy 5011 *Idaho Transportation Investment Program* (ITIP) to accommodate the Community Planning Association of Southwest Idaho (COMPASS) and the request made by Ada County Highway District (ACHD), local sponsor.

This project was initially set up to replace or enhance existing intelligent transportation systems (ITS) to curb traffic congestion and increase safety and freight mobility along key priority corridors in the Boise area. The project was funded through a federal grant from Advanced Transportation and Congestion Management Technologies Deployment (ATCMTD) and with local funds from ACHD.

Federal Grant	\$ 2,250,000.00
Ada County HD	\$ 1,241,000.00
Total Cost	\$ 3,491,000.00

The project removal is requested due to the determination that faulty assumptions in the original concept and project application will not provide the safety and congestion relief benefits ACHD was seeking. No expenditures have occurred on this project.

Attached is the letter from ACHD to FHWA requesting closure of the project and release of grant funds back to FHWA.

The COMPASS Regional Transportation Improvement Program will be modified following the COMPASS Board meeting on June 17, 2019.

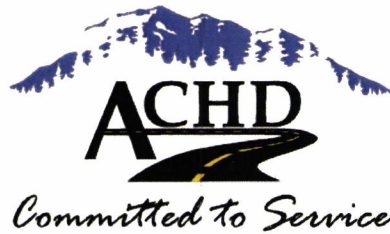
Recommendations

Approve the removal of the **Local, ITS Smart Arterial Management** (KN 20782) project from the current ITIP.

Board Action

☐ Approved ☐ Deferred _____

☐ Other _____



Rebecca W. Arnold, President
Mary May, 1st Vice-President
Sara M. Baker, 2nd Vice-President
Jim D. Hansen, Commissioner
Kent Goldthorpe, Commissioner

April 22, 2019

Peter Hartman, Division Administrator
Federal Highway Administration – Idaho Division
3050 Lakeharbor Lane, #126
Boise, ID 83703

RE: Ada County Highway District (ACHD) Request to Close ITS Smart Arterial Management (SAM) Project (KN 20782)

Dear Mr. Hartman,

The Ada County Highway District's Traffic Department conducted a full project review of ACHD's Advanced Transportation and Congestion Management Technologies Deployment (ATCMTD) grant funded SAM project. The review determined that there were faulty assumptions in the original concept and project applications, and that the approved project will not provide the safety and congestion relief benefits ACHD was seeking. No ATCMTD grant funds were spent on the SAM project, and ACHD would like to release all ATCMTD funds back to the Federal Highway Administration.

If you have any questions, please feel free to contact myself at (208) 387-6129 or Tom Ferch, Transportation Funding Coordinator, at tferch@achdidaho.org or 208-387-6157.

Sincerely,

David G. Wallace
Deputy Director, Planning and Projects
Ada County Highway District

CC: Gus Shanine, Assistant Division Administrator
John Perry, Field Operations Engineer
Kyle Holman, Operations Engineer
Nestor Fernandez, Mobility Services Engineer (ITD)
Crystal Grasmick, Mobility Services (ITD)
Dyan Bevins, Capital Projects Manager (ACHD)
Justin Lucas, Plans and Programming Manager (ACHD)
Tom Ferch, Transportation Funding Coordinator (ACHD)
Joe Tate, Capital Projects Manager (ACHD)



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date May 16, 2019

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

Presenter's Name Wendy Terlizzi	Presenter's Title Environmental Manager	Initials WT	Reviewed By LSS
Preparer's Name Wendy Terlizzi	Preparer's Title Environmental Manager	Initials WT	

Subject

Add **Wetland/Stream Mitigation Selection and Assessment** project to FY2019 of the approved FY 2019-2025 ITIP.

Key Number New	District HQ	Route Number statewide
-------------------	----------------	---------------------------

Background Information

The purpose of this consent item is to request approval to add the **Wetland/Stream Mitigation Selection and Assessment** project to the Program per policy 5011 *Idaho Transportation Investment Program (ITIP)*.

ITD Environmental has worked with FHWA to begin development of a statewide wetland and stream mitigation program. In 2017, FHWA searched nationwide for DOTs that needed to develop mitigation opportunities (those that had a low supply of and a high demand for mitigation options). ITD easily demonstrated this imbalance in the state; with only a handful of banking options, ITD has struggled through mitigation requirements for decades. In March 2018, a workshop facilitated by FHWA headquarters and the Volpe Center and funded through Every Day Counts (EDC)-4 was held and brought together ITD, US Army Corps of Engineers (USACOE), FHWA, Idaho Fish and Game (IDFG), and LHTAC to come up with recommendations on how to address the mitigation imbalance.

Through EDC-4, ITD was awarded \$200,519.69 to foster the partnership with USACOE, FHWA, IDFG, and LHTAC and to form the Idaho Interagency Mitigation Working Group (IMWG). The IMWG is working to develop programmatic mitigation strategies on Public Lands and pursue an in-lieu fee/wetland and stream mitigation program in Idaho. This effort will help advance ITD efforts for minimizing and mitigating the impacts from transportation projects.

Overall goals of the group:

1. Evaluate partnering with federal land management agencies and develop the framework to implement/accept compensatory mitigation on public lands.
2. Identify and investigate the capacity for the development of an in-lieu fee program in Idaho.
3. Assist the Corps and IDFG in the development of technical tools, which are essential to the establishment of new mitigation opportunities in Idaho. Tools include: mitigation prioritization and selection tool; mapping/GIS layers to bring in resource-specific data to identify potential mitigation sites, build within the IDFG wetland mapping and conservation plan.

The funding is an 80/20 match, with the state match to be met through time and resources allocated.

Recommendations

Approve the addition of **Wetland/Stream Mitigation Selection and Assessment** project at a total cost of \$250,649.61 to FY2019 of the approved FY2019-2025 ITIP.



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 May 16, 2019

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

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

Subject

Adjustments to the Local Highway Safety Improvement Program in the FY 2019 – 2025 approved ITIP		
Key Numbers 20109, 20483, 21997	District 2	Route Numbers SH 8 and STC-7664

Background Information

The purpose of this consent item is to adjust projects in the Local Highway Safety Improvement Program (LHSIP) at the request of the Local Highway Technical Assistance Council (LHTAC) and the City of Moscow, per policy 5011 *Idaho Transportation Investment Program* (ITIP).

The following detailed changes will align all three Moscow projects to be delivered in FY 2021. The changes to FY 2019 leave the program fiscally constrained. The FY 2020 and future years will be balanced during the LHTAC program update in early May.

Staff requests the following program adjustments be made to the LHSIP and that the ITIP be amended accordingly.

Action	KN	District	Current Prog. Year	Route, Project Name	Phase	\$ in Thousands		
						FY19	FY20	FY21
Delay construction to FY 2021	20109	2	2019	STC-7664, 6TH ST PED IMPRV, MOSCOW	CN	(113)		113
Increase preliminary consultant	20109	2	2019	STC-7664, 6TH ST PED IMPRV, MOSCOW	PC	8		
Advance design to FY 2019	20483	2	2021	SH 8, 3RD ST SAFETY IMPRV PH 1, MOSCOW	PE/PC/PL	61	(61)	
Advance design to FY 2019	21997	2	2021	SH 8, 3RD ST SAFETY IMPRV PH 2, MOSCOW	PE/PC/PL	44	(44)	
Totals						-	(105)	113

Recommendations

Approve the delay of construction funding of **STC-7664, 6th St Ped Imprv, Moscow** (KN 20109) of \$113,000 from FY 2019 to FY 2021, and increase FY19 PC by \$8,000 of the same project. Approve the advancement of design funding of **SH 8, 3rd St Safety Imprv Ph 1, Moscow** (KN 20483) of \$61,000 from FY 2020 to FY 2019. And approve the advancement of design funding of **SH 8, 3rd St Safety Imprv Ph 2, Moscow** (KN 21997) of \$44,000 from FY 2020 to FY 2019 and amend the ITIP accordingly.

Board Action

☐ Approved ☐ Deferred _____

☐ Other _____



Heart of the Arts



Bill Lambert
Mayor

Jim Boland
Council President

Brandy Sullivan
Council Vice-President

Art Bettge
Council Member

Kathryn Bonzo
Council Member

Gina Taruscio
Council Member

Anne Zabala
Council Member



Gary J. Riedner
City Supervisor



City of Moscow, City Hall
c/o Gary J. Riedner, City Supervisor
206 East 3rd Street
P.O. Box 9203
Moscow ID 83843
Phone (208) 883-7000
Fax (208) 883-7018

Website: www.ci.moscow.id.us
Hearing Impaired (208) 883-7019



April 25, 2019

Brian Wright, PE
Local Highway Technical Assistance Council
3330 West Grace Street
Boise, ID 83703

Re: 6th Street Pedestrian Improvements, Key No. 20109

Dear Mr. Wright,

The City of Moscow is requesting a delay in the re-bidding and construction of the 6th Street Pedestrian Improvements until FY2021 in order to combine the project with the 3rd Street Safety Improvements Phases 1 and 2.

The City supports bundling of these projects and streamlining design, contracting and construction, which will allow us to capitalize on economies of scale to increase efficiency and project delivery.

We want to thank LHTAC and ITD for their continued collaboration in support of projects in the City of Moscow to provide pedestrian and street safety improvements.

Sincerely,

Gary J. Riedner, JD
City Supervisor



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date May 16, 2019

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 CSG Project Manager	Initials MWC	

Subject

REQUEST TO APPROVE CONSULTANT AGREEMENTS		
Key Number	District	Route Number

Background Information

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

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

Recommendations

Approve: (see attached sheets for additional detail)

- KN 12964, Anderson Lane to Kootenai River Railroad Bridge, Bonners Ferry, District 1 - for additional construction engineering and inspection services (year two) with David Evans and Associates for \$1.3M bringing the total to \$2.25M.
- KN 22165, US-20/26, I-84 to Middleton Rd, Canyon County, District 3 – project design services up to and including PS&E with WHPacific for up to \$2.5M.
- KN 22196, Franklin Interchange to Karcher Interchange, Canyon County, District 3 (GARVEE) – project design services up to and including PS&E with Parametrix for up to \$10M.

Board Action

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



DATE: APRIL 18, 2019

Program Number(s)A012(964)

TO: Monica Crider, PE
Contracting Services Engineer

Key Number(s)12964

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

Program ID, County, Etc.Alderson LN to
Kootenai RV/RR BR Bonners Ferry, Boundary Co

RE: Request to exceed professional services agreement amount of \$1,000,000 - David Evans and Associates

The objective of the project, MP 506.251 to MP 507.565, is to improve safety, and mobility on 1.314 miles of US-95/US-2 through Bonners Ferry. The highway is an NHS system with access control at Statewide Route (Transitional) and traverses through busy residential and commercial areas with school zones with large volumes of turning vehicles and pedestrian traffic. The highway functional class is Other Principal Arterial (Rural) but operates as if an Other Principal Arterial (Urban) based on AADT from the FHWA's Highway Functional Classification Concepts, Criteria, and Procedures. The existing right-of-way is variable width, but primarily 50 feet wide.

The safety and mobility will be accomplished by expanding the two lane sections in the business area to three lanes and out to the proposed annexation boundaries, providing Class II bicycle lanes on each side of the highway, providing sidewalks on each side with ADA ramps, and providing drainage vegetated strip/swales for snow storage and runoff.

This is a two phase project with phase I complete in 2018 and phase II will begin the spring of 2019. A Request for Proposals (RFP) was issued October 11, 2017 for professional services for Construction Engineering, Inspection, Materials Sampling and Testing, and Project Close-out services. ITD selected David Evans and Associates, Inc. (DEA). Initial agreements totaling \$0.956M were written.

The purpose of this board item is to request approval to exceed the \$1 million professional services agreement amount for this project. It is anticipated that phase II will require additional funds for the construction and inspection services of approximately \$1.3 M bringing the total agreement amount to \$2.25M.

Due to miscommunication, at the April 2019 Board meeting an agenda item was recently submitted for approval for an incorrect amount of \$1.106M. This request is being done to correct that error and bring the approval authority to the correct amount.

A request from statewide balancing for the additional \$250K needed was made on 4/18/19.



DATE: April 25, 2019

Program Number(s)A022(165)

TO: Monica Crider, PE
Contracting Services Engineer

Key Number(s)22165

FROM: Amy Revis, PE
District 3 Engineer

Program ID, County, Etc.CHINDEN; I 84 TO
MIDDLETON RD, CANYON CO

RE: Request to exceed \$1 million for professional services agreement - WHPacific

The purpose of this project is to improve safety and increase mobility along the US-20/26 corridor. This project will widen US-20/26 to a six-lane divided highway, including a center median and separated multi-use pathways. The project begins at MP 25.05 where the westbound ramps of I-84 intersect US-20/26 and extends eastward to MP 27.25 at the intersection of US-20/26 and Middleton Rd.

At the October 2018 meeting, the Transportation Board approved the addition of this project into the FY22 State Funded Program, including \$2.2 million for design services. Through a competitive qualification based selection process, WHPacific was selected to perform professional services to design this project through final PS&E by July 2020.

The purpose of this Board Agenda item is to request approval to exceed the \$1 million professional service agreement threshold on this project. District 3 is currently negotiating the scope of work with WHPacific. However, in the interest of schedule given the short duration of the project design phase, District 3 is requesting Transportation Board approval for up to \$2.5 million for design services. The approval of this request will allow for WHPacific to begin the design phase in a timely manner.

Currently, \$200K has been obligated to the project for professional design services, with an additional \$2 million of professional services funds scheduled to become available July 1, 2019 at the beginning of the new fiscal year. In the event that the amount of WHPacific's professional service agreement exceeds the current available funding of \$2.2 million, the difference will be offset through balancing of other funding phases within the approved project budget.



DATE: April 29, 2019

Program Number(s)A022(196)

TO: Monica Crider, PE
Contracting Services Engineer

Key Number(s)22196

FROM: Amy Schroeder, PE
Transportation Program Manager

Program ID, County, Etc.Franklin IC to Karcher
IC, Canyon County

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

The purpose of this project, administered by the Idaho Transportation Department (GARVEE section), is to improve mobility on I-84 between the Franklin IC to the Karcher IC in Caldwell. The project will reconstruct I-84 from two travel lanes to three travel lanes. This project will also replace several irrigation structures as well as the Linden Rd structure on I-84.

A Request for Proposals (RFP) was issued January 10, 2019 for professional services to deliver the project for advertisement. Negotiations for a scope of work and hours are still in process. Parametrix was selected to complete the design of the I-84 reconstruction between Franklin IC to Karcher IC in Caldwell. Their subconsultants include Horrocks, T-O Engineers and GeoEngineers. Design completion is expected in 2020.

The purpose of this board item is to request approval to exceed the professional services agreement amount on this project to an estimated \$10 million to cover the design of the I-84 reconstruction project from Franklin IC to Karcher IC.

The additional funds need to cover this agreement are expected to come from State and GARVEE funds.



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date May 16, 2019Consent Item ☒ Information Item ☐ Amount of Presentation Time Needed _____

Presenter's Name Dave Kuisti, PE	Presenter's Title Division of Engineering Products and Plans Administrator	Initials DK	Reviewed By
Preparer's Name Dana Dietz, P.E.	Preparer's Title Contracts Engineer	Initials DD	

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 4/29/19)					
Contracts Bid		Contracts Requiring Board Approval to Award		Contracts Requiring Board Approval to Reject	
ITD	Local	ITD	Local	ITD	Local
48	17	12	7	3	3

ACTION

In accordance with board policy 4001, the construction contracts on the attached report exceeded the engineer's estimate by more than ten percent (10%) but 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 4/2/19 to 4/29/19	
ITD	Local
3	5

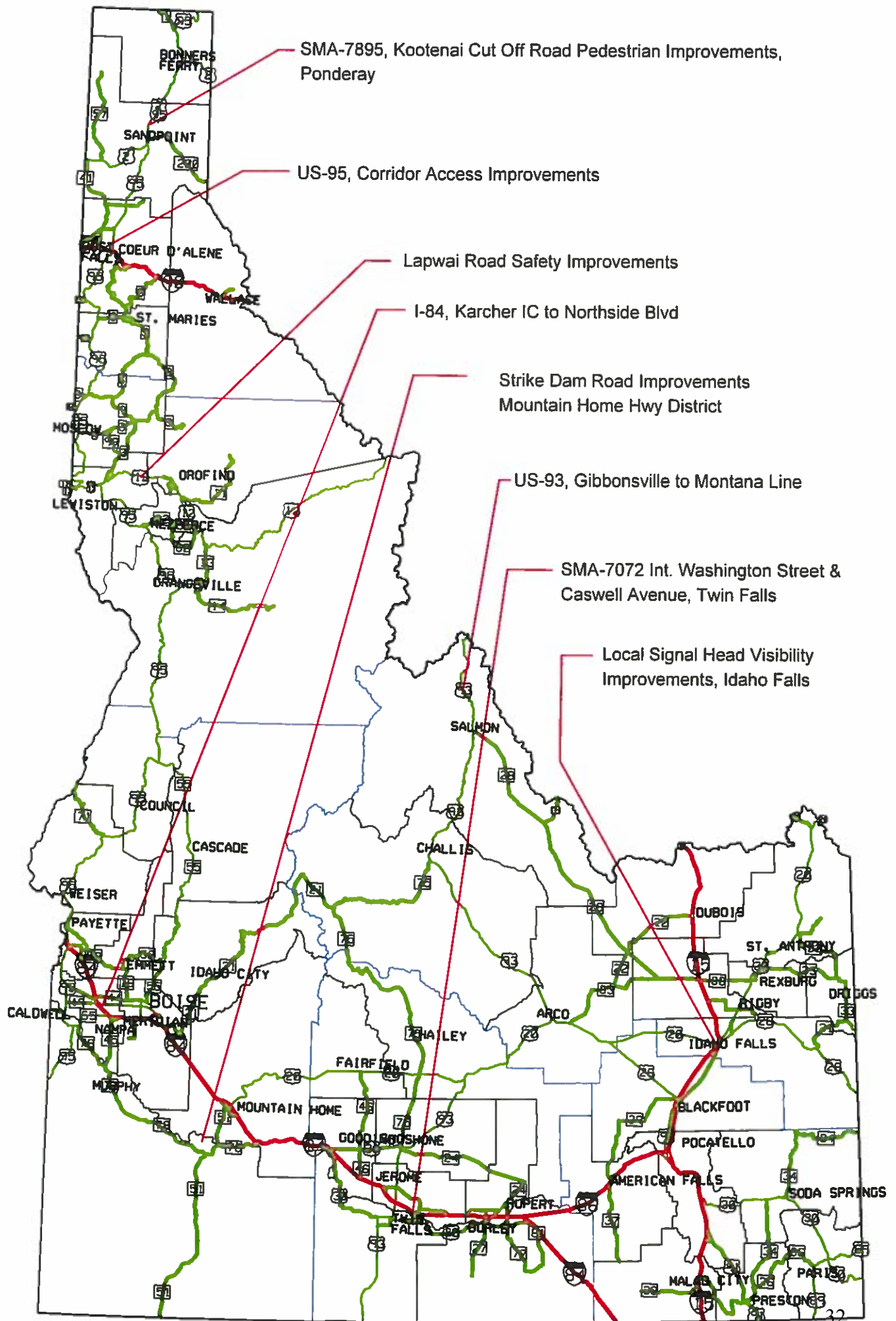
Recommendations

In accordance with board policy 4001, the construction contracts 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 +/-
LHTAC(2)	20150	OFF SYS	3/26/2019		1	\$109,084.42	\$149,656.75	\$40,572.33
Lapwai Rd Safety Improvements						Federal		137%
Contractor: Poe Asphalt Paving Inc.								
LHTAC(6)	20067	OFF SYS	3/26/2019		2	\$174,548.00	\$330,585.38	\$156,037.38
Local Signal Head Visibility Improvements, Idaho Falls						Federal		189%
Contractor: Angle & Associates								
LHTAC(3)	20162	OFF SYS	4/2/2019		5	\$583,421.36	\$691,209.76	\$107,788.40
Strike Dam Road Improvements, Mountain Home Hwy District						Federal		118%
Contractor: Robison Logging & Excavation								
LHTAC(4)	20752	OFF SYS	4/2/2019		2	\$195,651.00	\$258,752.35	\$63,101.35
SMA-7072, Int. Washington Street & Caswell Avenue, Twin Falls						Federal		132%
Contractor: Electric 1 West Inc. DBA Balanced Rock Electric								
LHTAC(1)	20211	OFF SYS	4/2/2019		3	\$115,055.68	\$154,732.34	\$39,676.66
SMA-7895, Kootenai Cutoff Rd Pedestrian Improvements, Ponderay						Federal		134%
Contractor: Interstate Concrete & Asphalt Co.								
6	19862	US-93	4/2/2019		2	\$4,500,344.82	\$5,217,769.00	\$717,424.18
US-93, Gibbonsville to Montana Line						State		116%
Contractor: H-K Contractors Inc.								
1	19883/19234	US-93	4/23/2019		2	\$7,625,566.20	\$8,994,144.50	\$1,368,578.30
US-95, Corridor Access Improvements						Federal		118%
Contractor: Apollo Inc.								
3	20799	I-84	4/30/2019		3	\$22,402,692.60	\$24,661,970.00	\$2,259,277.40
I-84, Karcher IC to Northside Blvd						Federal		110%
Contractor: Concrete Placing Co., Inc.								

DATE OF BID OPENING - MARCH 26, 2019 - FEDERAL & STATE FINANCED PROJECT

Idaho Federal Aid Project No. A020(150)
Lapwai Rd Safety Improvements
Nez Perce County, Key No. 20150

DESCRIPTION: The work on this project consists of building superelevation into a curve, installing guardrail and upgrading advance warning sign on Lapwai Road

BIDDERS:

Poe Asphalt Paving, Inc. \$149,656.75
Clarkston, WA 99403

1 BIDS ACCEPTED

ENGINEER'S ESTIMATE - \$109,084.42

LOW BID - 137 Percent of the Engineer's Estimate

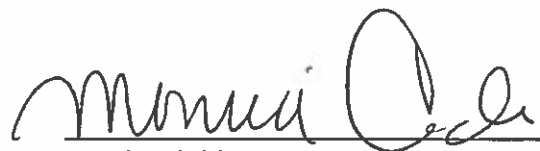
(AWARD)

(REJECT)

(REQUIRES BOARD APPROVAL)

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

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



Monica Crider, P.E.
Contracting Services Engineer

4/22/19
Date

**Local Highway Technical
Assistance Council**

3330 Grace Street
Boise, Idaho 83703

Phone 208.344.0565
Fax 208.344.0789
Toll Free 1.800.259.6841

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Chairman

Gilbert Hofmeister
Vice Chairman

Todd Smith
Secretary/Treasurer

Jeff R. Miles, P.E.
Administrator

Date: April 9, 2019

Project No: A020(150)

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

Key No: 20150

From: Jeff R. Miles, PE
Administrator

Project Identifications, County
Lapwai Rd Safety Improvements, Nez Perce County

RE: Justification of Bid for Award

Bids were opened for Project #A020(150), Key #20150 Lapwai Rd Safety Improvements, Nez Perce County on March 26, 2019. One bid was received for this project. This is reflective of the current workload in the area of contractors for this construction season. The apparent low bid submitted by Poe Asphalt Paving, Inc. (\$149,656.75) exceeds the Engineer's Estimate (\$109,084.42) by more than 37%.

Pricing for the Engineer's Estimate was predicated upon the average bid costs of previous projects in the area. The four (4) items with the largest variance are listed below. These Items account for 89% (\$36,301.23) of the bid overage. One item was a special provision items and current bidding data was not available. Based on evaluation of the bids the estimates of following items should have been larger:

- Item 612-005D, W-BEAM GUARDRAIL: Variance = \$6,078.00 (140%)
- Item Z629-05A, MOBILIZATION: Variance = \$9,033.23 (190.6%)
- Item S630-05A, PAV MARKING SPRAY APPLIED MMA: Variance = \$8,190.00 (205.0%)
- Item S904-05A SP Temporary Traffic Control: Variance = \$13,000.00 (192.9%)

This project is a safety improvement project which will benefit the travelling public in this area well into the future. Review of the bids received indicate that adjustment to the plans will not show significant benefit to justify adjustment or rebidding. We recommend that the contract for Project No A020(150), be awarded to the low bidder – Poe Asphalt Paving. The fund required have been identified.

Sincerely,

A handwritten signature in black ink, appearing to read 'J.R. Miles'.

Jeff R. Miles, PE
Administrator

cc: Mark Ridinger – Nez Perce County

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OFFICE OF
NEZ PERCE COUNTY ROAD & BRIDGE DEPT.

0105 33RD STREET
LEWISTON, IDAHO 83501
(208) 799-3060
(208) 799-3064 FAX

April 11, 2019

Monica Crider, P.E.
Contracting Services Manager
Idaho Transportation Department
PO Box 7129
Boise, ID 83707

Dear Ms. Crider,

Nez Perce County agrees with awarding project #A020 (150), Key 20150 Lapwai Road Safety Improvements. We have reviewed the bid amount and concur with LHTAC's assessment that the variation in cost is likely a reflection of the competitive construction environment. Also, due to the fact that one contractor submitted a bid for this project, it doesn't make sense to try and bid this project again. Nez Perce County understands there will be an additional match and we are prepared to cover that.

Nez Perce County appreciates the opportunity and the funding to make this important project see completion.

Thank you for your consideration.

Sincerely,

A handwritten signature in black ink, appearing to read "Mark Ridinger", is written over the printed name and title.

Mark Ridinger
Director of Highways

MR/rp

DATE OF BID OPENING - MARCH 26, 2019 - FEDERAL & STATE FINANCED PROJECT

Idaho Federal Aid Project No. A020(067)
Local-Signal Head Visibility Improvements, Idaho Falls
Bonneville County, Key No. 20067

DESCRIPTION: The work on this project consists of installing Reflectorized Back Plates with retroreflective sheeting and the installation of additional Signal Heads

BIDDERS:

Angle & Associates Pocatello, ID 83204	\$330,585.38
Wheeler Electric, Inc. Idaho Falls, ID 83403	\$398,595.75

2 BIDS ACCEPTED

ENGINEER'S ESTIMATE - \$174,548.00

~~LOW BID~~ - 189 Percent of the Engineer's Estimate

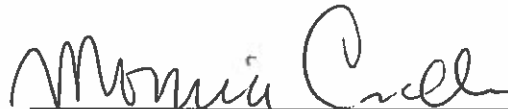
(AWARD)

(REJECT)

(REQUIRES BOARD APPROVAL)

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

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



Monica Crider, P.E.
Contracting Services Engineer

4/23/19
Date

**Local Highway Technical
Assistance Council**

3330 Grace Street
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Phone 208.344.0565
Fax 208.344.0789
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Secretary/Treasurer

Jeff R. Miles, P.E.
Administrator

Date: April 12, 2019

Project No: A020(067)

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

Key No: 20067

From: Jeff R. Miles, PE
Administrator

Project Identifications, County
Signal Head Visibility, Bonneville County

RE: Justification of Bid for Award

Bids were opened for Project #A020(067), Key #20067 Signal Head Visibility, City of Idaho Falls on March 26, 2019. Two bids were received for this project. This is reflective of the current workload with signal expertise for this construction season of contractors in the area. This project is also somewhat restrictive in that the nature of the work is electrical and not many contractors are equipped to self-perform the required amount per the contract specifications. The apparent low bid submitted by Angle & Associates (\$331,585.38) exceeds the Engineer's Estimate (\$174,548.00) by more than 89%.

Source of Engineer's Estimate - The pricing for the Engineer's Estimate was predicated upon the average bid costs of previous projects in the area of this project for regular contract items. There is one standard item with large variances (greater than \$10,000) for this project. The other items are special provisions involving Electrical items bid. No bidding data was available for those items. Based on evaluation of the bids the estimates of the following items should have been larger:

- Item Z629-05A, MOBILIZATION, the cost difference in this item is likely due to the multiple locations requiring equipment for this work (Citywide at all signals). The bid item was more than the engineers estimate by \$55,883.98. The other bidder for this item was notably higher than the Engineers Estimate as well. Based on bid values, the bidders appear to have a similar understanding of the work required.
- Item S901-05A SP Three Section Back Plate: Variance = \$42,693.00 (174%)
- Item S901-05E SP Three Section Vehicle Signal Head: Variance = \$35,746.00 (202%)

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Nick Veldhouse, Executive Director
Idaho Association of Highway Districts

Seth Grigg, Executive Director
Idaho Association of Counties

This project is a safety improvement project which will benefit the traveling public in this area well into the future. Review of the bids received indicate that any adjustment to the plans will not show significant benefit to consider adjustment or rebidding. We recommend that the contract for Project No A020(067), be awarded to the low bidder – Angle & Associates. A significant amount of the funds required to cover the additional cost are being provided by the Sponsor. The remaining additional Federal funds required have been identified.

Sincerely,

A handwritten signature in black ink, appearing to read "J.R. Miles", written in a cursive style.

Jeff R. Miles, PE
Administrator

cc: Chris Canfield – City of Idaho Falls

IDAHO FALLS

April 11, 2019

Monica Crider, P.E.
Contracting Services Manager
Idaho Transportation Department
PO Box 7129
Boise, ID 83707

RE: Project #A020(067), Key # 20067

Dear Ms. Crider:

The City of Idaho Falls agrees with awarding project # A020(067), Key # 20067, Signal Head Visibility Improvements. We have reviewed the bid amounts and concur with LHTAC's assessment that the variation in cost is likely a reflection of the competitive construction environment. Proceeding toward construction will be in the best interest of the travelling public.

Please let me know if you have any further questions. The City of Idaho Falls greatly appreciates ITD's and LHTAC's partnership toward improving safety for our citizens.

Respectfully,

A handwritten signature in black ink, appearing to read "Chris Canfield".

Chris Canfield, P.E.
Assistant Public Works Director

DATE OF BID OPENING - APRIL 2, 2019 - FEDERAL & STATE FINANCED PROJECT

Idaho Federal Aid Project No. A020(162)
Strike Dam Road Improvements, Mountain Home Hwy District
Elmore County, Key No. 20162

DESCRIPTION: The work on this project consists of blasting the vertical and horizontal alignment of the gravel roadway. The roadway will be constructed back to the existing gravel section

BIDDERS:

Robison Logging & Excavation Grandview, ID 83624	\$691,209.76
Knife River Corporation - Mountain West Boise, ID 83709	\$731,227.00
Concrete Placing Co., Inc. Boise, ID 83709	\$1,011,875.75
Sunroc Corporation Boise, ID 83714	\$1,154,570.00

4 BIDS ACCEPTED (1 Irregular – DBE)

ENGINEER'S ESTIMATE - \$583,421.36

LOW BID - 118 Percent of the Engineer's Estimate

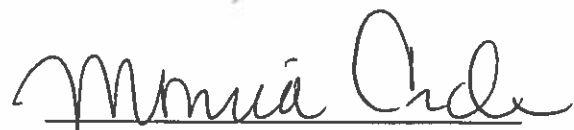
(AWARD)

(REJECT)

(REQUIRES BOARD APPROVAL)

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

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



Monica Crider, P.E.
Contracting Services Engineer

4/22/19
Date

**Local Highway Technical
Assistance Council**

3330 Grace Street
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Vice Chairman

Todd Smith
Secretary/Treasurer

Jeff R. Miles, P.E.
Administrator

Date: April 12, 2019

Project No: A020(162)

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

Key No: 20162

From: Jeff R. Miles, PE
Administrator

Project Identifications, County
Strike Dam Road Improvements, Elmore County

RE: Justification of Bid for Award

Bids were opened for Project #A020(162), Key #20162 Strike Dam Road Improvements, Mountain Home Highway District on April 2, 2019. Four (4) bids were received for this project. The apparent low bid submitted by Robison Logging & Excavation (\$691,209.75) exceeds the Engineer's Estimate (\$583,421.35) by more than 18%.

Source of Engineer's Estimate - The pricing for the Engineer's Estimate was predicated upon the average bid costs of previous projects in the area of this project for regular contract items. There are six (6) standard item with large variances (greater than \$10,000) for this project. These Items account for 71% (\$76,374.01) of the bid overage (\$107,788.40). Based on evaluation of the four bids received, these cost difference may be attributed to the increased cost to get specialized equipment and serviced to the rural location of the project. The other bids received for these items were notably higher than the Engineers Estimate as well. The estimates of following items should have been larger:

- Item Z629-05A, MOBILIZATION: Variance = \$13,961.70 (126.3%).
- Item 301-005A GRANULAR SUBBASE: Variance = \$18,446.65 (120.4%).
- Item 621-065A HYDRRA APPLIED EROSION CONTROL PROD: Variance = \$10,957.49 (225.3%).
- Item 626-105A TRAF CNTL MAINTENANCE: Variance = \$11,283.00 (314.9%)

The bids submitted by the low bidder was higher than the other bidders for the following items:

- Item 626-010A TEMPORARY TRAFFIC CONTROL SIGNS: Variance = \$10,675.20 (567.2%).
- Item 675-005A SURVEY: Variance = \$11,020.00 (155.3%)

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Nick Veldhouse, Executive Director
Idaho Association of Highway Districts

Seth Grigg, Executive Director
Idaho Association of Counties

This project is a safety improvement project which will benefit the traveling public in this area well into the future. Review of the bids received indicate that any adjustment to the plans will not show significant benefit to consider adjustment or rebidding. We recommend that the contract for Project No A02(162), be awarded to the low bidder – Robinson Logging & Excavation. The additional Federal funds required have been identified.

Sincerely,

A handwritten signature in black ink, appearing to read "J.R. Miles".

Jeff R. Miles, PE
Administrator

cc: Penny Meyers – Mountain Home Highway District

P.O. Box 756
(1208 N.W. Mashburn)
Mountain Home, ID 83647
Phone: (208)587-3211
Fax: (208)587-7129



Larry Hall, Chairman
Martin Beach, Commissioner
Calvin Ireland, Commissioner
Luis Lasuen, Director of Highways
Penny Meyers, District Administrator
Jay Friedly, Attorney

April 15, 2019

Monica Crider, P.E.
Contracting Services Engineer
Idaho Transportation Department

Ms. Crider,

The Mountain Home Highway District agrees with awarding project #A020(162), Key 20162 Strike Dam Road Improvements. The District has reviewed the bid amount and concur with LHTAC's assessment that the variation in cost is likely a reflection of the competitive environment. Proceeding toward construction will be in the best interest of the Mountain Home Highway District.

Please if you have any question don't hesitate to call or e-mail. The Mountain Home Highway District appreciates ITD's and LHTAC's cooperation with moving the Strike Dam Road Improvements forward towards safer road ways for travelers.

Sincerely,

A handwritten signature in black ink that reads "Penny Meyers". The signature is fluid and cursive, with the last name "Meyers" being more prominent.

Penny Meyers
District Administrator

C.C. Jeff R. Miles, P.E.
Kevin Kuther, P.E.

DATE OF BID OPENING - APRIL 2, 2019 - FEDERAL & STATE FINANCED PROJECT

Idaho Federal Aid Project No. A020(752)
SMA-7072, Int Washington Street & Caswell Avenue, Twin Falls
Twin Falls County, Key No. 20752

DESCRIPTION: The work on this project consists of installing a Pedestrian Hybrid Beacon (PHB) signal

BIDDERS:

Electric 1 West, Inc. Db a Balanced Rock Electric Twin Falls, ID 83301	\$258,752.35
Angle & Associates Pocatello, ID 83204	\$277,054.34

2 BIDS ACCEPTED

ENGINEER'S ESTIMATE - \$195,651.00

LOW BID - 132 Percent of the Engineer's Estimate


(AWARD)

(REJECT)

(REQUIRES BOARD APPROVAL)

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

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


Monica Crider, P.E.
Contracting Services Engineer
4/22/19
Date

**Local Highway Technical
Assistance Council**

3330 Grace Street
Boise, Idaho 83703

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Fax 208.344.0789
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Todd Smith
Secretary/Treasurer

Jeff R. Miles, P.E.
Administrator

Date: April 19, 2019

Project No: A020(752)

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

Key No: 20752

From: Jeff R. Miles, PE
Administrator

Project Identifications, County
Intersection Washington St & Caswell, Twin Falls

RE: Justification of Bid for Award

Bids were opened for KN 20752 Intersection Washington St & Caswell, Twin Falls, on April 2, 2019. Two (2) bids were received from contractors that specialize in traffic signal work. Both bidders were more than 30% over the Engineer's Estimate (EE), but less than 10% (variance) from each other. The apparent low bidder is Electric 1 West, Inc. at \$258,752.35 which is \$63,101.35 (32%) over the EE.

Most of the bid overage can be accounted for in the lump-sum pay item 656-005A, Traffic Signal Installation (Pedestrian Hybrid Beacon). The EE for item 656-005A was based on previous projects and engineering judgement. Both bidders were less than 5% (variance) from each other for pay item 656-005A. Item 656-005A is also in close proximity to a large power pole and underground utilities. The City and LHTAC worked with the utility companies during design to ensure the project was buildable. Both bidders may have increased their price to account for the additional risk from utility coordination. Due to the bidding climate and the minimum required improvements, it is unlikely that alterations to the plans or specifications would provide savings for the project.

This project was chosen by the Safety Program after a Class A pedestrian injury occurred at the intersection. The City of Twin Falls has invested considerable time and resources working with nearby schools preparing for construction. It is recommended that the contract be awarded to the low bidder, Electric 1 West, Inc. Funds to cover the additional cost have been designated.

Sincerely,

Jeff R. Miles, PE
Administrator

cc: Jackie Fields, PE – City of Twin Falls

Council Members

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City of Kellogg

Idaho Association of Highway Districts
Commissioner Neal Gier
Buhl Highway District

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Power County Highway District

Commissioner Todd Smith
Madison County

Seth Grigg, Executive Director
Idaho Association of Counties



P.O. Box 1907

324 Hansen St. East

Twin Falls, Idaho 83303-1907

Fax: (208) 736-2293

April 10, 2019

Monica Crider, P.E.
Contracting Services Manager
Idaho Transportation Department
PO Box 7129
Boise, ID 83707

Dear Ms. Crider:

The City of Twin Falls agrees with awarding the Washington St. & Caswell pedestrian beacon project # A020(752), Key #20752. We have received the bid amount and agree with LHTAC's assessment, it's unlikely that additional alterations to the plans or specifications would reduce the bid results or provide other benefits from re-bidding this project. Recently we have also noticed increases in construction costs affecting other projects in the Twin Falls area.

Our City Staff have collaborated on the extra matching costs and all agree that it's in our best interest to move forward with construction and fund the extra match money. The School District, City Staff, and Community Leaders prioritize pedestrian safety in these areas where "big traffic" conflicts with walking routes. We're happy to support the Pedestrian Beacon and consider it as a help to I.B. Perrine Elementary and Robert Stuart Middle School with safer school routes.

Twin Falls appreciates ITD and LHTAC's partnership on these safety projects.

Sincerely,

Jesse Schuerman, P.E.
Staff Engineer
City of Twin Falls

DATE OF BID OPENING - APRIL 2, 2019 - FEDERAL & STATE FINANCED PROJECT

Idaho Federal Aid Project No. A020(211)
SMA-7895, Kootenai Cutoff Rd Pedestrian Improvements, Ponderay
Bonner County, Key No. 20211

DESCRIPTION: The work on this project consists of installing pedestrian activated LED Flashing Crossing Warning Signs and pavement markings

BIDDERS:

Interstate Concrete & Asphalt Co. Rathdrum, ID 83858-9578	\$154,732.34
TML Construction, Inc. Hayden, ID 83835	\$219,307.25

2 BIDS ACCEPTED (2 Irregular-DBE)

ENGINEER'S ESTIMATE - \$115,055.68

LOW BID - 134 Percent of the Engineer's Estimate

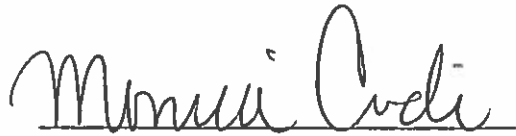
(AWARD)

(REJECT)

(REQUIRES BOARD APPROVAL)

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

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


Monica Crider, P.E.
Contracting Services Engineer
4/22/19
Date

**Local Highway Technical
Assistance Council**

3330 Grace Street
Boise, Idaho 83703

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Todd Smith
Secretary/Treasurer

Jeff R. Miles, P.E.
Administrator

Date: April 11, 2019

Project No: A020(211)

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

Key No: 20211

From: Jeff R. Miles, PE
Administrator

Project Identifications, County
Kootenai Cutoff Rd Pedestrian Improvements, Bonner County

RE: Justification of Bid for Award

Bids were opened for Project #A020(211), Key #20211 Kootenai Cutoff Rd Pedestrian Improvements, City of Ponderay on April 2, 2019. Two (2) bids were received for this project. This is reflective of the current workload in the area of contractors for this construction season. The apparent low bid submitted by Interstate Concrete & Asphalt Co. (\$154,732.34) exceeds the Engineer's Estimate (\$115,005.68) by more than 34%.

Pricing for the Engineer's Estimate was predicated upon the average bid costs of previous projects in the area. The three (3) items with the largest variance are listed below. These Items account for 85% (\$33,562.174) of the bid overage (\$39,676.66). One item was a special provisions item and current bidding data was not available. Based on evaluation of the two bids received, the estimates of following items should have been larger:

- Item 626-100A, TEMPORARY TRAF CONT ITEMS: Variance = \$16,334.13 (1188.9%)
- Item S912-05A, SP - HMA ROADWAY PATCHING: Variance = \$7,200.00 (363.2%)
- Item Z629-05A, MOBILIZATION: Variance = \$10,028.04 (195.9%)

This project is a safety improvement project which will benefit the traveling public in this area well into the future. Review of the bids received indicate that adjustment to the plans will not show significant benefit to justify adjustment or rebidding. We recommend that the contract for Project No A020(211), be awarded to the low bidder – Interstate Concrete & Asphalt Co. The fund required have been identified.

Sincerely,

Jeff R. Miles, PE
Administrator

cc: Erik Brubaker – City of Ponderay

Council Members

Association of Idaho Cities
Mayor Mac Pooler
City of Kellogg

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Idaho Association of Counties
Commissioner Phil Lampert
Benewah County

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City of Roberts

Commissioner Terry Werner
Post Falls Highway District

Commissioner Mark Rekow
Gem County

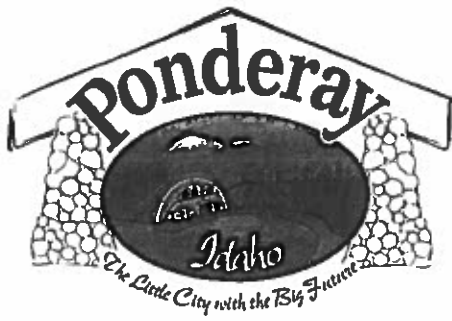
Nick Veldhouse, Executive Director
Idaho Association of Highway Districts

Mayor Diana Thomas
City of Weiser

Commissioner Gilbert Hofmeister
Power County Highway District

Commissioner Todd Smith
Madison County

Seth Grigg, Executive Director
Idaho Association of Counties



City of Ponderay
208-265-5468 • Fax: 208-265-4357
288 Fourth Street • P.O. Box 500
Ponderay, ID 83852
www.ponderay.org

April 17, 2019

Monica Crider, P.E.
Contracting Services Manager
Idaho Transportation Department
PO Box 7129
Boise, ID 83707

Subject: Kootenai Cutoff Rd Pedestrian Improvements

Dear Ms. Crider:

The City of Ponderay supports awarding project #A020(211), Key #20211 Kootenai Cutoff Pedestrian Improvements to the apparent low bid submitted by Interstate Concrete. (\$154,732.34)

We have received the bid amounts and concur with LHTAC's assessment that the variation in cost is likely a result of a competitive construction environment. At Monday's April 15, 2019 regular city council meeting the Ponderay Council voted to accept the bid with a commitment to the additional matching funds necessary to complete the project in accordance with the stated bid.

Please let me know if there are any questions or concerns.

Sincerely,

Erik Brubaker
Planning and Community Development Director

DATE OF BID OPENING - APRIL 2, 2019 - STATE FINANCED PROJECT

Idaho Project No. A019(862)
US-93, Gibbonsville to Montana Line
Lemhi County, Key No. 19862

DESCRIPTION: The work on this project consists of placing a .15 ft overlay and removing and replacing existing guardrail between M.P. 137.00 and 150.82; US-93 Gibbonsville to Montana line, known as Idaho Federal Aid Project No. A019(862), in Lemhi County, Key 19862.

BIDDERS:

H-K Contractors, Inc. Idaho Falls, ID 83405	\$5,217,769.00
Depatco, Inc. St Anthony, ID 83445	\$5,723,888.68

2 BIDS ACCEPTED

ENGINEER'S ESTIMATE - \$4,500,344.82

LOW BID - 116 Percent of the Engineer's Estimate

(AWARD)

(REJECT)

(REQUIRES BOARD APPROVAL)

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

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



Monica Crider, P.E.
Contracting Services Engineer

4/29/19
Date



Department Memorandum

Idaho Transportation Department

DATE: April 12, 2019

Program Number(s) A019(862)

TO: Monica Crider, PE
HQ Contracting Services

Key Number(s) 19862

FROM: Jason Minzghor, PE
District 6 Engineer

Program ID, County, Etc. US 93 -
GIBBONSVILLE TO MONTANA LN LEMHI CO

RE: Bid Justification

The District has received and reviewed the bids for the referenced project. Two bids were received, ranging from 116% to 127% of the Engineer's Estimate. Both appeared competitive and reasonably balanced. The source of the Engineer's Estimate was the Average Unit Price Report and engineering judgement.

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

The project's success is dependent on a timely award due to the appropriate timing for seasonality of construction. The District recommends that this project be awarded as soon as feasible, to the apparent low bidder, H-K Contractors Inc.

The engineer managing this project has analyzed the bids. There is good agreement on prices between bidders for most items, and particularly for those that varied from the Engineer's Estimate, which provides confidence that bids were fair. A significant portion of the overall difference in cost came from Asphalt costs, Approach construction and increased Mobilization costs. These increases are reasonable given the remoteness of the project location. The difference in the apparent low bid and the Engineer's Estimate for these three items is \$941,645.30.

Item No.	Bid Item	Quantity	Engineer's Estimate	H-K Contractors Inc.	Difference
405-435A	SUPERPAVE HMA PAV INCL ASPH&ADD CL SP-3	32000 tons	\$2,560,000.00	\$2,944,000.00	\$384,000.00
Z629-05A	MOBILIZATION	1 Lump Sum	\$300,000.00	\$727,645.30	\$427,645.30
405-245A	APPROACH	26 Each	\$26,000.00	\$156,000.00	\$130,000.00
Total Difference					\$ 717,424.20
% of Difference in EE (\$941,645.30)					76.19%

The large disparity of prices in the items above can be attributed to several factors not fully considered while preparing the Engineer's Estimate. First, an adjustment of unit prices to account for remoteness of the project site. Second, the area has few sources for the aggregate needed to produce asphalt. Third, unit prices vary depending on when a project is bid, this project bid late in the season and higher unit prices are

the result. The Engineer's Estimate should have made an adjustment in price based on these three factors. Had this adjustment been made the Engineer's Estimate would have been closer to the Apparent Low Bid.

DATE OF BID OPENING - APRIL 23, 2019 - FEDERAL & STATE FINANCED PROJECT

Idaho Federal Aid Project No. A019(883) & A019(234)
US-95 Corridor Access Improvements
Kootenai County, Key No. 19883 & 19234

DESCRIPTION: The work on this project consists of removing 2 signals on 1/4 mile spacing, install 2 signals at 1/2 mile spacing, construct a new cross st. along Wilbur Ave.- US-95 to Government Wy, close 8 crossings int., add turn lanes at side st. upgrade ADA ramps & widen & repave path

BIDDERS:

Apollo, Inc. Kennewick, WA 99336	\$8,994,144.50
Interstate Concrete & Asphalt Co. Rathdrum, ID 83858-9578	\$11,162,325.63

2 BIDS ACCEPTED

ENGINEER'S ESTIMATE - \$7,625,566.20

LOW BID - 118 Percent of the Engineer's Estimate

(AWARD)

(REJECT)

(REQUIRES BOARD APPROVAL)

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

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



Monica Crider, P.E.
Contracting Services Engineer

4/26/19
Date

Department Memorandum

Idaho Transportation Department

**DATE:** April 24, 2019**Program Number(s)** A019(883) & A019(234)
TO: Monica Crider, P.E.
Contracting Services Engineer

Key Number(s) 19883 &
19234

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

Program ID, County, Etc. US-95 N Corridor
Access
Improvements,
Kootenai County
RE: Justification for Award of Bid

On April 23, 2019, 2 bids were opened for the above referenced project. The low bid of \$8,994,144.50 was 17.9% higher than the Engineer's Estimate of \$7,625,566.20. The second bid was for \$11,162,325.63. The Engineer's Estimate was based on information provided from past projects and from the Average Unit Price Index.

Areas for discrepancies include: removals, traffic signal items, topsoil, and sound wall among other miscellaneous items. The following items account for most of the difference between the low bid and the Engineer's Estimate:

Item	Description	Quantity	Est. Bid Price Total	Low Bid Price Total	\$ Difference
213-005A	Topsoil (4")	5,859 CY	\$41,013.00	\$198,913.05	\$157,900.05
656-005A	Traf Signal Installation (Wilbur)	1 LS	\$352,000.00	\$471,852.31	\$119,852.31
656-005B	Traf Signal Installation (Miles)	1 LS	\$352,000.00	\$467,544.16	\$115,544.16
S501-19A	Sound Wall	9,273 SF	\$278,190.00	\$443,805.78	\$165,615.78
S901-06A	SP - PTZ Video System w/ Lowering Device	2 EACH	\$27,000.00	\$78,319.86	\$51,319.86
S901-06B	SP - Pedestrian Push Button Pole (5 FT)	31 EACH	\$38,750.00	\$83,886.00	\$45,136.00
S901-06D	SP - Pedestrian Push Button	62 EACH	\$46,500.00	\$104,445.20	\$57,945.20
S901-06Q	SP - Retrofit Curb Ramp, Type Perp.	32 EACH	\$96,000.00	\$176,447.36	\$80,447.36
Total Difference from these Items					\$793,760.72
% of Difference in Engineer's Estimate (\$1,368,578.30)					58.0%

The Engineer's Estimate for topsoil pricing was very low compared to the bidders, but the two bidder's prices were close to each other. Originally, our estimate included using the large amount of topsoil that would be available from the Wilbur Avenue extension. However, we revised our proposal to reflect difficulties in obtaining the ROW for this property and that it would most likely not be acquired until April 1, 2020. We believe the contractor figured additional cost for importing the topsoil due to not having this property acquired yet.

For the traffic signal and removal items, these are very specific and unique to the project. Having comparable bidding data was difficult.

For the sound wall, this is the first sound wall in D1, therefore, there may have been some additional costs associated with the unfamiliarity of the item.

This project helps address significant deficiencies in mobility and safety on US95. The sooner these items can be addressed, the better. This project needs to be awarded in the 2019 construction season to meet milestones identified within FASTLANE funding requirements. The district has obtained additional funds through statewide balancing. The district does not believe that re-advertisement will result in lower estimates. The district recommends award of this contract.

DATE OF BID OPENING - APRIL 30, 2019 - FEDERAL & STATE FINANCED PROJECT

Idaho Federal Aid Project No. A020(799)
I-84, Karcher IC to Northside Blvd
Canyon County, Key No. 20799

DESCRIPTION: The work on this project consists of constructing three thru lanes with auxillary lanes between on I-84 from Karcher IC to Northside Blvd, MP 33.40 to MP 34.46

BIDDERS:

Concrete Placing Co., Inc. Boise, ID 83709	\$24,661,970.00
Central Paving Co., Inc. Boise, ID 83716	\$24,934,509.93
Sunroc Corporation Boise, ID 83714	\$28,556,752.00

3 BIDS ACCEPTED

ENGINEER'S ESTIMATE - \$22,402,692.60

LOW BID - 110 Percent of the Engineer's Estimate (This project was \$2,000,000 over Engineer's Estimate and required Board Approval).

(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.


Dana Dietz, P.E.
Contracts Engineer

5-6-19
Date

Department Memorandum

Idaho Transportation Department

**DATE:** May 2, 2019**Program Number(s)** A020(799)
TO: Monica Crider, P.E.
Contracting Services Engineer
Key Number(s) 20799
FROM: Amy Schroeder, P.E.
Transportation Program Manager

Program ID, County, Etc. I-84, Karcher IC to
Northside Blvd,
Canyon County

RE:  JUSTIFICATION OF BID AWARD

On April 30, 2019, three bids were opened for the I-84 Karcher IC to Northside Blvd INFRA grant funded project. The apparent low bidder was Concrete Placing Company at \$24,661,970.00, which was about \$2.2 million above the Engineer's Estimate (EE) of \$22,402,692.60, or 110.08%. Per Board Policy 4001, justification is required when the apparent low bidder is more than \$2 million above the EE. All three bids were within approximately 16% of each other.

The major difference between the Engineer's Estimate and the low bid was largely due to differences in the unit bid prices of the following bid items:

Item	Description	Quantity	Estimated Total Price	Bid Total Price	\$ Difference
205-005A	Excavation	124,642.00 CY	\$1,495,704.00	\$2,742,124.00	\$ 1,246,420.00
405-410A	Superpave HMA SP-TA	7,429.00 TON	\$668,610.00	\$969,484.50	\$ 300,874.00
409-015A	Concrete Paving	90,255.0 SY	\$5,415,300.00	\$5,731,192.50	\$ 315,892.50
626-116A	Temporary Concrete Barrier	32,062 FT	\$ 1,282,480.00	\$1,603,100.00	\$360,620.00
Total Difference from these Items					\$ 2,183,806.50
% of Difference in Engineer's Estimate (\$ 2,259,278.00)					96.7%

The significant difference between the bid price and the engineer estimate is due to the lack of bid history that have comparable quantities and items, and also fluctuations in the construction market.

It is critical that this project be awarded and construction started promptly. If the project were to be advertised again the project could not be awarded in time for the start of construction for the adjacent expansion project on I-84 between Northside Blvd and Franklin Blvd. Rebidding it would not necessarily result in lower bid prices as the scope is fixed and the bids would be prepared even later in the same construction season.

Staff recommends that this project be awarded to the apparent low bidder, Concrete Placing Company. This is a cost increase of \$2,259,278 over the Engineer's Estimate. Cost savings from the collection of projects that will expand and reconstruct I-84 between Karcher Interchange and Franklin Blvd Interchange will fund the difference.

cc: DE
EM
PDE



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date May 16, 2019Consent Item ☒ Information Item ☐ Amount of Presentation Time Needed _____

Presenter's Name Dave Kuisti, PE	Presenter's Title Division of Engineering Products and Plans Administrator	Initials DK	Reviewed By
Preparer's Name Dana Dietz, P.E.	Preparer's Title Contracts Engineer	Initials DD	

Subject

Board Approval of Contracts to 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 4/29/19)					
Contracts Bid		Contracts Requiring Board Approval to Award		Contracts Requiring Board Approval to Reject	
ITD	Local	ITD	Local	ITD	Local
48	17	12	7	3	3

ACTION

In accordance with board policy 4001, the construction contracts on the attached report exceeded the engineer's estimate by more than ten percent (10%) but 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 4/2/19 to 4/29/19	
ITD	Local
0	2

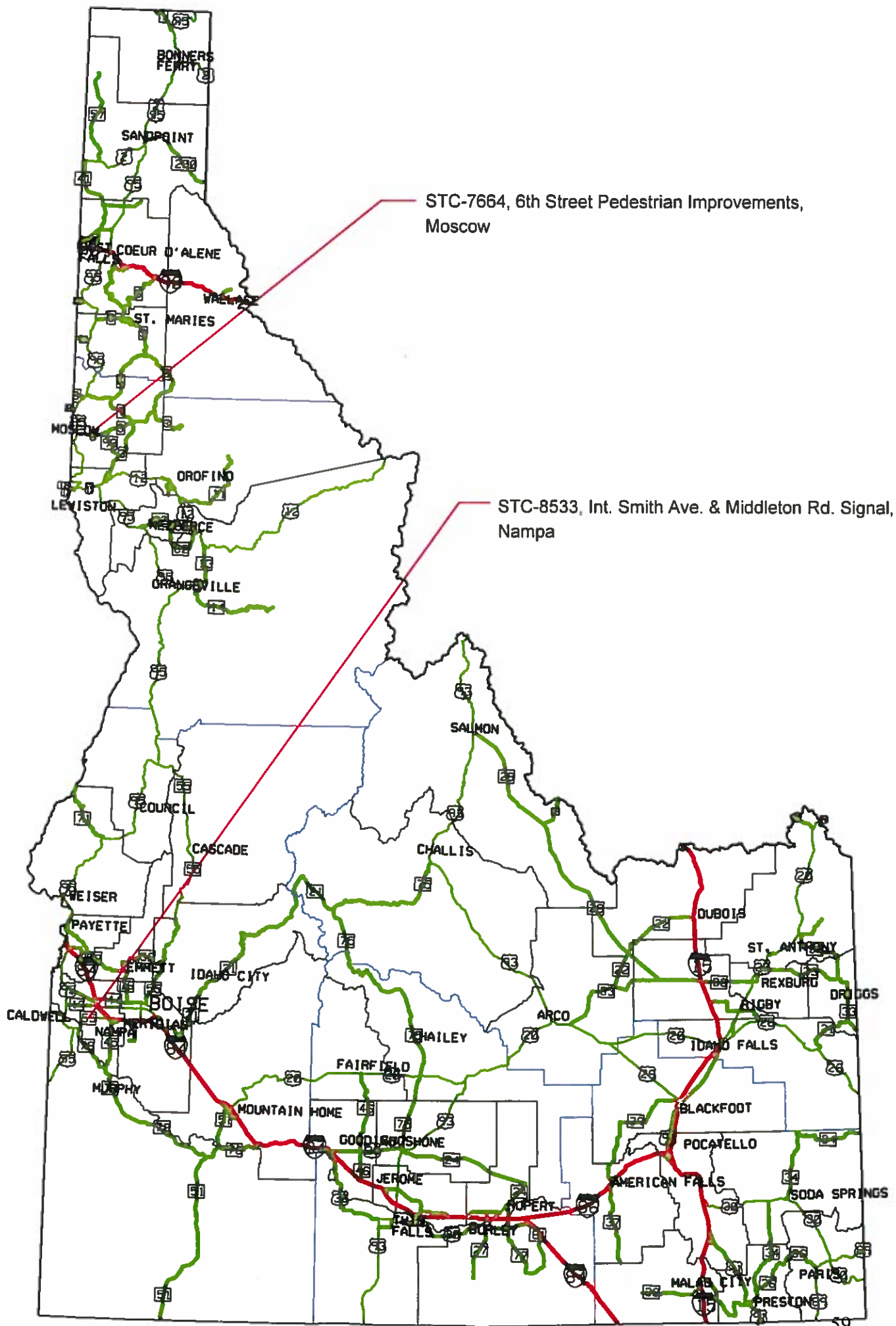
Recommendations

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

Board Action

☐ Approved ☐ Deferred _____

☐ 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 +/-
----------	---------	-------	--------------	--	-------------	-----------	---------	---------

LHTAC(2)	20109	OFF SYS	4/2/2019		2	\$107,941.11	\$189,080.50	\$81,139.39
STC-7664, 6th St Pedestrian Improvements, Moscow						Federal		175%
Contractor: McCall's Classic Construction								

LHTAC(3)	20167	OFF SYS	4/23/2019		2	\$438,329.46	\$681,161.00	\$242,831.54
STC-8533, Int. Smith Ave. & Middleton Rd Signal, Nampa						Federal		155%
Contractor: Hawkeye Builders Inc.								

DATE OF BID OPENING - APRIL 2, 2019 - FEDERAL & STATE FINANCED PROJECT

Idaho Federal Aid Project No. A020(109)
STC-7664, 6th Street Pedestrian Improvements, Moscow
Latah County, Key No. 20109

DESCRIPTION: The work on this project consists of installing ADA compliant curb extensions, pedestrian ramps and high visibility crosswalks

BIDDERS:

Mccall's Classic Construction	\$189,080.50
Clarkston, WA 99403	

1 BIDS ACCEPTED (1 Irregular -DBE)

ENGINEER'S ESTIMATE - \$107,941.11

LOW BID - 175 Percent of the Engineer's Estimate

(AWARD)

(REJECT)

(REQUIRES BOARD APPROVAL)

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

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



Monica Crider, P.E.
Contracting Services Engineer

Date

4/23/19

**Local Highway Technical
Assistance Council**

3330 Grace Street
Boise, Idaho 83703

Phone 208.344.0565
Fax 208.344.0789
Toll Free 1.800.259.6841

www.lhtac.org



Diana Thomas
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Gilbert Hofmeister
Vice Chairman

Todd Smith
Secretary/Treasurer

Jeff R. Miles, P.E.
Administrator

Date: April 19, 2019

Project No: A020(109)

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

Key No: 20109

From: Jeff R. Miles, PE
Administrator

Project Identifications, County
6th St Pedestrian Improvements, Moscow

RE: Rejection of Bid

Bids were opened for KN 20109 6th St Pedestrian Improvements, Moscow project on April 2, 2019. One (1) bid was received for 75% more than the Engineer's Estimate (EE). The apparent low bidder is McCall's Classic Construction at \$189,080.50 which is \$81,109.39 (75%) over the EE.

LHTAC and the City of Moscow wish to reject the bid and combine this project with two (2) other similar projects in FY2020/21. The two (2) projects, 3rd Street Safety Improvements phase 1 and 2, will contain similar work including re-constructing pedestrian ramps along with curb, gutter and sidewalk. Additionally, the limits for the 3rd St projects are only three (3) blocks north of the 6th St project. Combining these similar projects should result in both lower unit prices due to increased quantities of concrete and savings in mobilization due to the short distance between sites.

Since only one (1) responsive bid was received, it shows that the project is unlikely to attract more bidders during a re-bid. The combined project will be significantly larger than the 6th St project by itself, and the increased contract size (~\$500k) should result in more bids.

It is recommended that the 6th St Pedestrian Improvements project be combined with the 3rd Street Safety Improvements phase 1 & 2 projects in order to complete all of the improvements initially awarded by the Local Safety program.

Sincerely,

Jeff R. Miles, PE
Administrator

cc: Kevin Lilly, PE – City of Moscow

Council Members

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City of Kellogg

Idaho Association of Highway Districts
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Jim Boland
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Brandy Sullivan
Council Vice-President

Art Bettge
Council Member

Kathryn Bonzo
Council Member

Gina Taruscio
Council Member

Anne Zabala
Council Member

♦ ♦ ♦ ♦

Gary J. Riedner
City Supervisor

♦ ♦ ♦ ♦

City of Moscow, City Hall
c/o Gary J. Riedner, City Supervisor
206 East 3rd Street
P.O. Box 8203
Moscow ID 83643
Phone (208) 883-7000
Fax (208) 883-7018

Website: www.ci.moscow.id.us
Hearing Impaired (208) 883-7019

♦ ♦ ♦ ♦

April 19, 2019

Monica Crider, P.E.
Contracting Services Manager
Idaho Transportation Department
3311 West State Street
PO Box 7129
Boise, ID 83707


Re: Rejection of Bid
Project Identification: 6th Street Pedestrian Improvement, Moscow
Project No.: A020(109) Key No. 20109

Dear Ms. Crider,

This letter is to confirm the City of Moscow concurs with LHTAC's recommendation to reject all bids for the above-referenced project under the Local Highway Safety Improvement Program (LHSIP). We also concur with combining the bidding of 6th Street with the 3rd Street Safety Improvements Phases 1 and 2 projects in FY20/21 which should result in lower unit prices due to increased quantities as well as cost savings in mobilization due to the short distance between sites.

The City Moscow greatly appreciates ITD's and LHTAC's commitment to our community and the continued partnerships in providing safe infrastructure improvements for our citizens. Please let me know if you have any further questions.

Sincerely,



Gary J. Riedner, JD
City Supervisor

cc: Jeff R. Miles, PE, LHTAC
Brian Wright, PE, LHTAC

DATE OF BID OPENING - APRIL 23, 2019 - FEDERAL & STATE FINANCED PROJECT

Idaho Federal Aid Project No. A020(167)
STC-8533, INT Smith Ave & Middleton Rd Signal, Nampa
Canyon County, Key No. 20167

DESCRIPTION: The work on this project consists of installing a traffic control signal, improved pedestrian facilities and street lighting

BIDDERS:

Hawkeye Builders, Inc.	\$681,161.00
Nampa, ID 83653	

1 BIDS ACCEPTED (1 IRREGULAR – DBE)

ENGINEER'S ESTIMATE - \$438,329.46

LOW BID - 155 Percent of the Engineer's Estimate

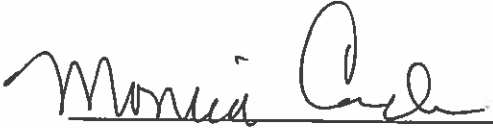
(AWARD)

(REJECT)

(REQUIRES BOARD APPROVAL)

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

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



Monica Crider, P.E.
Contracting Services Engineer
5/2/19

Date

**Local Highway Technical
Assistance Council**

3330 Grace Street
Boise, Idaho 83703

Phone 208.344.0565
Fax 208.344.0789
Toll Free 1.800.259.6841

www.lhtac.org



Diana Thomas
Chairman

Gilbert Hofmeister
Vice Chairman

Todd Smith
Secretary/Treasurer

Jeff R. Miles, P.E.
Administrator

Date: April 29, 2019
To: Monica Crider, P.E.
From: Jeff R. Miles, PE
Re: Rejection of Bid

Project No.: A020(167)
Key No.: 20167
Project Identification, County: INT Smith Avenue and Middleton Road
Signal, Canyon County

Bids were opened on April 23, 2019 for the referenced projects in the City of Nampa, Canyon County. The low bid received was \$681,161.00 which exceeded the Engineer's Estimate (EE) of \$438,329.46 by 55.4%. LHTAC and the project Sponsor, the City of Nampa, want to reject the bid in order to modify the project proposal to obtain more favorable bids.


The following items account for most of the difference between the low bid and the Engineer's Estimate:

Item	Description	Quantity	Estimated Unit Price	Bid Unit Price	\$ Difference
S900-63A	Pav Markings Spray Applied MMA	3,306.00 FT	\$1.19	\$27.80	\$87,972.66
S904-05A	SP-Temporary Traffic Control	1.00 LS	\$14,000.00	\$166,667.00	\$152,667.00
Total Difference from these Items					\$ 240,639.66
% of Difference in Engineer's Estimate (\$242,831.54)					99.1%

Discussions with the project sponsor indicate that most local contractors do not have the specialized equipment needed to install S900-63A PAV MARKING SPRAY APPLIED MMA. Item SP-TEMPORARY TRAFFICE CONTROL was also significantly over the EE. Both items will be evaluated and modified as needed before re-bidding the project.

It should also be noted that two bids were received, but one bidder was disqualified as irregular. It is recommended that modifications to the project plans and specifications are made and the project be re-submitted to bid this summer.

Sincerely,


Jeff R. Miles, PE
Administrator

Cc: Tom Points – City of Nampa
Toni Tisdale - COMPASS

Attachment

Council Members

Association of Idaho Cities
Mayor Mac Pooler
City of Kellogg

Mayor Robert Berlin
City of Roberts

Mayor Diana Thomas
City of Weiser

Idaho Association of Highway Districts
Commissioner Neal Gier
Buhl Highway District

Commissioner Terry Werner
Post Falls Highway District

Commissioner Gilbert Hofmeister
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Gem County

Commissioner Todd Smith
Madison County

Ex-Officio Members
Jessica Harrison, Executive Director
Association of Idaho Cities

Nick Veldhouse, Executive Director
Idaho Association of Highway Districts

Seth Grigg, Executive Director
Idaho Association of Counties

From: Clemente Salinas
To: Kevin Kuther; Jeff Barnes; Daniel Badger; jbarton@paragonfbk.com
Cc: Amanda LaMott; Brian Wright; Craig Herndon; Heather Parker; JoEllen Ross-Hauer; Laila Kral; Rebecca Howell
Subject: RE: [External] FW: 20167 INT Smith Avenue and Middleton Road Signal, Nampa - Bid Opening of a new LHTAC Project - Reminder and Information
Date: Monday, April 29, 2019 9:57:58 AM

Good morning Kevin,

Please rebid the KN20167 Smith Avenue and Middleton Road Signal project. As discussed please have the design engineer modify the MMA paint item in the plans and specs. We still have \$4,900 available on the design contract. Thank you!

Clemente Salinas
Project Manager, Engineering
O: 208.468.4462, F: 208.465.2261
City of Nampa, Like us on Facebook



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date May 16, 2019

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

Presenter's Name Dave Kuisti, PE	Presenter's Title Division of Engineering Products and Plans Administrator	Initials DK	Reviewed By
Preparer's Name Dana Dietz, P.E.	Preparer's Title Contracts Engineer	Initials DD	

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 4/29/19)					
Contracts Bid		Contracts Requiring Board Approval to Award		Contracts Requiring Board Approval to Reject	
ITD	Local	ITD	Local	ITD	Local
48	17	12	7	3	3

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 4/2/19 to 4/29/19	
ITD	Local
1	1

FUTURE ACTIONS

The Current Advertisement Report is attached.

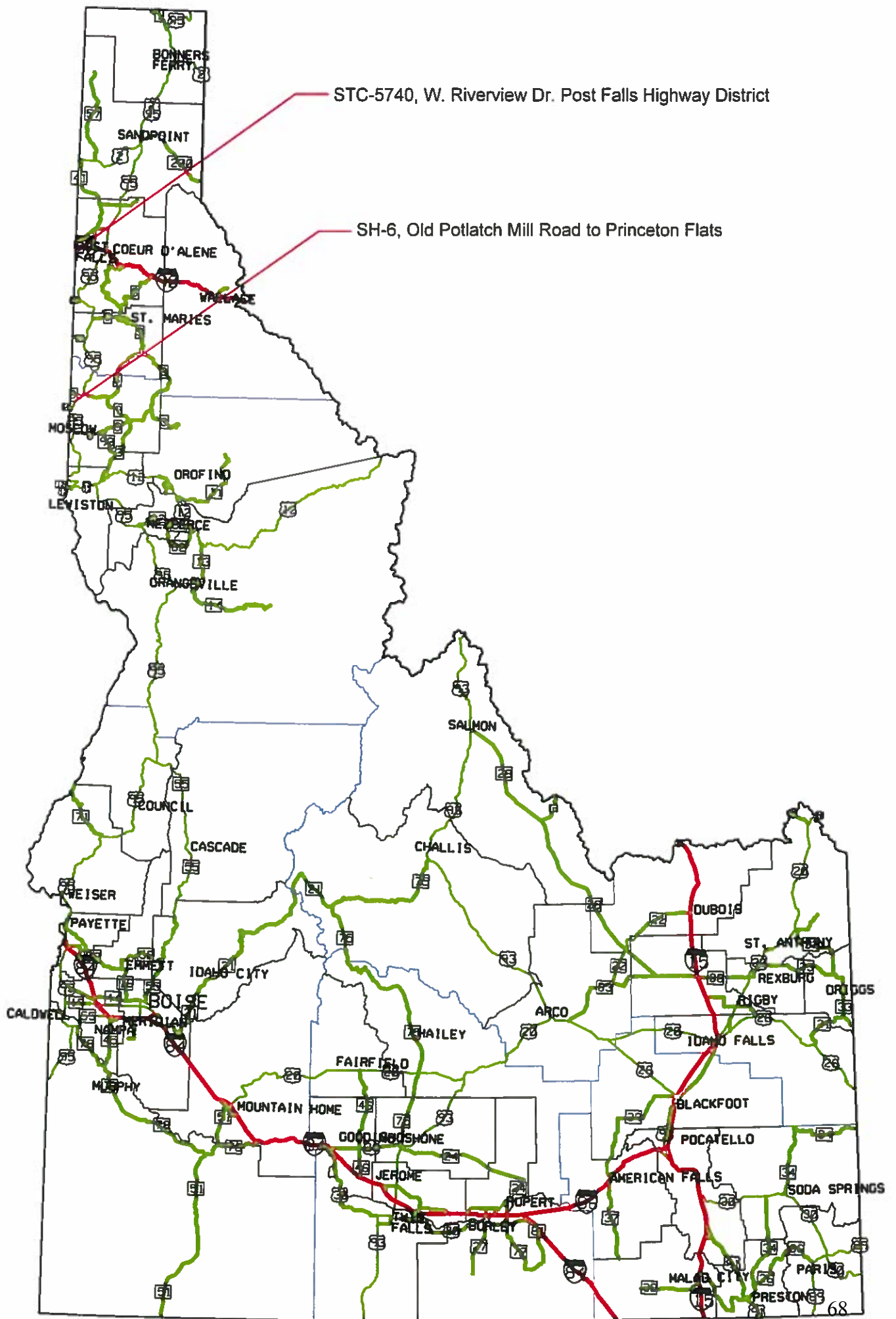
Recommendations

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 +/- % of EE
LHTAC(1)	13874	OFF SYS	4/2/2010	2	\$682,574.00	\$753,528.00	\$70,954.00
STC-5740, W Riverview Dr. Post Falls Highway District					Federal		110%
Contractor: T LaRiviere Equipment & Excavation							
1	13880/13882	SH-6	4/23/2019	4	\$4,759,477.70	\$4,772,469.48	\$12,991.78
SH-6, Old Potlatch Mill Rd to Princeton Flats					State		100%
Contractor: Scarsella Bros. Inc.							

Monthly Contract Advertisement As of 4-29-2019

District	Key No.	Route	Bid Opening Date
LHTAC(3)	12049	OFF SYS	4/30/2019
W 9th Street, Pioneer to W Indianhead Road, Weiser \$1,000,000 to \$2,500,000			Federal

2	18944	SH-9	4/30/2019
N & S SH-9 Turnbays \$1,000,000 to \$2,500,000			Federal

1	20794	SH-53	5/14/2019
Jct SH-53 IC, UPRR BR \$15,000,000 to \$25,000,000			Federal

LHTAC(2)	20020	OFF SYS	5/21/2019
Main St Pedestrian Improvements, Lewiston \$250,000 to \$500,000			Federal

LHTAC(3)	20275	OFF SYS	5/21/2019
State St Lighting, 16th St to 23rd St, ACHD \$250,000 to \$500,000			Federal

2	19673	SH-3	5/21/2019
SH-3, N of Bovill, Potlatch RV BR \$1,000,000 to \$2,500,000			State

LHTAC(1)	19786	OFF SYS	5/21/2019
St Joe River Road Rehabilitation \$2,500,000 to \$5,000,000			Federal

3	20798	I-84	6/4/2019
I-84, Northside Blvd to Franklin Blvd \$25,000,000 or greater			Federal



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date May 16, 2019

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 thirty-three (33) new professional services agreements and work tasks totaling **\$5,449,029** and four (4) supplemental agreements to existing professional services agreements totaling **\$528,157** from March 29, 2019 through April 25, 2019.

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>	<i>Aero</i>		
Resources not Available										
Design	2				1					3
Environmental				2						2
Planning						1	1			2
Geotechnical				2						2
Traffic										0
Surveying	3			2						5
Construction	1	1	2	2						6
Bridge							4			4
Airport Planning								3		3
Local Public Agency Projects	1	0	1	2	1	1	0	0		6
Total	7	1	3	10	2	2	5	3		33



Board Agenda Item

ITD 2210 (Rev. 10-13)

For ITD District Projects:

Twenty-Seven (27) new professional services agreements and work tasks were processed during this period totaling **\$4,461,811**. Two (2) supplemental agreements were processed totaling **\$468,729**.

District 1

<i>Project</i>	<i>Reason Consultant Needed</i>	<i>Description</i>	<i>Selection Method</i>	<i>Consultant</i>	<i>Amount</i>
State, FY19c D1 Bridge Repair	Resources not available: Construction	Construction Engineering & Inspection Services	Individual Project Solicitation	J-U-B Engineers	\$ 625,700
SH-3, St Maries Railroad Bridge SH-3, St Joe River Bridge, St Maries	Resources not available: Surveying	Surveying Services	RFI from Term Agreement	Welch Comer	Prev: \$ 141,500 This: \$ 63,760 Total: \$ 205,260
I-90, Milepost 49 Temporary Pavement Repair	Resources not available: Surveying	Topographic Surveying and Mapping	Direct from Term Agreement	Glahe & Associates	Prev: \$ 24,500 This: \$ 74,500 Total: \$ 99,000
SH-41, E Prairie Ave to Lancaster Rd, Kootenai Co	Resources not available: Design	Roadway Design Assistance, CADD Support, & Drainage Analysis	Direct from Term Agreement	Burgess & Niple	Prev: \$ 46,210 This: \$ 53,385 Total: \$ 99,595
SH-53, N Latah St to Milepost 9.3, Rathdrum	Resources not available: Surveying	Surveying Services	RFI from Term Agreement	Glahe & Associates	\$ 146,900
SH-41, Lancaster Rd to Boekel Rd, Rathdrum	Resources not available: Design	Roadway Design Assistance, CADD Support, & Drainage Analysis	Direct from Term Agreement	Burgess & Niple	Prev: \$ 30,590 This: \$ 41,200 Total: \$ 71,790



Board Agenda Item

ITD 2210 (Rev. 10-13)

District 2

<i>Project</i>	<i>Reason Consultant Needed</i>	<i>Description</i>	<i>Selection Method</i>	<i>Consultant</i>	<i>Amount</i>
US-95, Lapwai Creek Bridge, Lewis Co US-95, Culdesac Canyon Passing Lanes, Ph 2; Lapwai Creek Bridges	Resources not available: Construction	Pre-cast Concrete Culvert Sampling, Testing and Inspection Services	RFI from Term Agreement	GeoTek	\$ 170,254

District 3

<i>Project</i>	<i>Reason Consultant Needed</i>	<i>Description</i>	<i>Selection Method</i>	<i>Consultant</i>	<i>Amount</i>
SH-55, Milepost 91 to Smith's Ferry, Valley Co	Resources not available: Construction	Construction Engineering & Inspection Services	RFI from Term Agreement	HMH	\$ 277,514
US-95, S End Rd to Junction SH-55, New Meadows	Resources not available: Construction	Construction Engineering & Inspection Services	Direct from Term Agreement	Strata	\$ 94,600

District 4

<i>Project</i>	<i>Reason Consultant Needed</i>	<i>Description</i>	<i>Selection Method</i>	<i>Consultant</i>	<i>Amount</i>
US-93, Notch Butte Climbing Lanes, Lincoln Co	Resources not available: Construction	Construction Engineering & Inspection Services	Individual Project Solicitation	Horrocks Engineers	\$ 326,150
SH-27, Poleline Intersection Improvements, Cassia Co	Resources not available: Surveying	Surveying and Right-of-Way Services	Direct from Term Agreement	Forsgren & Associates	Prev: \$ 89,500 This: \$ 9,000 Total: \$ 98,500
I-84, I-86 Salt Lake System Interchange	Resources not available: Environmental	Phase IV Report	Direct from Term Agreement	American Geotechnical	\$ 16,300
State, FY17 D4 Material Sources	Resources not available: Geotechnical	Exploration Drilling , Material	RFI from Term Agreement	Haley & Aldrich	\$ 105,621



Board Agenda Item

ITD 2210 (Rev. 10-13)

		Sampling & Analysis			
SH-75, Ketchum to N Fork Campground Rd, Blaine Co	Resources not available: Surveying	Surveying Services	RFI from Term Agreement	CH2M Hill (Jacobs)	\$ 186,590
US-30, Coulee Canal, Twin Falls Co	Resources not available: Construction	Construction Engineering & Inspection Services	Direct from Term Agreement	Horrocks Engineers	\$ 20,430
US-93, Blue Lakes Blvd; Poleline Rd to Perrine Bridge	Resources not available: Environmental	Phase IV Report	Direct from Term Agreement	American Geotechnical	\$ 26,200
State, FY17 D4 Materials Reconnaissance	Resources not available: Geotechnical	Material Source Investigation Drilling, Testing & Reporting	Direct from Term Agreement	Haley & Aldrich	\$ 98,800

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, Main St Grade Separation Northbound and Southbound Lanes, Inkom	Resources not available: Design	Roadway Design Services through PS&E	Individual Project Solicitation	HDR Engineering	\$ 575,800

District 6

<i>Project</i>	<i>Reason Consultant Needed</i>	<i>Description</i>	<i>Selection Method</i>	<i>Consultant</i>	<i>Amount</i>
State, F18 D6 Asset Management	Resources not available: Planning	D6 Asset Management	RFI from Term Agreement	DOWL	\$ 355,333

Headquarters

<i>Project</i>	<i>Reason Consultant Needed</i>	<i>Description</i>	<i>Selection Method</i>	<i>Consultant</i>	<i>Amount</i>
Offsys, FY19 Local/Off-system Bridge Inspection State, FY 19 State Highway System Bridge Inspection	Resources not available: Bridge	Bridge Load Rating Services	Individual Project Solicitation	Forsgren & Associates	\$ 242,710



Board Agenda Item

ITD 2210 (Rev. 10-13)

Offsys, FY19 Local/Off-system Bridge Inspection State, FY 19 State Highway System Bridge Inspection	Resources not available: Bridge	Bridge Load Rating Services	Individual Project Solicitation	HDR Engineering	\$ 203,875
State, FY19 State Highway System Bridge Inspection	Resources not available: Bridge	Bridge Inspection Services	Individual Project Solicitation	Collins Engineers	\$ 111,752
State, FY19 D3 & D4 Bridge Fatigue Inspection/Mitigation	Resources not available: Bridge	Bridge Fatigue Inspection and Mitigation Services	Direct from Term Agreement	Wiss, Janney, Elstner Associates	\$ 95,500
Statewide, Non- Project	Resources not available: Planning	System Performance Based Management Strategy Development	Direct from Term Agreement	Horrocks Engineers	\$ 39,500

Aeronautics

Project	Reason Consultant Needed	Description	Selection Method	Consultant	Amount
Statewide, Idaho Airport System Plan & Airport Economic Impact Analysis, Yr 2	Resources not available: Aeronautics	Statewide Airport Plan & Economic Analysis	Individual Project Solicitation	Kimley-Horn and Associates	Prev: \$ 330,000 This: \$ 341,917 Total: \$ 671,917
Statewide, FY18 System Plan, Update Statewide, Pavement Coordination Index Year 1 Non-National Plan of Integrated Airport System (NPIAS)	Resources not available: Aeronautics	Network Pavement Management System, Year 1 (Non-NPIAS Airports)	Individual Project Solicitation	Kimley-Horn and Associates	\$ 42,327



Board Agenda Item

ITD 2210 (Rev. 10-13)

Statewide, FY18 System Plan, Update Statewide, Pavement Coordination Index Year 1 National Plan of Integrated Airport System (NPIAS)	Resources not available: Aeronautics	Network Pavement Management System, Year 1 (NPIAS Airports)	Individual Project Solicitation	Kimley-Horn and Associates	\$ 116,193
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Supplemental Agreements to Existing ITD Professional Service Agreements

<i>District</i>	<i>Project</i>	<i>Consultant</i>	<i>Original Agreement Date/Description</i>	<i>Supplemental Agreement Description</i>	<i>Total Agreement Amount</i>
1	SMA-5719, Pleasant View Rd to SH-53, Grade Separation	HDR Engineering	11/11 Complete Design from Existing Preliminary Design through PS&E	Design Revisions & Complete PS&E Package	Prev: \$ 1,915,200 This: \$ 398,704 Total: \$ 2,313,904 Board approved \$2.4 M during March 2019 meeting
2	US-95, Culdesac Canyon Passing Lanes, Phase 2; Lapwai Creek Bridges	Horrocks Engineers	12/18 Engineer of Record Services During Construction	Additional Engineer of Record Services	Prev: \$ 58,200 This: \$ 70,025 Total: \$ 128,225

For Local Public Agency Projects:

Six (6) new professional services agreements totaling **\$987,218** were processed during this period. Two (2) supplemental agreements totaling **\$59,428** were processed.

<i>Project</i>	<i>Sponsor</i>	<i>Description</i>	<i>Selection Method</i>	<i>Consultant</i>	<i>Amount</i>
SH-97, Camp Easton Pedestrian Underpass	Eastside Highway District	Construction Engineering & Inspection Services	Local Project Direct Select from Term Agreement	HMH	\$25,000
Local, FY21 Capital Maintenance	Ada County Highway District	Roadway Design Services	Local Project Direct Select from Term Agreement	Parametrix	\$ 90,022



Board Agenda Item

ITD 2210 (Rev. 10-13)

SMA-8002, Myrtle St Connector	City of Hailey	Construction Engineering & Inspection Services	Local Project Direct Select from Term Agreement	Civil Science	\$ 61,400
STC-2706, Burley Ave; US-30 to Fruitland Ave	City of Buhl	Roadway Design Through PS&E	Individual Project Solicitation	HMH	\$ 353,149
SMA-7031, Intersection of Hawthorne & W Quinn Rds	City of Pocatello	Roadway Design, Phase III: Environmental Re-Eval, Right-of-Way, and PS&E	Local Project RFI from Term Agreement	J-U-B Engineers	Prev: \$ 396,900 This: \$ 62,647 Total: \$ 459,547
STC-6760, W Side Frontage Rd	Madison County	Roadway Design Through PS&E	Individual Project Solicitation	Horrocks Engineers	\$395,000

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	Alta Science & Engineering	6/17 Stream Mitigation Services	Address Resource Agency Comment & Provide Bidding Support	Prev: \$ 49,000 This: \$ 23,828 Total: \$ 72,828
4	Offsystem, 1700 S Rd Bridge, Gooding Highway District #1	Forsgren Associates	7/17 Bridge and Roadway Design Through PS&E	Retaining Wall Design, Additional Bridge Design, and Public Involvement Services	Prev: \$ 404,000 This: \$ 35,600 Total: \$439,600

Recommendations

For Information Only

Board Action

☐ Approved ☐ Deferred _____
☐ Other _____



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: 4 Apr 2019
 % of Time
 Remainin 25

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 3/31/2019
 (all amounts in '000)

Fiscal Year: 2019

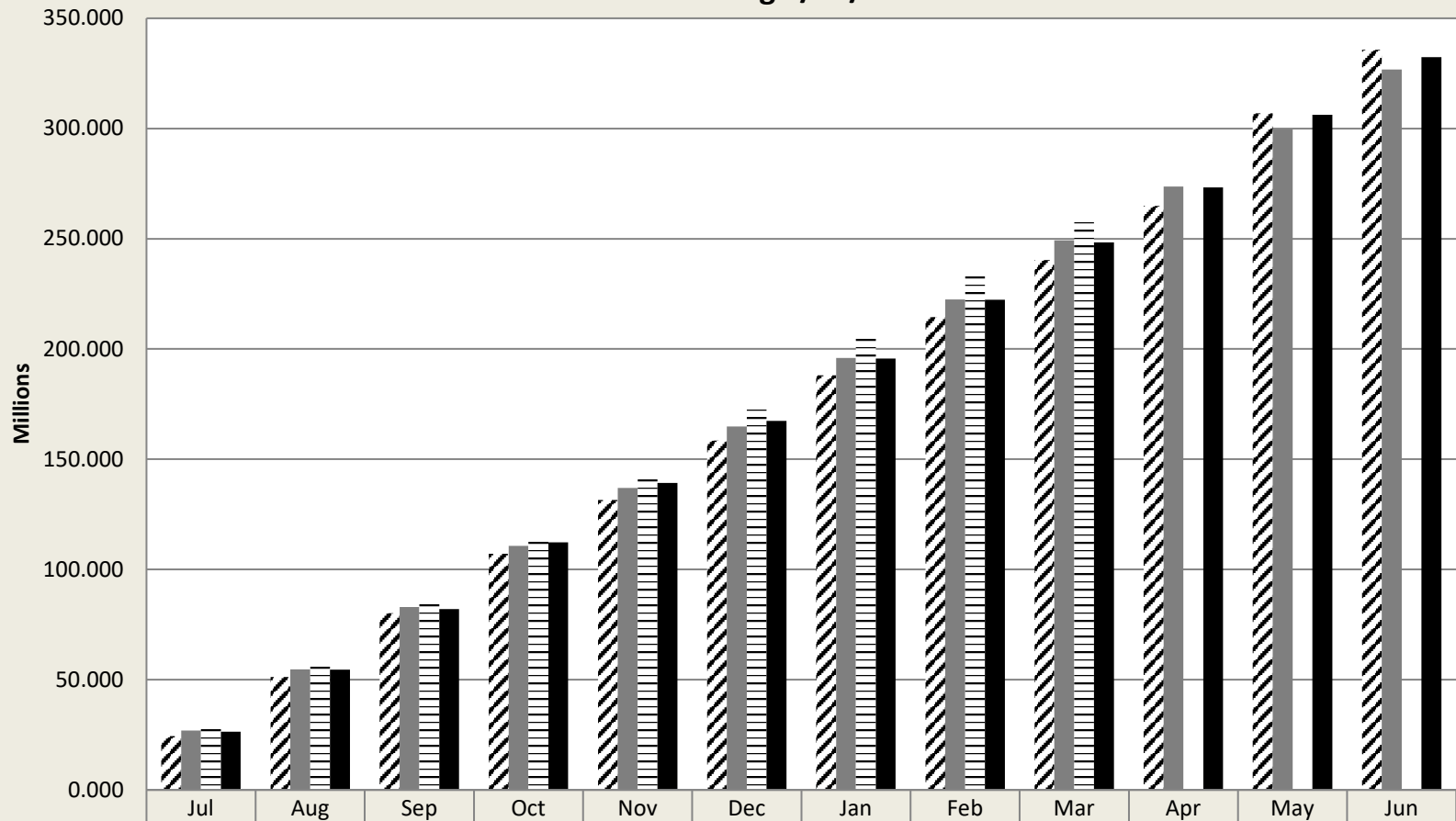
Funds Received					
	FY18 Actual YTD	FY19 Actual YTD	FY19 Forecast YTD	FY19 to FY18 Actual	FY 19 to Forecast
<u>State Highway Account</u>					
Federal Reimbursements	232,466	229,206	264,792	-1.4%	-13.4%
State (Inc. H.D.A.)	249,311	258,362	248,283	3.6%	4.1%
Local	3,445	8,271	9,574	140.1%	-13.6%
Total State Highway Account:	485,222	495,839	522,649	2.2%	-5.1%
<u>State Aeronautics Fund</u>					
Federal Reimbursements	227	261	562	15.2%	-53.5%
State	2,354	2,631	2,155	11.8%	22.1%
Total State Aeronautics Fund:	2,581	2,892	2,716	12.1%	6.5%
Total Fund Received:	487,803	498,732	525,365	2.2%	-5.1%
Disbursements (includes Encumbrances)					
	FY18 Actual YTD	FY19 Actual YTD	FY19 Budget YTD	FY19 to FY18 Actual	FY 19 to Budget
Construction Payouts	322,312	350,945	409,419	8.9%	-14.3%
<u>Operations Expenses</u>					
Highways	134,030	131,926	149,630	-1.6%	-11.8%
DMV	27,838	26,065	27,699	-6.4%	-5.9%
Administration	18,647	19,260	20,525	3.3%	-6.2%
Facilities	1,635	3,357	1,830	105.3%	83.5%
Aeronautics	2,299	3,969	4,057	72.7%	-2.2%
Total Operations Expenses:	184,448	184,577	203,740	0.1%	-9.4%
<u>Transfers</u>					
Operating	25	25	25	0.0%	0.0%
Debt Service	10,491	10,903	10,880	3.9%	0.2%
Total Transfers:	10,516	10,928	10,905	3.9%	0.2%
Total Disbursements:	517,276	546,450	624,064	5.6%	-12.4%
	FY18 Actual YTD	FY19 Actual YTD	FY19 Budget YTD	FY19 to FY18 Actual	FY 19 to Budget
<u>Expenditures by Type</u>					
Personnel	82,786	85,737	95,066	3.6%	-9.8%
Operating	69,605	68,064	71,731	-2.2%	-5.1%
Capital Outlay	18,420	17,224	25,490	-6.5%	-32.4%
Sub-Grantee	13,638	13,552	11,453	-0.6%	18.3%
Totals Operations Expenses:	184,448	184,577	203,740	0.1%	-9.4%
Contract Construction	322,312	350,945	409,419	8.9%	-14.3%
Totals (excluding Transfers):	506,761	535,523	613,160	5.7%	-12.7%

State Highway Fund 0260

Fiscal Year 2019

State Revenue Source Forecast vs Actual

March - For Period Ending 3/31/2019



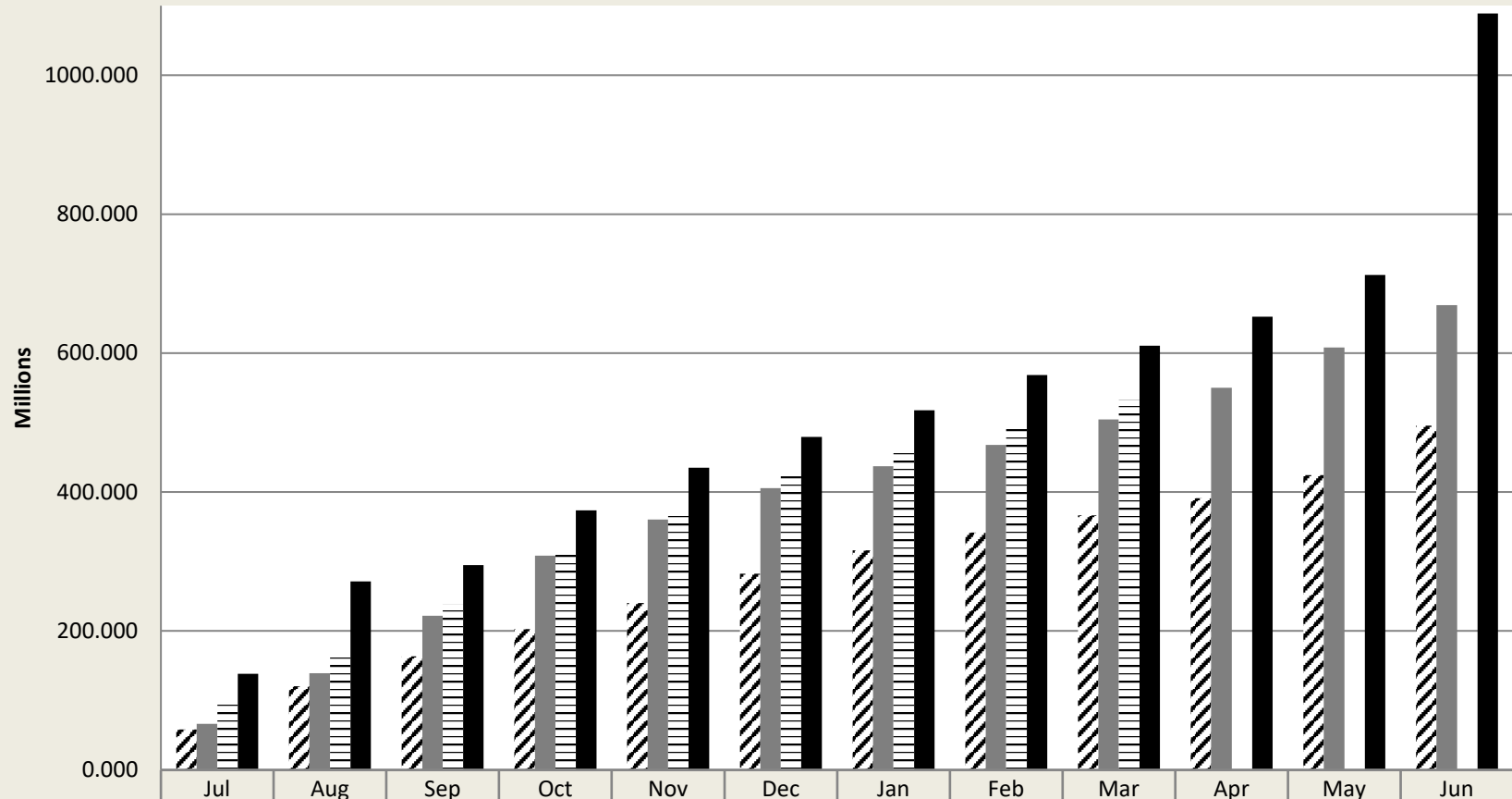
	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
✓ FY17 Actual Revenue	24.386	51.275	80.145	107.095	131.576	158.480	188.080	214.414	240.295	264.866	306.932	335.742
■ FY18 Actual Revenue	27.003	54.686	82.976	110.644	136.997	164.897	195.901	222.483	249.311	273.673	299.623	326.714
= FY19 Current	29.298	57.454	84.752	114.108	142.878	173.775	206.239	233.249	258.362			
■ FY19 Forecast	26.438	54.510	82.043	112.368	139.268	167.339	195.636	222.315	248.283	273.350	306.236	332.422

State Highway Fund 0260

Fiscal Year 2019

Expenditures

March - For Period Ending 3/31/2019



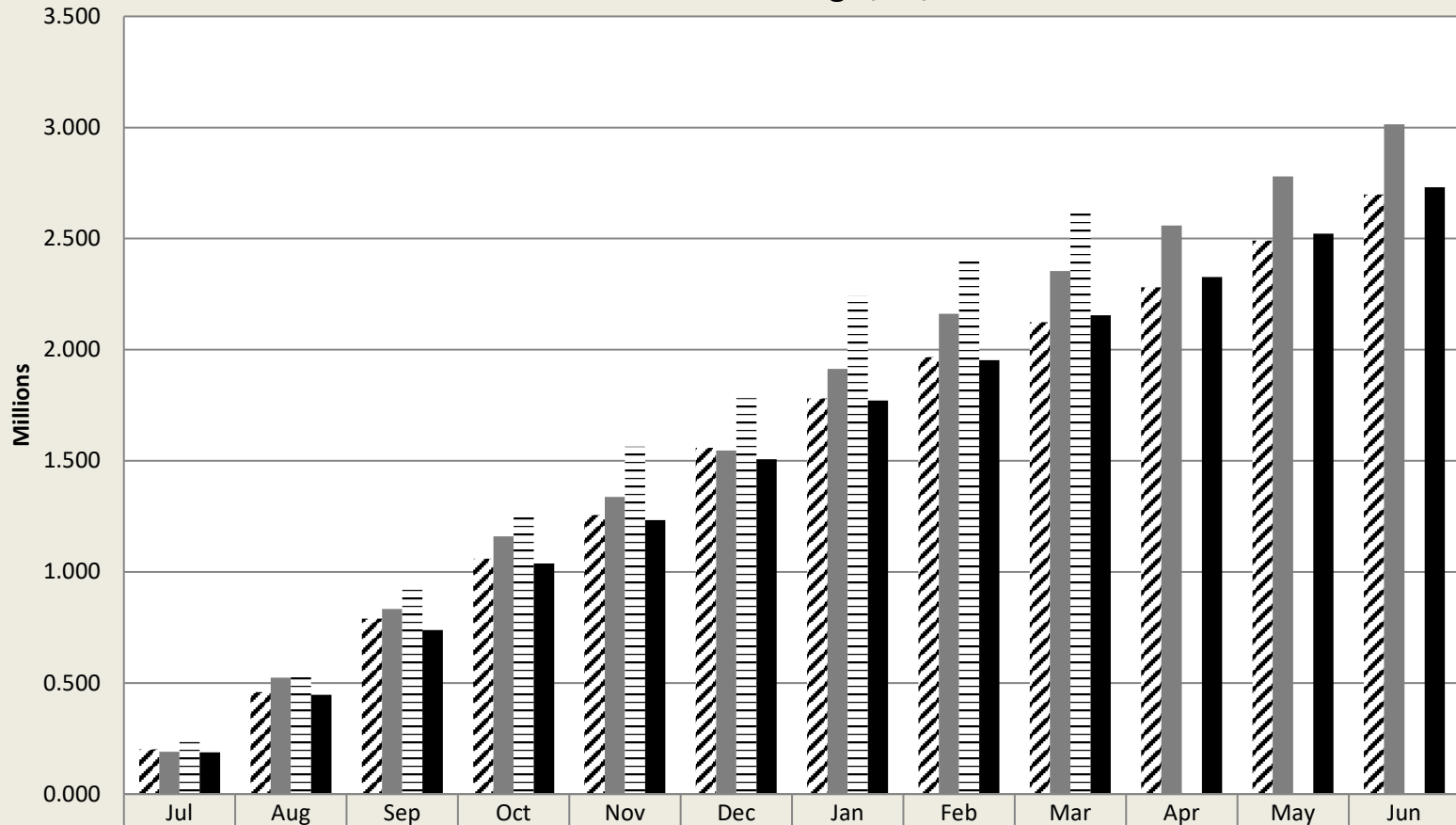
FY17 Actual Expenditures	58.348	120.371	163.661	202.889	240.383	282.297	316.027	341.550	366.385	390.985	424.174	495.603
FY18 Actual Expenditures	66.330	139.287	221.745	308.357	360.460	405.710	437.190	468.029	504.461	550.126	607.868	669.206
FY19 Current	95.849	163.446	238.100	316.163	372.747	422.734	459.444	493.898	533.081			
FY19 Forecast	138.383	271.540	294.850	373.527	435.102	479.374	517.705	568.563	610.724	652.287	712.406	1,088.674

Aeronautics Fund 0221

Fiscal Year 2019

State and Interagency Revenue Sources Forecast vs Actual

March - For Period Ending 3/31/2019



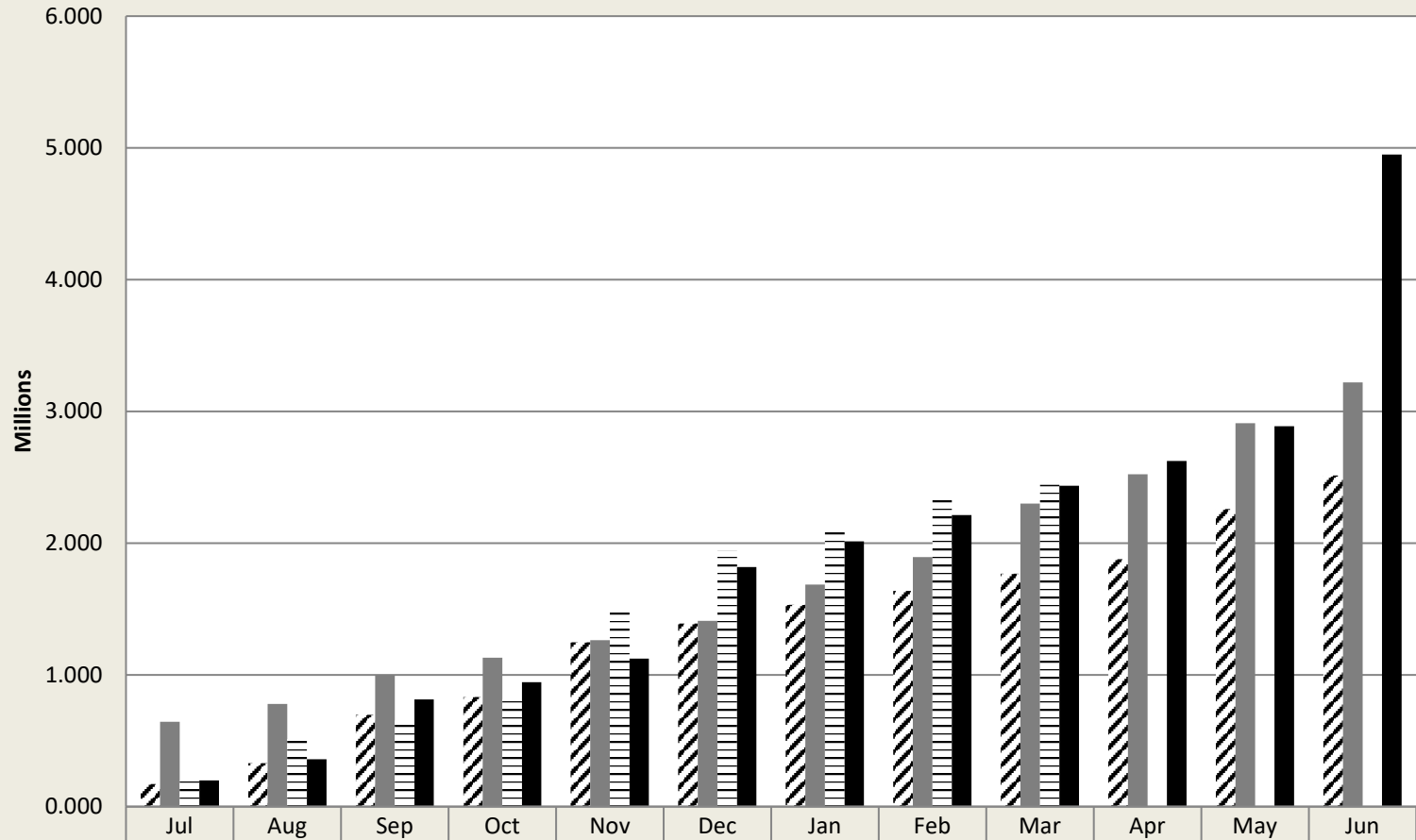
▨ FY17 Actual Revenue	0.201	0.459	0.789	1.059	1.256	1.559	1.780	1.967	2.123	2.280	2.491	2.699
■ FY18 Actual Revenue	0.191	0.524	0.834	1.159	1.338	1.546	1.913	2.162	2.354	2.558	2.780	3.015
▤ FY19 Current	0.234	0.538	0.943	1.265	1.563	1.782	2.242	2.421	2.631			
■ FY19 Forecast	0.188	0.447	0.739	1.037	1.233	1.506	1.771	1.953	2.155	2.327	2.522	2.731

Aeronautics Fund 0221

Fiscal Year 2019

Expenditures

March - For Period Ending 3/31/2019



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	1.498	1.943	2.124	2.351	2.441			
FY19 Forecast	0.199	0.359	0.814	0.945	1.123	1.818	2.014	2.214	2.436	2.622	2.887	4.949

UserID: kbentley
 Report ID: AD-FN-GL-002
 Run Date: 04 Apr 2019

Idaho Transportation Department

OPERATING FUND BALANCE SHEET FOR THE PERIOD ENDED 3/31/2019

	State Aeronautics Fund 0221		State Highway Fund 0260		Transportation Expansion and Congestion Mitigation Fund 0269	
	Feb-19	Mar-19	Feb-19	Mar-19	Feb-19	Mar-19
ASSETS						
Cash on Hand (Change Fund)	0	0	5,845	5,845	0	0
Cash in Bank (Daily Operations)	2,104,010	2,205,016	68,048,355	75,088,993	33,797,793	34,943,531
Investments (Long Term: STO - Diversified Bond Fund)	837,822	839,158	136,733,718	136,954,561	0	0
Total Cash & Investments	2,941,831	3,044,175	204,787,918	212,049,399	33,797,793	34,943,531
Receivables - Other	0	0	1,097,684	1,044,656	0	0
- Due From Locals (Project Overruns)	8,111	0	2,099,773	1,658,047	0	0
- Inter Agency	14,238	11,109	4,233	106,362	0	0
Total Receivables	22,348	11,109	3,201,691	2,809,065	0	0
Inventory on Hand	0	0	18,677,926	18,524,250	0	0
Total Assets:	2,964,180	3,055,284	226,667,535	233,382,714	33,797,793	34,943,531
LIABILITIES						
Vouchers Payable	0	0	0	0	0	0
Sales Tax Payable	0	0	3,266	6,183	0	0
Deferred Revenue (Local Projects Match)	0	0	27,793,775	27,367,473	0	0
Accounts Receivable Overpayment	0	0	0	0	0	0
Contractor Retained % (In Lieu Of Performance Bond)	0	0	168,651	222,259	0	0
Total Liabilities:	0	0	27,965,692	27,595,915	0	0
FUND BALANCE						
Reserve for Encumbrance	231,757	178,339	43,279,836	43,004,903	0	0
Fund Balance	2,732,423	2,876,945	155,422,008	162,781,897	33,797,793	34,943,531
Total Fund Balance:	2,964,180	3,055,284	198,701,843	205,786,799	33,797,793	34,943,531
Total Liabilities and Fund Balance	2,964,180	3,055,284	226,667,535	233,382,714	33,797,793	34,943,531

UserID: kbentley
 Report ID: AD-FN-GL-002
 Run Date: 04 Apr 2019

Idaho Transportation Department

OPERATING FUND BALANCE SHEET FOR THE PERIOD ENDED 3/31/2019

	Strategic Initiatives Fund (State Share) 0270.02		Strategic Initiatives Fund (Local Share) 0270.05		Total Strategic Initiatives Fund 0270	
	Feb-19	Mar-19	Feb-19	Mar-19	Feb-19	Mar-19
ASSETS						
Cash on Hand (Change Fund)	0	0	0	0	0	0
Cash in Bank (Daily Operations)	48,875,552	45,959,808	800,000	392,262	49,675,552	46,352,070
Investments (Long Term: STO - Diversified Bond Fund)	0	0	0	0	0	0
Total Cash & Investments	48,875,552	45,959,808	800,000	392,262	49,675,552	46,352,070
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:	48,875,552	45,959,808	800,000	392,262	49,675,552	46,352,070
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	48,851,268	45,935,524	800,000	392,262	49,651,268	46,327,786
Total Fund Balance:	48,851,268	45,935,524	800,000	392,262	49,651,268	46,327,786
Total Liabilities and Fund Balance	48,875,552	45,959,808	800,000	392,262	49,675,552	46,352,070

User ID: kbentley
 Report ID: AD-FN-GL-003
 Run Date: 04 Apr 2019
 % of Time
 Remaining: 25.0

Idaho Transportation Department

STATEMENT OF REVENUES AND EXPENDITURES

BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 3/31/2019

Fund: 0260 State Highway Fund

Fiscal Year: 2019

Budget Fiscal Year: 2019

REVENUES

Federal Sources

FHWA - Highway	230,488,180	201,739,766	19,218,013	0	(28,748,414)	-12.47%	509,322,719	307,582,953	60.39 %
FHWA - Indirect Cost Allocation	20,651,500	14,744,088	935,763	0	(5,907,412)	-28.61%	25,000,000	10,255,912	41.02 %
Federal Transit Authority	9,600,000	8,003,984	844,904	0	(1,596,016)	-16.63%	12,771,200	4,767,216	37.33 %
NHTSA - Highway Safety	3,750,000	3,950,975	207,154	0	200,975	5.36 %	4,546,900	595,925	13.11 %
Other Federal Aid	302,000	767,471	3,510	0	465,471	154.13 %	4,130,000	3,362,529	81.42 %
Total Federal Sources:	264,791,680	229,206,285	21,209,345	0	(35,585,396)	-13.44%	555,770,819	326,564,535	58.76 %

State Sources

Equipment Buy Back	0	1,829,000	0	0	1,829,000	0.00 %	7,043,000	5,214,000	74.03 %
Miscellaneous Revenues	21,963,750	23,799,848	2,649,982	0	1,836,098	8.36 %	29,729,273	5,929,425	19.94 %
Total State Sources:	21,963,750	25,628,848	2,649,982	0	3,665,098	16.69 %	36,772,273	11,143,425	30.30 %

Local Sources

Match For Local Projects	9,574,280	7,654,348	411,062	0	(1,919,932)	-20.05%	28,850,432	21,196,084	73.47 %
Other Local Sources	0	616,233	0	0	616,233	0.00 %	0	(616,233)	0.00 %
Total Local Sources:	9,574,280	8,270,581	411,062	0	(1,303,699)	-13.62%	28,850,432	20,579,851	71.33 %

TOTAL REVENUES:

296,329,710	263,105,713	24,270,390	0	(33,223,997)	-11.21%	621,393,524	358,287,811	57.66 %
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TRANSFERS-IN

Highway Distribution Account	161,868,100	167,243,422	16,641,472	0	5,375,322	3.32 %	211,444,100	44,200,678	20.90 %
Fuel/Registration Direct	50,444,331	51,297,119	4,570,695	0	852,788	1.69 %	65,905,200	14,608,081	22.17 %
Ethanol Fuels Tax	14,006,900	14,193,074	1,251,464	0	186,174	1.33 %	18,300,000	4,106,926	22.44 %

TOTAL TRANSFERS-IN:

226,319,331	232,733,615	22,463,631	0	6,414,284	2.83 %	295,649,300	62,915,685	21.28 %
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TOTAL REV AND TRANSFERS-IN:

522,649,041	495,839,328	46,734,021	0	(26,809,713)	-5.13%	917,042,824	421,203,496	45.93 %
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User ID: kbentley
 Report ID: AD-FN-GL-003
 Run Date: 04 Apr 2019
 % of Time
 Remaining: 25.0

Idaho Transportation Department

STATEMENT OF REVENUES AND EXPENDITURES BUDGET TO ACTUAL FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 3/31/2019

Fund: 0260 State Highway Fund

Fiscal Year: 2019
 Budget Fiscal Year: 2019
 EXPENDITURES

	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)
Operations Expense									
Permanent Staff Salaries	64,231,871	57,944,145	6,124,877	0	6,287,726	9.79 %	87,984,833	30,040,688	34.14 %
Board, Hourly, OT, Shift Diff	925,453	977,984	205,950	0	(52,531)	-5.68%	1,404,690	426,706	30.38 %
Fringe Benefits	29,059,654	26,011,695	3,245,032	0	3,047,959	10.49 %	40,595,377	14,583,682	35.92 %
In State Travel Expense	1,090,351	1,061,603	115,397	0	28,748	2.64 %	1,503,376	441,773	29.39 %
Out of State Travel Expense	311,217	289,198	28,013	0	22,019	7.08 %	350,480	61,282	17.49 %
Technology Operating Expense	23,766,188	13,304,387	1,594,772	6,324,472	4,137,329	17.41 %	28,589,746	8,960,887	31.34 %
Operating Expense	46,009,507	40,949,069	4,124,764	5,603,756	(543,318)	-1.18%	59,766,271	13,213,446	22.11 %
Technology Equipment Expense	2,303,093	1,119,939	434,856	69,029	1,114,125	48.38 %	2,305,293	1,116,325	48.42 %
Capital Equipment Expense	20,765,007	7,649,220	310,454	4,501,300	8,614,488	41.49 %	20,776,707	8,626,188	41.52 %
Capital Facilities Expense	1,829,500	2,546,483	348,082	801,176	(1,518,159)	-82.98%	3,924,500	576,841	14.70 %
Trustee & Benefit Payments	11,012,850	11,084,405	981,904	1,898,108	(1,969,663)	-17.89%	17,657,000	4,674,487	26.47 %
Total Operations Expense:	201,304,691	162,938,127	17,514,102	19,197,841	19,168,723	9.52 %	264,858,273	82,722,305	31.23 %
Contract Construction									
Technology Operating Expense	0	1,631,456	217,725	582,210	(2,213,665)	0.00 %	0	(2,213,665)	0.00 %
Operating Expense	5,908,300	1,710,528	196,713	331,392	3,866,380	65.44 %	11,900,795	9,858,875	82.84 %
Capital Projects	401,472,194	342,563,096	20,765,166	3,509,932	55,399,166	13.80 %	806,980,916	460,907,888	57.12 %
Trustee & Benefit Payments	2,038,700	616,850	(17,526)	0	1,421,850	69.74 %	4,933,796	4,316,945	87.50 %
Total Contract Construction:	409,419,194	346,521,930	21,162,077	4,423,534	58,473,731	14.28 %	823,815,507	472,870,043	57.40 %
TOTAL EXPENDITURES:	610,723,885	509,460,057	38,676,180	23,621,376	77,642,454	12.71 %	1,088,673,781	555,592,348	51.03 %
TRANSFERS OUT									
Statutory	25,000	25,000	0	0	0	0.00 %	25,000	0	0.00 %
Operating	10,879,519	10,902,512	0	0	(22,993)	-0.21%	53,200,467	42,297,955	79.51 %
TOTAL TRANSFERS OUT:	10,904,519	10,927,512	0	0	(22,993)	-0.21%	53,225,467	42,297,955	79.47 %
TOTAL EXPD AND TRANSFERS OUT:	621,628,404	520,387,568	38,676,180	23,621,376	77,619,461	12.49 %	1,141,899,248	597,890,303	52.36 %
Net for Fiscal Year 2019:	(98,979,363)	(24,548,240)	8,057,841		50,809,748		(224,856,423)	(176,686,807)	

User ID: kbentley
 Report ID: AD-FN-GL-003
 Run Date: 04 Apr 2019
 % of Time
 Remaining: 25.0

Idaho Transportation Department

STATEMENT OF REVENUES AND EXPENDITURES

BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 3/31/2019

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	521,600	252,580	25,946	64,006	205,014	39.30 %	2,880,951	2,564,365	89.01 %
Operating Expenditures	Federal	5,332,700	3,079,294	388,448	849,596	1,403,810	26.32 %	8,634,510	4,705,620	54.50 %
Operating Expenditures	Local	54,000	10,109	44	0	43,891	81.28 %	385,334	375,225	97.38 %
Total Operating Expenditures		5,908,300	3,341,983	414,438	913,602	1,652,715	27.97 %	11,900,795	7,645,210	64.24 %
Capital Outlay										
Capital Outlay	Dedicated	143,876,556	134,450,929	6,974,436	1,135,215	8,290,412	5.76 %	268,453,059	132,866,915	49.49 %
Capital Outlay	Federal	219,694,352	177,049,382	12,335,520	2,228,246	40,416,724	18.40 %	467,738,319	288,460,691	61.67 %
Capital Outlay	FICR	23,152,494	23,098,726	346,785	0	53,768	0.23 %	43,242,712	20,143,986	46.58 %
Capital Outlay	Local	14,748,792	7,964,059	1,108,424	146,471	6,638,262	45.01 %	27,546,826	19,436,296	70.56 %
Total Capital Outlay		401,472,194	342,563,096	20,765,166	3,509,932	55,399,166	13.80 %	806,980,916	460,907,888	57.12 %
Trustee & Benefit Payments										
Trustee & Benefit Payments	Dedicated	265,600	(1,695)	(21,256)	0	267,295	100.64 %	882,835	884,530	100.19 %
Trustee & Benefit Payments	Federal	1,741,400	618,545	3,730	0	1,122,855	64.48 %	3,439,790	2,821,245	82.02 %
Trustee & Benefit Payments	Local	31,700	0	0	0	31,700	100.00 %	611,171	611,171	100.00 %
Total Trustee & Benefit Payments		2,038,700	616,850	(17,526)	0	1,421,850	69.74 %	4,933,796	4,316,945	87.50 %
Total Contract Construction:		409,419,194	346,521,930	21,162,077	4,423,534	58,473,730	14.28 %	823,815,507	472,870,043	57.40 %

User ID: kbentley
 Report ID: AD-FN-GL-003
 Run Date: 04 Apr 2019
 % of Time
 Remaining: 25.0

Idaho Transportation Department

STATEMENT OF REVENUES AND EXPENDITURES

BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 3/31/2019

Fund: 0269 Transportation Expansion and Congestion Mitigation Fund

Fiscal Year: 2019	Year to Date Allotment (A)	Year to Date Actual (B)	Current Month Activity (C)	Year to Date Encumbrance (D)	Variance Favorable / Unfavorable (E = A - B - D)	Percent Variance (F = E / A)	Annual Appropriation (G)	Appropriation Balance (H = G - B - D)	Percent Remaining (I = H / G)
Budget Fiscal Year: 2019									
REVENUES									
Miscellaneous Revenues	53,100	445,493	61,660	0	392,393	738.97 %	71,000	(374,493)	-527.45%
TOTAL REVENUES:	53,100	445,493	61,660	0	392,393	738.97 %	71,000	(374,493)	-527.45%
TRANSFERS-IN									
Cigarette Tax	756,408	0	0	0	(756,408)	-100.00%	2,824,000	2,824,000	100.00 %
Sales Tax	11,995,300	12,485,953	1,107,247	0	490,653	4.09 %	16,477,000	3,991,047	24.22 %
TOTAL TRANSFERS-IN:	12,751,708	12,485,953	1,107,247	0	(265,755)	-2.08%	19,301,000	6,815,047	35.31 %
TOTAL REV AND TRANSFERS-IN:	12,804,808	12,931,446	1,168,908	0	126,638	0.99 %	19,372,000	6,440,554	33.25 %
EXPENDITURES									
Contract Construction - Capital Projects	17,418,900	677,578	23,170	0	16,741,322	96.11 %	37,967,477	37,289,898	98.22 %
TOTAL EXPENDITURES:	17,418,900	677,578	23,170	0	16,741,322	96.11 %	37,967,477	37,289,898	98.22 %
TOTAL EXPD AND TRANSFERS OUT:	17,418,900	677,578	23,170	0	16,741,322	96.11 %	37,967,477	37,289,898	98.22 %
Net for Fiscal Year 2019:	(4,614,092)	12,253,867	1,145,738		16,867,960		(18,595,477)	(30,849,344)	

User ID: kbentley
 Report ID: AD-FN-GL-003
 Run Date: 04 Apr 2019
 % of Time
 Remaining: 25.0

Idaho Transportation Department

STATEMENT OF REVENUES AND EXPENDITURES

BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 3/31/2019

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		563,000	848,423	94,034	0	285,423	50.70 %	741,200	(107,223)	-14.47%
TOTAL REVENUES:		563,000	848,423	94,034	0	285,423	50.70 %	741,200	(107,223)	-14.47%
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:		36,740,825	61,144,798	94,034	0	24,403,972	66.42 %	36,919,025	(24,225,772)	-65.62%
EXPENDITURES										
Contract Construction - Capital Projects		24,762,222	16,105,687	3,009,778	0	8,656,535	34.96 %	62,460,022	46,354,335	74.21 %
TOTAL EXPENDITURES:		24,762,222	16,105,687	3,009,778	0	8,656,535	34.96 %	62,460,022	46,354,335	74.21 %
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	40,224,237	3,009,778	0	(15,462,015)	-62.44%	62,460,022	22,235,785	35.60 %
Net for Fiscal Year 2019:		11,978,603	20,920,561	(2,915,744)		8,941,957		(25,540,997)	(46,461,557)	

User ID: kbentley
 Report ID: AD-FN-GL-003
 Run Date: 04 Apr 2019
 % of Time
 Remaining: 25.0

Idaho Transportation Department

STATEMENT OF REVENUES AND EXPENDITURES

BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 3/31/2019

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		308,200	346,166	46,098	0	37,966	12.32 %	325,900	(20,266)	-6.22%
TOTAL REVENUES:		308,200	346,166	46,098	0	37,966	12.32 %	325,900	(20,266)	-6.22%
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:		24,426,750	24,464,716	46,098	0	37,966	0.16 %	24,444,450	(20,266)	-0.08%
EXPENDITURES										
Contract Construction - Trustee & Benefit Payments		24,090,505	24,090,505	453,836	0	0	0.00 %	24,462,500	371,995	1.52 %
TOTAL EXPENDITURES:		24,090,505	24,090,505	453,836	0	0	0.00 %	24,462,500	371,995	1.52 %
TOTAL EXPD AND TRANSFERS OUT:		24,090,505	24,090,505	453,836	0	0	0.00 %	24,462,500	371,995	1.52 %
Net for Fiscal Year 2019:		336,245	374,211	(407,738)		37,966		(18,050)	(392,261)	

User ID: kbentley
 Report ID: AD-FN-GL-003
 Run Date: 04 Apr 2019
 % of Time
 Remaining: 25.0

Idaho Transportation Department

STATEMENT OF REVENUES AND EXPENDITURES

BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 3/31/2019

Fund: 0375 GARVEE Debt Service Fund

	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)
Fiscal Year: 2019									
Budget Fiscal Year: 2019									
REVENUES									
State Sources - Miscellaneous Revenues	0	83,143	6,543	0	83,143	0.00 %	0	(83,143)	0.00 %
TOTAL REVENUES:	0	83,143	6,543	0	83,143	0.00 %	0	(83,143)	0.00 %
TRANSFERS-IN									
Operating	0	15,602,512	0	0	15,602,512	0.00 %	0	(15,602,512)	0.00 %
TOTAL TRANSFERS-IN:	0	15,602,512	0	0	15,602,512	0.00 %	0	(15,602,512)	0.00 %
TOTAL REV AND TRANSFERS-IN:	0	15,685,654	6,543	0	15,685,655	0.00 %	0	(15,685,655)	0.00 %
EXPENDITURES									
Bond Principal / Interest	0	55,640,533	371,960	0	(55,640,533)	0.00 %	0	(55,640,533)	0.00 %
TOTAL EXPENDITURES:	0	55,640,533	371,960	0	(55,640,533)	0.00 %	0	(55,640,533)	0.00 %
TOTAL EXPD AND TRANSFERS OUT:	0	55,640,533	371,960	0	(55,640,533)	0.00 %	0	(55,640,533)	0.00 %
Net for Fiscal Year 2019:	0	(39,954,878)	(365,417)		(39,954,878)		0	39,954,878	

User ID: kbentley
 Report ID: AD-FN-GL-003
 Run Date: 04 Apr 2019
 % of Time
 Remaining: 25.0

Idaho Transportation Department

STATEMENT OF REVENUES AND EXPENDITURES

BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 3/31/2019

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	561,700	261,049	23,984	0	(300,651)	-53.53%	666,000	404,951	60.80 %
State Sources - Miscellaneous Revenues	289,185	332,757	17,135	0	43,572	15.07 %	330,500	(2,257)	-0.68%
Interagency Sources - Miscellaneous Revenues	175,800	194,080	2,056	0	18,280	10.40 %	250,000	55,920	22.37 %
TOTAL REVENUES:	1,026,685	787,886	43,175	0	(238,799)	-23.26%	1,246,500	458,614	36.79 %
TRANSFERS-IN									
Operating	1,689,730	2,104,539	191,563	0	414,809	24.55 %	2,150,000	45,461	2.11 %
TOTAL TRANSFERS-IN:	1,689,730	2,104,539	191,563	0	414,809	24.55 %	2,150,000	45,461	2.11 %
TOTAL REV AND TRANSFERS-IN:	2,716,415	2,892,425	234,738	0	176,010	6.48 %	3,396,500	504,075	14.84 %
EXPENDITURES									
Permanent Staff Salaries	536,972	513,570	54,310	0	23,402	4.36 %	744,731	231,161	31.04 %
Board, Hourly, OT, Shift Diff	66,213	63,925	0	0	2,288	3.46 %	84,863	20,938	24.67 %
Fringe Benefits	246,150	226,007	25,894	0	20,143	8.18 %	344,706	118,699	34.43 %
In State Travel Expense	42,305	45,836	106	0	(3,531)	-8.35%	67,904	22,068	32.50 %
Out of State Travel Expense	15,035	15,464	816	0	(429)	-2.85%	17,800	2,336	13.12 %
Technology Operating Expense	31,468	38,698	1,875	272	(7,502)	-23.84%	40,780	1,810	4.44 %
Operating Expense	464,479	286,678	19,517	144,827	32,974	7.10 %	1,137,216	705,711	62.06 %
Technology Equipment Expense	4,599	5,994	0	0	(1,395)	-30.33%	5,200	(794)	-15.27%
Capital Equipment Expense	587,500	523,000	0	7,363	57,137	9.73 %	587,500	57,137	9.73 %
Capital Facilities Expense	478	478	0	0	0	0.00 %	260,000	259,522	99.82 %
Trustee & Benefit Payments	440,500	569,331	41,115	0	(128,831)	-29.25%	1,658,549	1,089,219	65.67 %
TOTAL EXPENDITURES:	2,435,699	2,288,979	143,634	152,462	(5,744)	-0.24%	4,949,249	2,507,807	50.67 %
TOTAL EXPD AND TRANSFERS OUT:	2,435,699	2,288,979	143,634	152,462	(5,744)	-0.24%	4,949,249	2,507,807	50.67 %
Net for Fiscal Year 2019:	280,716	603,446	91,104		170,266		(1,552,749)	(2,003,732)	94



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date May 16, 2019Consent Item ☐ Information Item ☒ Amount of Presentation Time Needed _____

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

Subject

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

Background Information

Idaho received obligation authority through September 30th via an Appropriation Act signed on February 15, 2019. Official notice from the FHWA was received on March 11th. Notice of the receipt of \$19.9 million of FY 2019 *Highway Infrastructure General Funds* was received on March 18th. Obligation authority through the end of the year (365/365^{ths}) is \$309.4 million which corresponds to \$308.4 million with match after a reduction for prorated indirect costs.

Idaho has received apportionments via notices through March 18, 2019 of \$341.2 million which includes *Redistribution of Certain Authorized Funds* and *Highway Infrastructure General Funds* carried over from last year. Currently, obligation authority is 90.7% of apportionments.

The exhibits on the following page summarize these amounts and show allotments and remaining funds by program through September 30, 2019.

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	\$341,216
Including Match	\$366,387
Obligation Limits through 9/30/2019	
Federal Aid Only	\$309,410
Less prorated \$25M indirect costs w/Match	\$308,369

- 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 March 18, 2019.

Exhibit Two Allotments of Available Formula Funding through September 30, 2019

Program	Allotted Total Program Funding	Total Program Funding Remaining
All Other SHS Programs	\$188,017	\$54,351
GARVEE Formula Debt Service*	\$56,700	(\$957)
State Planning and Research*	\$6,941	\$349
Metropolitan Planning*	\$1,849	\$0
Railroad Crossings	\$1,894	\$1,804
Transportation Alternatives (Urban/Rural)	\$3,519	\$1,541
Recreational Trails	\$1,532	\$1,515
STBG - Local Urban	\$9,264	\$1,776
STBG - Transportation Mgt. Area	\$11,977	\$9,108
Transportation Alternatives (TMA)	\$430	\$88
STBG – Local Rural	\$14,265	\$8,654
Local Bridge	\$4,877	(\$4,881)
Off System Bridge	\$3,657	\$441
Local Safety	\$3,448	\$607
Total (excluding indirect costs)	\$308,369	\$74,395

- 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 April 30th.
 5. Advanced construction conversions of \$54.0 million are outstanding for FY 2019.
- * These programs are provided 100% Obligation Authority. Other programs are reduced accordingly.
Includes \$207k payback from TAP, \$2,500k from Local Bridge (Ora), and \$450k from Local Bridge (Penstock)



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date May 16, 2019Consent Item ☐ Information Item ☒ Amount of Presentation Time Needed _____

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

Subject

FY 2020 - 2023 Strategic Plan for the Division of Financial Management (DFM)		
Key Number	District	Route Number

Background Information

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

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

Recommendations

Staff is requesting Board members review the attached Strategic Plan.

Board Action

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

FY20-23 Strategic Plan



Your Safety. Your Mobility. Your Economic Opportunity.

Mission and Vision

The mission of the Idaho Transportation Department is stated above:

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

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

We do that by:

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

Goals

To achieve this mission, ITD has set three primary goals

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

Objectives

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

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

Key External Factors

Political

- ITD has begun allocating more than \$300 million in GARVEE transportation funding passed into law in 2017. The widening of Interstate 84 between Nampa and Caldwell represents the biggest expenditure at \$150 million, and an additional \$64 million will fund US-95 corridor improvements in north Idaho. GARVEE bonding, which is the funding mechanism, allows for the acceleration of highway projects so that drivers don't need to wait decades for needed improvements.
- The department continues to work within federal funding provided by the Fixing America's Surface Transportation (FAST) Act. It expires in 2020, so ITD is now engaged in work with local, state and national partners to assure our federal transportation funding needs continue to be met in the future.
- ITD is engaged in alternative transportation funding options. Over the past year, Idaho participated in a Washington State Transportation Commission pilot program to test a pay-per-mile tax system. Motorists experienced road-usage charging and provided feedback. A final report and analysis is expected in early 2020.

Social & Economic

- Growth is maybe the biggest single factor affecting the department. Idaho's population is booming — for two years running, Idaho has been the fast-growing state in the nation — and with that comes increased demand on the transportation infrastructure. As traffic volumes increase, miles traveled increase. This results in additional demand and conflict for public transit, biking and walking.
- Statistics from Idaho's Office of Highway Safety and the National Highway Traffic Safety Administration show a strong correlation between increased traffic volumes and a spike in fatalities.
- Idaho's Office of Highway Safety continues its work to promote engaged driving through its SHIFT program. SHIFT is a program designed to prevent distracted driving crashes by encouraging all Idahoans to drive in the moment and free from distractions. ITD continues to partner with private businesses, schools, and first law-enforcement agencies to grow safe-driving behavior. This grassroots effort has been enhanced with mass media outreach to reach as many road users as possible.

Organizational

- ITD places high value on employees, their development, their skill, and contributions. The engagement of our employees is key to discovering innovative business practices, providing remarkable customer service, and fostering partnerships.
- For this reason, we focus on the development of our leaders. We also develop opportunities for employees to benefit through their individual and team achievements. ITD continues to advance the following concepts:
 - Leadership Development for intentional employee experiences
 - Horizontal Career Paths that motivate employees to develop skills and ensure high performance.
 - Organizational effectiveness, which continues to direct staffing resources for maximum service delivery and utilize budgeted resources to retain qualified and talented employees.

Technological

- ITD led a statewide interagency effort to address the future of transportation through the Idaho Autonomous and Connected Vehicle Testing and Deployment Committee. The Committee provided a report to the Governor on regional and national regulatory and policy consistency, liability considerations, strategic partnerships, national safety policy and digital and physical infrastructure, among other things.
- The social climate demands attention to the security of the transportation system — security is a high priority as we make transportation decisions and investments. A measure of ITD's progress toward technological security is stated below:

Cyber Security

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

- Adopt and implement NIST Cybersecurity Framework - **Complete**
- Implement first five (5) CIS Critical Security Controls - **Complete**
The Governor's Office required implementation of measures 1-5. However, ITD has partially implemented Critical Security Controls 1-20.
- Develop and submit employee education and training plans for mandatory cybersecurity training - **Complete**
- Require all state employees to complete annual cybersecurity training - **Complete**
- Include a link to statewide cybersecurity website on all public websites - **Complete**

Performance Measures

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

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Performance Indicators & Measures

[View by Groups](#)
[View by Goals](#)
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[User Manual](#)
[About/Help](#)

Five Year Fatality Rate per 100 Million Vehicle Miles

Goal: Reduce the five-year fatality rate.

Five Year Fatality Rate per
100 Million Vehicle Miles
-- CY 2014 to 2018 --



Why This Is Important

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

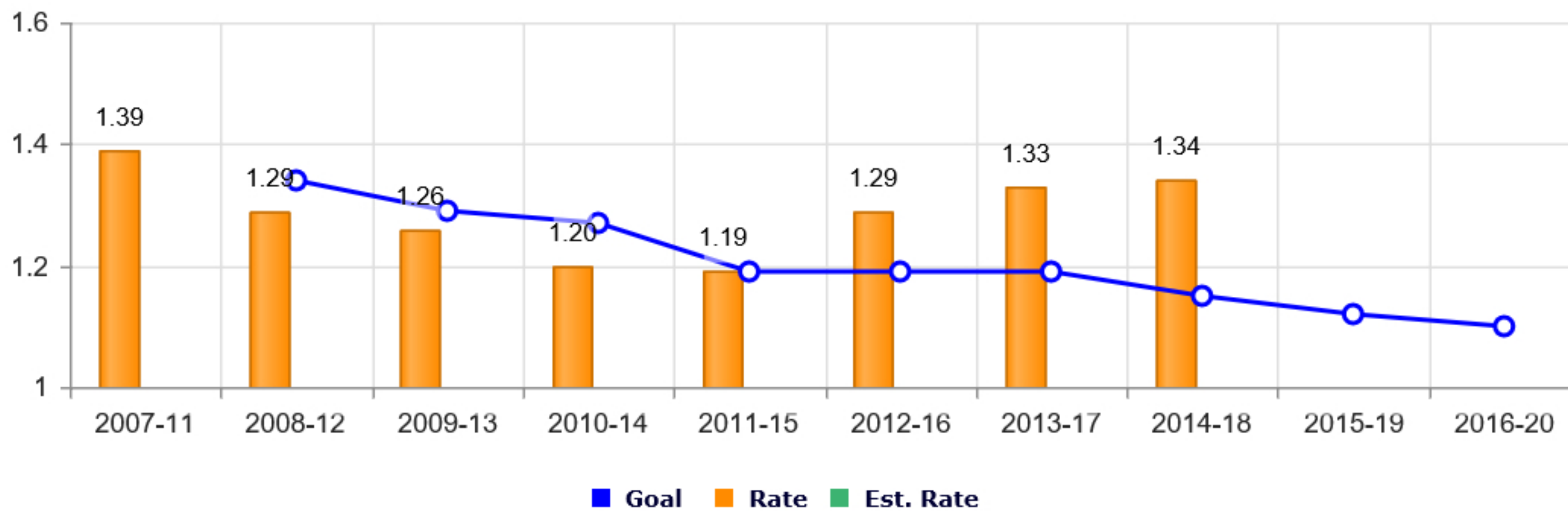
How We Measure It

The measure is calculated by dividing the number of fatalities that occur over a five-year period by the number of vehicle miles traveled over the same five-year period. The five-year rate for 2013 to 2017 is 1.33 fatalities per 100 million vehicle miles traveled. (Note: This rate is based on Idaho's estimate of vehicle miles traveled rather than the required Federal estimate which is not yet available.)

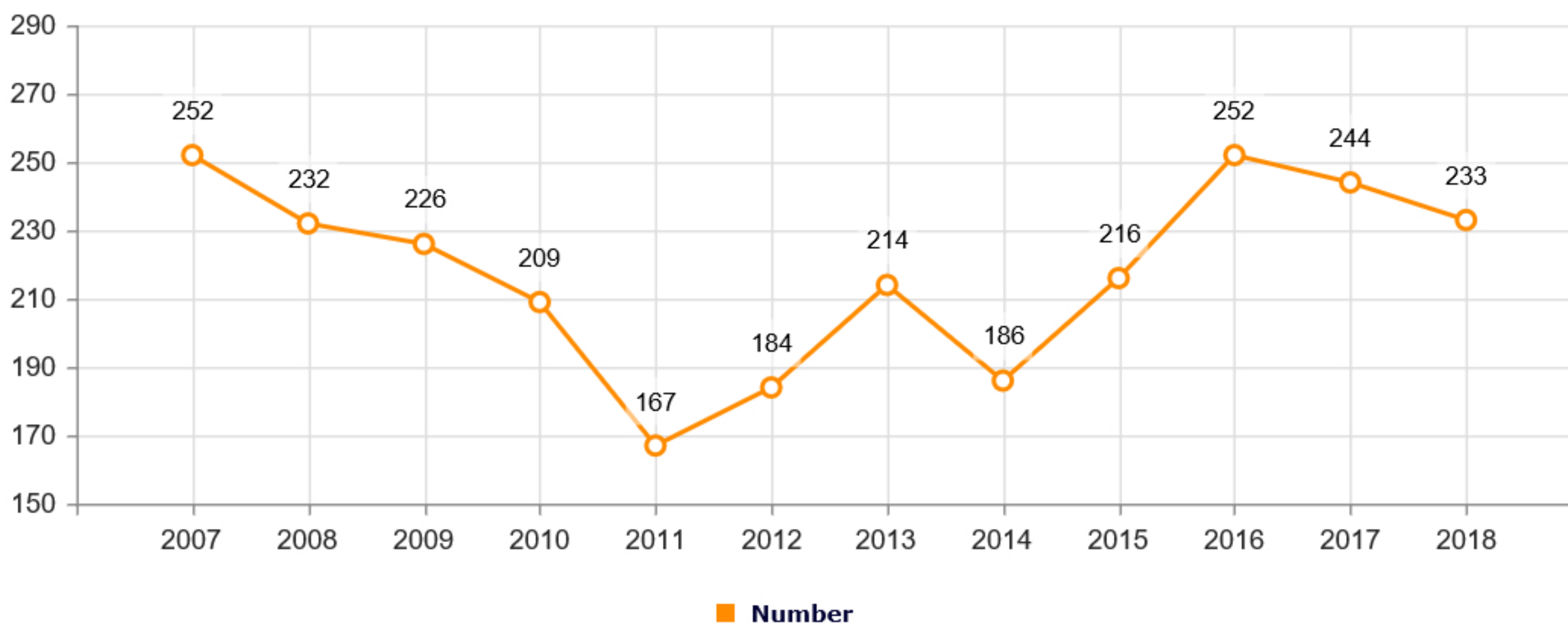
What We're Doing About It

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

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



Total Fatalities By Year



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Performance Indicators & Measures

View by Groups	View by Goals	Editor	Manager	Administrator	User Manual	About/Help
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Percent of Time Highways Clear of Snow/Ice During Winter Storms

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

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



Why This Is Important

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

How We Measure It

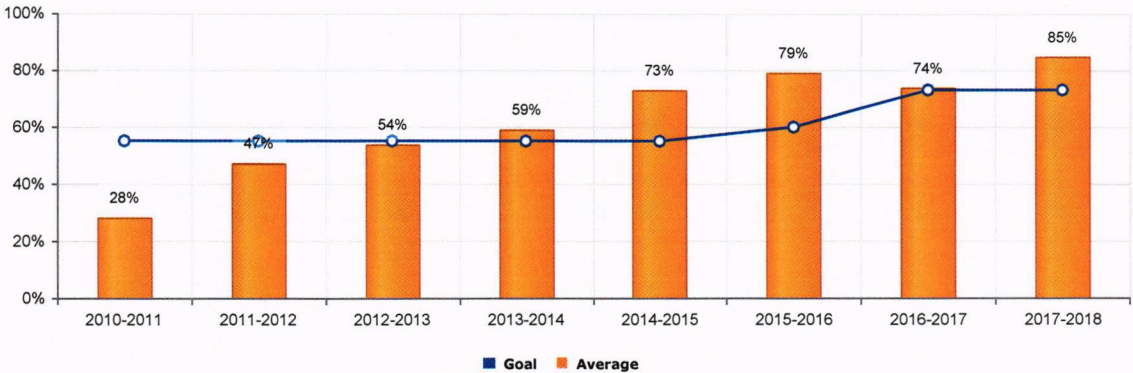
Idaho's 4,984 centerline miles of highways are broken down into 217 sections. Over 46% of these highway sections, including the most heavily traveled corridors, have automated roadway condition sensors and weather information stations located where travel is deemed to be highly impacted by winter storms--high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

What We're Doing About It

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

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

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



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Performance Indicators & Measures

View by Groups	View by Goals	Editor	Manager	Administrator	User Manual	About/Help
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Percent of Pavement in Good or Fair Condition

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

Percent of Pavement in
Good or Fair Condition
-- CY 2017 --



Why This Is Important

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

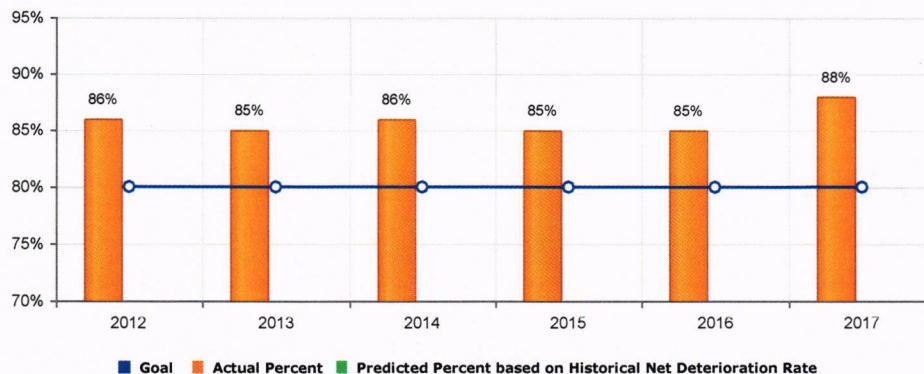
How We Measure It

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

What We're Doing About It

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

Percent of Pavement in Good or Fair Condition



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Performance Indicators & Measures

View by Groups	View by Goals	Editor	Manager	Administrator	User Manual	About/Help
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Percent of Bridges in Good Condition

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

Percent of Bridges in
Good Condition
-- CY 2018 --



Why This Is Important

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

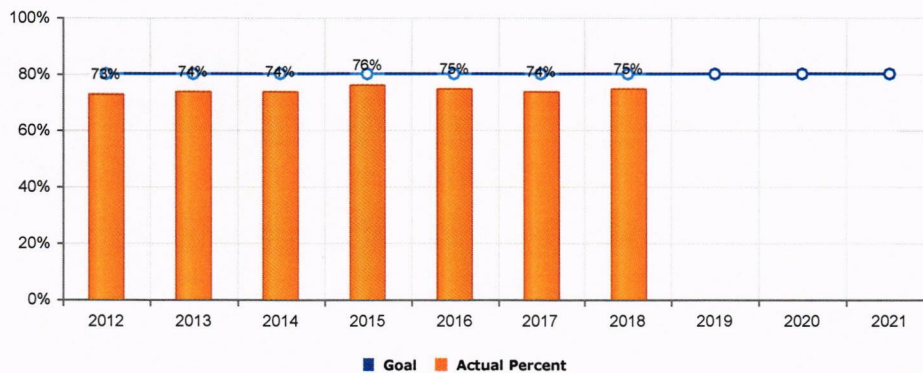
How We Measure It

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

What We're Doing About It

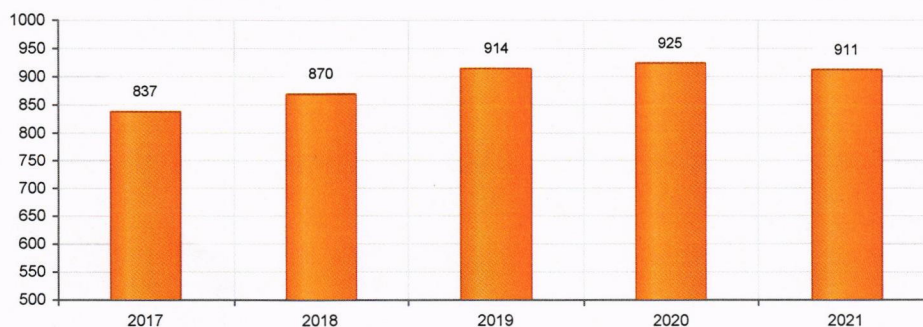
Idaho strategically schedules preservation and restoration projects to improve deteriorating bridges across the state. Over time, increased investments will be needed to achieve this goal.

Percent of Bridges in Good Condition



Number of State Bridges 50 Years or Older

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



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Performance Indicators & Measures

View by Groups	View by Goals	Editor	Manager	Administrator	User Manual	About/Help
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Percent of Highway Project Designs Completed On or Ahead of Time Based on the 2019 ITIP

Goal: Have 100% of the projects scheduled for construction in Federal Fiscal Year 2019 designed and ready to bid by the target date of September 30, 2018

Percent of Highway Project Designs Completed On or Ahead of Time Based on the 2019 ITIP
-- FFY 2019 --



% at start of the FFY

Why This Is Important

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

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

How We Measure It

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

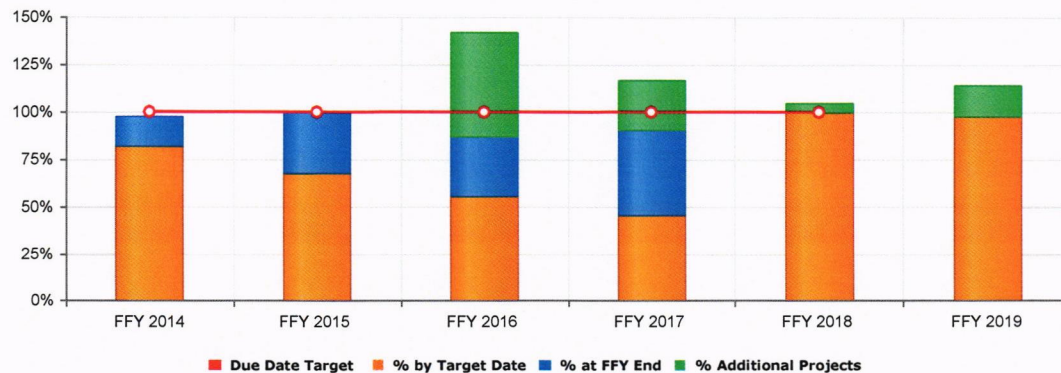
What We're Doing About It

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

Note

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

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



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Performance Indicators & Measures

View by Groups	View by Goals	Editor	Manager	Administrator	User Manual	About/Help
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Final Construction Cost as a Percent of Contract Award

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

Final Construction Cost as a Percent of Contract Award
-- CY 2018 --



Why This Is Important

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

How We Measure It

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

What We're Doing About It

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

Final Construction Cost as a Percent of Contract Award

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



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Performance Indicators & Measures

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Construction Cost at Award as a Percent of Budget

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

Construction Cost at Award as a Percent of Budget
-- Federal Fiscal Year 2018 --



Why This Is Important

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

How We Measure It

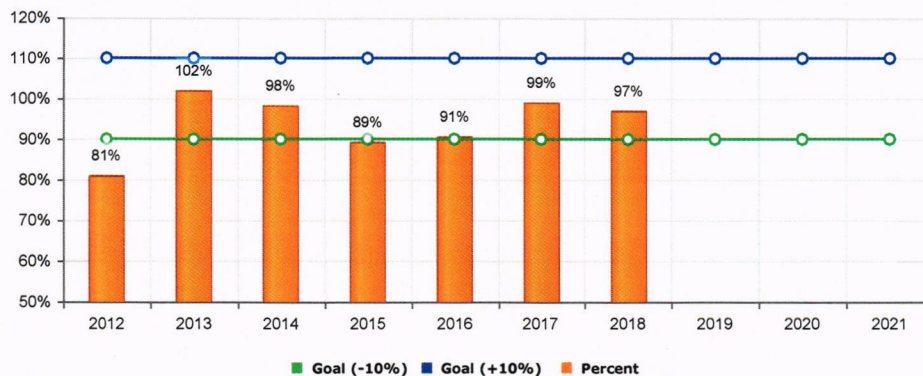
ITD totals the construction costs of projects awarded in the fiscal year and compares them to the total construction budget programmed at the beginning of the fiscal year for the same projects. GARVEE projects are not included.

What We're Doing About It

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

Construction Costs at Award as a Percent of Budget

Federal Fiscal Year



Note: GARVEE projects not included.

Cumulative Construction Costs at Award as a Percent of Budget

Note: No projects were awarded in October/November 2011 (FFY 2012).

	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep
FFY 2012			90%	88%	90%	87%	86%	84%	82%	81%	80%	81%
FFY 2013	95%	92%	90%	89%	92%	93%	96%	99%	99%	102%	103%	102%
FFY 2014	104%	103%	101%	92%	87%	100%	100%	100%	99%	98%	98%	98%
FFY 2015	92%	79%	80%	81%	88%	86%	87%	87%	88%	88%	89%	89%
FFY 2016	99%	97%	97%	96%	99%	99%	90%	89%	89%	91%	91%	91%
FFY 2017	82%	82%	86%	78%	81%	89%	91%	96%	96%	97%	99%	99%
FFY 2018	90%	92%	92%	89%	89%	89%	92%	95%	95%	96%	97%	97%
FFY 2019	98%	103%	101%	99%	100%							

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Performance Indicators & Measures

View by Groups	View by Goals	Editor	Manager	Administrator	User Manual	About/Help
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Administration and Planning Expenditures (\$000,000)

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

Administration and
Planning Expenditures
(\$000,000)
-- FY 2017 --



Why This Is Important

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

How We Measure It

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

What We're Doing About It

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

Administrative and Planning Expenditures (\$000,000)



■ Lower Limit ■ Upper Limit ■ Dollars

Expenditure Trends (\$000,000)

	2009	2010	2011	2012	2013	2014	2015	2016	2017
Total Expenditures	619.0	656.8	585.8	496.2	500.6	479.9	490.8	427.5	464.9
Administration/Planning	29.5	29.8	27.8	27.7	29.0	29.6	30.2	30.2	32.3

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Performance Indicators & Measures

View by Groups	View by Goals	Editor	Manager	Administrator	User Manual	About/Help	
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Days to Process Vehicle Titles

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

Days to Process Vehicle
Titles
-- 2019 --



*White = Goal and Red =
Current Status

Why This Is Important

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

How We Measure It

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

What We're Doing About It

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

Average Days to Process Titles



--Current Status--

Title Processing Time (in days), by Month

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
2011	6	5	6	7	6	6	5	6	6	6	6	5
2012	5	6	7	8	9	9	10	9	9	9	8	7
2013	7	6	8	9	7	9	10	8	8	6	7	6
2014	6	5	6	8	7	10	13	10	13	16	12	6
2015	5	5	6	5	7	6	6	6	6	6	6	5
2016	6	5	6	8	7	10	8	7	5	4	4	4
2017	5	5	3	4	4	3	4	4	4	4	4	4
2018	4	4	4	4	4	4	4	5	5	4	4	4
2019	3	3	3	4								

SCORECARD

Performance Indicators & Measures

View by Groups	View by Goals	Editor	Manager	Administrator	User Manual	About/Help	
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DMV Transactions Processed on the Internet (in thousands)

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

DMV Transactions
Processed on the Internet
(in thousands)
-- CY 2019 --



Why This Is Important

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

How We Measure It

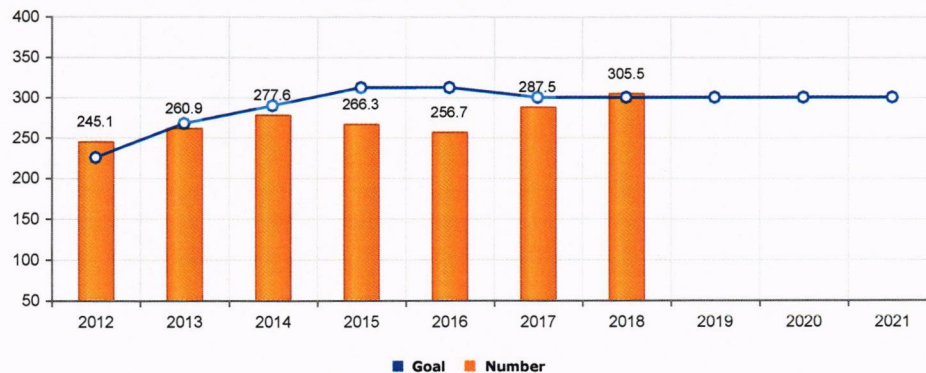
This measure captures only transactions by direct DMV customers who purchase online services for licenses, permits and endorsements.

What We're Doing About It

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

Number of DMV Transactions (in thousands)

The DMV has historically reporting only customer-initiated online transactions, since that is all the DMV offered at the onset of the DMV dashboard reporting initiative. Since that effort began, the DMV has continued to modernize systems to allow a wider variety of online transactions to both customers and third-party organizations that use DMV records for business purposes. Starting in calendar year 2019, DMV will be reporting online transactions in a way to account for all online activity occurring for DMV. Notable changes will include counts reported for third-party and other non-revenue generating activity that reduces the customer service calls DMV receives.



--CURRENT STATUS--

Cumulative DMV Transactions Processed, by Month (in thousands)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
2011	17.3	32.2	49.9	64.3	82.6	99.2	116.1	133.7	149.5	170.4	189.3	210.9
2012	19.3	37.2	57.0	74.9	94.1	113.6	132.1	154.2	172.6	200.1	220.6	245.1
2013	20.9	40.4	62.7	83.0	103.9	124.4	145.5	166.0	184.9	211.8	234.1	260.9
2014	23.2	43.3	67.3	88.7	111.4	133.5	155.7	177.2	197.4	226.3	249.5	277.6
2015	22.4	44.2	68.2	89.7	111.4	128.6	154.0	176.0	194.7	216.9	238.0	266.3
2016	22.1	42.5	64.5	84.8	105.4	125.6	146.3	168.4	187.4	206.1	224.3	256.7
2017	23.6	45.7	72.2	92.0	117.1	140.8	164.9	188.6	210.1	231.8	253.9	287.5
2018	28.8	49.4	78.5	103.7	128.7	154.1	179.8	205.3	228.0	254.0	279.0	305.5
2019	696.7	530.9										



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date May 16, 2019Consent Item ☐ Information Item ☐ Amount of Presentation Time Needed 20 min

Presenter's Name Alissa Salmore (ITD D5) Matt Pieron (IDFG Mule Deer Initiative)	Presenter's Title Environmental Planner Wildlife Biologist	Initials	Reviewed By LSS
Preparer's Name same	Preparer's Title	Initials	

Subject

ITD-IDFG Partnership to Build Wildlife Passage at US-30 Rocky Point		
Key Number 22162	District 5	Route Number US-30

Background Information

ITD mission of Your Mobility, Your Safety, and Your Economic Opportunity guides the operations and investments of the department. ITD also seeks partnerships with other organizations to advance these mission objectives. ITD and the Idaho Department of Fish and Game have mutual interest in safety as it pertains to wildlife hazards on the highways of Idaho.

Wildlife are involved in statewide motor vehicle crashes over the past 5 years as shown:

Fatal Crashes	0.5%
Serious Injury Crashes	0.9%
Property Damage	7.4%
All Crashes	5.3%

This presentation will focus on partnership work of District 5 and Idaho Fish and Game. The efforts are to leverage the mutual resources of ITD and IDFG to address needs for highway safety and wildlife safety at a major wildlife migration corridor. There will be a presentation on a mutual project planned for FY2025 on US-30 at Rocky Point between MP 443 – MP 448.

Recommendations

For information

Board Action

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



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date May 16, 2019Consent Item ☐Information Item ☒Amount of Presentation Time Needed 10 minutes

Presenter's Name	Presenter's Title	Initials	Reviewed By
Scott Stokes and John Tomlinson	Deputy Director and Hwy Safety	LSS/JT	LSS
Preparer's Name	Preparer's Title	Initials	
Scott Stokes and John Tomlinson	Deputy Director and Hwy Safety	LSS/JT	

Subject

ITSC Annual Report		
Key Number	District	Route Number

Background Information

The Idaho Traffic Safety Commission (ITSC) Annual Report will be presented to the Board. This will be an update on what has been happening over the last year with the ITSC, and what's ahead for the future. The ITSC meets twice a year to discuss behavioral safety issues, provide suggestions to the Highway Safety Plan, and come up with ideas to focus on with federal grant funds.

Recommendations

For information.



Board Agenda Item

ITD 2210 (Rev. 10-13)

Board Action

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



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date May 16, 2019Consent Item ☐Information Item ☒Amount of Presentation Time Needed 10 minutes

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

Subject

Highway Safety Plan		
Key Number	District	Route Number

Background Information

I will be doing an informational presentation previewing the proposed Federal Fiscal Year 2020 Highway Safety Plan. This is the Office of Highway Safety's FFY 2020 plan that must be submitted to NHTSA by July 1, 2019, to receive funding for our behavioral programs.

I will talk about the program areas and highlight the newest projects that are included in this plan. This will encompass the recommendations and approvals from the Idaho Traffic Safety Commission at their April 30th meeting. I will be asking the Board for any recommendations they have for the plan, so that the final draft can be brought before them for approval in June.

Recommendations

For information.



Board Agenda Item

ITD 2210 (Rev. 10-13)

Board Action

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



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date May 16, 2019

Consent Item ☐

Information Item ☒

Amount of Presentation Time Needed 25 minutes

Presenter's Name John Tomlinson and Brad Biskup	Presenter's Title Hwy Safety Manager/Programmer	Initials JT/BB	Reviewed By LSS
Preparer's Name John Tomlinson and Brad Biskup	Preparer's Title Hwy Safety Manager/Programmer	Initials JT/BB	

Subject

Statewide Electronic Ticketing		
Key Number	District	Route Number

Background Information

The Statewide Electronic Ticketing (SWET) program rolled out exactly a year ago in Idaho, starting with the Idaho State Police. Currently, there are 12 agencies that are using the SWET program throughout the state, and another 28 that have started the process to become users of SWET.

One of the original agencies that tested SWET several years ago was the Bingham County Sheriff's Office. We will recognize Sheriff Craig Rowland and his IT expert, Jeremy Kendall. We will also recognize Sgt. Jens Pattis from the Idaho State Police, who helped roll this program statewide to all six ISP Districts. We will also recognize Brad Biskup for his work with SWET and getting the agencies on board from the technical side. There will also be a discussion of how an agency gets on board with SWET, some of the successes we've had, and some of the challenges faced in the first year of this rollout.

All of the equipment and necessary components to make SWET work for these agencies come from a grant the Office of Highway Safety has with the National Highway Traffic Safety Administration (NHTSA).

Recommendations

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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 May 16, 2019Consent Item ☐Information Item ☐Amount of Presentation Time Needed 10 min

Presenter's Name Caleb Lakey	Presenter's Title Engineering Manager, D3	Initials JCL	Reviewed By LSS
Preparer's Name Caleb Lakey	Preparer's Title Engineering Manager, D3	Initials JCL	

Subject

Relinquishment of a portion of I-84B in Nampa and Caldwell		
Key Number n/a	District D3	Route Number I-84 Business Loop (Nampa-Caldwell Blvd), SH-19 to SH-55

Background Information

D3 staff has been working with the cities of Nampa and Caldwell to turn over a portion of the I-84 Business Loop to the respective local jurisdictions.

The City of Caldwell is willing to take over all of the boulevard within their city limits and has requested a \$2.4M offset from the Board for personnel and maintenance start-up costs. This portion would start at SH-19, include the full couplet through Caldwell, and end at Homedale Rd.(the city limit).

The City of Nampa has proposed that in exchange for taking over the I-84B from Homedale Rd. to Karcher Rd. (SH-55), ITD take back jurisdiction of Northside Blvd from Exit 35 south to where it connects back to I-84B in Nampa. They have also requested the installation of a signal at 4th St N. on Northside Blvd. Total dollar amount to be determined, est. \$800K.

Total cost for currently know mitigation requests noted above is \$3.2M

D3 Staff is meeting with the Board Subcommittee on Additions and Deletions on May 10th. Recommendations from that meeting will be presented for board consideration and action.

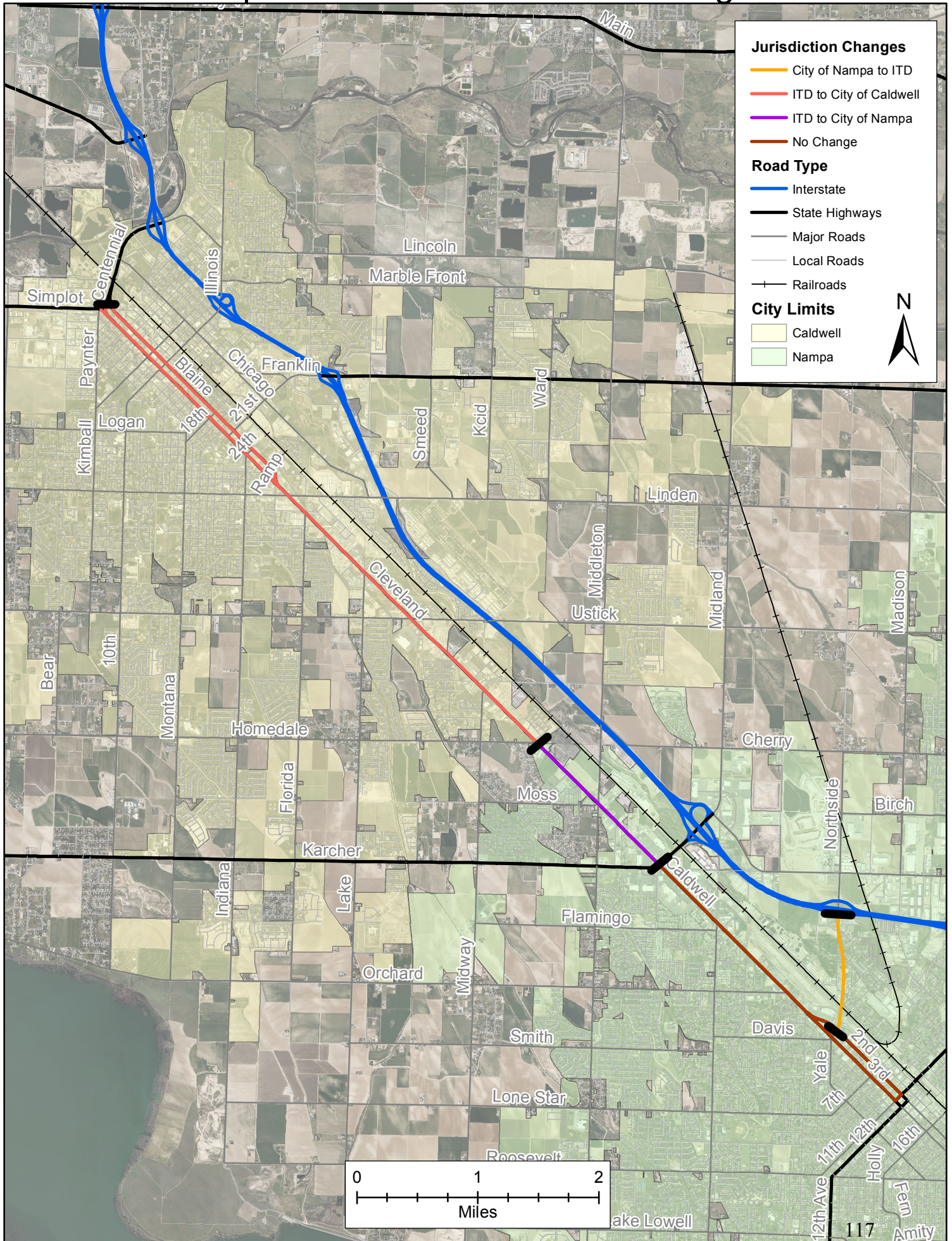
Recommendations

- Consider acting on recommendations from subcommittee meeting.

Board Action

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

Proposed I-84B Jurisdiction Changes





Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date May 16, 2019

Consent Item ☐

Information Item ☐

Amount of Presentation Time Needed 30 minutes

Presenter's Name Amy Schroeder	Presenter's Title Transportation Program Manager	Initials AS	Reviewed By LSS
Preparer's Name Amy Schroeder	Preparer's Title Transportation Program Manager	Initials AS	

Subject

Update on Idaho 16, I-84 to SH-44 Corridor		
Key Number 20788	District 3	Route Number ID-16

Background Information

Board Policy 4069, Corridor Planning for Idaho Transportation Systems, states that corridor plans will be presented to the Transportation Board and that major expansion projects shall be approved by the Board.

Staff will provide the Transportation Board with information on the Idaho 16, Jct I-84 to ID 44 corridor preliminary design efforts, cost estimates and tasks to complete prior to right-of-way acquisition. We request approval to proceed with the proposed refinements to the original corridor study.

A 20-year design life extended the planning horizon from 2030 to 2045, which prompted a review of and revisions to many aspects of the corridor. Through value engineering and alternatives analysis efforts, corridor right-of-way and cost savings have been identified. These corridor refinements include some of the following topics:

- 1) Idaho 16 going over versus under local roads and other east-west routes
- 2) Reduction in right-of-way footprint throughout the corridor
- 3) Interchange type analysis and configuration verification
- 4) Additional system interchange alternatives including options for minimizing impacts by keeping Franklin Road on its existing alignment and not precluding a future direct connection through the system interchange to a local road south of I-84 (not included as part of this study)

Staff will also share information regarding updated land use and demographics, as well as cost refinement for corridor right-of-way preservation and construction.

Board approval to proceed with these corridor refinements will allow staff to engage with project stakeholders and continue community outreach, and to begin contacting property owners who will be affected by this project.

Recommendations

Per Board Policy 4069, approve attached resolution regarding modifications to original corridor study.

Board Action

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

SH-16 CORRIDOR CONCEPT

Board Presentation

May, 2019

1. Idaho 16, I-84 to ID 44 Corridor

The purpose of the Idaho 16 Corridor Project is to increase the transportation capacity of the Idaho state highway system within Ada and Canyon counties and to reduce north-south travel times between I-84 and destinations north of the Boise River in the vicinity of the Idaho 16 and ID 44 intersection. The need for the project is related to three factors:

- Regional Growth. Proposed planned communities and rapid development in the communities of Emmett, Eagle, Star, Nampa, and Meridian are increasing travel demand on Idaho highways and surrounding regional roadways.
- Regional Mobility and Circulation. Current north-south routes connecting I-84 to ID 44 are not adequate to meet future travel demands of the Treasure Valley.
- Congestion on North-South Arterials. The limited number of river crossings between ID 44 and I-84 increases traffic congestion on the surrounding regional roadways.

The Idaho 16 project goals begin with providing solutions, which will help the Treasure Valley area accommodate its projected growth while balancing the area's quality of life.

- Create a new state highway corridor that will be a component of enhancing the area's transportation system to improve accessibility and connectivity to jobs, schools, and services; allow the efficient movement of people and goods.
- Establish a new state highway corridor providing new connectivity, while preserving the capacity of the regional roadway system.
- Develop a new state highway corridor that will enhance safety and security for its users.
- Create a new state highway corridor that will protect and preserve existing transportation systems and opportunities for expansion.
- Support economic development by providing a new state highway that aids in connecting communities, provides access to employment centers, and provides efficient movement of people, freight and services throughout the Treasure Valley.
- Contribute to improving the quality of life, through enhancing public health by developing a new state highway that will help lesson future environmental impacts, such as air quality.

In 2006, ITD began studying the segment of the Idaho 16 route from I-84 north to ID 44, Figure 1. A final environmental impact statement (EIS) was prepared in November 2010 and a record of decision (ROD) for this portion of the Idaho 16 corridor was approved by ITD and the Federal Highway Administration (FHWA) in April 2011. The new route begins at I-84 (MP 39.7), which is west of Ten Mile Interchange and east of Garrity Interchange. The new Idaho 16 route connects I-84 to ID 44, formulating the logical termini, and provides a new crossing over the Boise River. The selected alternative defined Idaho 16 as a limited access 4-lane divided highway (two lanes per direction) with full access interchanges at the following locations:

- Idaho 16 and I-84
- Idaho 16 and Franklin Road
- Idaho 16 and Ustick Road
- Idaho 16 and US 20/26
- Idaho 16 and ID 44

Accessibility to Idaho 16 will be prohibited for all other public or private access. Major east-west roadways will be grade-separated with Idaho 16. Access to properties disconnected by the new highway will be provided through a system of rural minor local roadways.

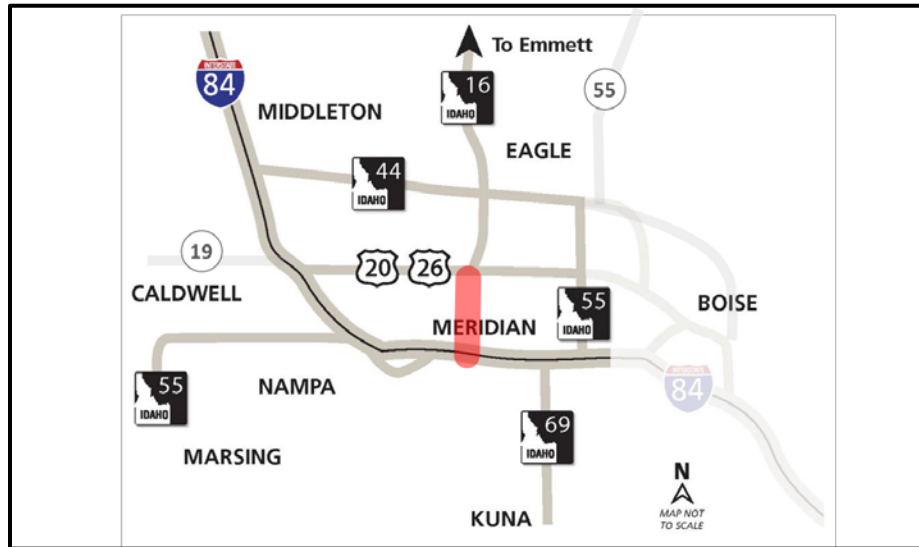


Figure 1 - Idaho 16 route from I-84 north to ID 44

Construction of the Idaho 16 initial phase was completed in 2014. The initial phase provided 2.1 miles of new 4 lane highway between US 20/26 and ID 44, including a 1,730-foot-long bridge over the Boise River. This initial phase provided at-grade signalized intersections at US 20/26 and ID 44. The interchanges described in the EIS/ROD are planned for construction in a future phase of the Idaho 16 when travel demands warrant these improvements.

2. Idaho 16 Profile Alignment (Over versus Under)

The approved 2011 EIS/ROD proposed a preferred alternative for Idaho 16, in which the new highway's profile alignment would be grade separated with bridges at east-west routes including US 20/26, ID 44 and four local roadways (Franklin Road, Cherry Lane, Ustick Road, and McMillian Road). The EIS/ROD's preferred alternative proposed these six east-west roadways would be elevated and have bridges crossing over the new Idaho 16 highway. Through value engineering and alternatives analysis, staff recommends modifying the preferred alternative to have the new highway's profile alignment grade separated over these six east-west roadways. Figure 2 and 3 provide an example of the modifications at one local roadway. The recommendation is based on the following potential benefits resulting from the proposed modification:

- The modification lessens the potential environmental impacts associated with the project by reducing the limits of improvements to east-west local roadways.
- Minimizes impacts to accessibility of the east-west local roadways by eliminating the need to raise the profile of the local roadways over the new Idaho 16. This would reduce the need for right-of-way and construction of local roadways to provide new access.
- A reduction in the project's new right-of-way for constructing east-west roadways over the new Idaho 16 estimated to reduce approximately 26 acres, with an estimated savings ranging between \$1.5 and \$1.9 million.
- A reduction in project costs to construct the east-west local roadways over the new Idaho 16. It is estimated to reduce approximately 1.1 miles of local roadways, with an estimated savings range between \$16 and \$18 million.
- The project costs for the future interchange build-out of US 20/26 and ID 44 would be less costly due to reductions in earthwork and grading for the interchanges.
- Minimizes potential impacts to the public and enhances safety during construction by allowing for more efficient construction sequencing and less complicated traffic control measures.

Environmental considerations for elevating Idaho 16 over the east-west roadways versus elevating the local roadways over Idaho 16, which include potential visual quality and noise affects, will be analyzed as part of

the project's EIS Re-Evaluation process. Staff does not anticipate significant adverse effects to the environment caused by the modification of taking Idaho 16 over the east-west local roads and highways.

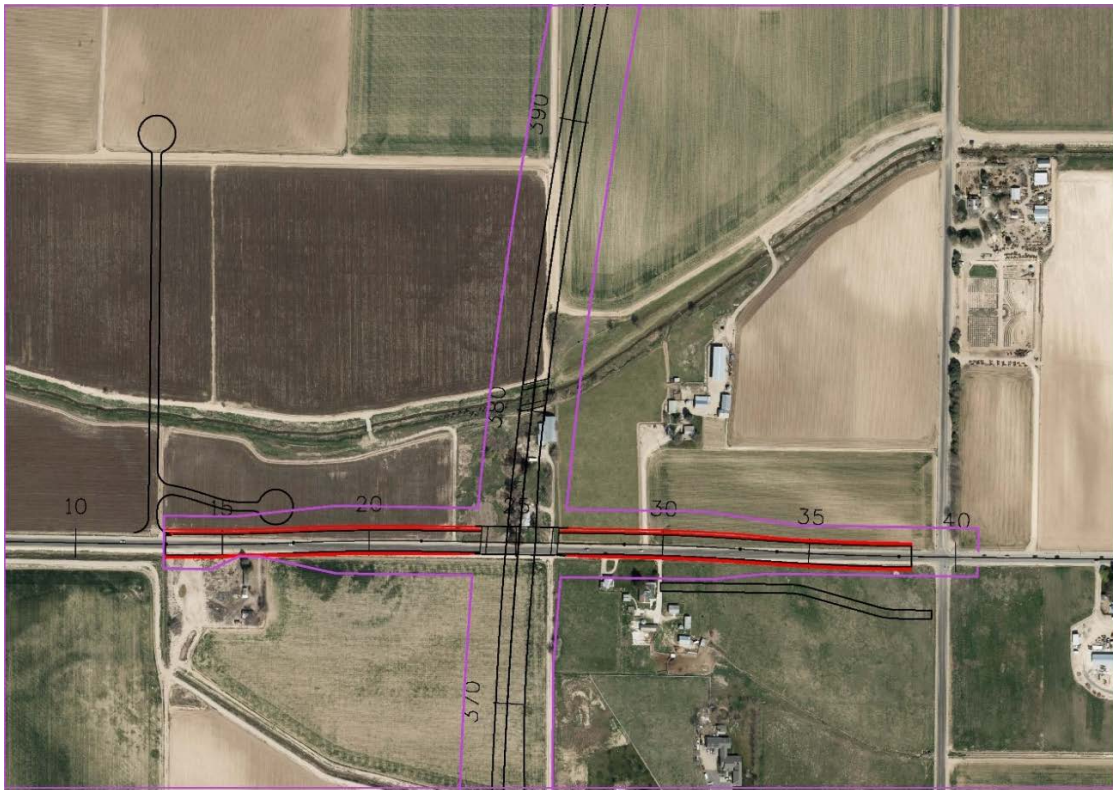


Figure 2 - Idaho 16 Under Local Road, EIS/ROD Preferred Alternative

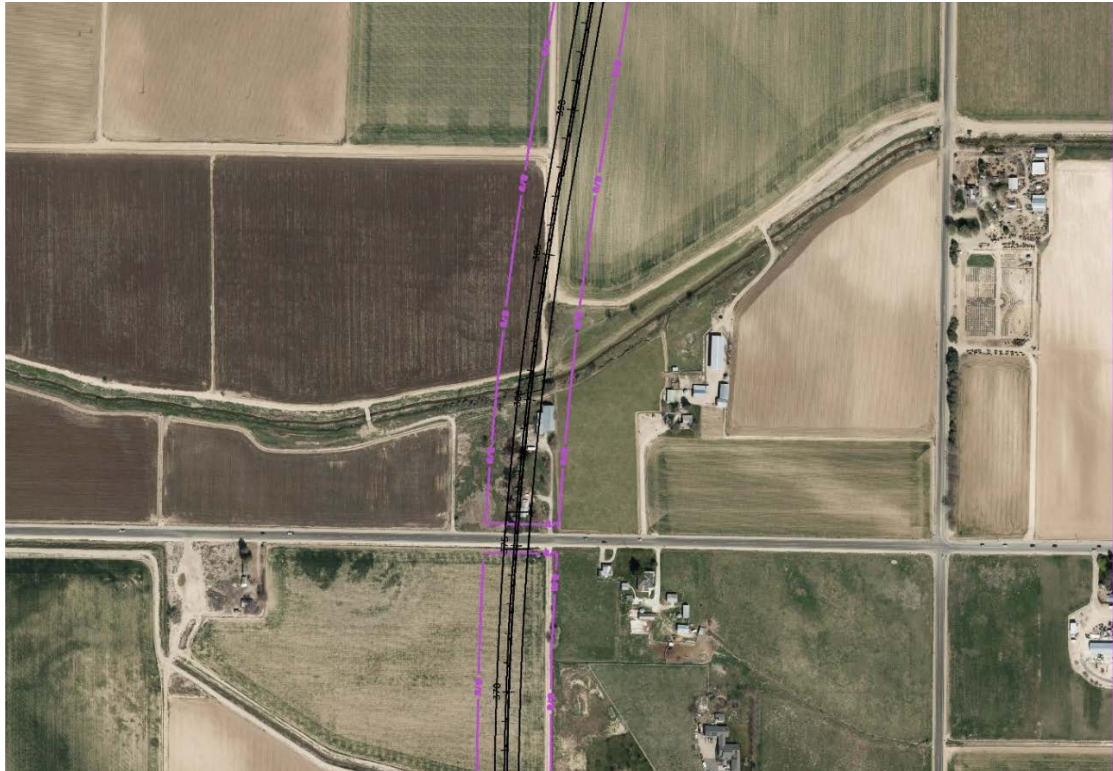


Figure 3 - Idaho 16 Over Local Road, Modified Alternative

3. Potential Right-of-Way Reductions

The approved 2011 EIS/ROD proposed a preferred alternative for Idaho 16, with a planned right-of-way corridor to accommodate potential future needs. Through value engineering and alternatives analysis efforts, staff has identified locations and areas where the planned right-of-way can potentially be reduced. The potential reduction from the planned right-of-way estimated in the EIS/ROD is approximately 100 to 130 acres. Table 1 provides a summary comparison of the areas for the planned right-of-way limits between the EIS/ROD and the proposed modified alternative. This reduction can be attributed to modifications to the I-84 and Franklin Road interchange configurations, the Ustick Road interchange configuration, and Idaho 16 going over the local roads. With the reductions identified as part of the modified alternative, the acquisition of the remaining Idaho 16 right-of-way is estimated to range between \$100 million and \$135 million. The right-of-way costs include the land acquisition price, administrative settlements, improvements, relocations costs, and risk-based cost contingencies for potential damages and legal actions.

The right-of-way for the project between US 20/26 and ID 44 was purchased as part of the initial phase, which constructed the 2.1 miles connecting US 20/26 and ID 44 with the new Boise River bridge. This includes the majority of the right-of-way for the future interchanges at US 20/26 and ID 44.

Table 1. Right-of-Way Comparison (Includes Total Takes and Un-economical Remainders)

	Planned Right-of-Way Limits (Estimated Area in Acres)		
	I-84 and Franklin Road interchange areas	UPRR to US 20/26 (including local roads)	Frontage/Backage Roads
Idaho 16 EIS/ROD Alternative (Excludes Phase 1)	194	203	35
Proposed Modified Alternative I-84 Alternative 2	159	137	16

4. Interchange Type Analysis

Idaho 16 and ID 44 Interchange: The approved 2011 EIS/ROD proposed a preferred alternative for the Idaho 16 and ID 44 interchange consisting of folded diamond configuration with a loop ramp located in the northwest quadrant, as shown in Figure 4. The interchange was selected to accommodate the heavy westbound-to-southbound movement from ID 44. Through value engineering and alternatives analysis efforts, staff has validated this interchange configuration and recommends advancing it in the Re-Evaluation. The only modification is to elevate Idaho 16 over ID 44 to incorporate the benefits described in the Idaho 16 Profile Alignment (Over versus Under) section.

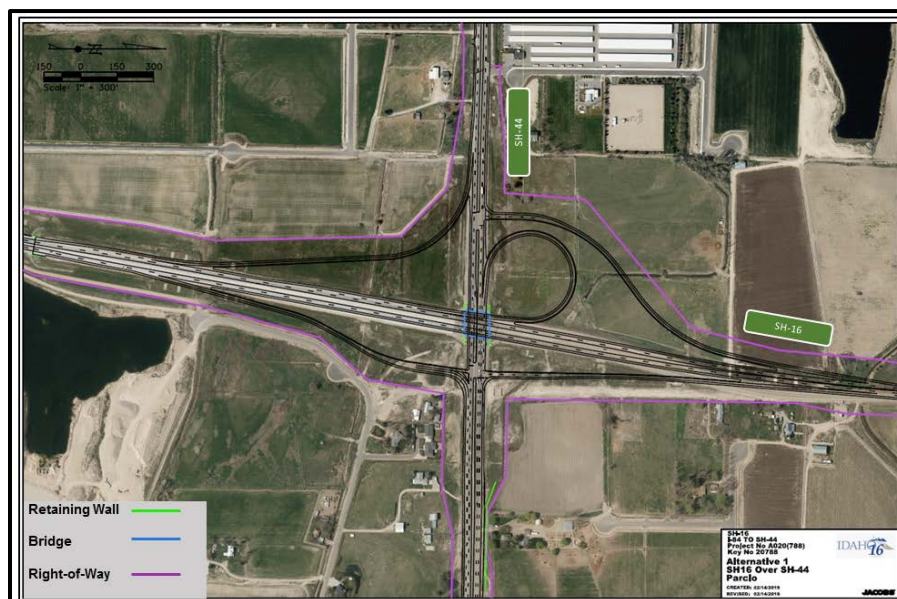


Figure 4 – ID 44 Interchange EIS/ROD Preferred Alternative

Idaho 16 and US 20/26 Interchange: The approved 2011 EIS/ROD proposed a preferred alternative for the Idaho 16 and US 20/26 interchange consisting of a folded diamond configuration with a loop ramp located in the southeast quadrant, as shown in Figure 5. The interchange was selected to accommodate the heavy eastbound-to-northbound movement from US 20/26. Through value engineering and alternatives analysis efforts, staff has validated this interchange configuration and recommends advancing it in the Re-Evaluation. The only modification is to elevate Idaho 16 over US 20/26 to incorporate the benefits described in the Idaho 16 Profile Alignment (Over versus Under) section.

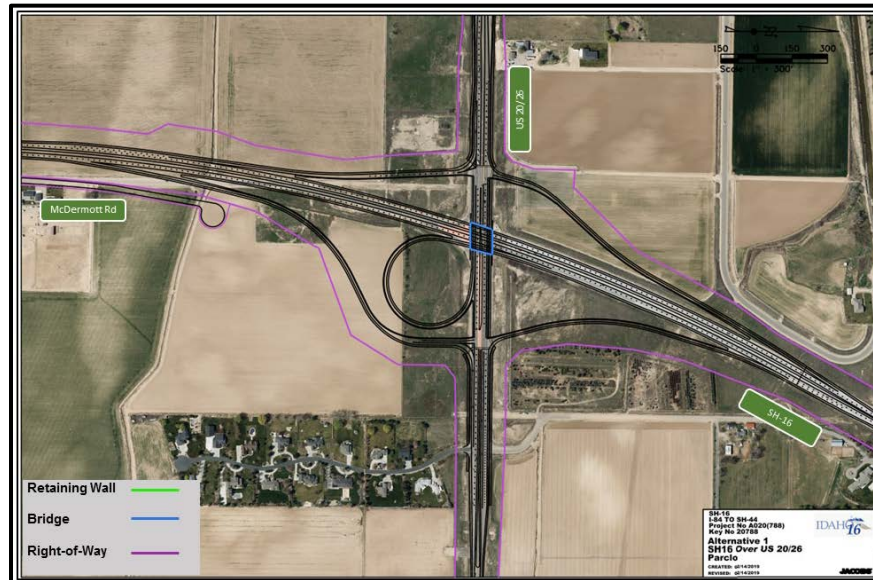


Figure 5 - US 20/26 Interchange EIS/ROD Preferred Alternative

Idaho 16 and Ustick Road Interchange: The approved 2011 EIS/ROD proposed a preferred alternative for the Idaho 16 and Ustick Road interchange consisting of a folded diamond configuration with the loop ramp located in the southeast quadrant, as shown in Figure 6. The interchange was configured in such a manner to minimize impacts to a historic property located northwest of Ustick and McDermott Roads. Through value engineering and alternatives analysis efforts, staff recommends modifying the interchange configuration to a tight diamond configuration, as shown in Figure 7. The tight diamond configuration minimizes impact to the historic property similar to the EIS/ROD alternative, provides acceptable traffic operations, enhances safety and reduces needed right-of-way by approximately 30 acres. The tight diamond configuration also provides better opportunities for interim project phasing. The proposed modified alternative will elevate Idaho 16 over Ustick Road providing the benefits described in the Idaho 16 Profile Alignment (Over versus Under) section.

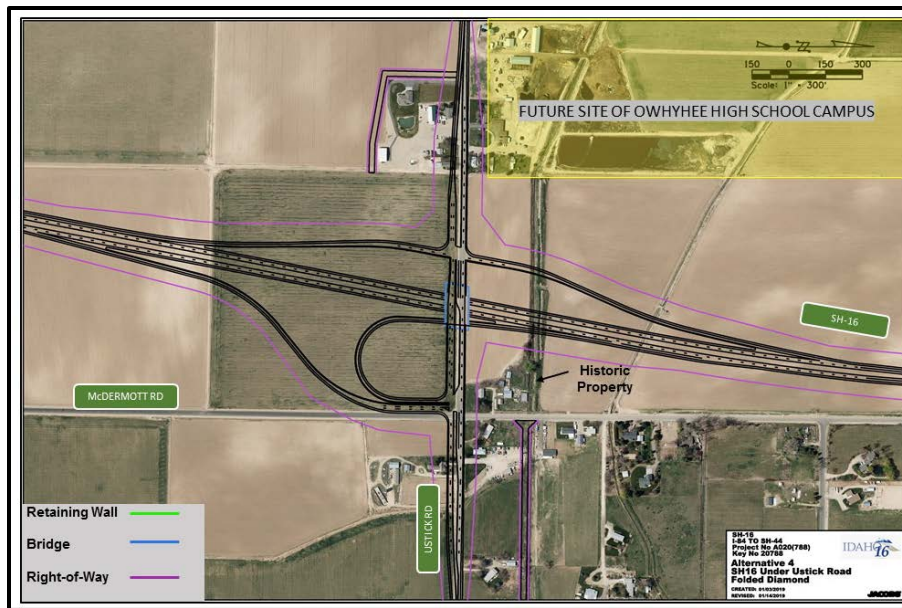


Figure 6 - Idaho 16 and Ustick Road Interchange, EIS/ROD Preferred Alternative

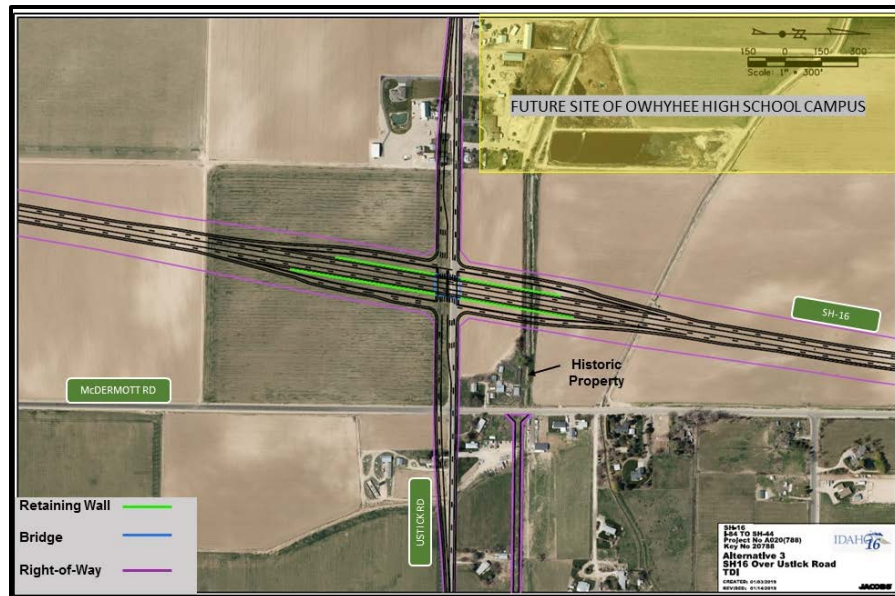


Figure 7 - Idaho 16 and Ustick Road Interchange, Tight Diamond

5. Idaho 16/I-84 Interchange and Franklin Interchange Options

The Idaho 16 and I-84 system interchange is in close proximity to the Franklin Road interchange. Providing access to each of the routes results in close spacing of entrance and exits, which may degrade traffic operations and poses adverse safety situations. To help resolve these issues a system of ramp configurations that either avoid weaving issues via braided ramps or accommodate weaving through appropriately designed ramp segments is necessary. The approved 2011 EIS/ROD preferred alternative for the Idaho 16 and I-84 system interchange and the Franklin Road interchange consist of direct connecting ramps from Idaho 16 to I-84 and access to and from Franklin Road through a combination of loop ramps, as shown in Figure 8. The EIS/ROD preferred alternative also did not preclude a future southerly local road connection that would be part of a separate study.

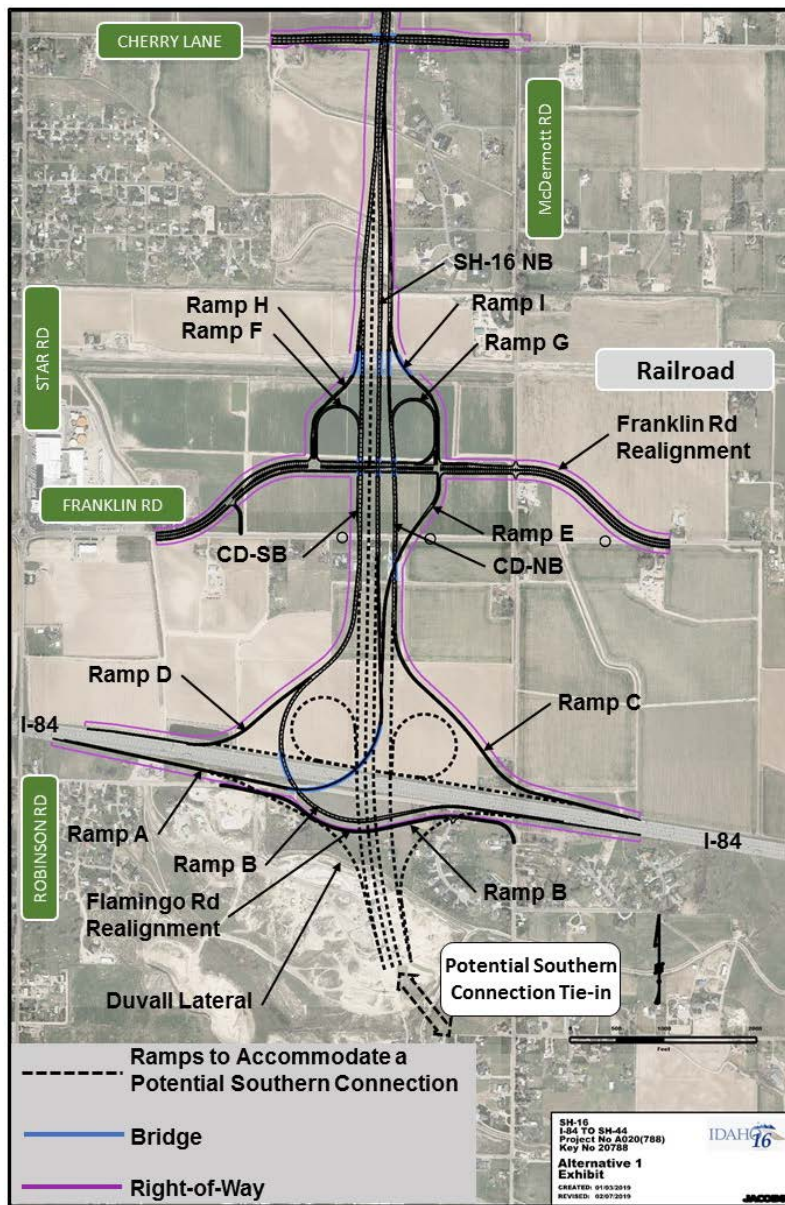


Figure 4 – Idaho 16 and I-84/Franklin Road Interchange, EIS/ROD Preferred Alternative

Through value engineering and alternatives analysis efforts, staff's objective has been to identify alternative interchange configurations that maintain Franklin Road in its current location, provide full access between Idaho 16 and I-84/Franklin Road, and not precluding a future southerly connection. Staff has developed, compared and ranked multiple alternatives for this location. The top two ranked alternatives are shown in Figure 9 and 10 below. Staff is continuing to analyze traffic operations and safety elements associated with these two alternatives. The top-ranking alternative will be carried forward for public comment and incorporated into the EIS Re-Evaluation.

As described above in the section titled "Potential Right-of-Way Reductions", a potential reduction in the planned right-of-way needed for the project is approximately 55 acres as a result of either of these modified alternatives for the Idaho 16/I-84 Interchange and Franklin Interchange. The two alternatives under consideration are estimated to require less capital investment as compared to the EIS/ROD preferred alternative. The initial construction cost can be reduced between 15 and 50 percent from the EIS/ROD preferred alternative as a result of the modified alternative for the Idaho 16/I-84 Interchange and Franklin Interchange. The two alternative configurations also provide better opportunities for interim project phasing.

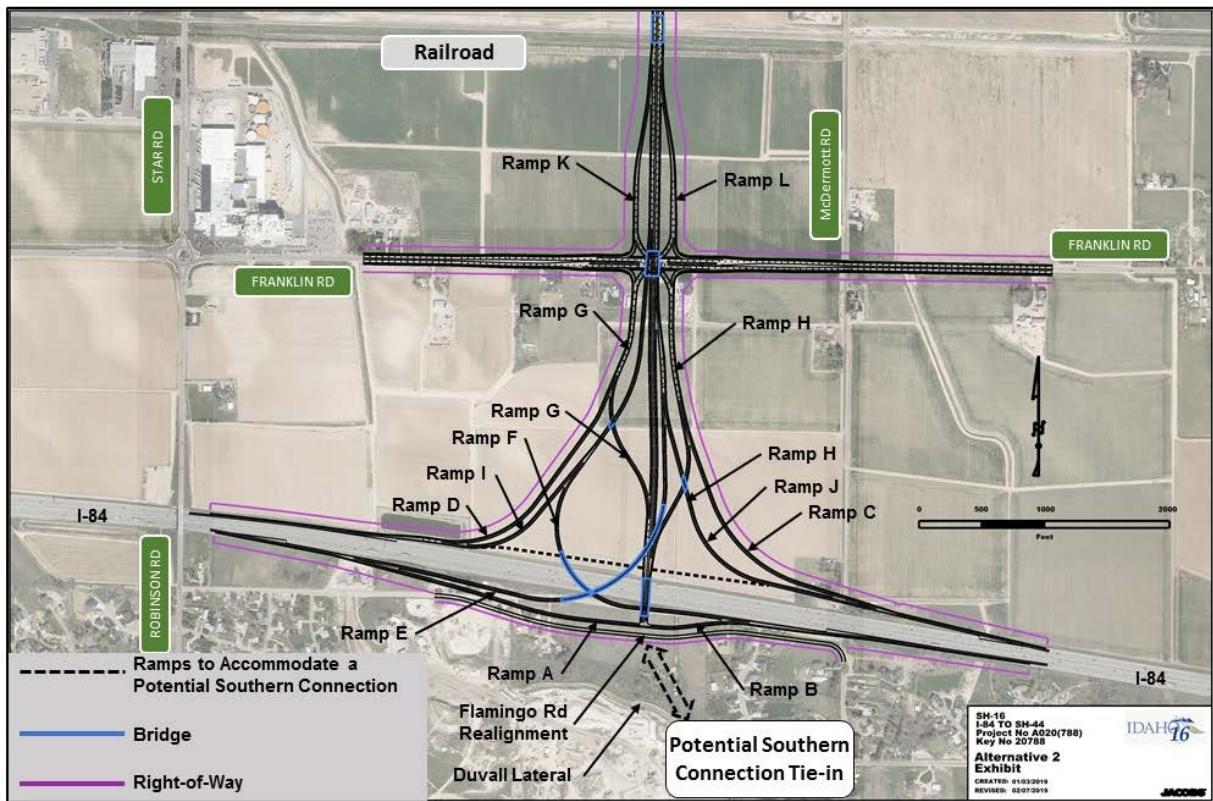


Figure 9 – ID 16 and I-84/Franklin Road Interchange, Alternative 2

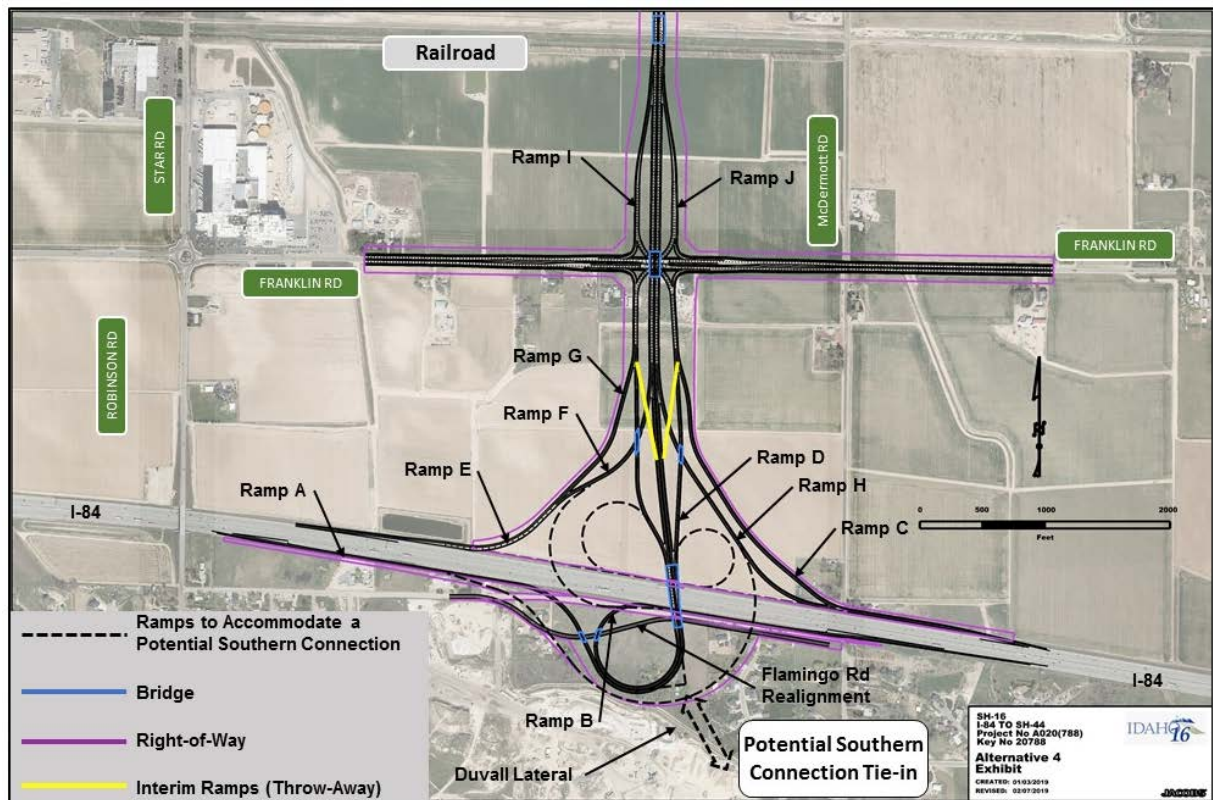


Figure 5 – ID 16 and I-84/Franklin Road Interchange, Alternative 4



BOARD POLICY 4069

Page 1 of 2

CORRIDOR PLANNING FOR IDAHO TRANSPORTATION SYSTEMS

Purpose

This policy authorizes the Director to conduct a corridor planning process.

Legal Authority

- Idaho Code 40-310 - The Board powers and duties over the state highway system.
- Idaho Code 40-311 - The Board powers and duties with respect to property acquisition and conveyance.
- Idaho Code 40-317 - The Board has authority to enter into cooperative agreements with the federal government and with local government.
- Idaho Code 40-320 - State highway construction and right-of-way costs to be borne by the state.
- Idaho Code 67-6508 - Duties of local planning and zoning commissions (land use).
- Idaho Code 67-6517 - Planning and zoning future acquisitions map.

The Idaho Transportation Board establishes transportation policy and guides the planning, development, and management of Idaho transportation systems with the goal of enhancing statewide economic interests; allowing efficient movement of people, goods, and services; and enabling statewide mobility. The Board recognizes that development of multimodal long-range plans (20+ years) for managing and improving various transportation facilities and services should be based on:

- Protecting transportation investments;
- Promoting a shared state and local vision;
- Identifying transportation issues and problems;
- Resolving major planning issues prior to project development; and
- Applying the most economic and efficient solutions.

The Board also recognizes that one of the most useful tools for long-range planning is the corridor planning process. A corridor is defined as: “A broad geographic area, defined by logical, existing and forecasted travel patterns served by various modal transportation systems that provide important connections within and between regions of the state for people, goods, and services.”

Through the corridor planning process, the Department is encouraged to:

- Develop collaborative partnerships;

- Invite local land use, highway jurisdictions, Metropolitan Planning Organizations (MPOs), and other stakeholders in identifying transportation and environmental issues;
- Allow stakeholders to suggest specific corridor solutions and identify major planning issues before project development begins;
- Notify property owners of possible future land use for transportation purposes;
- Reduce project costs in the long term; and
- Increase overall transportation efficiency.

Corridor plans, in addition to multimodal plans, provide a basis for updating the Idaho Transportation Investment Program, and longer-term planning documents such as the state long-range transportation plan and district transportation plans, as well as regional long-range transportation plans and transportation improvement programs. Corridor plans can also be used for Idaho Code Section 67-6517, which establishes how local governments can adopt, amend, or repeal a Future Acquisitions Map. Each corridor plan may be considered for joint state/local, state/federal, state/private, and other financing options on a case-by-case basis.

Each completed corridor plan may be presented to the Board for informational purposes, however, corridor plans that recommend major expansion projects shall be approved by the Board.

The Director or a delegate shall maintain and update as necessary Department policies and guidance for conducting the corridor planning process in Idaho.

Approved by the Board on:

Signed _____
Jerry Whitehead
Board Chairman

Date June 19, 2014

WHEREAS, the Idaho Transportation Board is charged with determining the timeframe and scope of improvements for the State Transportation System; and

WHEREAS, Idaho Code § 40-310 directs the Idaho Transportation Board to plan, design and develop statewide transportation systems when determined to be in the public interest; and

WHEREAS, Idaho Code § 40-315 directs the Idaho Transportation Board to consider the cost of the projects and whether or not the project could be funded without GARVEE bonding, and to balance and coordinate the use of bonding with the use of highways construction funding; and

WHEREAS, the Transportation Board allocated \$7.8 million for preliminary engineering and \$90.4 million for right-of-way preservation, which is a combination of GARVEE funding authorization from 2017, federal aid and traditional state funds; and

WHEREAS, design refinements are being proposed to reduce right-of-way impacts and corridor cost, and to address phasing and forward compatibility; and

WHEREAS, the project team will continue to develop the design refinements presented in this Board Item in order to present them to stakeholders, the public and property owners in the corridor; and

WHEREAS, these design refinements will be documented and included in the re-evaluation to the original Environmental Impact Statement (EIS) approved in 2011, which will allow ITD to proceed with right-of-way acquisition in the corridor.

NOW THEREFORE BE IT RESOLVED, that the Board approves the design refinements for the ID-16, I-84 to ID-44 corridor and directs staff to proceed with stakeholder, property owner and public outreach.



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date May 16, 2019

Consent Item ☐

Information Item ☐

Amount of Presentation Time Needed 15 minutes

Presenter's Name	Presenter's Title	Initials	Reviewed By
Mollie McCarty/Ramon Hobdey-Sanchez	Governmental Affairs Manager	MM	LSS
Preparer's Name	Preparer's Title	Initials	
Mollie McCarty	Governmental Affairs Manager	MM	

Subject

2020 Potential Legislative Ideas/Administrative Rules		
Key Number	District	Route Number

Background Information

The attached legislative idea provides a brief description and fiscal impact for 2020 proposals:

- Distracted driving, hands free use of electronic devices

Legislative Ideas are presented to the Idaho Transportation Board at this time as information only. This will allow time for staff to act on any Board input or to make any recommended revisions.

Legislative Ideas must be submitted to the Division of Financial Management (DFM) by July 12, 2019, for their review and approval.

DFM approval of Legislative Ideas authorizes the department's staff to proceed with the development of draft legislation. Draft legislation proposals will be presented to the Board for their review and approval in July and must be submitted to DFM by August 16, 2019.

If the Board has any proposals they would like to have staff pursue, this is a timely opportunity to do so.

Staff is also currently working on proposed changes to the department's administrative rules, in line with Governor Little's Red Tape Reduction Act. Governmental Affairs Rules Coordinator Ramon Hobdey-Sanchez will provide an update on these efforts.

Recommendations

Information only



Board Agenda Item

ITD 2210 (Rev. 10-13)

Board Action

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

ITD CONCEPT

Session Year: Concept #:

Title:

Contact ID	Contact	Phone	E_Mail
DS-Tomlins	John Tomlinson	334-8557	john.tomlinson@itd.idaho.gov

Brief description of legislation and how it will "solve the problem":

This legislation prohibits the use of hand-held electronic communication devices while operating a vehicle on Idaho roadways, in all but emergency situations. It continues to allow hands-free use of mobile communication devices. This legislation also prohibits the use of headphones or ear pieces in both ears while operating a vehicle. It will be an infraction to violate this proposal and will be considered a moving violation. Three or more violations within a three year period can result in a suspended license. In 2017, there were a total of 4,808 distracted driving crashes in Idaho, killing 39 people. Recent studies show that distracted driving can impair a driver's ability as much as driving while intoxicated, which significantly increases the chances of being involved in a crash.

IF BILL PASSES:

FISCAL IMPACT: LEVEL OF IMPACT:

FISCAL IMPACT NARRATIVE:

IF BILL FAILS:

FISCAL IMPACT: LEVEL OF IMPACT:

FISCAL IMPACT NARRATIVE:

Comments: