

# **A G E N D A**

IDAHO TRANSPORTATION BOARD

July 17-18, 2019



Revised July 12, 2019

## **A G E N D A**

### **District 4 Tour and Regular Meeting of the Idaho Transportation Board**

**July 17-18, 2019**

**KEY:**

ADM = Administration

CD = Chief Deputy

DIR = Director

OP = Operations

**July 17, 2019**

**Twin Falls, Idaho**

	<b>Time*</b>
<b>1. DISTRICT 4 TOUR</b>	
Depart La Quinta Inn, 593 Pole Line Road, Twin Falls; local roads	<b>8:15</b>
View potential third river crossing location	
Travel I-84 east, SH-50 south: view Hansen Bridge	
Travel SH-50 north, SH-25 north and US-93 north: view Notch Butte climbing lane project	
Arrive District 4 Office, 216 South Date Street, Shoshone; tour	<b>10:00</b>
Depart Shoshone; SH-24 east	<b>11:00</b>
Arrive Rupert Maintenance Shed; lunch	<b>12:00</b>
Depart Rupert; SH-25 south and I-84 east	<b>1:00</b>
View Raft River Bridges	<b>1:15</b>
View Salt Lake City Interchange project	<b>1:30</b>
Arrive Cassia County boat inspection site	<b>2:00</b>
Depart Cassia County boat inspection site; I-84 west	<b>3:00</b>
Arrive Twin Falls; tour ends	<b>4:30</b>

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



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**July 18, 2019**  
District 4 Office  
216 South Date Street  
Shoshone, Idaho

Page #      **Time\***

**BUSINESS MEETING**

**Action Item**

- 2. CALL MEETING TO ORDER** **8:30**

**Information Item**

- 3. SAFETY/SECURITY SHARE:** Safety/Compliance Officer Woolley-Fisher

**Action Items**

- 4. BOARD MINUTES – June 19-20, 2019** .....6
- 5. BOARD MEETING DATES**.....21 **8:35**  
     August 21-22 – District 1                      October 17 – Boise  
     September 11-12 – District 3                  November 21 – Boise

- 6. CONSENT CALENDAR**.....22
- CD      \_\_\_\_\_ District 2 Public Transportation Advisory Council appointment.....23
- CD      \_\_\_\_\_ Public Transportation Program modification in FY19.....33
- CD      \_\_\_\_\_ Public Transit Program modification in FY20 .....36
- OP      \_\_\_\_\_ Add Emergency Relief projects on Local Road System to FY19 .....38
- OP      \_\_\_\_\_ Increase term limit amounts for Strata from \$1,500,000 to \$1,597,000 .....41
- OP      \_\_\_\_\_ Consultant agreements .....43
- OP      \_\_\_\_\_ Contracts for award .....48

**Information Items**

**7. INFORMATIONAL CALENDAR**

- OP      \_\_\_\_\_ Contract award information and current advertisements .....56
- OP      \_\_\_\_\_ Professional services agreements and term agreement work tasks report.....61
- ADM    \_\_\_\_\_ Annual report of activities to the Board of Examiners.....68
- ADM    \_\_\_\_\_ State FY19 financial statements .....70
- ADM    \_\_\_\_\_ Monthly report of federal formula program funding through June.....87
- ADM    \_\_\_\_\_ Non-construction professional service contracts issued.....89
- DIR    \_\_\_\_\_ Performance Measurement Report for Division of Financial Management ...90

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- |  |             |
|--|-------------|
| <b>8. DIRECTOR'S REPORT ON DEPARTMENT ACTIVITIES</b>                             | <b>8:40</b> |
| <b>9. DELEGATION:</b> Lincoln County Commissioner Wood                           | <b>9:20</b> |
| <b>10. DELEGATION:</b> Twin Falls Mayor Barigar                                  | <b>9:35</b> |
| <b>11. DELEGATION:</b> Greater Twin Falls Transportation Committee Chair Martens | <b>9:40</b> |

**Information Items**

**12. AGENDA ITEMS**

- |  |   |              |
|--|---|--------------|
| OP _____ McGrath                                       | Chief Operations Officer's board update.....98            | <b>9:45</b>  |
| OP _____ Kotowski                                      | Zero fatalities award: Camas County.....99                | <b>9:50</b>  |
| OP _____ Kotowski                                      | Office of Highway Safety 2020 Communications Plan.....100 | <b>10:00</b> |
| <b>13. BREAK</b>                                       |   | <b>10:10</b> |
| <b>14. DISTRICT 4 REPORT:</b> District Engineer Barrus |   | <b>10:40</b> |

**Action Items**

**15. AGENDA ITEMS, continued**

- |                   |   |              |
|-------------------|---|--------------|
| OP _____ Kanownik | Annual update of Idaho State Highway Functional Classification Map.....101<br><i>(Resolution on page 105)</i> | <b>10:55</b> |
| OP _____ Kanownik | 2040 Long-Range Transportation Plan.....106<br><i>(Resolution on page 108)</i>                                | <b>11:00</b> |
| CD _____ Statham  | FY20 Idaho Airport Aid Program.....109<br><i>(Resolution on page 116)</i>                                     | <b>11:20</b> |
| DIR _____ McCarty | Proposed draft legislation - 2020 legislative session.....117<br><i>(Resolution on page 119)</i>              | <b>11:30</b> |

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**16. AGENDA ITEMS, continued**

ADM      _____	Proposed revisions to Board and Administrative Policies 4017 and 5017		
McArthur	Office of Internal Review .....	155	<b>11:50</b>

<b>17. EXECUTIVE SESSION</b> (working lunch**)	<b>12:00</b>
PERSONNEL ISSUES [SECTION 74-206(a), (b)]	
LEGAL ISSUES [SECTION 74-206(c), (d), (f)]	

**Information Items**

<b>18. ADOPT-A-HIGHWAY PRESENTATION:</b> Magic Valley Republican Women	<b>2:15</b>
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<b>19. ADJOURNMENT</b> (estimated time)	<b>2:20</b>
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*\*\*The meal will be served and reimbursed by the department. Meal reimbursement will not be claimed by any employee participating in the working lunch. Attendance is mandatory.*

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REGULAR MEETING AND DISTRICT SIX TOUR  
OF THE IDAHO TRANSPORTATION BOARD

June 19-20, 2019

The Idaho Transportation Board met at 8:30 AM on Wednesday, June 19, 2019 in Salmon, 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  
Scott Stokes, Chief Deputy  
Sue S. Higgins, Executive Assistant and Secretary to the Board

Bill Moad, who was appointed to chair the Board effective July 2019, was also present.

District 6 Tour. The Board traveled SH-28 east. After touring QB Corporation, the tour continued east to view several bridge projects. The Board returned to Salmon on SH-28 west, traveled north on US-93 to North Fork and returned to Salmon via US-93 south.

WHEREUPON, the Idaho Transportation Board's regular monthly meeting recessed at 3:15 PM.

June 20, 2019

The Idaho Transportation Board convened at 8:25 AM on Thursday, June 20, 2019 in Salmon, Idaho. All members were present. Deputy Attorney General Renee Hollander-Vogelpohl was also in attendance.

Budget Briefing. Economist and Research Manager Bob Thompson summarized revenue trends and projections. He predicts minimal growth, between 1% and 2%, in the State Highway Account in FY20 and FY21, and between a 2% and 3% increase in revenue to the Transportation Expansion and Congestion Mitigation (TECM) fund. He expects volatile crude oil and motor fuel prices, continued growth in Idaho, sustained growth of the national economy, and a potential recession in late 2020 to impact revenue.

Financial Planning and Analysis Manager (FP&AM) Joel Drake reported on Senate Bill 1065, which provides a bonding mechanism for the TECM program. The funding sources are the sales tax and cigarette tax, with a guaranteed minimum funding level of \$15 million annually. The projects must address expansion and congestion mitigation needs and may be outside the GARVEE corridors. No further legislative action or authorization is required. Projects are to be selected and approved by the Board with the bonds issued by the Idaho Housing and Finance

June 20, 2019

Association. The legislation also directs the Board to consider mitigating traffic congestion from the state campus site on US-20/26 (Chinden Boulevard) in Boise.

FP&AM Drake summarized the current TECM projects in the FY20-26 Idaho Transportation Improvement Program. Staff will continue to study and analyze TECM bonding options and will provide additional information later this year.

In response to Member DeLorenzo's question, FP&AM Drake concurred that the TECM Program does not have a sunset date, but a future legislature could eliminate the TECM funding.

Financial Manager Justin Collins presented the draft FY20 supplemental request totaling almost \$22.4 million, with the majority of the funds for construction. The draft FY21 appropriation request is \$762.3 million and 1,651 full-time positions. Federal funds are estimated at \$340.4 million, state revenues at \$370.7 million, and almost \$5 million from local and interagency receipts. Some of the budget highlights include \$29.7 million for replacement equipment, \$386.1 million for the construction program, and \$16.1 million for capital facilities. The capital facilities request includes \$12.5 million for a new District 4 office building. There are also ~~37~~ 15 line items totaling \$26.4 million.

Vice Chairman Kempton elaborated on the history to replace the aging District 4 office building. He believes \$12.5 million is the maximum amount for this structure, as there may be opportunities to save money by constructing it at the current location in Shoshone or co-locating with other government agencies on property ITD owns near Twin Falls.

Draft FY20-26 Idaho Transportation Investment Program (ITIP). Senior Transportation Planner (STP) Nathan Hesterman presented the draft FY20-26 ITIP. A new Supporting Infrastructure Assets Program is being developed for assets other than pavement and bridges, like guardrail, traffic signals, fencing, and culverts. Highway funding is estimated at \$504 million annually (including GARVEE projects in FY20-21) or \$448 million annually (excluding GARVEE) over ~~for~~ the seven-year Program. The document also includes other modes. STP Hesterman added that more aeronautics' projects will be added to the out years.

Chief Deputy Stokes emphasized that construction funds available from the Highway Distribution Account (HDA) are declining, and there are no HDA funds available in FY21 due to other commitments like the District 4 office building and increasing operational costs. Legislation increasing revenue to the dedicated fund in 2015 restricted the use of that money. He stressed the importance of having flexibility to address other needs, such as operations.

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

Chairman Whitehead thanked staff for the presentations.

Adopt-A-Highway Presentation. District 6 Staff Engineer Eli Robinson thanked the Salmon Rotary Club for participating in the Adopt-A-Highway program since 1990. The group picks up litter along a two-mile section of US-93 south of Salmon.

Highway Safety Plan. Highway Safety Manager (HSM) John Tomlinson presented the FY20 Highway Safety Plan. The document, required by the National Highway Traffic Safety Administration, was developed to reduce traffic crashes, deaths, and injuries. No significant changes were made to the draft Plan since it was presented last month.

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

RES. NO. WHEREAS, Idaho experienced 25,851 reportable traffic crashes, 245 traffic  
ITB19-15 deaths, and 1,246 people seriously injured in 2017; and

WHEREAS, the economic cost of traffic crashes in Idaho for 2017 was more than \$4.1 billion; and

WHEREAS, the Idaho Transportation Department's goal is to have zero traffic deaths; and

WHEREAS, the National Highway Traffic Safety Administration (NHTSA) may allocate about \$3.9 million in funding behavior safety programs for Idaho to reduce traffic deaths and serious injuries; and

WHEREAS, the Idaho Traffic Safety Commission and the Office of Highway Safety have developed the Highway Safety Plan for Federal Fiscal Year 2020 to work toward the elimination of Idaho traffic deaths, serious injuries, and economic losses; and

WHEREAS, the Highway Safety Plan is required by NHTSA in order to receive funding from NHTSA.

*NOW THEREFORE BE IT RESOLVED*, that the Idaho Transportation Board adopts the Highway Safety Plan for Federal Fiscal Year 2020, which is on file in the Office of Highway Safety.

Zero Fatalities Award. HSM Tomlinson commended Butte and Custer Counties for recording zero highway fatalities in 2018. He recognized the respective Sheriffs, County Commissioners, Idaho State Police, and ITD's maintenance staff for their partnership and exemplary service keeping the roads and traveling public safe.

Idaho State Police Lieutenant Chris Weadick emphasized the valuable partnership with ITD and other agencies to promote highway safety. He thanked the Board and Department for their support and collaboration.

Chairman Whitehead thanked HSM Tomlinson for the highway safety reports.

Safety Share. With a lot of construction occurring around the state, District 6 Engineer (DE) Jason Minzghor emphasized the importance of being extra vigilant when driving through

construction zones and also when maintenance crews are working on the highways. As a security precaution, he warned about loaning laptops to other people, even if you know them.

Chairman Whitehead thanked DE Minzghor for the important messages.

Board Minutes. Member Vassar made a motion to approve the minutes of the regular Board meeting held on May 15-16, 2019 as corrected. Member DeLorenzo seconded the motion and it passed unopposed.

Board Meeting Dates. The following meeting dates and locations were scheduled:  
 July 17-18, 2019 – District 4  
 August 20-21, 2019 – District 1  
 September 11-12, 2019 – District 3

Consent Items. Some discussion was held on the Strategic Plan. Chairman Whitehead asked about the increasing costs for administration and planning. Chief Deputy Stokes replied that the increases are mainly due to personnel cost increases and technology expenses. Member DeLorenzo questioned the “political” heading under Key External Factors, as the information is related to funding. Chief Deputy Stokes said he will look into changing it.

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

RES. NO. WHEREAS, consent calendar items are to be routine, non-controversial, self-  
 ITB19-16 explanatory items that can be approved in one motion; and

WHEREAS, Idaho Transportation Board members have the prerogative to remove items from the consent calendar for questions or discussion.

*NOW THEREFORE BE IT RESOLVED*, that the Board approves the FY20-23 Strategic Plan for the Division of Financial Management; the removal of the Local, Advanced Signalization project from the Program; the advance of 12<sup>th</sup> Street/Idaho Canal Bridge, Idaho Falls; the removal of Bike Share, Valley Regional Transit; the addition of Emergency Relief projects on the Local Road System to FY19; the update of Safety Rest Areas and Oasis partnerships; consultant agreements; a contract for award; and contracts for rejection.

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

2) Remove Local, Advanced Signalization Project. The Community Planning Association of Southwest Idaho (COMPASS) and Ada County Highway District request the removal of the Local, Advanced Signalization project, key #22100, from the ITIP. The removal of the \$1,790,000 project is due to the determination that faulty assumptions in the original concept and project application will not provide the safety and congestion relief benefits that are being

sought. No expenditures have occurred on this project, and the funds will be reprogrammed at a later date.

3) Advance 12th Street/Idaho Canal Bridge, Idaho Falls. The City of Idaho Falls and the Local Highway Technical Assistance Council (LHTAC) request advancing the 12<sup>th</sup> Street/Idaho Canal Bridge project, key #18995 from FY20 to FY19. Funding to advance the \$1.3 million project is made available through the Highway Infrastructure General Fund.

4) Remove Bike Share, Valley Regional Transit (VRT). COMPASS and VRT request the removal of the Bike Share, VRT project, key #20010 because it has been determined that current technology would be obsolete within two years. VRT is researching alternative methods to operate the bike share service. COMPASS also requests directing the \$182,000 from that project to key #20095, Boise State University Secure Bike Facilities - \$5,000; key #20141, Indian Creek Path Extension, Nampa - \$52,000; key #20275, State Street Lighting, 16<sup>th</sup> to 23<sup>rd</sup>, Ada County Highway District - \$77,000; key #20841, Bike/Pedestrian Bridge over Boise River, Eagle - \$13,383; and key #21913, Boise State University Covered Bike Facility - \$34,617.

5) Add Emergency Relief Projects on the Local Road System to FY19. In April, heavy rain fell in Adams and Idaho County, causing major flooding and road damage at eight locations. The Governor signed a proclamation declaring a state of disaster emergency in these two counties. Last month the Federal Highway Administration authorized \$500,000 for work associated with this disaster event. This is the initial payment being distributed to fund the most critical emergency repairs. Staff requests the addition of the following projects to the FY19-25 ITIP: key #22474, STC-4730, Clear Creek Road McConnell Property, Idaho County - \$672,514; key #22475, STC-4730, Clear Creek Road Ketelo Property, Idaho County - \$200,634; key #22476, STC-4730, Clear Creek Road Croker Property, Idaho County - \$292,132; key #22477, STC-4730, Clear Creek Road Elk Meadow above Property, Idaho County - \$397,439; key #22478, STC-4730, Clear Creek Road Elk Meadow, Idaho County - \$553,963; key #22479, STC-4730, Carrot Ridge Slide, Idaho County - \$1,057,283; key #22480, STC-4730, Glenwood Road Milepost 1.9 – 5.8, Idaho County - \$922,155; and key #22485, STC-4730, Glenwood Road Milepost 1.3 and Adams Grade, Idaho County, \$2,964,300.

6) Safety Rest Areas and Oasis Partnerships. The 2019 rest area chart was updated to reflect the current average daily traffic count data. The I-84 Jerome Rest Area was removed and replaced with three Oasis partnerships. The condition of the facilities was also provided; however, there is no funding dedicated for rest areas. The updated safety rest area chart and map are shown as Exhibit #508, which is made a part hereof with like effect.

7) 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 key #9070, Cherrylane Bridge, Nez Perce County, District 2 for remaining design services with Keller Associates for \$757,000 bringing the total to \$2.86 million; key #7827, SH-44 Corridor Study, Junction I-84 to Eagle, Ada and Canyon Counties, District 3 for services necessary for the completion of the environmental clearance process with AECOM for up to \$1.9 million; key #21906 Pear Lane to Middleton Road, Canyon County, District 3 for services necessary to

complete the environmental clearance process with Horrocks Engineers for \$2.66 million for a total of \$2.8 million; keys #20435, Buffalo River Bridge to Island Park Lodge, Fremont County, #20486, Pinehaven to Buffalo River Bridge, Fremont County, and #20581 Sheep Falls to Pinehaven Passing Lanes, Fremont County, District 6 for design services necessary for the completion of the preliminary design with J-U-B Engineers for \$2.96 million bringing the total to \$3.24 million; key #20442, SH-41 Interchange, Kootenai County, District 1 for remaining design services and engineer of record services with David Evans & Associates for \$5.6 million, bringing the total to \$6.6 million; and key #19883, US-95 North Corridor Access Improvements, District 1 for emergency signal design with Parametrix for up to \$200,700 bringing the total to \$1.2 million.

8) Contract for Award. The low bid on key #20275 - NHS-7220, State Street Lighting: 16<sup>th</sup> Street to 23<sup>rd</sup> Street, Ada County Highway District (ACHD), was more than ten percent over the engineer's estimate, requiring justification. The Removal of Obstructions, Illumination Type 2, and Mobilization items accounted for the majority of difference between the low bid and engineer's estimate. The bid amounts for the Removal of Obstructions and Mobilization items reflect the current high demand for this type of specialty work. The bid amount for the Illumination Type 2 item reflects the higher material costs based on the current economy. ACHD secured the additional funds for the higher bid and recommends awarding the contract. Low bidder: Quality Electric Inc. - \$355,891.

9) Contracts for Rejection. The low bids on the following projects were more than ten percent over the engineer's estimate, requiring justification. In general, the bid prices were higher than expected across the board, but the Granular Subbase, Dewatering Foundation, and Temporary Shoring items were the significant contributors to the high bid on key #12049 - STC-8202, West 9<sup>th</sup> Street; Pioneer to West Indianhead Road, Weiser. The project was bid with a very tight construction schedule and at a time when several other large projects were being bid. LHTAC believes these constraints contributed to the higher bids. The sponsor, the City of Weiser, does not have the additional funds to cover the higher bid. LHTAC and the sponsor recommend rejecting the bid and repackaging it with a more flexible schedule and re-advertising in more favorable market conditions. Low bidder: Sunroc Corporation - \$2,799,007.

Clearing and Grubbing, Concrete Class 40A, Prestressed Slab, Steel H Pile, Survey, and Temporary Traffic Control accounted for most of the difference between the low bid and engineer's estimate on key #19673 – SH-3, North of Bovill, Potlatch River Bridge, District 2. The District believes the lateness in the year contributed to the higher bids, as contractors are already busy and added costs for risk due to conflicts with current scheduled work. Staff recommends rejecting the bids and re-advertising the project. This would also allow staff to clarify some specifications that may have been confusing, specifically the traffic control items. Low bidder: Braun-Jensen, Inc. - \$1,464,000.

Information Items. 1) Contract Awards and Advertisements. Key #18944 – SH-6 and SH-9, North and South SH-9 Turn Bays, District 2. Low bidder: Knife River Corporation – Mountain West - \$1,434,000.

Key #20794 – US-95, Junction SH-53 Interchange, Union Pacific Railroad Bridge, District 1. Low bidder: Scarsella Bros., Inc. - \$20,884,102.

Key #20312 – Local, Idahome Road and 2750 East Road, Raft River Highway District. Low bidder: Western Construction Inc. - \$3,189,418.

Key #19786 – STC-5711, St. Joe River Road Pavement Rehab. Low bidder: Interstate Concrete & Asphalt Co. - \$3,432,889.

Key #20020 – Main Street Pedestrian Improvements, Lewiston. Low bidder: Crea Construction Inc. - \$284,760.

The list of projects currently being advertised was provided.

2) Professional Services Agreements and Term Agreement Work Tasks Report. From April 26 through May 30, 44 new professional services agreements and work tasks were processed, totaling \$13,387,400. Fourteen supplemental agreements to existing professional services agreements were processed during this period in the amount of \$1,583,811.

3) Speed Minute Entry Changes for June 2019. The following speed minute entry changes were processed in Districts 3 and 4 in June:

<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>
US-95	39.500	39.700	65	55
US-93	53.287	53.770	45	55

4) State FY19 Financial Statements. Revenues to the State Highway Account from all state sources were ahead of projections by 4% at the end of April. Receipts from the Highway Distribution Account were 3% or \$5.5 million more than forecast. State revenues to the State Aeronautics Fund were ahead of projections by 22%, or \$513,000. Expenditures were within planned budgets. Personnel costs had savings of \$10.3 million or 9.8% due to reserves for horizontal career path increases, vacancies, and timing between a position becoming vacant and being filled. Contract construction cash expenditures of \$369.4 million through April exceeded any from the past three years.

The balance of the long term investments was \$137.2 million at the end of April. These funds are obligated against construction projects and encumbrances. The long term investments plus the cash balance of \$74.8 million totals \$212 million. Expenditures in the Strategic Initiatives Program Fund through April were \$17.7 million. Deposits into the Transportation Expansion and Congestion Mitigation Fund were \$14.1 million year-to-date.

5) Monthly Reporting of Federal Formula Program Funding through May. Idaho received obligation authority of \$309.4 million, which corresponds to \$308.4 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. Idaho has received apportionments via notices through March 18, 2019 of \$341.2 million, including Redistribution of Certain

Authorized Funds and Highway Infrastructure General Funds carried over from last year. Obligation authority is 90.7% of apportionments. Of the \$308.4 million allotted, \$53.5 million remains.

6) Non-Construction Professional Service Contracts Issued by Business and Support Management (BSM). The BSM Section executed one professional service agreement in the previous month for an amount as needed.

Review of Draft FY20-26 ITIP. FP&AM Drake presented the draft FY20-26 ITIP and requested proceeding to the public comment period.

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

RES. NO. ITB19-17 WHEREAS, it is in the public's interest for the Idaho Transportation Department to publish and accomplish a current, realistic, and fiscally constrained seven-year Idaho Transportation Investment Program (ITIP); and

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

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

WHEREAS, the Board has reviewed the list of projects and analysis for the Draft FY20 - 26 ITIP; and

WHEREAS, the next activity in the program update cycle is public review and comment per 23 CFR 450.210; and

WHEREAS, public involvement and input from stakeholders and interested citizens allows the Board to better understand Idaho's various transportation needs; and

WHEREAS, project selection and program approval is scheduled for the Board's September meeting after incorporating public comment.

*NOW THEREFORE BE IT RESOLVED*, that the Board will commence public involvement in July with project and program information incorporated from the publication entitled *Draft FY 2020 - 2026 ITIP, June Board Meeting*.

Relinquishment of a Portion of I-84 Business in Caldwell. Caleb Lakey, District 3 Engineering Manager (EM), summarized efforts to relinquish the I-84 Business route to the Cities of Nampa and Caldwell. The City of Caldwell is receptive to assuming jurisdiction of the portion of highway within its city limits, 20 lane miles. The route no longer functions as a state highway and is maintained as a local road. Future expenses on the route are estimated at \$1.8

million. The City is also requesting funding for future maintenance improvements, such as striping, replacing signs, and Americans with Disabilities Act improvements, for a total of \$2.3 million. Funding is available from statewide balancing. EM Lakey added that the Subcommittee on State Highway System Adjustments supports this relinquishment.

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

RES. NO. WHEREAS, the Idaho Transportation Department and City of Caldwell staff have  
ITB19-18 drafted and signed a Road Closure and Maintenance Agreement to transfer a portion of the I-84 Business Route in Caldwell, from SH-19 to Homedale Road, to the City of Caldwell; and

WHEREAS, the City of Caldwell passed and signed a resolution (#136-19) on May 20, 2019 to enter into said Road Closure and Maintenance Agreement with the Department; and

WHEREAS, Department staff and Caldwell city staff have negotiated a one-time cash payment of \$2,339,744 from the Department to the City to offset the initial cost of maintenance on the roadway; and

WHEREAS, Department staff has met with the Board Subcommittee on State Highway System Adjustments and that subcommittee passed a motion to present this state highway system adjustment to the Board with a recommendation to approve it.

*NOW THEREFORE BE IT RESOLVED*, that the Idaho Transportation Board approves the Road Closure and Maintenance Agreement between the Department and the City of Caldwell; and

*BE IT FURTHER RESOLVED*, that the Board authorizes the expenditure of \$2,339,744 from fiscal year 2019 statewide balancing; and

*BE IT FURTHER RESOLVED*, that the Board approves the official minute, as shown as Exhibit #509, which is made a part hereof with like effect, to relinquish the roadway as described in the Road Closure and Maintenance Agreement to the City of Caldwell.

Executive Session on Personnel and Legal Issues. Member Vassar made a motion to meet in executive session at 12:30 PM to discuss personnel and legal issues as authorized in Idaho Code Section 74-206(a), (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 the filling of a position and the performance of employees. The discussions on legal matters related to operations.

The Board came out of executive session at 2:10 PM.

Update on SH-16, I-84 to SH-44 Corridor. Transportation Program Manager (TPM) Amy Schroeder said the SH-16 corridor was reviewed, and through value engineering and alternatives analysis efforts, right-of-way and cost savings have been identified. The corridor refinements include SH-16 going over versus under local roads and other east-west routes; reducing the right-of-way footprint throughout the corridor; interchange type analysis and configuration verification; and additional system interchange alternatives.

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

RES. NO. WHEREAS, the Idaho Transportation Board is charged with determining the  
ITB19-19 timeframe and scope of improvements for the State Transportation System; and

WHEREAS, Idaho Code § 40-310 directs the 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 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 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 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.

GARVEE Program Annual Legislative Report. TPM Schroeder said Senate Bill 1206 authorized an additional \$300 million in GARVEE bonds and requires an annual report on the GARVEE Program. The report summarizes the planned GARVEE projects, projects under construction, and the debt service amounts. All of the projects are on schedule and are tracking well against their budgets.

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

RES. NO. WHEREAS, the Idaho Transportation Board is charged with determining the  
ITB19-20 timeframe and scope of improvements for the State Transportation System; and

WHEREAS, Idaho Code § 40-315 and Senate Bill 1206 includes a legislative reporting requirement wherein the GARVEE Transportation Program submits an annual update on the status of highway transportation projects being constructed with bond financing.

*NOW THEREFORE BE IT RESOLVED*, that the Idaho Transportation Board approves the 2019 GARVEE Transportation Program Annual Report, and in turn directs staff to publish and submit the report to the legislature.

Chairman Whitehead thanked TPM Schroeder for the presentations.

Member Vassar left the meeting at this time.

District 6 Report. DE Minzghor commended staff for its exemplary service during the challenging 2018-2019 winter and thanked other Districts and agencies for providing assistance. He reported on the 654 Design Build bridge projects and congratulated staff for the successful project, which has won awards. Planning efforts are continuing on the I-15 and US-20 interchange in Idaho Falls and with local agencies on another river crossing in Salmon.

Chairman Whitehead thanked DE Minzghor for the report and for his hospitality. Member Horsch also expressed appreciation to DE Minzghor for his valuable service.

129,000 Pound Truck Route Requests – District 3. Public Transportation Manager (PTM) Jeff Marker presented five requests for 129,000 pound truck routes in District 3: case #201712 US-30, Milepost (MP) 21.53 to MP 27.94; case #201711 SH-72, MP 0.0 to MP 1.99; case #201710 SH-52, MP 14.4 to MP 28.4; case #201705 SH-52, MP 28.4 to MP 30.42; and case #201704 SH-16, MP 100.0 to MP 113.9. Staffs' evaluations determined that all of the bridges, pavements, and highways' geometry can support 129,000 pound vehicle operations. The Office of Highway Safety's five-year accident data evaluation showed no safety issues.

PTM Marker said two public hearings for the requested routes were initially noticed and conducted in Emmett and Fruitland in December 2018. A second hearing was held in Emmett in April. Member DeLorenzo presided and received written and verbal testimony. A number of comments were received, with the majority expressing concern with traffic on the SH-16 Freeze Out hill. Based on analyses, the Chief Engineer recommends approving these requests, and the Board Subcommittee on 129,000 Pound Truck Routes concurred at its meeting last month.

Member DeLorenzo acknowledged the public interest in these route requests. She believes the Department followed its process for the public hearings. She added that it did additional outreach in Gem County. Member DeLorenzo also believes staffs' analyses was conducted properly and the data is sound.

Member DeLorenzo made a motion, seconded by Member Horsch, to approve the following resolution:

RES. NO. WHEREAS, Senate Bill 1117 was enacted in 2013 allowing the Idaho  
ITB19-21 Transportation Board to designate state highways for permitted vehicle combinations up to 129,000 pounds upon request; and

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

WHEREAS, the Idaho Transportation Department has received five requests for 129,000 pound trucking routes in District 3; and

WHEREAS, the Chief Engineer and ITD staff received the applications and reviewed the proposed routes by conducting an engineering and safety analysis of each route; and

WHEREAS, upon completion of the engineering and safety analyses, 30-day public comment periods were held, including opportunities for verbal testimony, with 53 total comments, 17 favoring approval and 41 opposing; and

WHEREAS, the Chief Engineer's representative presented the Chief Engineer's analyses to the Board Subcommittee on 129,000 Pound Truck Routes at its meeting on May 23, 2019 with a recommendation to approve all requested routes; and

WHEREAS, after the Board Subcommittee reviewed the Chief Engineer's analyses and public comments, it passed motions to recommend approval of each of the route requests; and

WHEREAS, the Chief Engineer and the Board Subcommittee presented their analyses and recommendations to the full Board at the regularly scheduled Board meeting of June 20, 2019.

*NOW THEREFORE BE IT RESOLVED*, that the Board accepts the Chief Engineer's analyses and recommendations on:

- the US-30 route, milepost (MP) 21.53 to MP 27.94;
- the SH-72 route, MP 0.0 to MP 1.99;
- the SH-52 route, MP 14.4 to MP 28.4
- the SH-52 route, MP 28.4 to MP 30.42
- the SH-16 route, MP 100.0 to MP 113.9
- and the recommendations of approval from the Board Subcommittee; and

*BE IT FURTHER RESOLVED*, that the Board directs the Chief Engineer to issue Letters of Determination that approve the referenced route requests in District 3.

Member Horsch concurred with Member DeLorenzo's comments and also believes staff did its due diligence on the route requests. Although he generally does not like to go against local communities' wishes, he supports these route requests. He added that 105,500-pound vehicle combinations currently operate on these highways.

Vice Chairman Kempton also believes the Board Subcommittee on 129,000 Pound Truck Routes, Chief Engineer, and staff followed the statutes and administrative rules. After the letters of determination are issued, adverse parties may contest the action and request a hearing.

The motion passed 5-0.

Chairman Whitehead thanked PTM Marker for the presentation.

2019-2020 Administrative Rulemaking. Ramón Hobdey-Sánchez, Governmental Affairs Program Specialist (GAPS) said the 2019 legislature did not reauthorize the Idaho Administrative Procedure Act. Without efforts by the Governor's Office, all administrative rules are set to expire on June 30. He outlined the Department's intent regarding its rules. Six are being proposed to sunset; the majority of rules will be going through the negotiated rulemaking process; and three rules are being presented as proposed and/or temporary. He also mentioned efforts to consolidate rules.

Member DeLorenzo made a motion, seconded by Member Horsch, and passed 5-0 to approve the following resolution:

RES. NO. WHEREAS, Idaho Transportation Department staff has proposed changes  
ITB19-22 to three administrative rules:

- 39.02.03, Rules Governing Vehicle Dealer's Principal Place of Business;
- 39.03.06, Rules Governing Special Permits for Extra-Length/Excess Weight Up to 129,000 Pound Vehicle Combinations; and
- 39.03.49, Rules Governing Ignition Interlock Breath Alcohol Devices; and

WHEREAS, the changes being made to 39.02.03 - Rules Governing Vehicle Dealer's Principal Place of Business are needed to clarify the appropriate procedures for the Idaho Consumer Asset Recovery Board and ITD staff when tasked with determining the outcome of claims (court judgments) brought forth for payout; and

WHEREAS, the changes being made to 39.03.06 - Rules Governing Special Permits for Extra-Length/Excess Weight Up to 129,000 Pound Vehicle Combinations are being made based on feedback from industry customers and to address Division of Motor Vehicles' efficiencies; and

WHEREAS, the changes being made to 39.03.49 - Rules Governing Ignition Interlock Breath Alcohol Devices are a direct result of the 2019 1<sup>st</sup> Regular Session of the 65<sup>th</sup> Idaho Legislature passing House Bill 78aa,aaS; and

WHEREAS, these administrative rule changes were approved by the Division of Financial Management, within the Idaho Governor's Office, on June 4, 2019; and

WHEREAS, IDAPA 39.02.03 and 39.03.06 will have a temporary effective date of June 20, 2019.

*NOW THEREFORE BE IT RESOLVED*, that the Idaho Transportation Board approves that these three administrative rules be published in the July 3<sup>rd</sup> edition of the Idaho Administrative Bulletin as proposed and/or temporary.

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

RES. NO. WHEREAS, the 2019 1<sup>st</sup> Regular Session of the 65<sup>th</sup> Idaho Legislature did  
ITB19-23 not reauthorize the Idaho Administrative Procedure Act (IDAPA); and

WHEREAS, without this legislative reauthorization, all of IDAPA will expire at midnight on June 30, 2019; and

WHEREAS, the Governor's Office is dedicated to ensuring the safety, health and confidence of Idaho citizens, so has published a Special Edition of the Idaho Administrative Bulletin on June 19, 2019, making all of IDAPA temporary; and

WHEREAS, in working to support the Governor's initiatives to decrease rules and regulations, ITD staff has identified six rules to sunset at the end of June; and

WHEREAS, those six rules are as follows:

- 1) 39.01.02 - Rules Governing Petition for Adoption, Amendment, or Repeal of Administrative Rules
- 2) 39.02.06 - Vehicle Dealership's Trade Names
- 3) 39.02.08 - Vehicle Identification Number (VIN) Inspections
- 4) 39.02.10 - Rules Governing Sales of Abandoned Vehicles
- 5) 39.02.13 - Rules Governing Waiver of Titling Requirements
- 6) 39.03.45 - Rules Governing Sale of No Longer Useful or Usable Real Property; and

WHEREAS, the Division of Financial Management, within the Idaho Governor's Office, supports and approves of these rules sun-setting.

*NOW THEREFORE BE IT RESOLVED*, that the Idaho Transportation Board approves that these six administrative rules be allowed to sunset at midnight on June 30, 2019.

Chairman Whitehead thanked GAPS Hobdey-Sánchez for presenting the rules.

2020 Potential Legislative Ideas. Governmental Affairs Manager (GAM) Mollie McCarty proposed six legislative ideas for the 2020 session: utilities in highway rights of way, local

bridge inspection program cost recovery, remove minimum sales requirement from dealer and salesman license renewal, elimination of validation decals for commercial motor vehicles, commercial driver license reinstatement of lifetime disqualification, and align driver license/identification card fees with administrative process. Legislative ideas must be submitted to the Division of Financial Management by July 12. Upon Division of Financial Management approval, staff will draft legislation for the Board to review and approve.

Member DeLorenzo thanked GAM McCarty and staff for the work on these ideas. She believes the distracted driving proposal discussed last month is important and expressed disappointment that the Governor's Office disallowed it.

Chairman Whitehead thanked GAM for the update on legislative ideas.

WHEREUPON, the Idaho Transportation Board's regular monthly meeting and tour of District 6 adjourned at 3:30 PM.

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BILL MOAD, Chairman  
Idaho Transportation Board

Read and Approved  
\_\_\_\_\_, 2019  
\_\_\_\_\_, Idaho

# BOARD MEETING DATES

**2019**

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

Assumes there will be a workshop.

“X” = holiday

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

## Other dates of interest:

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 23-55**

RES. NO.      WHEREAS, consent calendar items are to be routine, non-controversial, self-explanatory items that can be approved in one motion; and  
ITB19-24

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 District 2 Public Transportation Advisory Council appointment; the Public Transportation Program modification in FY19; the Public Transit Program modification in FY20; the addition of Emergency Relief projects on the Local Road System to FY19; increase in term limit amounts for Strata from \$1,500,000 to \$1,597,000; consultant agreements; and contracts for award.



## Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date July 18, 2019Consent Item ☒ Information Item ☐ Amount of Presentation Time Needed \_\_\_\_\_

Presenter's Name Jeff Marker	Presenter's Title Public Transportation Manager	Initials JM	Reviewed By LSS
Preparer's Name Rachel Pallister	Preparer's Title Grants Officer	Initials RP	

### Subject

District 2 PTAC Appointment		
Key Number	District 2	Route Number Transit

### Background Information

The Public Transportation Advisory Council (PTAC) was created per Idaho Code 40-514 to advise the Idaho Transportation Department's Public Transportation Office on issues and policies regarding public transportation in Idaho.

In early 2019 the Public Transportation (PT) Office solicited applications for the District 2 PTAC member in which one application was received. The applicant is the current member who is requesting to be re-appointed to serve on the PTAC.

The PTAC moved by unanimous consensus that the re-appointment of Alisa Anderson (applicant) for District 2 is fit to serve. The District 2 member term will begin on July 1, 2019 and expire June 30, 2022.

Action: The Public Transportation Office hereby requests the Idaho Transportation Board reviews the single application and makes the selection to fill the District 2 position.

### Recommendations

Approve the PTAC re-appointment for District 2 member.

### Board Action

<input type="checkbox"/> Approved	<input type="checkbox"/> Deferred	_____
<input type="checkbox"/> 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](http://www.ci.moscow.id.us)  
Hearing Impaired (208) 883-7019



May 1, 2019

Jerry Whitehead, Chairman  
Jeffrey Marker, Public Transportation Manager  
Idaho Transportation Department  
PO Box 7129  
Boise, ID 83703

RE: District 2 PTAC Application

Dear Chairman Whitehead and Mr. Marker:

It is with honor that I submit my application for reappointment to PTAC to continue serving as a representative for District 2. My participation and involvement with public transportation in Idaho spans over 25 years in a variety of capacities working locally and statewide.

Over the last four years that I have served, the Council has become very focused and productive. We have cohesively worked with the Public Transportation staff to develop practices for reporting information, reviewing processes, and making recommendations that are easily understood and transparent. I am very proud of the staff and the progress that has been made to transform public transportation in the State of Idaho.

I look forward to continuing my service on PTAC and want to thank you for this opportunity and consideration of my application.

Sincerely,

Alisa J. Anderson  
Grants Manager/ADA Coordinator  
[anderson@ci.moscow.id.us](mailto:anderson@ci.moscow.id.us)



*Your Safety.  
Your Mobility.  
Your Economic Opportunity.*

# Public Transportation Advisory Committee (PTAC) Application Form

## Required for Submission

---

Please include the following information:

- Letters of recommendation and/or references
- Conflict of Interest Statement (attached)
- Current resume, including your work experience, educational background and any other relevant experience.

## Contact Information

---

Full Name: Alisa J. Anderson

Street Address: 1941 Crestview Drive

City/State/Zip: Moscow, ID 83843

Phone: Cell (208) 596-8242, Work (208) 883-7600

Email: aanderson@ci.moscow.id.us

## Organization Affiliation (if any):

---

Name: City of Moscow

Street Address: 206 East Third Street, PO Box 9203

City/State/Zip: Moscow, ID 83843

## District you are applying for:

---

District 1 ☐ District 2 ☒ District 3 ☐ District 4 ☐ District 5 ☐ District 6 ☐



*Your Safety.  
Your Mobility.  
Your Economic Opportunity.*

## Conflict of Interest

As a member of the Public Transportation Advisory Council (PTAC), you will be leading and participating in meetings and processes related to public transportation.

This PTAC function requires that you fully disclose any real or potential conflict of interest that may influence or appear to influence your objectivity, judgment, or decisions. Based on the specific detail of any possible conflict of interest, you may be asked to recuse yourself from elements of the evaluation and recommendation process. If at any point you determine that a conflict of interest may exist, it is your responsibility to notify the presiding PTAC chair to determine the most appropriate action.

Examples of a conflict of interest, or the appearance of a conflict of interest, exist when a council member:

- Is directly or indirectly associated with the project applicant.
- Is employed, working as an intern, or considered for employment by the project applicant.
- Is a student or volunteer with the project applicant?
- Is providing, or intends to provide, direct or in-kind financial assistance related to the applicant or project application.
- Is elected to, appointed to, or employed by an organization that is providing, or intends to provide, direct or in-kind financial assistance to an applicant or the project application.
- Is a member of a committee or board, voting or otherwise, of the project applicant?
- Participated in the preparation of a submitted project application.
- Maintains an ownership position of any type, including securities or other evidences of debt, with the project applicant.
- Has a personal relationship with someone who has an interest in the project application.

The above examples and are not intended as a complete list. If you have any questions concerning possible conflicts of interest, contact Public Transportation Program Manager prior to signing this form.

I have read and fully understand this *Conflict of Interest Statement (Attachment A)* and will immediately advise the presiding PTAC Chair or the Public Transportation Program Manager of any potential conflict during my term on the PTAC.

Alisa J. Anderson

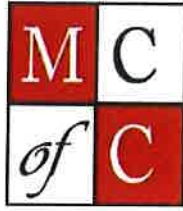
Print Name

Alisa J. Anderson

Signature

May 1, 2019

Date



April 25, 2019

Jerry Whitehead, Chairman  
Jeffrey Marker, Public Transportation Manager  
Idaho Department of Transportation  
PO Box 7129  
Boise, ID 83707-1129

Re: Re-appointment of Alisa Anderson to the Public Transportation Advisory Council (PTAC)

Dear Chairman Whitehead and Mr. Marker:

I am writing this letter to you in regards to Alisa Anderson's application as the District 2 PTAC representative. I wholeheartedly support Alisa's decision to continue to represent District 2 at a local and statewide level. Her background and expertise in regard to transportation infrastructure, compliance, public transit and grant administration are exceptional contributions to the position. Alisa is a relationship builder and her ability to collaborate amongst providers is an asset to PTAC. Her previous experience with public transit – managing a transportation system – adds to the unique lens and expertise she brings as a representative. Alisa is very familiar in working with state and federal rules and regulations especially in the area of public transportation.

Alisa analyzes information skillfully, using rational while communicating respectfully and responsively. She can express her opinion and ideas intelligently, clearly and concisely. She is highly respected among her co-workers and peers at the City of Moscow and is always positive and diplomatic in her response to matters placed before her for input or recommendation.

During my two years as Executive Director of the Moscow Chamber of Commerce and previously as Executive Director of SMART Transit, Alisa has consistently shown her dedication in working to improve Moscow to enhance our thriving business community as well as citizens amongst the region.

Sincerely,

Jenny Ford  
Executive Director, Moscow Chamber of Commerce

Cami McClure  
President, Moscow Chamber of Commerce Board of Directors

411 S. Main, P.O. Box 8936 ♦ Moscow, Idaho 83843  
(208)882-1800 ♦ [www.moscowchamber.com](http://www.moscowchamber.com)





## Public Works

Les MacDonald, P.E.  
Public Works Director

Kevin Lilly, P.E.  
Deputy Director – Engineering  
City Engineer

Tyler Palmer  
Deputy Director – Operations

Bill Lambert  
Mayor

Gary J. Riedner  
City Supervisor

City of Moscow, City Hall  
221 East 2nd Street  
P.O. Box 9203  
Moscow ID 83843  
Phone (208) 883-7034  
Fax (208) 883-7033  
City (208) 883-7000

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

April 25, 2019

Jerry Whitehead, PTAC Chairman  
Jeffrey Marker, Public Transportation Program Manager  
Idaho Transportation Department  
PO Box 7129  
Boise, ID 83707-1129

Re: Appointment of Alisa Anderson to the Public Transportation Advisory Council

Dear Chairman Whitehead and Mr. Marker:

I am writing to recommend Alisa Anderson for re-appointment to the Public Transportation Advisory Council (PTAC). In my position with the City of Moscow, I have worked with Alisa for approximately eleven years. During this time, I have found Alisa to be very knowledgeable about the complexities of public transportation funding and the infrastructure projects needed to support public transportation systems. Alisa is intelligent, very thorough in her work, and able to clearly and calmly communicate with a wide variety of internal and external clients including co-workers, governmental agency staff, business owners, and the public. She is detail oriented, yet is able to not lose sight of the big picture goals and policies. Her recommendations and decisions have been both well researched and creative.

Alisa continues to be a very successful grant writer and administrator. She has developed an extensive knowledge of state and federal regulations and funding processes. Alisa is definitely a mobility advocate, and she works very hard for the City of Moscow both to acquire funding and in the administration of a wide variety of grant-funded projects, which include several public transportation enhancements. I believe she would continue to be a valuable addition to the PTAC.

If I can provide you with any additional information, please feel free to contact me at (208) 883-7025 or by email at [klilly@ci.moscow.id.us](mailto:klilly@ci.moscow.id.us)

Sincerely,

Kevin Lilly, P.E.  
City of Moscow  
Deputy Director of Public Works-Engineering

# Partnership for Economic Prosperity

PO Box 9464 • 1006 Railroad Street • Moscow, Idaho 83843



April 25, 2019

Jerry Whitehead, Chairman  
Jeffrey Marker, Public Transportation Program Manager  
Idaho Department of Transportation  
PO Box 7129  
Boise, ID 83707-1129

Re: Re-appointment of Alisa Anderson to the Public Transportation Advisory Council (PTAC)

Dear Chairman Whitehead and Mr. Marker,

It is my sincere pleasure to once again write a letter of recommendation for the continuing appointment of Alisa Anderson to serve as a member of the PTAC. In my role as Executive Director of the Partnership for Economic Prosperity, and in my role as a Moscow City Councilor, I have found Alisa to be very professional and informed about mobility and public transportation. She is an ardent supporter of public transportation, and understands the criticality of transportation in the everyday lives of Idaho citizens.

As I am certain you have come to find, Alisa has the ability to bring stakeholders together to address transportation issues. In Moscow, she understands and supports the importance of our fixed-route and dial-a-ride services, while still working to improve options throughout our county.

I remain supportive of Alisa's abilities, skills and overall knowledge. She is a collaborator, an objective team player and an excellent fit for a representative for PTAC. Please feel free to contact me if you have further questions.

Sincerely,

Gina Taruscio, MPA  
The Partnership for Economic Prosperity, Inc.  
Moscow City Councilor



April 1, 2019

Scott Stokes, Deputy Director  
Idaho Transportation Department  
P.O. Box 7129  
Boise, ID 83707

RE: Application of Alisa Anderson for the Position of District 2 PTAC Representative

Dear Mr. Stokes:

I am writing in recommendation of Alisa Anderson for the position of PTAC Representative for District 2.

SMART Transit, with the support of its partners the University of Idaho and the City of Moscow, provides local transit services to the Moscow community, and has benefited greatly from Alisa's guidance during her previous term as the District 2 representative. She is a wonderful resource, a wealth of knowledge, and is consistently available when we at SMART have any need for her assistance. I cannot recommend her candidacy highly enough.

Sincerely,

A handwritten signature in black ink, appearing to read "Daniel Gray", is written over a horizontal line.

Daniel Gray  
Executive Director, SMART Transit

# Alisa J. Anderson

**1941 Crestview Drive  
Moscow ID 83843**

**Phone (208) 596-8242**

OBJECTIVE - Seeking a position where my communication and analytical skills, business education, and work history experience will be effectively utilized.

SUMMARY OF QUALIFICATIONS - Over 20 years of strong and diverse experience in the following areas:

- Grant Writing and Administration; Procurement and Management of Government Funded Projects; Community and Economic Development Projects; Analyze and Review Budgetary and Financial Data; Human Resources and Employee Training/Management; Business Office Management/Administrative Support Team; Insurance Negotiation and Benefit Administration; Personnel Policy Development and Implementation; Unemployment Claims and Appeal Hearings; Workers Compensation and OSHA Compliance; Training & Seminars for Small Business Development Center; Payroll and Accounts Receivable/Payable; Business Plans and Business Reorganizations

## PROFESSIONAL EXPERIENCE

3/2007 – Current, CITY OF MOSCOW, Moscow, ID - ***Grants Manager/ADA Coordinator***

- Research grant programs and plans and identify funding prospects; coordinate activities of existing grants to assure contract compliance; generate proposals and supporting documents in response to grant and other funding request proposals; prepare and submit routine grant and contract renewals; prepare civil rights and other compliance documents and implementation tracking per state and federal codes and regulations.
- Serve as liaison between the City, prospective partners and outside funding agencies and groups, participate in meetings and discussions regarding decisions.
- Serve as a resource to City administration and staff regarding state, federal and private funding programs; provide information, research, analyze, and prepare reports and make recommendations as needed.
- Assist in the preparation of annual preliminary budget recommendations as assigned; analyze and review budgetary and financial data; authorize expenditures in accordance with established limitations.

2006/2007 WASHINGTON STATE UNIVERSITY, Pullman, WA - ***Payroll Services, Fiscal Analyst II***

- Review, analyze and reconcile employee benefit enrollment data; reconcile Budget Statement for assigned payroll accounts; perform complex accounting for the balancing and remitting of employment taxes; prepare quarterly and annual reports of complex size and scope and prepare payment and adjusting entries; daily deposits, prepare and entry JV's, respond to in-person inquiries at Payroll Counter and answering phone questions.

2005/2006 LATAH HEALTH SERVICES, Moscow, ID - ***Business Office/Human Resource Director***

- Responsible for the management of the Accounting and Human Resource
- Departments for a long-term care and assisted living facility with 125 employees; managed accounts payable and receivable, reconciliation of multiple bank accounts, journal entries, and general ledger. Preparation of combined and departmental financial statements; Cost Reporting for Medicare and Medicaid Programs.
- Preparation and Implementation of new personnel policies and procedures; managed benefits programs to include medical, dental, and life insurance; managed workers compensation and OSHA compliance programs.

2001/2004 VALLEY VISTA CARE CORPORATION; St. Maries, ID - **Director of Human Resources and Support Services (Interim Director of Finance 1/2002 thru 7/2002)**

- Responsible for the management of the Human Resource Department for diversified long-term care and assisted-living non-profit corporation with 350 employees; duties include training and implementation of all personnel policies and procedures through officers, administrators, managers, and supervisors of individual facilities and programs; assisted with all disciplinary actions up to and including terminations; responded to all unemployment claims including appeal hearings; recruited and interviewed potential employees corporate wide; preparation and implementation of policies and procedures, job descriptions, benefit programs, and pay scales.
- Managed community based services programs to include childcare, public transportation, life-line home emergency system, in-home care, senior meals sites, and home delivered meals; other support services duties included writing and administering grants for public transportation, senior meal programs and children's daycare.
- During the interim position of Director of Finance managed accounting department while recruiting for a new CFO.

2000/2001 CHATSWORTH MACHINE COMPANY, Chatsworth, CA - **Chief Financial Officer**

- Responsible for complete financial management for manufacturer of pharmaceutical encapsulation production equipment, including supervision of 20 personnel.
- After serving as outside consultant since 1999, was hired to troubleshoot finances in turmoil, discovered vast account discrepancies and embezzlement. Terminated staff, reorganized accounting system, restructured inventory, and balanced accounts; developed job costing and work-in-progress systems to network with accounting programs to determine cost effectiveness of current products. Prepared/presented financial reports, budgets and projections to Board of Directors to determine future products and services; Negotiated/obtained \$500K working capital long-term collateral loan from private investor; Analyzed and transferred insurance programs, saving over \$15K annually.

1995/2000 FINANCIAL DYNAMICS, INC., Hayden, ID - **Secretary/Treasurer (Self-Employed)**

- Contracted with the Small Business Administration to represent the five northern counties of Idaho for SBA Loans, working directly with local banks/SBA loan officers to provide business loan packaging; performed full-service accounting for 20+ clients in a wide variety of business activities; presented business management training seminars/classes for local college and businesses.

1994/1995 COMMERCIAL CREDIT DEVELOPMENT, Hayden, ID - **Commercial Loan Officer**

- Provided business counseling, creative financing alternatives, loan packaging and closing, credit and ratio analysis, working directly with local banks and SBA; functioned as Office Manager, supervising a staff of two.

1989/1995 PANHANDLE AREA COUNCIL; Hayden, ID - **Commercial Loan Officer (1992-1994)  
Fiscal/Contract Specialist/Grant Administrator (1989-1992)**

- Managed education, marketing, and sales of SBA 504 Loans, Revolving Loan Fund and Micro Loan Programs, including interviewing, counseling, analysis, cash flow projections, loan review committee presentations and recommendations, portfolio monitoring, and debt collection.
- Administered federal/state grant projects for Idaho Department of Commerce and Economic Development Administration

## EDUCATION

- **LEWIS CLARK STATE COLLEGE**, Lewiston, ID  
Bachelor of Science Degree in Business Management, Presidential Honors
- **NORTH IDAHO COLLEGE**, Coeur d'Alene, ID  
Associate of Applied Science Degree – Legal Assistant



# Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date July 18, 2019

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

Presenter's Name Jeff Marker	Presenter's Title Public Transportation Manager	Initials jlm	Reviewed By LSS
Preparer's Name Jeff Marker	Preparer's Title Public Transportation Manager	Initials jlm	

## Subject

Public Transportation Program Modification in FY19		
Key Number 19609 / 19855	District 3	Route Number Transit

## Background Information

The purpose of this board item is to modify the Public Transportation Program per policy 5011 *Idaho Transportation Investment Program* (ITIP) and to accommodate a request to the Community Planning Association of Southwest Idaho (COMPASS) from the College of Western Idaho (CWI). CWI was originally awarded funding for a traffic circle project under the 5307 Small Urban Formula Transit Funding Program; however, the College is unable to complete the project and requests it be removed from the COMPASS program. This request redistributes those funds to other COMPASS programs.

This consent item requests the following project modifications. Total project costs remain the same for KN19959 and KN19855.

### Current

		FY2014	FY2015	FY2017	FY2018	FY2019	Federal Total	Federal Local/Total
19609	CWI	\$551,000	\$72,000		\$240,000		\$863,000	\$1,078,750
19959	Historic North Nampa Pathway			\$459,000	\$13,000		\$472,000	\$590,000
19855	Bike/Ped, Blaine and Iowa, Nampa					\$463,000	\$463,000	\$578,750
	Total	\$551,000	\$72,000	\$459,000	\$253,000	\$463,000	\$1,798,000	\$2,247,500

### Proposed

		FY2014	FY2015	FY2017	FY2018	FY2019	Federal Total	Federal Local/Total
19609	CWI	\$0	\$0	\$0	\$0	\$0	\$0	\$0
19959	Historic North Nampa Pathway	\$472,000					\$472,000	\$590,000
19855	Bike/Ped, Blaine and Iowa, Nampa	\$79,000	\$72,000	\$312,000			\$463,000	\$578,750
	Remaining - Future reprogramming	\$0	\$0	\$147,000	\$253,000	\$463,000	\$863,000	\$1,078,750
	Total	\$551,000	\$72,000	\$459,000	\$253,000	\$463,000	\$1,798,000	\$2,247,500

The COMPASS Transportation Improvement Program will be modified following the approval of these actions by the COMPASS Executive Committee on July 9, 2019.



## Board Agenda Item

ITD 2210 (Rev. 10-13)

### Recommendations

Approve the Public Transportation program changes as shown above and authorize staff to adjust the program accordingly.

### Board Action

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



**TO:** Matt Stoll, COMPASS Executive Director  
**FROM:** Kelli Badesheim, Executive Director  
**DATE:** June 7, 2019  
**RE:** CWI Roundabout Funding/City of Nampa Funding

Valley Regional Transit was notified by CWI that they would not be using the funds that had been allocated to them for the CWI Roundabout Project. CWI does not feel they are ready to move forward with the subrecipient agreement and has asked VRT to remove the project.

Since the oldest funds allocated are for fiscal year 2014 and lapsing, FTA has recommended that VRT amend the current obligated grant ID-2019-002-00 no later than July 12, 2019 in light of this issue.

VRT would like to propose the following solution in order to not lose 5307 SU funds since there is a current City of Nampa project that could fill this void.

Current								
		FY2014	FY2015	FY2017	FY2018	FY2019	Federal tot	Federal/ local total
19609	CWI	\$551,000	\$72,000		\$240,000		\$863,000	\$1,078,750
19959	Historic North Nampa Pathway, Nampa			\$459,000	\$13,000		\$472,000	\$590,000
19855	Bike/Ped, Blaine and Iowa, Nampa					\$463,000	\$463,000	\$578,750
	Total	\$551,000	\$72,000	\$459,000	\$253,000	\$463,000	\$1,798,000	\$2,247,500
Proposed								
		FY2014	FY2015	FY2017	FY2018	FY2019	Federal tot	Federal/ local total
19609	CWI	\$0	\$0	\$0	\$0	\$0	\$0	\$0
19959	Historic North Nampa Pathway, Nampa	\$472,000					\$472,000	\$590,000
19855	Bike/Ped, Blaine and Iowa, Nampa	\$79,000	\$72,000	\$312,000			\$463,000	\$578,750
	Remaining for reprogramming in future	\$0	\$0	\$147,000	\$253,000	\$463,000	\$863,000	\$1,078,750
	Total	\$551,000	\$72,000	\$459,000	\$253,000	\$463,000	\$1,798,000	\$2,247,500

Please contact me if you have any questions about this request. Thank you in advance for your consideration.

for  
Kelli Badesheim  
Executive Director

Attachment: CWI notification  
KB/kj



## Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date 7/18/2019Consent Item ☒Information Item ☐

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

Presenter's Name Jeff Marker	Presenter's Title Public Transportation Manager	Initials JM	Reviewed By LSS
Preparer's Name Drew McGuire	Preparer's Title Grants Officer	Initials DM	

### Subject

Public Transit Program Modification in FY 2020 of the approved ITIP		
Key Number 20847	District 6	Route Number Transit

### Background Information

The purpose of this board item is to modify the Public Transit Program to add a nationally-awarded FTA funded grant project for 2 bus shelters and 2 bus pullouts in the City of Driggs, ID to the approved ITIP. This change is requested under policy 5011 Idaho Transportation Investment Program (ITIP) and to accommodate the City of Driggs, ID.

In March 2019, FTA announced the recipients of the latest round of 5339 (b) Bus and Bus Facilities funding awards. The City of Driggs, ID was awarded a nationally-competitive grant to construct two bus shelters and two bus pullouts, the first of which is at 5<sup>th</sup> Street and Ski Hill Road, the second of which is on Buffalo Trail Loop. The City of Driggs will contract with a construction firm through a competitive bid process to construct the bus shelters and bus pullouts along the fixed route corridor.

The program must be used to purchase rolling stock transit vehicles, or to construct/purchase transit facilities that support transit services.

This project is funded through the nation-wide competitive 5339 (b) Bus and Bus Facilities program. The grant is managed by ITD's Office of Public Transportation and sub-awarded to the City of Driggs, ID via a funding agreement. The project is sponsored and cash match provided by the City of Driggs, ID. The contract will be managed by the City of Driggs, ID.

<b>FTA Grant</b>	<b>\$192,000</b>
<u>City of Driggs cash Match</u>	<u>\$48,000</u>
Overall Project Cost	\$240,000

Staff requests that the project addition be made to the program and that the ITIP be amended accordingly.



## Board Agenda Item

ITD 2210 (Rev. 10-13)

### Recommendations

Approve the addition of the **Transit, Bus Shelters and Bus Pullouts, Driggs** project to FY 2020 of the approved FY 2019-2026 ITIP and authorize staff to adjust the program and amend the ITIP accordingly.

<b>FTA Grant</b>	<b>\$192,000</b>
<u>City of Driggs cash match</u>	<u>\$48,000</u>
Overall Project Cost	\$240,000

### Board Action

☐ Approved    ☐ Deferred \_\_\_\_\_

☐ Other \_\_\_\_\_



# Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date July 18, 2019

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

Presenter's Name Blake Rindlisbacher	Presenter's Title DESA	Initials BR	Reviewed By LSS
Preparer's Name Jeff Miles	Preparer's Title LHTAC Administrator	Initials JM	

## Subject

Add Emergency Relief projects on the Local Road System to FY 2019 in the approved FY 2019–2025 ITIP		
Key Number New	District 2	Route Number Various

## Background Information

The purpose of this consent item is to request approval to add nine Emergency Relief (ER) projects on the Local Roads system to repair damage resulting from extensive rainfall in early April 2019. This request has been made by the Local Highway Technical Assistance Council (LHTAC), per policy 5011 *Idaho Transportation Investment Program (ITIP)*.

Last month a consent item was approved by the IT Board adding eight ER projects for a total cost \$7.06 million. This consent item is for an additional nine ER projects that resulted from the same storm. Details were not available in time for the June meeting.

April 9, 2019 heavy rain fell on the snow covered region of Idaho County, District 2 (near Kamiah) and caused major flooding and road damage at nine sites. April 11, 2019 Governor Little signed a Proclamation declaring a state of disaster emergency in Idaho and Adams Counties. May 3, 2019 the US Department of Transportation Federal Highway Administration (FHWA) submitted an acknowledgement letter to the Department.

May 8, 2019 FHWA authorized \$500,000 for eligible Quick Release (QR) work associated with this disaster event. This was the initial payment being distributed to fund the most critical emergency repairs. All projects included in this item qualify for QR funding. QR is intended to restore essential travel, minimize the extent of damage, or protect the remaining facilities, and is to be accomplished in the first 180 days after the disaster occurs.

The QR costs may be reimbursed at 100 percent Federal share. During the next national call for ER funds the Idaho FHWA Division will ask for the remainder of the ER funds based on the total from the Detailed Damage Inspection Reports (DDIR).

The list of nine projects is included on page 3. The total cost of the combined projects is estimated at \$3.01 million. Staff requests that the projects be added to FY 2019 of the program in the approved FY 2019–2025 ITIP.

## Recommendations

Approve the addition of the following nine emergency relief projects, to FY 2019 in the approved FY 2019–2025 ITIP on behalf of the Local Highway Technical Assistance Council.

1. KN 22481, STC-4742, Sally Ann Rd, Idaho Co. \$286,827
2. KN 22482, STC-4749, Old Highway 7, Idaho Co \$277,690
3. KN 22483, STC-4710, Graves Creek Rd (area #1) near Cottonwood, Idaho Co. \$148,219
4. KN 22502, STC-4710, Graves Creek Rd (area #2) near Cottonwood, Idaho Co. \$256,096
5. KN 22503, STC-4710, Graves Creek Rd (area #3) near Cottonwood, Idaho Co. \$111,375



## Board Agenda Item

ITD 2210 (Rev. 10-13)

6. KN 22504, STC-4710, Graves Creek Rd (area #4) near Cottonwood, Idaho Co. \$601,122
7. KN 22505, STC-4710, Graves Creek Rd (area #5) near Cottonwood, Idaho Co. \$381,437
8. KN 22506, STC-4710, Graves Creek Rd (area #6) near Cottonwood, Idaho Co. \$543,787
9. KN 22507, STC-4710, Graves Creek Rd (area #7) near Cottonwood, Idaho Co. \$407,073

The combined total cost of the nine projects is \$3.01 million, 100% Federal-aid.

### Board Action

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



## Board Agenda Item

ITD 2210 (Rev. 10-13)

### LHTAC EMERGENCY RELIEF PROJECTS

July 18, 2019

	Location	Cost	Damage
1	KN 22481 Sally Ann Rd	\$ 286,827	A culvert crossing the road overflowed and flushed all ditch materials downstream, some road damage, clear or replace culverts.
2	KN 22482 Old Highway 7 near Grangeville	\$ 277,690	A culvert crossing the road plugged, then overflowed beyond drainage area and flushed all ditch materials downstream. Culvert will be sized appropriately and replaced.
The following seven locations on Graves Creek Road sustained damage from the heavy rain creating flood conditions in the Clear Creek. The flooding washed away parts of the pavement, the bank, and undermined the armoring material protecting the embankment.			
3	KN 22483 Graves Creek (area #1)	\$ 148,219	Damage area MP 0.58, washed away 150 ft. of the roadway and embankment
4	KN 22502 Graves Creek (area #2)	\$ 256,096	Damage area MP 2.09 washed away 200 ft. of the roadway and embankment
5	KN 22503 Graves Creek (area #3)	\$ 111,375	Damage area MP 2.31 washed away 200 ft. of the bank and 100 ft. of the roadway and embankment
6	KN 22504 Graves Creek (area #4)	\$ 601,122	Damage area MP 2.39 washed away 800 ft. of the bank and 400 ft. of the roadway and embankment
7	KN 22505 Graves Creek (area #5)	\$ 381,437	Damage area MP 3.67 washed away 800 ft. of the bank and embankment
8	KN 22506 Graves Creek (area #6)	\$ 543,787	Damage area MP 4.7 washed away 1200 ft. of the bank and embankment
9	KN 22507 Graves Creek (area #7)	\$ 407,073	Damage area MP 4.18 washed away 300 ft. of the bank and embankment
	<b>Combined cost of projects</b>	<b>\$3,013,626</b>	



# Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date July 18, 2019

Consent Item ☒

Information Item ☐

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

Presenter's Name Jason Minzghor	Presenter's Title District 6 Engineer	Initials JM	Reviewed By LSS
Preparer's Name Joan Burgert	Preparer's Title Staff Engineer	Initials JGB	MC

## Subject

Increase term limit amounts for Strata from \$1.5M to \$1.597M		
Key Number Various	District 6	Route Number Various

## Background Information

The purpose of this Board Agenda Item is to request approval to exceed the consultant term agreement limit of \$1.5M set by Board Policy 4001.

Strata, Inc. was selected using the RFI process in April, 2018 to perform on call construction material testing for District 6 over the FY18 Construction Season. Two other consultant testing firms submitted and were reviewed on this RFI. Strata was selected based on their previous testing experience and the WAQTC qualifications of their material testing staff. Strata has performed the construction material testing for all the projects considered in this request:

KEY NUMBER	ROUTE NUMBER	EST TO COMPLETE
18962	SH-31, North Pine Creek Bridge, Bonneville County	\$49,500
18733	US-20, Curr Canal Bridge, Fremont County	\$18,600
19969/19898	SH-22, JCT SH-33 to Dubois, Clark Cty & SH-87, US-20 to MSL, Fremont Cty	\$8,200
20746	Stockham & US-20B Roundabout, Jefferson Cty	\$7,300
20786	18-Mile Creek Bridge, Lemhi County	\$6,000
14023	Lemhi River Bridge, MP 116.35	\$7,100

Last year, additional material testing requirements to verify the contractor's results for asphalt testing were implemented after the agreement was finalized requiring a supplemental agreement on the projects identified above.

At this time, D6 anticipates an additional \$97K above Strata's term agreement limit of \$1.5M is needed to complete the material testing for the above projects. The additional funds needed by this request is anticipated to come from statewide balancing. Strata's term agreement expires in November, 2019.

Strata was chosen using the RFI process and they are already involved with testing on this project; therefore, it would be disruptive and costly for the State to proceed with a different consultant to complete the testing for this project.

## Recommendations

Recommend approval for Strata to exceed its term agreement limit of \$1.5M by \$97K for a total term agreement amount of \$1,597,000.

Page 1 of 2



## 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 July 18, 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
Preparer's Name Mike Cram	Preparer's Title CSG Project Manager	Initials MWC	

## Subject

### REQUEST TO APPROVE CONSULTANT AGREEMENTS

Key Number	District	Route Number
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## 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)

- KN13494, Old Hwy 30; W Plymouth St Bridge, Canyon County, District 3 (LHTAC) - for supplemental agreements with Forsgren Associates for \$122K bringing the total to \$1.9M.
- KN 19682, SH-41 Mullan Ave to Praire Ave, Kootenai County, District 1 – for a supplemental agreement for additional coordination and redesign along with engineer of record services (EOR) with HDR Engineering for \$500K bringing the total agreement up to \$3.25M.
- KN 20033, SH-75 Elkhorn Rd to River St, Ketchum, District 4 – services necessary to complete the Phase I: conceptual design including preliminary environmental work with Parametrix for up to \$1.3M.

## Board Action

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

**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](http://www.lhtac.org)



Diana Thomas  
**Chairman**

Gilbert Hofmeister  
**Vice Chairman**

Todd Smith  
**Secretary/Treasurer**

Jeff R. Miles, P.E.  
**Administrator**

**Date:** June 20, 2019

**Program Number(s)** A013(494)

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

**Key Number(s):** 13494

**From:** Jeff Miles, P.E.  
LHTAC Administrator

**Program ID, County, Etc.:** Old Hwy 30;  
W. Plymouth St BR, Canyon Co.

**RE:** Request to Exceed Professional Services Agreement Amount of \$1,000,000 with Forsgren Associates

The purpose of this project, administered by LHTAC, is to improve safety and mobility across the Boise River by replacing the one lane Plymouth Street Bridge to a current standard two-lane bridge in Canyon County.

Forsgren Associates, Inc. was selected by RFP in 2015 to complete the design of this bridge.

This project has two phases:

Phase 1 developed the project Concept which included an Environmental Scan to identify environmental resource concerns and an assessment of Right-of-Way acquisition costs in order to determine a preferred location and alignment for the new bridge structure. This phase was completed September 2017. The agreement total for phase 1 was \$509,300.

Phase 2 includes Preliminary and Final design of the roadway and two bridges, Right-of-Way plans, the environmental evaluation, and PS&E delivery. In November 2017, Board approval was performed to exceed the \$1 million threshold for design services. Approval was granted for agreements up to \$1.9 million for phase 1 and 2. The negotiated agreement for Phase 2 design totaled \$1,427,600.

The purpose of this Board item is to request approval to exceed the \$1.9 million threshold for design service, previously approved by the Board. A supplemental agreement to Phase 2 for an estimated \$122,000 for additional environmental study and documentation is needed. This work will include completion of an Ethnographic Study, which has been requested by the Shoshone-Bannock Tribes in order to assess the project's impact to cultural resources and to make appropriate cultural resource management recommendations. The work will also include a Net Benefit study and interpretive signs for the Riverside Canal which has been determined to be eligible for the National Register of Historic Places for its significant contribution to the irrigation history of southwestern Idaho. The completion of this work will provide for a Net Benefit to this cultural resource and avoid an adverse effect determination. The need for this work

**Council Members**

**Association of Idaho Cities**  
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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  
Power County Highway District

**Idaho Association of Counties**  
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Benewah County

Commissioner Mark Rekow  
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

was identified during development of the Environmental document and was not anticipated during the initial scoping of the project.

LHTAC and Forsgren are in negotiations along with FHWA review to finalize the supplemental agreements.

Currently, there are funds remaining in this project to cover the estimated \$122,000 for this supplemental work. Board approval is requested to increase the professional services agreement amount on this project to an estimated \$2.1 million.

Sincerely,

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

Jeff R. Miles, P.E.  
Administrator  
LHTAC



**DATE:** 21 June 2019

**Program Number(s)**A019(682)

**TO:** Monica Crider, PE  
Contracting Services Engineer

**Key Number(s)** 19682

**FROM:** Damon Allen, PE  
District 1 Engineer

**Program ID, County, Etc.**SH-41, MULLAN AVE.  
TO E. PRAIRIE AVE - KOOTENAI CO.

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

Project A019(682) SH-41, Mullan Ave. to E. Prairie Ave., Post Falls, is expected to cost approximately \$20 million to reconstruct highway 41 from milepost 0.446 to milepost 2.449. The road will be widened to a four lane divided highway with four new traffic signals at improved intersections, storm water facilities and a separated bike/pedestrian path. Right-of-way and easements are required on sixty-nine (69) different parcels. Phased construction will be required over a two year period to complete the work.

The project will improve safety by making operational improvements that reconstruct the existing roadway to meet AASHTO Standards and provide continuity to the SH-41 corridor through the City of Post Falls. Additional travel lanes will provide improved safety, mobility, and increase the economic opportunity; and accommodate future needs to provide an adequate level of service for increasing traffic volumes. The increased mobility and highway capacity will provide commercial traffic with an efficient route to Interstate 90 and will facilitate economic growth and development.

An RFP for these services was originally awarded to HDR Engineering, Inc. in March 2017. The intent was always to award the design agreements for this project in phases. At the June 2018 Board Meeting, approval was granted to increase the professional services agreement amounts for Phases 1 & 2, a supplemental for additional utility collection and EOR services collectively to \$2.75M.

The purpose of this board item is to request approval to extend the existing professional services agreement amount on this project to \$3.25M from the previously approved \$2.75M for a required supplemental agreement and engineer of record services during construction.

This supplemental is required for the additional design work necessary to coordinate with the City of Post Falls street extension at Hope avenue, changes in signalized intersections from z-structure configuration to diagonal, realignment and reduction in the width of Poleline road to minimize impacts to Yellowstone pipeline, re-design of the shared use path and right-of- way at parcel #7 to avoid drain field and septic tanks, utility coordination with Ross Point water district to avoid Board hearing expenses and delays, changes to right-of-way limits and approach locations to aid in the negotiations of land purchases.

Board approval is requested to increase the professional services agreement amount for this project from 2.75 to 3.25 million.



**DATE:** June 27, 2019

**Program Number(s)** A020(033)

**TO:** Monica Crider, PE  
Constructing Services Engineer

**Key Number(s)** 20033

**FROM:** Jesse Barrus, PE  
District 4 Engineer

**Program ID, County, Etc.** SH-75 Elkhorn Rd to  
River St, Ketchum

**RE:** Request to exceed professional services agreement amount of \$1,000,000 - Parametrix

The purpose of this project improve safety and capacity on SH-75 between the Big Wood River Bridge near Elkhorn Road and River Street in the city of Ketchum in Blaine County, mileposts 126.4 to 128.2. The SH-75 Elkhorn Road to River Street project is the third roadway construction project to be developed from the SH-75 Timmerman to Ketchum EIS/ROD issued in August, 2008. This project will be developed to comply with the commitments of the Final EIS/ROD for the SH-75 Timmerman to Ketchum Corridor.

Project development will include roadway widening with curb, gutter and sidewalk, retaining walls, drainage, public involvement, and a new bridge over Trail Creek in Ketchum. A reevaluation of the EIS/ROD will be necessary. The agreement was awarded to Parametrix through a Request for Proposal in April, 2019.

The project development has two phases – Phase I will complete the concept design portion and will include survey, geotechnical, preliminary environmental, concept layout and evaluation, and public involvement. Negotiations for completion of Phase I exceeds \$1 million. Phase II, which is scheduled to begin in summer 2020, will complete preliminary design, final design and PS&E submittal and will entail additional scope of work and labor hour negotiations.

Sufficient funds are scheduled on this project to cover the Phase 1 agreement.

Board approval is requested for the agreement for Phase 1 of approximately \$1.3M.



# Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date July 18, 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 LSS
Preparer's Name Dana Dietz, P.E.	Preparer's Title Contracts Engineer	Initials DD	

## Subject

Board Approval of Contract 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 7/1/19)					
Contracts Bid		Contracts Requiring Board Approval to Award		Contracts Requiring Board Approval to Reject	
ITD	Local	ITD	Local	ITD	Local
54	24	13	9	4	4

### 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 are 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 6/4/19 to 7/1/19	
ITD	Local
0	2

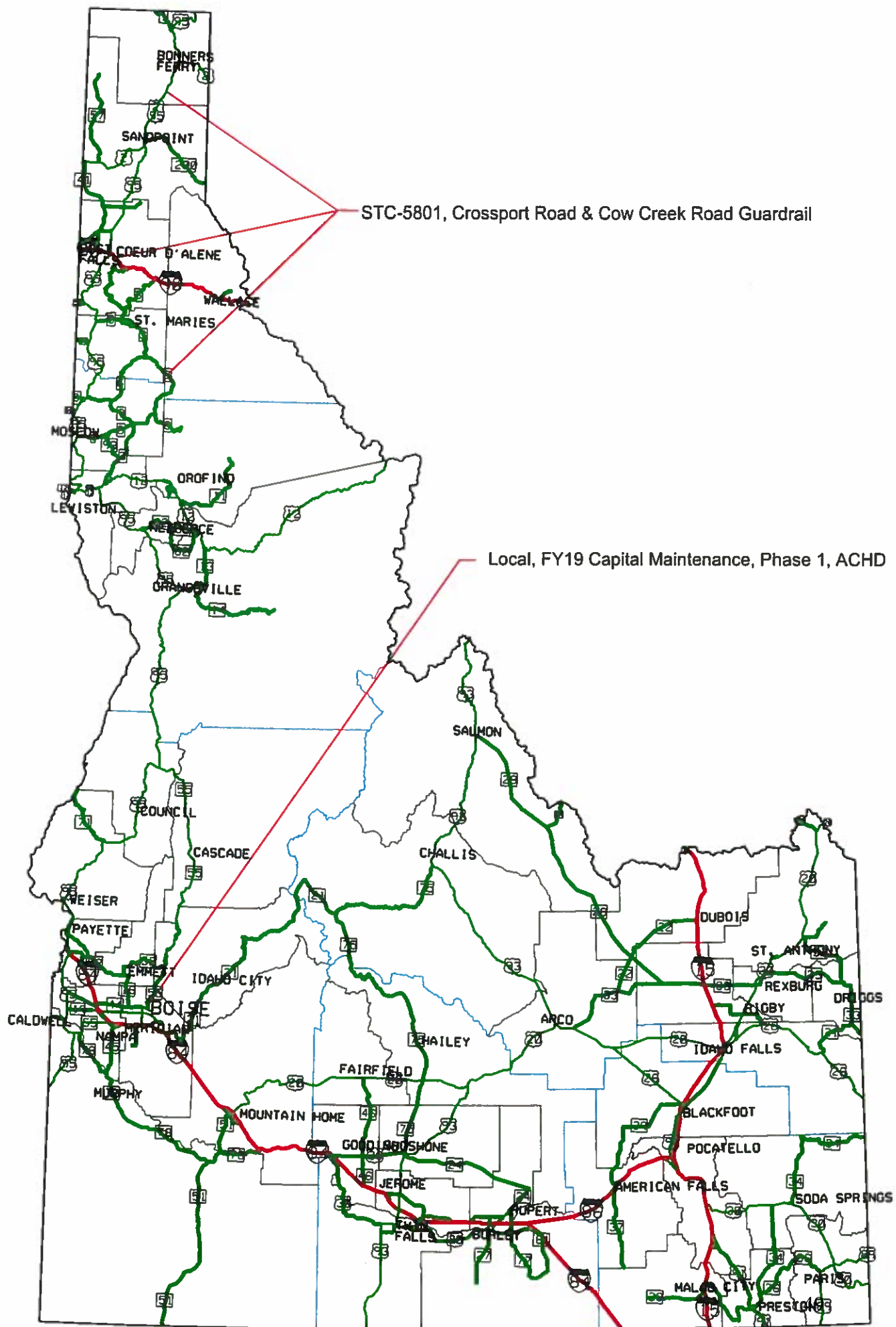
## Recommendations

In accordance with board policy 4001, the construction contracts on the attached report are 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 +/-
ACHD(3)	<b>13903</b>	OFF SYS	6/18/2019		3	\$4,235,894.56	\$4,832,217.00	\$596,322.44
Local, FY19 Capital Maintenance, Phase 1, ACHD						Federal		114%
Contractor: Staker & Parson Companies DBA Idaho Materials Construction								
LHTAC(1)	<b>19846</b>	OFF SYS	6/18/2019		1	\$367,642.01	\$531,607.50	\$163,965.49
STC-5801, Crossport Road & Cow Creek Road Guardrail						Federal		145%
Contractor: Razz Construction Inc.								

DATE OF BID OPENING - JUNE 18, 2019 - FEDERAL & STATE FINANCED PROJECT

---

Idaho Federal Aid Project No. A013(903)  
LOCAL, FY19 CAPITAL MAINTENANCE, PHASE 1, ACHD  
Ada County, Key No. 13903

---

DESCRIPTION: The work on this project consists of performing pavement rehabilitation, select pipe replacement, and upgrade of adjacent pedestrian ramps on select roadways

BIDDERS:

Staker & Parson Companies Db a Idaho Materials & Construction Nampa, ID 83653-1310	\$4,832,217.00
Central Paving Co., Inc. Boise, ID 83716	\$5,006,991.33
Sunroc Corporation Boise, ID 83714	\$5,388,888.00

3 BIDS ACCEPTED

ENGINEER'S ESTIMATE - \$4,235,894.56

LOW BID - 114 Percent of the Engineer's Estimate

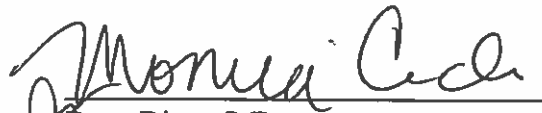
(AWARD)

(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.

  
Dana Dietz, P.E.  
Contracts Engineer  
6/27/19  
Date



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

**DATE:** June 24, 2019

**TO:** Monica Crider  
Idaho Transportation Department

**FROM:** David Wallace, ACHD  
Deputy Director, Plans and Projects

**SUBJECT:** Justification for Bid Award – FY19 Capital Maintenance, Phase 1, ACHD  
ITD Project # A013(903), ITD Key # 13903  
ACHD Project # 717030

ACHD has reviewed the bids received by ITD for the above referenced project. The apparent low bidder, Idaho Materials & Construction (\$4,832,217.00) is 114.1% of the Engineer's Estimate of \$4,235,894.56. The second lowest bid on the project (\$5,066,991.33) is 118.2% of the Engineer's Estimate. The third bid (\$5,388,888.00) is 127.2% of the Engineer's Estimate.

The most substantial differences between the Engineer's Estimate and the low bid are:

<u>Bid Item</u>	<u>Description</u>	<u>Bid Amount</u>	<u>% of EE Bid</u>	<u>Diff from EE</u>
405-435A	Superpave HMA SP-5	\$2,128,857.00	106.1%	\$123,412.00
Z629-05A	Mobilization	\$275,382.44	141.3%	\$80,465.32
615-492A	Curb & Gutter Type 2 (Mod)	\$110,565.00	\$260.0%	\$68,040.00


These bid amounts for *Superpave HMA SP-5* and *Curb & Gutter Type 2 (Mod)* are reasonable based on the current economy with high demand of hot mix asphalt and concrete. The Mobilization item is a reasonable 5.7% of the total bid, as 4.6% was used for the Engineer's Estimate.

ACHD is coordinating with COMPASS to obligate additional funds, requesting a further \$697,000 (which includes a local match from ACHD of \$34,850).

After careful consideration, ACHD staff recommends that the ITD Board accept the bid and award the contract to Idaho Materials & Construction.

ACHD will take responsibility for the additional funding needed to accept the bid, pending ACHD Commission approval on July 3rd, 2019.

Sincerely,

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

DATE OF BID OPENING - JUNE 18, 2019 - FEDERAL & STATE FINANCED PROJECT

---

Idaho Federal Aid Project No. A019(846), A019(906), & A020(194)  
STC-5801, CROSSPORT RD & COW CR RD GUARDRAIL  
Boundary & Kootenai County, Key No. 19846, 19906 & 20194

---

DESCRIPTION: The work on this project consists of installing guardrail for three local agencies in Boundary County and in Kootenai Counties

BIDDERS:

Razz Construction Inc  
Bellingham, WA 98226

\$531,607.50

1 BIDS ACCEPTED

ENGINEER'S ESTIMATE - \$367,642.01

LOW BID 145 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.



Dana Dietz, P.E.  
Contracts Engineer

6/27/19  
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:** June 24, 2019

**Project No. (s):** A019(846), A019(906) & A020(194)

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

**Key No. (s):** 19846, 19906 & 20194

**From:** Jeff R. Miles, PE  
Administrator

**Project Identifications, County**  
STC-5801, Crossport Rd & Cow Creek Rd Guardrail, Boundary &  
Kootenai

**RE:** Justification of Bid for Award

Bids were opened for KN's 19846, 19906 & 20194 Crossport Rd & Cow Creek Rd Guardrail project, Boundary and Kootenai Counties, on June 18, 2019. One (1) bid was received and the apparent low bidder is Razz Construction, Inc. at \$531,607.50 which is \$163,965.50 (44%) over the Engineers Estimate (EE).

The majority (64%) of the bid overage comes from three (3) bid items, as shown in the table below:

Item	Description	Quant.	Unit	Engineers Estimate	RAZZ Construction, Inc.	Difference	Per Cent
212-110A	Water Pollution Control	1	LS	\$ 5,000.00	\$ 24,000.00	\$ 19,000.00	480%
675-005A	Survey	1	LS	\$ 8,500.00	\$ 39,000.00	\$ 30,500.00	459%
S904-05A	SP - Temporary Traffic Control	1	LS	\$ 40,000.00	\$ 95,000.00	\$ 55,000.00	238%
Total:				\$ 53,500.00	\$ 158,000.00	\$ 104,500.00	295.3%

Items 212-110A and 675-005A are from the standard specifications and were not modified by the project special provisions. All three (3) project are in remote locations with steep terrain near water. LHTAC and the design engineer considered the difficulty of construction during project development and believe that was reflected in the EE. Lump Sum (LS) Temporary Traffic Control was used to simplify the project and produce more competitive bids. This strategy was not effective and LHTAC may need to use a per-item traffic control approach in the future.

Due to the bidding climate and challenging construction, it is unlikely that alterations to the plans or specifications would provide any savings to the project. This project was chosen by the Safety Program to address Class A – Serious Injury crashes at the selected locations. LHTAC is the sponsor of this 100% Federal-aid project and considerable time and resources were used obtaining the necessary environmental clearances as well coordinating with multiple roadway

**Council Members**

Association of Idaho Cities  
Mayor Mac Pooler  
City of Kellogg

Idaho Association of Highway Districts  
Commissioner Neal Gier  
Buhl Highway District

Idaho Association of Counties  
Commissioner Phil Lampert  
Benewah County

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

Mayor Robert Berlin  
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

jurisdictions. LHTAC recommends that the contract be awarded to the low bidder, Razz Construction, Inc. Funds to cover the additional cost have been designated.

Sincerely,

A handwritten signature in black ink, appearing to read "J.R. Miles". The signature is fluid and cursive, with the first letters of the first and last names being capitalized and prominent.

Jeff R. Miles, PE  
Administrator



# Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date July 18, 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 LSS
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.

The following page shows the ITD State Infrastructure Projects only listed by Summary of Cost and Summary of Contract Count

### NOTE:

The tables show year to date summaries for both ITD and Local contracts bid. The attached charts are for ITD State Infrastructure Projects only. These ITD Contracts and the ITD project numbers do not match as there are times that multiple projects are companioned and bid and awarded as one contract.

Year to Date Summary (10/1/18 to 7/1/19)					
Contracts Bid		Contracts Requiring Board Approval to Award		Contracts Requiring Board Approval to Reject	
ITD	Local	ITD	Local	ITD	Local
54	24	13	9	4	4

### 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 6/4/19 to 7/1/19	
ITD	Local
3	0

### FUTURE ACTIONS

The Current Advertisement Report is attached.

## Recommendations

For Information Only.

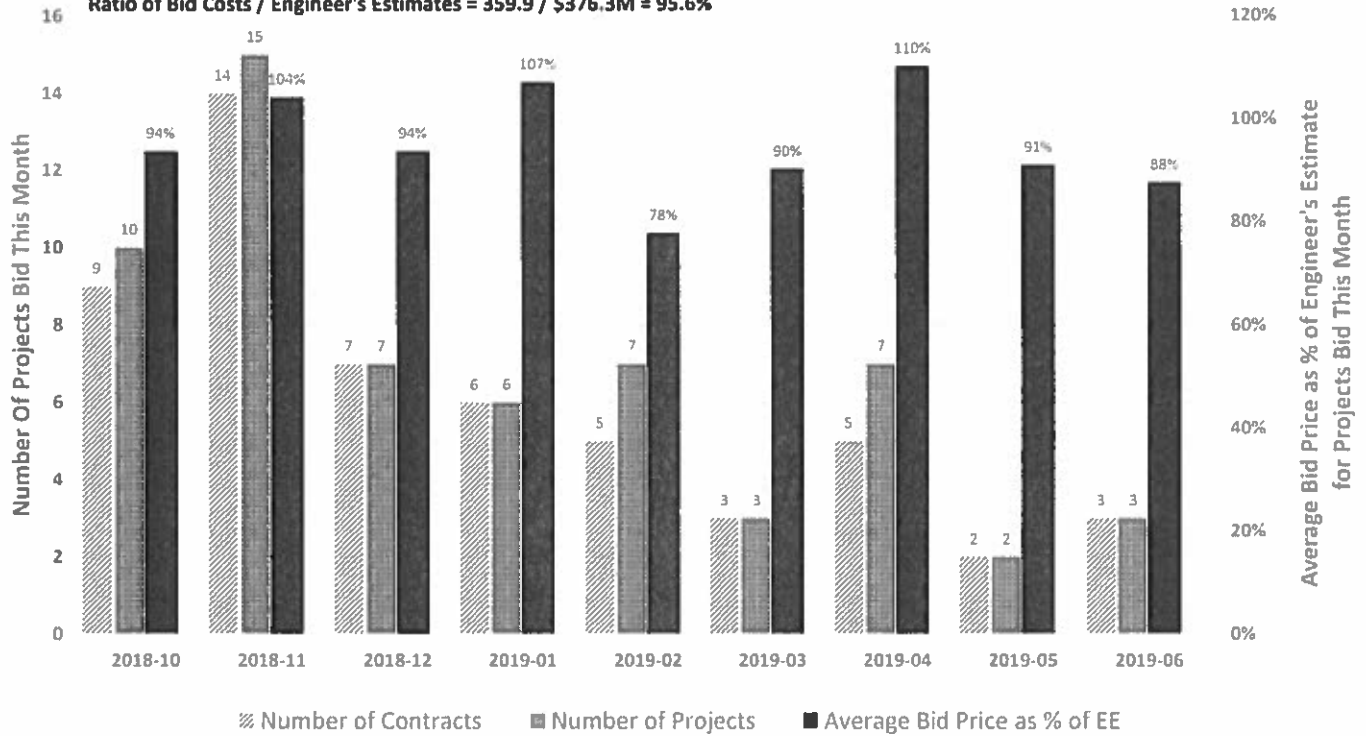
## Board Action

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

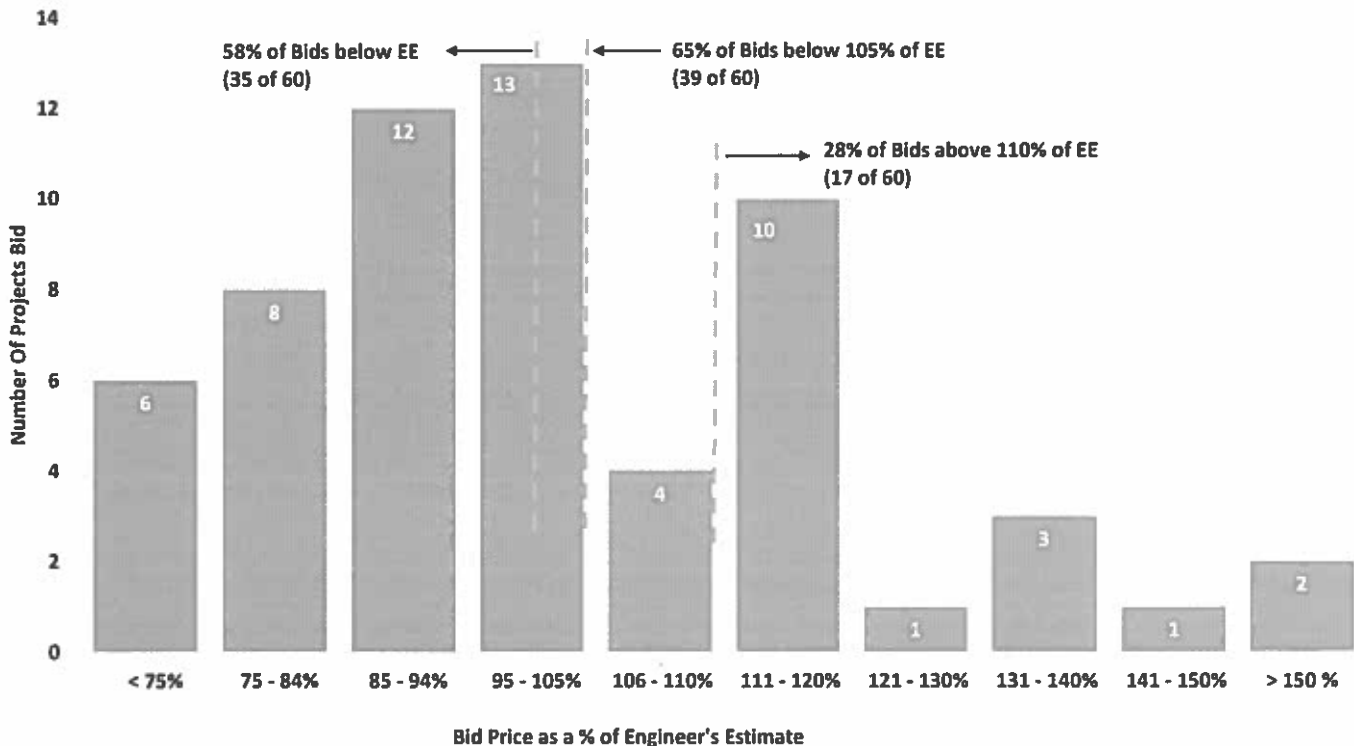
### FFY19 State Infrastructure Project Bid Results: YTD Summary By Cost 60 Projects YTD through June 28, 2019

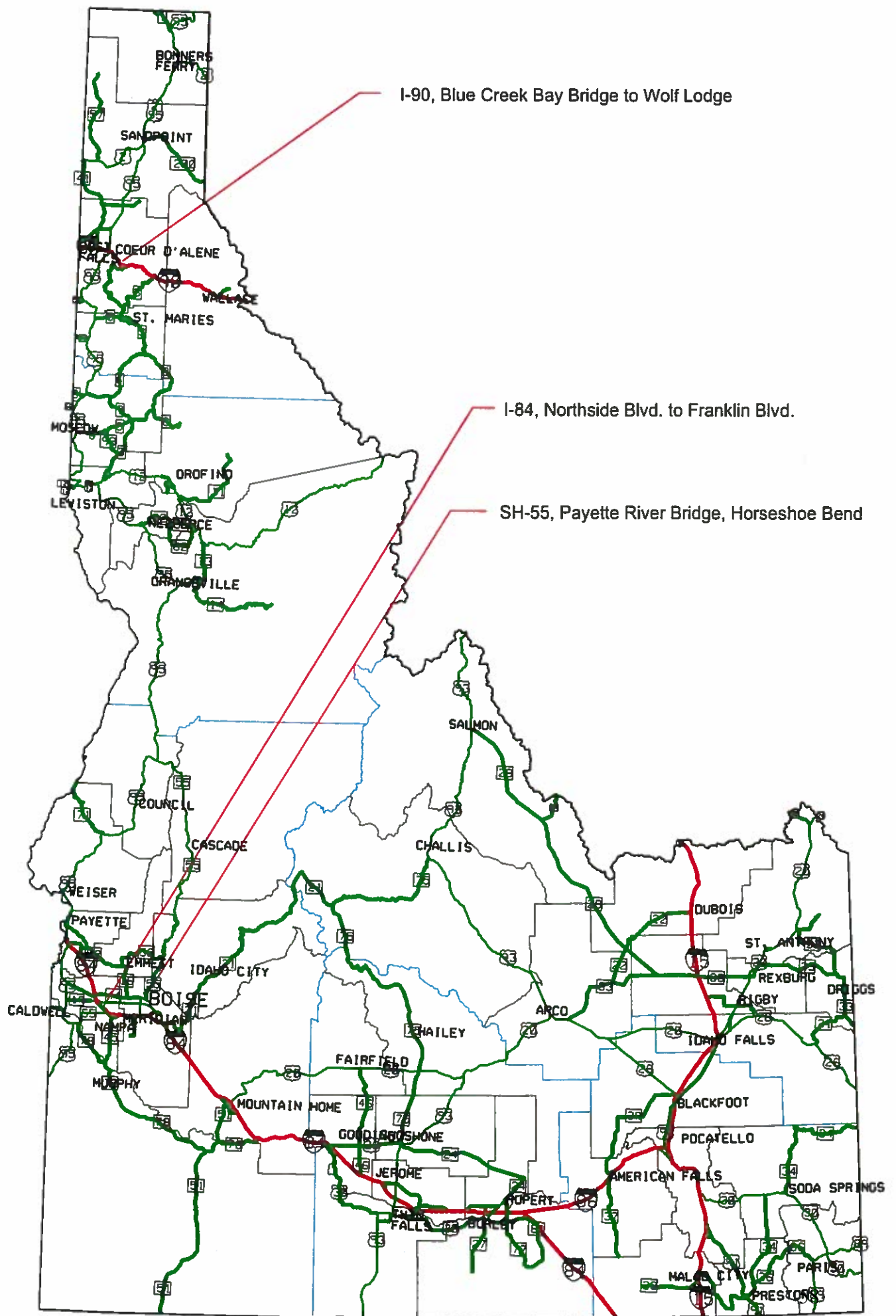
YTD Total for all 60 projects:

Ratio of Bid Costs / Engineer's Estimates = 359.9 / \$376.3M = 95.6%



### FFY19 State Infrastructure Project Bid Results: YTD Summary By Contract Count 60 Projects YTD through June 28, 2019





## 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
3	20798	I-84	6/4/2019	4	\$74,378,568.40	\$64,147,133.09	(\$10,231,435.31) 86%
I-84, Northside Blvd. to Franklin Blvd. Contractor: Concrete Placing Company Inc.							
1	20489	I-90	6/18/2019	2	\$2,414,068.60	\$1,805,353.24	(\$608,715.36) 75%
I-90, Blue Creek Bay Bridge to Wolf Lodge Contractor: Interstate Concrere & Asphalt Company							
3	07215	SH-55	6/25/2019	6	\$10,970,605.25	\$10,890,000.00	(\$80,605.25) 99%
SH-55, Payette River Bridge, Horseshoe Bend Contractor: Braun-Jensen Inc.							

## Monthly Contract Advertisement As of 7-1-2019

District	Key No.	Route	Bid Opening Date
ACHD(3)	20003	OFF SYS	7/9/2019
FY19 Capital Maintenance, Phase 2, ACHD \$1,000,000 to \$2,500,000			Federal

District	Key No.	Route	Bid Opening Date
LHTAC(3)	20167	OFF SYS	7/23/2019
Int. Smith Avenue & Middleton Road Signal, Nampa \$500,000 to \$1,000,000			Federal

District	Key No.	Route	Bid Opening Date
1	20343	SH-97	7/23/2019
Emergency Repair MP 76.9 \$100,000 to \$500,000			Federal

District	Key No.	Route	Bid Opening Date
6	20222/19858	I-15/SH-33	7/30/2019
Sage Jct Poe NB & SB Weigh in Motion \$500,000 to \$1,000,000			Federal

District	Key No.	Route	Bid Opening Date
3	19874	I-84	7/30/2019
FY24 Blacks Creek Road IC \$10,000,000 to \$15,000,000			State



# Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date July 18, 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 twenty-four (24) new professional services agreements and work tasks totaling **\$6,438,211** and seven (7) supplemental agreements to existing professional services agreements totaling **\$1,951,237** from May 31, 2019 through June 26, 2019.

### **New Professional Services Agreements and Work Tasks**

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



## Board Agenda Item

ITD 2210 (Rev. 10-13)

Local Public Agency Projects	2	2	1	4	1	0	0		10
Total	6	2	7	5	2	0	2		24

### For ITD District Projects:

Fourteen (14) new professional services agreements and work tasks were processed during this period totaling **\$5,014,315**. Three (3) supplemental agreements totaling **\$1,108,037** were processed.

### District 1

<i>Project</i>	<i>Reason Consultant Needed</i>	<i>Description</i>	<i>Selection Method</i>	<i>Consultant</i>	<i>Amount</i>
US-95, N Corridor Access Improvements, CDA	Resources not available: Construction	Construction Engineering, Inspection, Sampling & Testing Services, Year 1	Individual Project Solicitation	Ruen- Yeager & Associates	\$606,995
US-95, Junction SH-53 Interchange, UPRR Bridge, Kootenai Co	Resources not available: Construction	Engineer of Record Services	Individual Project Solicitation	David Evans & Associates	\$279,325
US-95, Junction SH-53 Interchange, UPRR Bridge, Kootenai Co	Resources not available: Construction	Construction Engineering, Inspection, Sampling & Testing Services	Individual Project Solicitation	HMH	\$1,415,645  Board approved \$2M during February 2019 meeting
US-95, N Corridor Access Improvements, CDA	Resources not available: Geotechnical	Geotechnical investigations for foundation at damaged traffic signal	Direct from Term Agreement	American Geotechnics	\$31,799



## 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>
None this month					

### District 3

<i>Project</i>	<i>Reason Consultant Needed</i>	<i>Description</i>	<i>Selection Method</i>	<i>Consultant</i>	<i>Amount</i>
US-20/26, Chinden: I-84 to Middleton Rd, Canyon Co	Resources not available: Design	Design services through PS&E	Individual Project Solicitation	WHPacific	\$1,671,900  Board approved \$2.5M during May 2019 meeting
I-84, Karcher Interchange to Northside Blvd  I-84, Northside Blvd to Franklin Blvd, Nampa	Resources not available: Public Involvement	Public involvement during construction	Individual Project Solicitation	Rosemary Brennan Curtin, Inc.	\$526,400
US-20, SH-16 to Linder Rd, Ada County	Resources not available: Environmental	Cultural resources update for the interim build	Direct from Term Agreement	Bionomics Environmental	\$5,015
SH-55, State St to Payette River Bridge	Resources not available: Geotechnical	Ground penetrating radar scans	Direct from Term Agreement	American Geotechnics	\$51,611
US-95, Weiser River Bridge, Adams Co	Resources not available: Public Involvement	Public outreach services	Direct from Term Agreement	Rosemary Brennan Curtin, Inc.	\$37,000



## Board Agenda Item

ITD 2210 (Rev. 10-13)

US-20, Linder to Locust Grove, Eagle	Resources not available: Environmental	Cultural resources update for the interim build	Direct from Term Agreement	Bionomics Environmental	\$4,245
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### **District 4**

<i>Project</i>	<i>Reason Consultant Needed</i>	<i>Description</i>	<i>Selection Method</i>	<i>Consultant</i>	<i>Amount</i>
State, FY19 D4 Materials Reconnaissance	Resources not available: Geotechnical	Geotechnical services including ground penetrating radar to prepare	Direct from Term Agreement	American Geotechnics	\$62,650
		material phase reports			

### **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, Fort Hall Interchange #80, Bannock Co	Resources not available: Geotechnical	Geotechnical Services	Direct from Term Agreement	Terracon Consultants	\$45,030

### **District 6**

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

### **Headquarters**

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

ITD 2210 (Rev. 10-13)

Off System, FY19 Local/Off System Bridge Inspection	Resources not available: Bridge	Bridge load rating	Individual Project Solicitation	Wiss, Janney, Elstner Associates	\$201,700
Statewide	Resources not available: Construction	On-call pre-cast concrete inspection services	Individual Project Solicitation	CMT Engineering	\$75,000

### 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	US-95, N Corridor Access Improvements	Parametrix	6/17 Roadway design through PS&E	Emergency traffic signal repair	Prev: \$ 952,000 <b>This: \$ 125,922</b> Total: \$1,077,922
3	SH-44, Corridor Preservation:	AECOM	10/11 Corridor preservation services	Update corridor study documents as a result of new traffic study data	Prev: \$ 950,800 <b>This: \$ 911,465</b> Total: \$1,862,265
	Junction I-84 to Eagle				Board approved \$1.9M during June 2019 meeting
5	I-15, UPRR Inkom Overpass, Bannock County	HDR Engineering	11/17 Roadway & bridge design, phase I: preliminary design	Additional design, geotechnical, & cultural services necessary to complete preliminary design	Prev: \$341,600 <b>This: \$ 70,650</b> Total: \$412,250

### For Local Public Agency Projects:

Ten (10) new professional services agreements totaling **\$1,423,896** were processed during this period. Four (4) supplemental agreements totaling **\$843,200** were processed.

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

ITD 2210 (Rev. 10-13)

STC-5740, W Riverview Dr	Post Falls Highway District	Construction engineering, inspection, sampling & testing services	Local Project RFI from Term Agreement	Ruen- Yeager	\$127,611
SMA-7905, Ramsey Rd; Wyoming Ave to Lancaster Rd	City of Hayden	Roadway design, phase Ia: revised concept approval	Individual Project Solicitation	David Evans & Associates	Prev: \$591,000 <b>This: \$187,548</b> Total: \$778,548
STC-4756, Lapwai Rd Safety Improvements	Nez Perce County	Construction engineering, inspection, sampling & testing services	Local Project Direct from Term Agreement	TD&H Engineering	\$26,978
SMA-7724, Intersection 17 <sup>th</sup> St & 16 <sup>th</sup> Ave	City of Lewiston	Construction engineering, inspection, sampling & testing services	Local Project RFI from Term Agreement	HDR Engineering	\$101,974
US-95, Cambridge Sidewalk & Drainage	City of Cambridge	Construction engineering, inspection, sampling & testing services	Local Project Direct from Term Agreement	Materials Testing & Inspection	\$31,070
Local, Idahome Rd and 2750 E Rd	Raft River Highway District	Construction engineering, inspection, sampling & testing services	Individual Project Solicitation	Keller Associates	\$305,943
SMA-7072, Intersection Washington St & Caswell	City of Twin Falls	Construction engineering, inspection, sampling & testing services	Local Project Direct from Term Agreement	Civil Science	\$37,840
STC-2715, E 4100 N Rehabilitation Ph 2	Buhl Highway District	Design services through PS&E	Individual Project Solicitation	HMH	\$317,685
Off system, 10 <sup>th</sup> Ave E Sidewalk	City of Jerome	Pathway design	Local Project Direct from Term Agreement	Civil Science	\$32,058



# Board Agenda Item

ITD 2210 (Rev. 10-13)

SMA-7607, S Fisher Ave; E Walker St to Bridge St	City of Blackfoot	Roadway design through PS&E	Local Project RFI from Term Agreement	HarperLeavitt Engineering	\$255,189
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## Supplemental Agreements to Existing Local Professional Services Agreements

<i>District</i>	<i>Project</i>	<i>Consultant</i>	<i>Original Agreement Date/Description</i>	<i>Supplemental Agreement Description</i>	<i>Total Agreement Amount</i>
1	STC-5791, Intersection of Meyer Rd & Boekel Rd, Rathdrum	David Evans & Associates	5/17 Roadway design through PS&E	Utility investigations & alternatives	Prev: \$293,700 <b>This: \$ 9,832</b> Total: \$303,532
1	SMA-5719, Intersection Pleasant View Rd & Prairie Ave, Post Falls Highway District	J-U-B Engineers	5/18 Intersection design	Surveying services: rightof-way monuments and record of survey	Prev: \$187,800 <b>This: \$ 4,900</b> Total: \$192,700
2	Off System, Cherry Lane Bridge, Nez Perce County	Keller Associates	9/04 Project development through preliminary design	Complete design approval and final design, including PS&E submittal	Prev: \$2,103,500 <b>This: \$ 736,803</b> Total: \$2,840,303  Board approved \$2.86M during June 2019 meeting
6	Off system, Fun Farm Bridge, Fremont County	Forsgren Associates	12/17 Bridge design through PS&E	Design for ice buildup and retaining walls	Prev: \$567,000 <b>This: \$ 91,665</b> Total: \$659,265

### Recommendations

For Information Only

### Board Action

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



## Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date July 17-18, 2019

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

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

### Subject

Annual Report of Activities to the Board of Examiners		
Key Number	District	Route Number

### Background Information

ITD did not submit a request to the full Board of Examiners for Fiscal Year 2019.

### Recommendations



## 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)

### 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: 7 Jun 2019  
 % of Time  
 Remainin 8.33

# 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 5/31/2019**  
 (all amounts in '000)

Fiscal Year: 2019

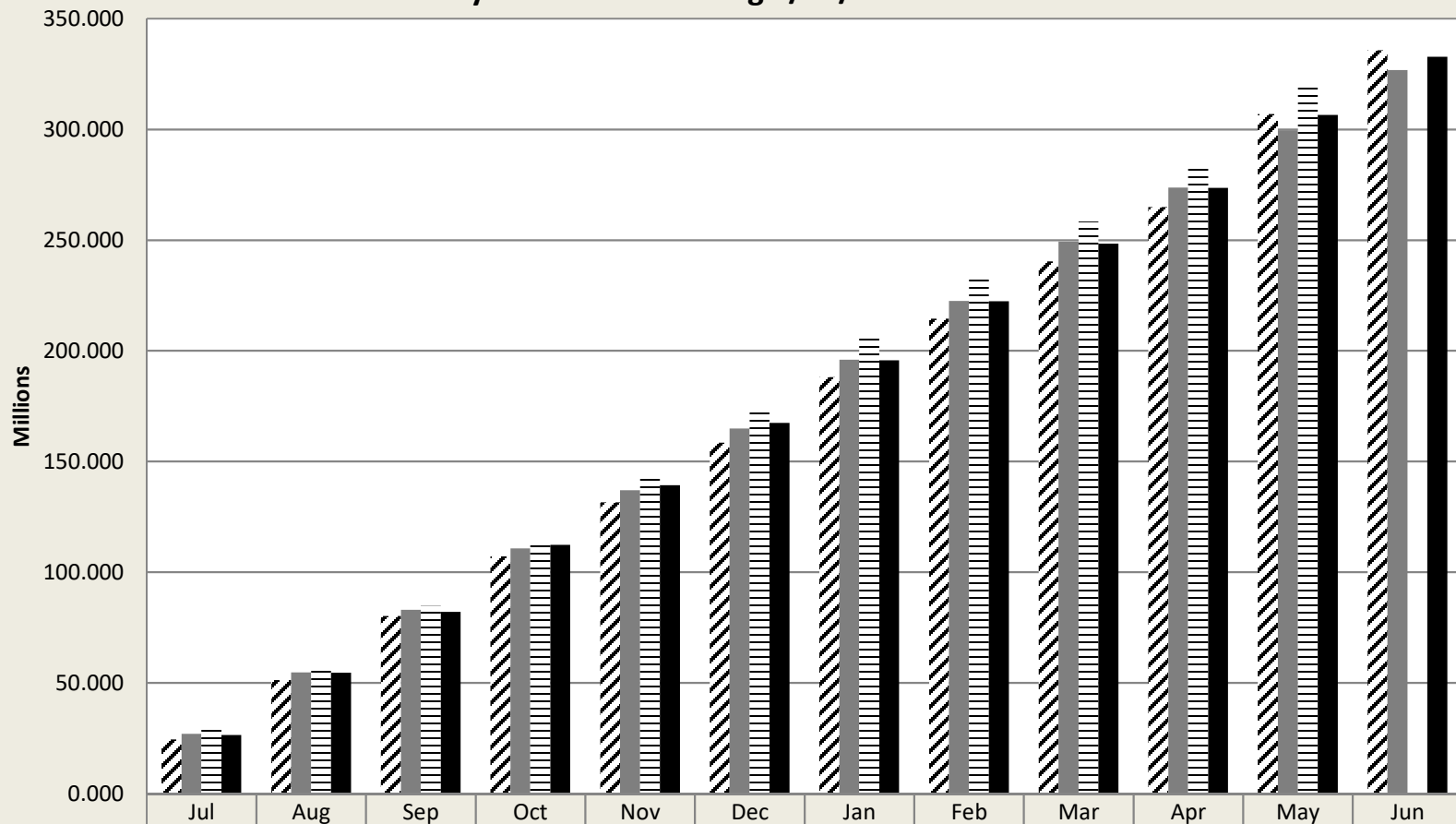
Funds Received					
	FY18 Actual YTD	FY19 Actual YTD	FY19 Forecast YTD	FY19 to FY18 Actual	FY 19 to Forecast
<b><u>State Highway Account</u></b>					
Federal Reimbursements	267,269	278,585	294,235	4.2%	-5.3%
State (Inc. H.D.A.)	299,623	319,267	306,549	6.6%	4.1%
Local	3,768	9,554	10,080	153.6%	-5.2%
<b>Total State Highway Account:</b>	<b>570,660</b>	<b>607,406</b>	<b>610,864</b>	<b>6.4%</b>	<b>-0.6%</b>
<b><u>State Aeronautics Fund</u></b>					
Federal Reimbursements	250	271	611	8.2%	-55.7%
State	2,780	3,064	2,522	10.2%	21.5%
<b>Total State Aeronautics Fund:</b>	<b>3,031</b>	<b>3,335</b>	<b>3,133</b>	<b>10.0%</b>	<b>6.4%</b>
<b>Total Fund Received:</b>	<b>573,691</b>	<b>610,741</b>	<b>613,998</b>	<b>6.5%</b>	<b>-0.5%</b>
Disbursements (includes Encumbrances)					
	FY18 Actual YTD	FY19 Actual YTD	FY19 Budget YTD	FY19 to FY18 Actual	FY 19 to Budget
Construction Payouts	379,649	405,727	473,655	6.9%	-14.3%
<b><u>Operations Expenses</u></b>					
Highways	161,693	162,064	179,170	0.2%	-9.5%
DMV	31,395	29,937	31,338	-4.6%	-4.5%
Administration	21,875	23,224	24,379	6.2%	-4.7%
Facilities	2,740	3,493	1,830	27.5%	90.9%
Aeronautics	2,909	4,436	4,508	52.5%	-1.6%
<b>Total Operations Expenses:</b>	<b>220,613</b>	<b>223,154</b>	<b>241,225</b>	<b>1.2%</b>	<b>-7.5%</b>
<b><u>Transfers</u></b>					
Operating	25	25	25	0.0%	0.0%
Debt Service	10,491	10,903	10,880	3.9%	0.2%
<b>Total Transfers:</b>	<b>10,516</b>	<b>10,928</b>	<b>10,905</b>	<b>3.9%</b>	<b>0.2%</b>
<b>Total Disbursements:</b>	<b>610,778</b>	<b>639,808</b>	<b>725,784</b>	<b>4.8%</b>	<b>-11.8%</b>
	FY18 Actual YTD	FY19 Actual YTD	FY19 Budget YTD	FY19 to FY18 Actual	FY 19 to Budget
<b><u>Expenditures by Type</u></b>					
Personnel	100,935	108,650	117,517	7.6%	-7.5%
Operating	81,071	76,146	81,681	-6.1%	-6.8%
Capital Outlay	22,356	22,156	25,768	-0.9%	-14.0%
Sub-Grantee	16,251	16,201	16,259	-0.3%	-0.4%
<b>Totals Operations Expenses:</b>	<b>220,613</b>	<b>223,154</b>	<b>241,225</b>	<b>1.2%</b>	<b>-7.5%</b>
Contract Construction	379,649	405,727	473,655	6.9%	-14.3%
<b>Totals (excluding Transfers):</b>	<b>600,262</b>	<b>628,880</b>	<b>714,880</b>	<b>4.8%</b>	<b>-12.0%</b>

# State Highway Fund 0260

## Fiscal Year 2019

### State Revenue Source Forecast vs Actual

#### May - For Period Ending 5/31/2019



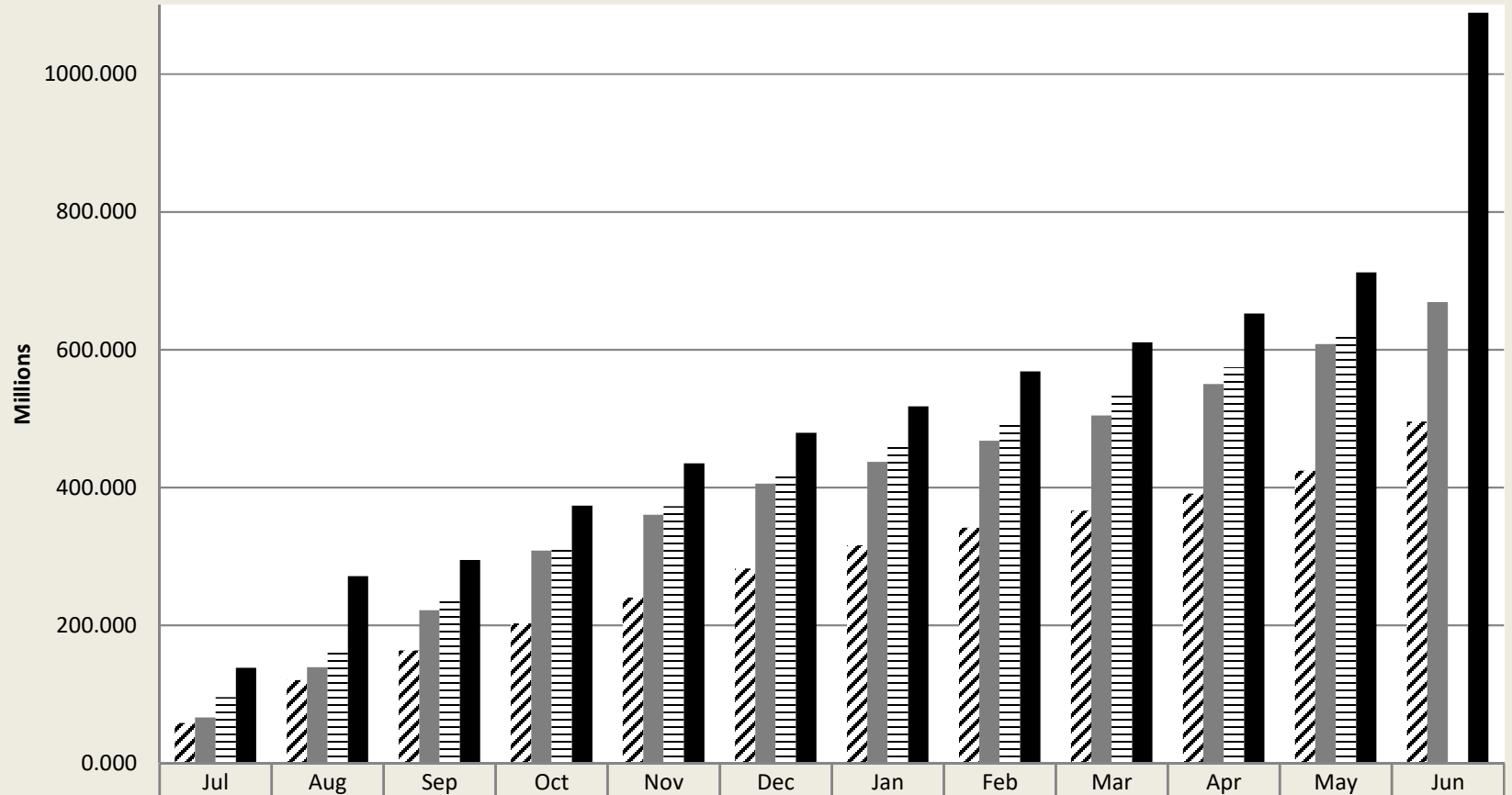
FY17 Actual Revenue	24.386	51.275	80.145	107.095	131.576	158.480	188.080	214.414	240.295	264.866	306.932	335.742
FY18 Actual Revenue	27.003	54.686	82.976	110.644	136.997	164.897	195.901	222.483	249.311	273.673	299.623	326.714
FY19 Current	29.298	57.454	84.752	114.108	142.878	173.775	206.239	233.249	258.362	284.523	319.267	
FY19 Forecast	26.438	54.510	82.043	112.368	139.268	167.339	195.636	222.315	248.283	273.492	306.549	332.735

# State Highway Fund 0260

Fiscal Year 2019

Expenditures

May - For Period Ending 5/31/2019



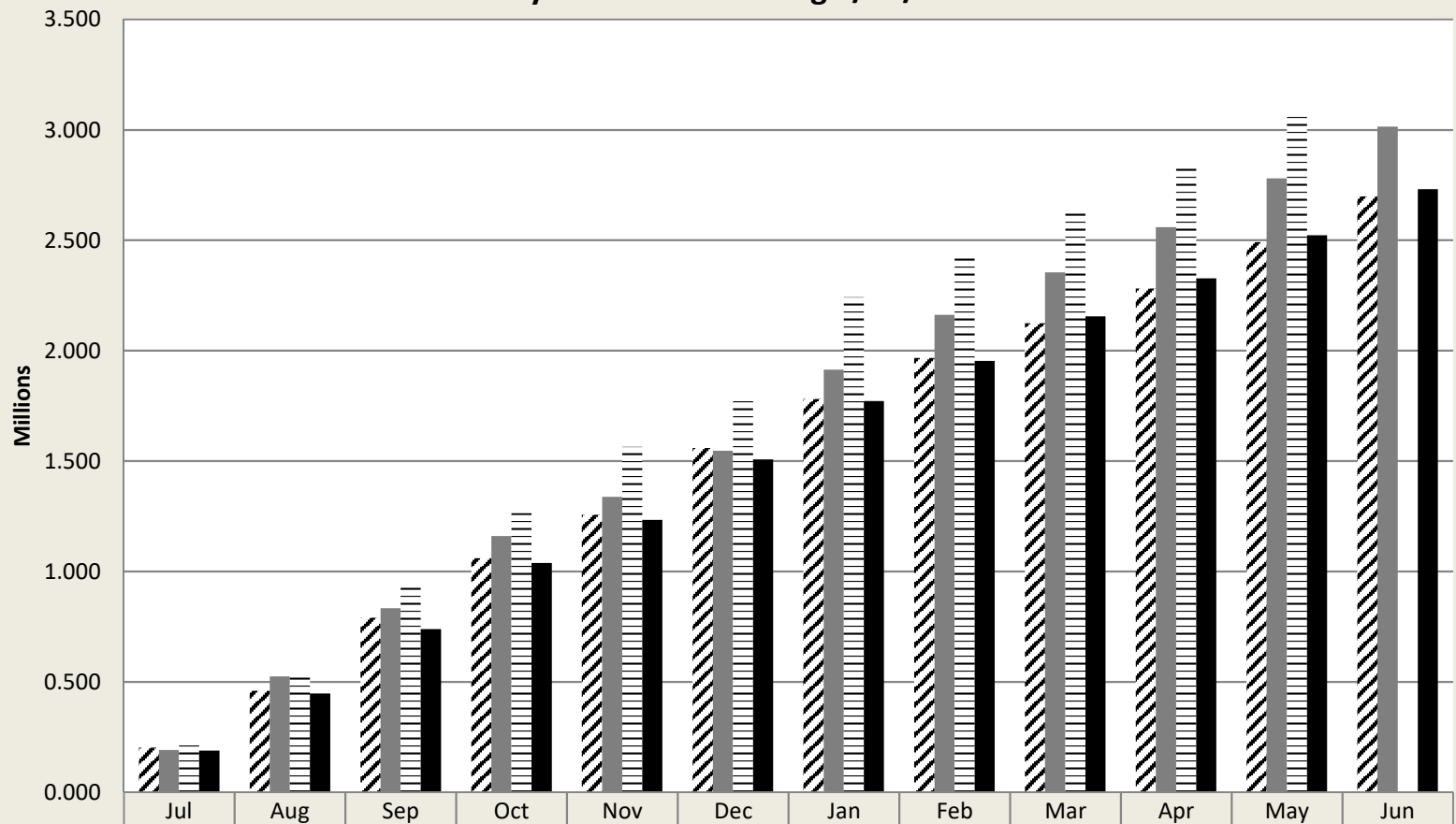
FY17 Actual Expenditures	58.348	120.371	163.661	202.889	240.383	282.297	316.027	341.550	366.385	390.985	424.174	495.603
FY18 Actual Expenditures	66.330	139.287	221.745	308.357	360.460	405.710	437.190	468.029	504.461	550.126	607.868	669.206
FY19 Current	95.849	163.446	238.100	316.163	372.747	422.734	459.444	493.898	533.081	574.555	626.054	
FY19 Forecast	138.383	271.540	294.850	373.527	435.102	479.374	517.705	568.563	610.724	652.379	711.992	1,088.987

# Aeronautics Fund 0221

Fiscal Year 2019

## State and Interagency Revenue Sources Forecast vs Actual

May - For Period Ending 5/31/2019



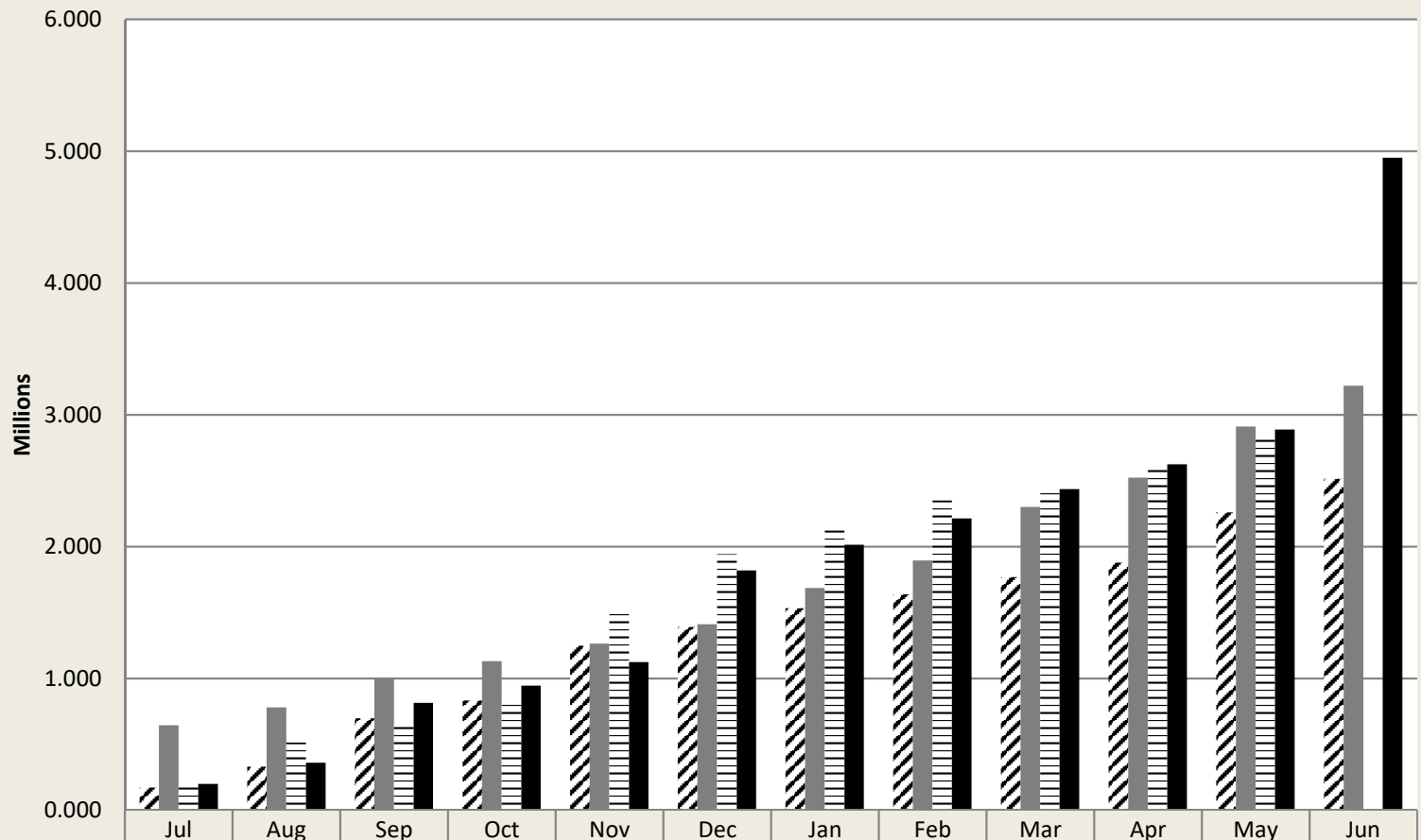
	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
▨ FY17 Actual Revenue	0.201	0.459	0.789	1.059	1.256	1.559	1.780	1.967	2.123	2.280	2.491	2.699
■ FY18 Actual Revenue	0.191	0.524	0.834	1.159	1.338	1.546	1.913	2.162	2.354	2.558	2.780	3.015
▤ FY19 Current	0.234	0.538	0.943	1.265	1.563	1.782	2.242	2.421	2.631	2.840	3.064	
■ 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

#### May - For Period Ending 5/31/2019



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	2.604	2.826	
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

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# Idaho Transportation Department

## OPERATING FUND BALANCE SHEET FOR THE PERIOD ENDED 5/31/2019

	State Aeronautics Fund 0221		State Highway Fund 0260		Transportation Expansion and Congestion Mitigation Fund 0269	
	Apr-19	May-19	Apr-19	May-19	Apr-19	May-19
<b>ASSETS</b>						
Cash on Hand (Change Fund)	0	0	5,845	5,845	0	0
Cash in Bank (Daily Operations)	2,264,051	2,168,774	74,784,664	87,626,617	35,437,187	37,785,810
Investments (Long Term: STO - Diversified Bond Fund)	840,781	842,285	137,222,573	137,471,119	0	0
Total Cash & Investments	3,104,831	3,011,059	212,013,081	225,103,580	35,437,187	37,785,810
Receivables - Other	0	5,577	1,110,837	1,143,618	0	0
- Due From Locals (Project Overruns)	0	0	1,457,214	1,469,511	0	0
- Inter Agency	5,598	62,534	27,921	50	0	0
Total Receivables	5,598	68,110	2,595,972	2,613,179	0	0
Inventory on Hand	0	0	18,441,418	18,622,456	0	0
<b>Total Assets:</b>	<b>3,110,430</b>	<b>3,079,169</b>	<b>233,050,471</b>	<b>246,339,216</b>	<b>35,437,187</b>	<b>37,785,810</b>
<b>LIABILITIES</b>						
Vouchers Payable	0	0	357,648	2,116	0	0
Sales Tax Payable	0	0	2,113	4,156	0	0
Deferred Revenue (Local Projects Match)	0	0	26,878,963	26,769,887	0	0
Accounts Receivable Overpayment	0	0	0	0	0	0
Contractor Retained % (In Lieu Of Performance Bond)	0	0	226,089	231,484	0	0
<b>Total Liabilities:</b>	<b>0</b>	<b>0</b>	<b>27,464,813</b>	<b>27,007,642</b>	<b>0</b>	<b>0</b>
<b>FUND BALANCE</b>						
Reserve for Encumbrance	177,903	145,033	42,991,581	37,817,403	0	0
Fund Balance	2,932,527	2,934,135	162,594,077	181,514,171	35,437,187	37,785,810
<b>Total Fund Balance:</b>	<b>3,110,430</b>	<b>3,079,169</b>	<b>205,585,658</b>	<b>219,331,574</b>	<b>35,437,187</b>	<b>37,785,810</b>
<b>Total Liabilities and Fund Balance</b>	<b>3,110,430</b>	<b>3,079,169</b>	<b>233,050,471</b>	<b>246,339,216</b>	<b>35,437,187</b>	<b>37,785,810</b>

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# Idaho Transportation Department

## OPERATING FUND BALANCE SHEET FOR THE PERIOD ENDED 5/31/2019

	Strategic Initiatives Fund (State Share) 0270.02		Strategic Initiatives Fund (Local Share) 0270.05		Total Strategic Initiatives Fund 0270	
	Apr-19	May-19	Apr-19	May-19	Apr-19	May-19
<b>ASSETS</b>						
Cash on Hand (Change Fund)	0	0	0	0	0	0
Cash in Bank (Daily Operations)	44,426,479	42,296,399	137,158	137,655	44,563,637	42,434,054
Investments (Long Term: STO - Diversified Bond Fund)	0	0	0	0	0	0
Total Cash & Investments	44,426,479	42,296,399	137,158	137,655	44,563,637	42,434,054
Receivables - Other	0	0	0	0	0	0
- Due From Locals (Project Overruns)	0	0	0	0	0	0
- Inter Agency	0	0	0	0	0	0
Total Receivables	0	0	0	0	0	0
Inventory on Hand	0	0	0	0	0	0
<b>Total Assets:</b>	<b>44,426,479</b>	<b>42,296,399</b>	<b>137,158</b>	<b>137,655</b>	<b>44,563,637</b>	<b>42,434,054</b>
<b>LIABILITIES</b>						
Vouchers Payable	0	0	0	0	0	0
Sales Tax Payable	0	0	0	0	0	0
Deferred Revenue (Local Projects Match)	0	0	0	0	0	0
Accounts Receivable Overpayment	0	0	0	0	0	0
Contractor Retained % (In Lieu Of Performance Bond)	24,285	0	0	0	24,285	0
<b>Total Liabilities:</b>	<b>24,285</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>24,285</b>	<b>0</b>
<b>FUND BALANCE</b>						
Reserve for Encumbrance	0	0	0	0	0	0
Fund Balance	44,402,194	42,296,399	137,158	137,655	44,539,352	42,434,054
<b>Total Fund Balance:</b>	<b>44,402,194</b>	<b>42,296,399</b>	<b>137,158</b>	<b>137,655</b>	<b>44,539,352</b>	<b>42,434,054</b>
<b>Total Liabilities and Fund Balance</b>	<b>44,426,479</b>	<b>42,296,399</b>	<b>137,158</b>	<b>137,655</b>	<b>44,563,637</b>	<b>42,434,054</b>

User ID: kbentley  
 Report ID: AD-FN-GL-003  
 Run Date: 07 Jun 2019  
 % of Time  
 Remaining: 8.3

# Idaho Transportation Department

## STATEMENT OF REVENUES AND EXPENDITURES

### BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 5/31/2019

Fund: 0260 State Highway Fund

Fiscal Year: 2019  
 Budget Fiscal Year: 2019  
 REVENUES

	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)
<b>Federal Sources</b>									
FHWA - Highway	255,105,480	244,659,049	29,714,291	0	(10,446,431)	-4.09%	509,322,719	264,663,670	51.96 %
FHWA - Indirect Cost	23,471,500	18,477,054	2,543,971	0	(4,994,446)	-21.28%	25,000,000	6,522,946	26.09 %
Federal Transit Authority	11,200,000	9,894,863	1,890,879	0	(1,305,137)	-11.65%	12,771,200	2,876,337	22.52 %
NHTSA - Highway Safety	4,150,000	4,768,448	800,206	0	618,448	14.90 %	4,546,900	(221,548)	-4.87%
Other Federal Aid	308,000	785,363	4,000	0	477,363	154.99 %	4,130,000	3,344,637	80.98 %
<b>Total Federal Sources:</b>	<b>294,234,980</b>	<b>278,584,777</b>	<b>34,953,347</b>	<b>0</b>	<b>(15,650,203)</b>	<b>-5.32%</b>	<b>555,770,819</b>	<b>277,186,042</b>	<b>49.87 %</b>
<b>State Sources</b>									
Equipment Buy Back	7,043,000	7,049,000	5,220,000	0	6,000	0.09 %	7,043,000	(6,000)	-0.09%
Miscellaneous Revenues	27,151,489	29,763,839	2,904,430	0	2,612,350	9.62 %	30,042,892	279,053	0.93 %
<b>Total State Sources:</b>	<b>34,194,489</b>	<b>36,812,839</b>	<b>8,124,430</b>	<b>0</b>	<b>2,618,350</b>	<b>7.66 %</b>	<b>37,085,892</b>	<b>273,053</b>	<b>0.74 %</b>
<b>Local Sources</b>									
Match For Local Projects	10,079,780	8,937,771	166,462	0	(1,142,009)	-11.33%	28,850,432	19,912,661	69.02 %
Other Local Sources	0	616,233	0	0	616,233	0.00 %	0	(616,233)	0.00 %
<b>Total Local Sources:</b>	<b>10,079,780</b>	<b>9,554,005</b>	<b>166,462</b>	<b>0</b>	<b>(525,776)</b>	<b>-5.22%</b>	<b>28,850,432</b>	<b>19,296,428</b>	<b>66.88 %</b>
<b>TOTAL REVENUES:</b>	<b>338,509,249</b>	<b>324,951,621</b>	<b>43,244,239</b>	<b>0</b>	<b>(13,557,629)</b>	<b>-4.01%</b>	<b>621,707,143</b>	<b>296,755,523</b>	<b>47.73 %</b>
<b>TRANSFERS-IN</b>									
Highway Distribution Account	194,900,000	202,546,432	18,675,675	0	7,646,432	3.92 %	211,444,100	8,897,668	4.21 %
Fuel/Registration Direct	60,622,000	62,717,834	6,230,472	0	2,095,834	3.46 %	65,905,200	3,187,366	4.84 %
Ethanol Fuels Tax	16,833,000	17,190,291	1,714,068	0	357,291	2.12 %	18,300,000	1,109,709	6.06 %
<b>TOTAL TRANSFERS-IN:</b>	<b>272,355,000</b>	<b>282,454,557</b>	<b>26,620,216</b>	<b>0</b>	<b>10,099,557</b>	<b>3.71 %</b>	<b>295,649,300</b>	<b>13,194,743</b>	<b>4.46 %</b>
<b>TOTAL REV AND TRANSFERS-IN:</b>	<b>610,864,249</b>	<b>607,406,178</b>	<b>69,864,455</b>	<b>0</b>	<b>(3,458,072)</b>	<b>-0.57%</b>	<b>917,356,443</b>	<b>309,950,266</b>	<b>33.79 %</b>

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 Run Date: 07 Jun 2019  
 % of Time  
 Remaining: 8.3

# Idaho Transportation Department

## STATEMENT OF REVENUES AND EXPENDITURES

### BUDGET TO ACTUAL

#### FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 5/31/2019

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)
<b>Operations Expense</b>									
Permanent Staff Salaries	79,040,046	73,294,329	9,200,873	0	5,745,717	7.27 %	85,832,333	12,538,004	14.61 %
Board, Hourly, OT, Shift Diff	1,100,215	1,175,592	92,024	0	(75,377)	-6.85%	1,404,690	229,098	16.31 %
Fringe Benefits	36,308,103	33,166,576	3,914,901	0	3,141,527	8.65 %	39,877,877	6,711,301	16.83 %
In State Travel Expense	1,363,330	1,429,108	213,549	0	(65,778)	-4.82%	1,489,376	60,268	4.05 %
Out of State Travel Expense	377,127	365,485	40,580	0	11,642	3.09 %	350,480	(15,005)	-4.28%
Technology Operating Expense	24,820,856	17,000,036	1,336,920	3,588,224	4,232,596	17.05 %	28,657,686	8,069,426	28.16 %
Operating Expense	54,483,535	48,223,363	3,943,772	4,908,032	1,352,140	2.48 %	62,659,083	9,527,688	15.21 %
Technology Equipment Expense	2,095,470	1,210,809	49,132	369,211	515,450	24.60 %	2,097,670	517,650	24.68 %
Capital Equipment Expense	21,250,497	9,883,696	1,738,216	6,645,117	4,721,685	22.22 %	21,250,497	4,721,685	22.22 %
Capital Facilities Expense	1,829,500	3,136,537	250,021	309,593	(1,616,631)	-88.36%	3,924,500	478,369	12.19 %
Capital Projects	0	17,679	15,235	8,600	(26,279)	0.00 %	0	(26,279)	0.00 %
Trustee & Benefit Payments	15,668,667	13,697,187	1,253,123	1,898,108	73,372	0.47 %	17,657,000	2,061,705	11.68 %
<b>Total Operations Expense:</b>	<b>238,337,346</b>	<b>202,600,397</b>	<b>22,048,347</b>	<b>17,726,885</b>	<b>18,010,064</b>	<b>7.56 %</b>	<b>265,201,192</b>	<b>44,873,910</b>	<b>16.92 %</b>
<b>Contract Construction</b>									
In State Travel Expense	0	1,317	254	0	(1,317)	0.00 %	0	(1,317)	0.00 %
Technology Operating Expense	0	1,922,277	100,254	378,112	(2,300,389)	0.00 %	0	(2,300,389)	0.00 %
Operating Expense	6,975,500	2,210,613	352,402	169,709	4,595,178	65.88 %	11,875,795	9,495,474	79.96 %
Capital Projects	464,181,547	397,536,525	32,470,715	2,747,369	63,897,653	13.77 %	806,976,616	406,692,723	50.40 %
Trustee & Benefit Payments	2,497,900	760,760	86,411	0	1,737,140	69.54 %	4,933,796	4,173,036	84.58 %
<b>Total Contract Construction:</b>	<b>473,654,947</b>	<b>402,431,492</b>	<b>33,010,036</b>	<b>3,295,189</b>	<b>67,928,265</b>	<b>14.34 %</b>	<b>823,786,207</b>	<b>418,059,527</b>	<b>50.75 %</b>
<b>TOTAL EXPENDITURES:</b>	<b>711,992,293</b>	<b>605,031,890</b>	<b>55,058,383</b>	<b>21,022,074</b>	<b>85,938,329</b>	<b>12.07 %</b>	<b>1,088,987,399</b>	<b>462,933,437</b>	<b>42.51 %</b>
<b>TRANSFERS OUT</b>									
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 %
<b>TOTAL TRANSFERS OUT:</b>	<b>10,904,519</b>	<b>10,927,512</b>	<b>0</b>	<b>0</b>	<b>(22,993)</b>	<b>-0.21%</b>	<b>53,225,467</b>	<b>42,297,955</b>	<b>79.47 %</b>
<b>TOTAL EXPD AND TRANSFERS OUT:</b>	<b>722,896,812</b>	<b>615,959,401</b>	<b>55,058,383</b>	<b>21,022,074</b>	<b>85,915,336</b>	<b>11.88 %</b>	<b>1,142,212,866</b>	<b>505,231,392</b>	<b>44.23 %</b>
<b>Net for Fiscal Year 2019:</b>	<b>(112,032,563)</b>	<b>(8,553,224)</b>	<b>14,806,072</b>		<b>82,457,264</b>		<b>(224,856,423)</b>	<b>(195,281,126)</b>	

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 Report ID: AD-FN-GL-003  
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# Idaho Transportation Department

## STATEMENT OF REVENUES AND EXPENDITURES

### BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 5/31/2019

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									
<b>Contract Construction</b>										
<b>Operating Expenditures</b>										
Operating Expenditures	Dedicated	622,000	307,417	29,362	40,205	274,378	44.11 %	2,875,951	2,528,330	87.91 %
Operating Expenditures	Federal	6,286,700	3,815,364	423,294	507,616	1,963,720	31.24 %	8,614,510	4,291,530	49.82 %
Operating Expenditures	Local	66,800	10,109	0	0	56,691	84.87 %	385,334	375,225	97.38 %
<b>Total Operating Expenditures</b>		<b>6,975,500</b>	<b>4,132,890</b>	<b>452,656</b>	<b>547,821</b>	<b>2,294,789</b>	<b>32.90 %</b>	<b>11,875,795</b>	<b>7,195,085</b>	<b>60.59 %</b>
<b>In State Travel Expense</b>										
In State Travel Expense	Dedicated	0	1,317	254	0	(1,317)	0.00 %	0	(1,317)	0.00 %
<b>Total In State Travel Expense</b>		<b>0</b>	<b>1,317</b>	<b>254</b>	<b>0</b>	<b>(1,317)</b>	<b>0.00 %</b>	<b>0</b>	<b>(1,317)</b>	<b>0.00 %</b>
<b>Capital Outlay</b>										
Capital Outlay	Dedicated	164,740,377	148,526,377	7,442,689	934,985	15,279,015	9.27 %	268,452,159	118,990,797	44.32 %
Capital Outlay	Federal	255,976,393	212,001,561	20,420,144	1,812,384	42,162,448	16.47 %	467,734,919	253,920,974	54.29 %
Capital Outlay	FICR	26,551,025	28,082,088	3,816,095	0	(1,531,063)	-5.77%	43,242,712	15,160,624	35.06 %
Capital Outlay	Local	16,913,752	8,926,499	791,786	0	7,987,253	47.22 %	27,546,826	18,620,327	67.60 %
<b>Total Capital Outlay</b>		<b>464,181,547</b>	<b>397,536,525</b>	<b>32,470,715</b>	<b>2,747,369</b>	<b>63,897,653</b>	<b>13.77 %</b>	<b>806,976,616</b>	<b>406,692,723</b>	<b>50.40 %</b>
<b>Trustee &amp; Benefit Payments</b>										
Trustee & Benefit Payments	Dedicated	329,100	2,049	3,744	0	327,051	99.38 %	882,835	880,786	99.77 %
Trustee & Benefit Payments	Federal	2,129,400	758,711	82,667	0	1,370,689	64.37 %	3,439,790	2,681,079	77.94 %
Trustee & Benefit Payments	Local	39,400	0	0	0	39,400	100.00 %	611,171	611,171	100.00 %
<b>Total Trustee &amp; Benefit Payments</b>		<b>2,497,900</b>	<b>760,760</b>	<b>86,411</b>	<b>0</b>	<b>1,737,140</b>	<b>69.54 %</b>	<b>4,933,796</b>	<b>4,173,036</b>	<b>84.58 %</b>
<b>Total Contract Construction:</b>		<b>473,654,947</b>	<b>402,431,492</b>	<b>33,010,036</b>	<b>3,295,189</b>	<b>67,928,265</b>	<b>14.34 %</b>	<b>823,786,207</b>	<b>418,059,526</b>	<b>50.75 %</b>

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# Idaho Transportation Department

## STATEMENT OF REVENUES AND EXPENDITURES

### BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 5/31/2019

Fund: 0269 Transportation Expansion and Congestion Mitigation Fund

	Year to Date Allotment	Year to Date Actual	Current Month Activity	Year to Date Encumbrance	Variance Favorable / Unfavorable	Percent Variance	Annual Appropriation	Appropriation Balance	Percent Remaining
	(A)	(B)	(C)	(D)	(E = A - B - D)	(F = E / A)	(G)	(H = G - B - D)	(I = H / G)
<b>Fiscal Year: 2019</b>									
<b>Budget Fiscal Year: 2019</b>									
<b>REVENUES</b>									
Miscellaneous Revenues	64,900	584,935	69,986	0	520,035	801.29 %	71,000	(513,935)	-723.85%
<b>TOTAL REVENUES:</b>	<b>64,900</b>	<b>584,935</b>	<b>69,986</b>	<b>0</b>	<b>520,035</b>	<b>801.29 %</b>	<b>71,000</b>	<b>(513,935)</b>	<b>-723.85%</b>
<b>TRANSFERS-IN</b>									
Cigarette Tax	2,118,000	1,343,283	1,073,827	0	(774,717)	-36.58%	2,824,000	1,480,717	52.43 %
Sales Tax	14,732,000	15,246,544	1,375,096	0	514,544	3.49 %	16,477,000	1,230,456	7.47 %
<b>TOTAL TRANSFERS-IN:</b>	<b>16,850,000</b>	<b>16,589,827</b>	<b>2,448,923</b>	<b>0</b>	<b>(260,173)</b>	<b>-1.54%</b>	<b>19,301,000</b>	<b>2,711,173</b>	<b>14.05 %</b>
<b>TOTAL REV AND TRANSFERS-IN:</b>	<b>16,914,900</b>	<b>17,174,762</b>	<b>2,518,909</b>	<b>0</b>	<b>259,862</b>	<b>1.54 %</b>	<b>19,372,000</b>	<b>2,197,238</b>	<b>11.34 %</b>
<b>EXPENDITURES</b>									
Contract Construction - Capital Projects	19,797,500	2,078,615	170,285	0	17,718,885	89.50 %	37,967,477	35,888,861	94.53 %
<b>TOTAL EXPENDITURES:</b>	<b>19,797,500</b>	<b>2,078,615</b>	<b>170,285</b>	<b>0</b>	<b>17,718,885</b>	<b>89.50 %</b>	<b>37,967,477</b>	<b>35,888,861</b>	<b>94.53 %</b>
<b>TOTAL EXPD AND TRANSFERS OUT:</b>	<b>19,797,500</b>	<b>2,078,615</b>	<b>170,285</b>	<b>0</b>	<b>17,718,885</b>	<b>89.50 %</b>	<b>37,967,477</b>	<b>35,888,861</b>	<b>94.53 %</b>
<b>Net for Fiscal Year 2019:</b>	<b>(2,882,600)</b>	<b>15,096,146</b>	<b>2,348,624</b>		<b>17,978,747</b>		<b>(18,595,477)</b>	<b>(33,691,623)</b>	

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# Idaho Transportation Department

## STATEMENT OF REVENUES AND EXPENDITURES

### BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 5/31/2019

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)
<b>REVENUES</b>										
State Sources - Miscellaneous Revenues		681,800	1,038,000	91,565	0	356,200	52.24 %	741,200	(296,800)	-40.04%
<b>TOTAL REVENUES:</b>		<b>681,800</b>	<b>1,038,000</b>	<b>91,565</b>	<b>0</b>	<b>356,200</b>	<b>52.24 %</b>	<b>741,200</b>	<b>(296,800)</b>	<b>-40.04%</b>
<b>TRANSFERS-IN</b>										
Statutory		36,177,825	60,296,374	0	0	24,118,549	66.67 %	36,177,825	(24,118,549)	-66.67%
<b>TOTAL TRANSFERS-IN:</b>		<b>36,177,825</b>	<b>60,296,374</b>	<b>0</b>	<b>0</b>	<b>24,118,549</b>	<b>66.67 %</b>	<b>36,177,825</b>	<b>(24,118,549)</b>	<b>-66.67%</b>
<b>TOTAL REV AND TRANSFERS-IN:</b>		<b>36,859,625</b>	<b>61,334,374</b>	<b>91,565</b>	<b>0</b>	<b>24,474,749</b>	<b>66.40 %</b>	<b>36,919,025</b>	<b>(24,415,349)</b>	<b>-66.13%</b>
<b>EXPENDITURES</b>										
Contract Construction - Capital Projects		24,762,222	19,958,672	2,221,644	0	4,803,550	19.40 %	62,460,022	42,501,350	68.05 %
<b>TOTAL EXPENDITURES:</b>		<b>24,762,222</b>	<b>19,958,672</b>	<b>2,221,644</b>	<b>0</b>	<b>4,803,550</b>	<b>19.40 %</b>	<b>62,460,022</b>	<b>42,501,350</b>	<b>68.05 %</b>
<b>TRANSFERS OUT</b>										
Operating		0	24,118,550	0	0	(24,118,550)	0.00 %	0	(24,118,550)	0.00 %
<b>TOTAL TRANSFERS OUT:</b>		<b>0</b>	<b>24,118,550</b>	<b>0</b>	<b>0</b>	<b>(24,118,550)</b>	<b>0.00 %</b>	<b>0</b>	<b>(24,118,550)</b>	<b>0.00 %</b>
<b>TOTAL EXPD AND TRANSFERS OUT:</b>		<b>24,762,222</b>	<b>44,077,222</b>	<b>2,221,644</b>	<b>0</b>	<b>(19,315,000)</b>	<b>-78.00%</b>	<b>62,460,022</b>	<b>18,382,800</b>	<b>29.43 %</b>
<b>Net for Fiscal Year 2019:</b>		<b>12,097,403</b>	<b>17,257,152</b>	<b>(2,130,079)</b>		<b>5,159,749</b>		<b>(25,540,997)</b>	<b>(42,798,149)</b>	

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# Idaho Transportation Department

## STATEMENT OF REVENUES AND EXPENDITURES

### BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 5/31/2019

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

	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
Fiscal Year: 2019	(A)	(B)	(C)	(D)	(E = A - B - D)	(F = E / A)	(G)	(H = G - B - D)	(I = H / G)
Budget Fiscal Year: 2019									
<b>REVENUES</b>									
State Sources - Miscellaneous Revenues	320,000	347,965	497	0	27,965	8.74 %	325,900	(22,065)	-6.77%
<b>TOTAL REVENUES:</b>	<b>320,000</b>	<b>347,965</b>	<b>497</b>	<b>0</b>	<b>27,965</b>	<b>8.74 %</b>	<b>325,900</b>	<b>(22,065)</b>	<b>-6.77%</b>
<b>TRANSFERS-IN</b>									
Statutory	24,118,550	24,118,550	0	0	0	0.00 %	24,118,550	0	0.00 %
<b>TOTAL TRANSFERS-IN:</b>	<b>24,118,550</b>	<b>24,118,550</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0.00 %</b>	<b>24,118,550</b>	<b>0</b>	<b>0.00 %</b>
<b>TOTAL REV AND TRANSFERS-IN:</b>	<b>24,438,550</b>	<b>24,466,514</b>	<b>497</b>	<b>0</b>	<b>27,965</b>	<b>0.11 %</b>	<b>24,444,450</b>	<b>(22,065)</b>	<b>-0.09%</b>
<b>EXPENDITURES</b>									
Contract Construction - Trustee & Benefit Payments	24,462,500	24,346,910	0	0	115,590	0.47 %	24,462,500	115,590	0.47 %
<b>TOTAL EXPENDITURES:</b>	<b>24,462,500</b>	<b>24,346,910</b>	<b>0</b>	<b>0</b>	<b>115,590</b>	<b>0.47 %</b>	<b>24,462,500</b>	<b>115,590</b>	<b>0.47 %</b>
<b>TOTAL EXPD AND TRANSFERS OUT:</b>	<b>24,462,500</b>	<b>24,346,910</b>	<b>0</b>	<b>0</b>	<b>115,590</b>	<b>0.47 %</b>	<b>24,462,500</b>	<b>115,590</b>	<b>0.47 %</b>
<b>Net for Fiscal Year 2019:</b>	<b>(23,950)</b>	<b>119,605</b>	<b>497</b>		<b>143,555</b>		<b>(18,050)</b>	<b>(137,655)</b>	

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# Idaho Transportation Department

## STATEMENT OF REVENUES AND EXPENDITURES

### BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 5/31/2019

Fund: 0375 GARVEE Debt Service Fund

	Year to Date Allotment	Year to Date Actual	Current Month Activity	Year to Date Encumbrance	Variance Favorable / Unfavorable	Percent Variance	Annual Appropriation	Appropriation Balance	Percent Remaining
	(A)	(B)	(C)	(D)	(E = A - B - D)	(F = E / A)	(G)	(H = G - B - D)	(I = H / G)
<b>Fiscal Year: 2019</b>									
<b>Budget Fiscal Year: 2019</b>									
<b>REVENUES</b>									
State Sources - Miscellaneous Revenues	0	94,931	5,440	0	94,931	0.00 %	0	(94,931)	0.00 %
<b>TOTAL REVENUES:</b>	<b>0</b>	<b>94,931</b>	<b>5,440</b>	<b>0</b>	<b>94,931</b>	<b>0.00 %</b>	<b>0</b>	<b>(94,931)</b>	<b>0.00 %</b>
<b>TRANSFERS-IN</b>									
Operating	0	15,602,512	0	0	15,602,512	0.00 %	0	(15,602,512)	0.00 %
<b>TOTAL TRANSFERS-IN:</b>	<b>0</b>	<b>15,602,512</b>	<b>0</b>	<b>0</b>	<b>15,602,512</b>	<b>0.00 %</b>	<b>0</b>	<b>(15,602,512)</b>	<b>0.00 %</b>
<b>TOTAL REV AND TRANSFERS-IN:</b>	<b>0</b>	<b>15,697,443</b>	<b>5,440</b>	<b>0</b>	<b>15,697,443</b>	<b>0.00 %</b>	<b>0</b>	<b>(15,697,443)</b>	<b>0.00 %</b>
<b>EXPENDITURES</b>									
Bond Principal / Interest	0	56,384,453	371,960	0	(56,384,453)	0.00 %	0	(56,384,453)	0.00 %
<b>TOTAL EXPENDITURES:</b>	<b>0</b>	<b>56,384,453</b>	<b>371,960</b>	<b>0</b>	<b>(56,384,453)</b>	<b>0.00 %</b>	<b>0</b>	<b>(56,384,453)</b>	<b>0.00 %</b>
<b>TOTAL EXPD AND TRANSFERS OUT:</b>	<b>0</b>	<b>56,384,453</b>	<b>371,960</b>	<b>0</b>	<b>(56,384,453)</b>	<b>0.00 %</b>	<b>0</b>	<b>(56,384,453)</b>	<b>0.00 %</b>
<b>Net for Fiscal Year 2019:</b>	<b>0</b>	<b>(40,687,010)</b>	<b>(366,520)</b>		<b>(40,687,010)</b>		<b>0</b>	<b>40,687,010</b>	

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# Idaho Transportation Department

## STATEMENT OF REVENUES AND EXPENDITURES

### BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 5/31/2019

Fund: 0221 State Aeronautics Fund

Fiscal Year:	2019	Year to Date Allotment	Year to Date Actual	Current Month Activity	Year to Date Encumbrance	Variance Favorable / Unfavorable	Percent Variance	Annual Appropriation	Appropriation Balance	Percent Remaining
Budget Fiscal Year:	2019	(A)	(B)	(C)	(D)	(E = A - B - D)	(F = E / A)	(G)	(H = G - B - D)	(I = H / G)
<b>REVENUES</b>										
Federal Sources - FAA		611,000	270,741	0	0	(340,259)	-55.69%	666,000	395,259	59.35 %
State Sources - Miscellaneous Revenues		320,795	357,639	14,702	0	36,844	11.49 %	330,500	(27,139)	-8.21%
Interagency Sources - Miscellaneous Revenues		218,000	265,560	62,512	0	47,560	21.82 %	250,000	(15,560)	-6.22%
<b>TOTAL REVENUES:</b>		<b>1,149,795</b>	<b>893,940</b>	<b>77,214</b>	<b>0</b>	<b>(255,855)</b>	<b>-22.25%</b>	<b>1,246,500</b>	<b>352,560</b>	<b>28.28 %</b>
<b>TRANSFERS-IN</b>										
Operating		1,983,659	2,440,630	146,456	0	456,971	23.04 %	2,150,000	(290,630)	-13.52%
<b>TOTAL TRANSFERS-IN:</b>		<b>1,983,659</b>	<b>2,440,630</b>	<b>146,456</b>	<b>0</b>	<b>456,971</b>	<b>23.04 %</b>	<b>2,150,000</b>	<b>(290,630)</b>	<b>-13.52%</b>
<b>TOTAL REV AND TRANSFERS-IN:</b>		<b>3,133,454</b>	<b>3,334,570</b>	<b>223,670</b>	<b>0</b>	<b>201,116</b>	<b>6.42 %</b>	<b>3,396,500</b>	<b>61,930</b>	<b>1.82 %</b>
<b>EXPENDITURES</b>										
Permanent Staff Salaries		684,785	655,986	87,987	0	28,799	4.21 %	744,731	88,745	11.92 %
Board, Hourly, OT, Shift Diff		71,263	70,615	6,392	0	648	0.91 %	84,863	14,248	16.79 %
Fringe Benefits		312,324	287,052	34,476	0	25,272	8.09 %	344,706	57,654	16.73 %
In State Travel Expense		62,209	53,995	4,425	0	8,214	13.20 %	67,904	13,909	20.48 %
Out of State Travel Expense		17,744	18,443	246	0	(699)	-3.94%	17,800	(643)	-3.61%
Technology Operating Expense		37,296	42,734	1,988	272	(5,710)	-15.31%	40,780	(2,226)	-5.46%
Operating Expense		518,685	416,986	81,639	99,789	1,910	0.37 %	1,137,216	620,441	54.56 %
Technology Equipment Expense		4,599	5,994	0	0	(1,395)	-30.33%	5,200	(794)	-15.27%
Capital Equipment Expense		587,500	534,763	11,763	33,966	18,770	3.19 %	587,500	18,770	3.19 %
Capital Facilities Expense		478	478	0	0	0	0.00 %	260,000	259,522	99.82 %
Trustee & Benefit Payments		590,500	605,324	11,145	0	(14,824)	-2.51%	1,658,549	1,053,226	63.50 %
<b>TOTAL EXPENDITURES:</b>		<b>2,887,383</b>	<b>2,692,368</b>	<b>240,061</b>	<b>134,027</b>	<b>60,985</b>	<b>2.11 %</b>	<b>4,949,249</b>	<b>2,122,852</b>	<b>42.89 %</b>
<b>TOTAL EXPD AND TRANSFERS OUT:</b>		<b>2,887,383</b>	<b>2,692,368</b>	<b>240,061</b>	<b>134,027</b>	<b>60,985</b>	<b>2.11 %</b>	<b>4,949,249</b>	<b>2,122,852</b>	<b>42.89 %</b>
<b>Net for Fiscal Year 2019:</b>		<b>246,071</b>	<b>642,202</b>	<b>(16,390)</b>		<b>262,101</b>		<b>(1,552,749)</b>	<b>(2,060,922)</b>	<b>86</b>



## Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date July 18, 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 June		
Key Number	District	Route Number
N/A	N/A	N/A

### Background Information

Idaho received obligation authority through September 30<sup>th</sup> via an Appropriation Act signed on February 15, 2019. Official notice from the FHWA was received on March 11<sup>th</sup>. Notice of the receipt of \$19.9 million of FY 2019 *Highway Infrastructure General Funds* was received on March 18<sup>th</sup>. Obligation authority through the end of the year (365/365<sup>ths</sup>) 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
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### 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

<b>Per FAST Tables – Total Year</b>	
Federal Aid Only	\$320,716
Including Match	\$344,374
<b>Per Apportionments – Total Year</b>	
Federal Aid Only	\$341,216
Including Match	\$366,387
<b>Obligation Limits through 9/30/2019</b>	
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	\$187,817	\$37,752
GARVEE Formula Debt Service*	\$56,700	(\$1,778)
State Planning and Research*	\$6,941	\$363
Metropolitan Planning*	\$1,849	\$0
Railroad Crossings	\$1,894	\$1,504
Transportation Alternatives (Urban/Rural)	\$3,519	\$427
Recreational Trails	\$1,532	\$1,515
STBG - Local Urban	\$9,264	\$629
STBG - Transportation Mgt. Area+	\$12,177	\$1,188
Transportation Alternatives (TMA)	\$430	\$164
STBG – Local Rural	\$14,265	\$8,201
Local Bridge	\$4,877	(\$5,090)
Off System Bridge	\$3,657	(\$540)
Local Safety	\$3,448	\$12
<b>Total (excluding indirect costs)</b>	<b>\$308,369</b>	<b>\$44,346</b>

- Notes:
1. All dollars in Thousands.
  2. Allotments based on the FY 2019 Board Approved Program (Sky Blue Book).
  3. Funding amounts include match and reflect total formula funding available (excluding indirect costs).
  4. Data reflects both obligation and de-obligation activity (excluding indirect costs) as of June 30<sup>th</sup>.
  5. Advanced construction conversions of \$48.2 million are outstanding in FY 2019.
- \* These programs are provided 100% Obligation Authority. Other programs are reduced accordingly.
- + This program is provided an extra \$200k to ensure the TMA's OA proportion over the FAST Act is met.  
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 July 17-18, 2019Consent Item ☐Information Item ☒Amount of Presentation Time Needed Information Only

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

### Subject

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

Key Number N/A	District N/A	Route Number N/A
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### Background Information

The purpose of this Board item is to comply with the reporting requirements established in Board Policy 4001 -'Each month the Chief Administrative Officer shall report to the Board all non-construction professional service agreements entered into by the Department during the previous month.'

Business and Support Management section did not execute any professional service agreements in the previous month.

### Recommendations

Information only

### Board Action

☐ Approved ☐ Deferred \_\_\_\_\_

☐ Other \_\_\_\_\_



## Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date July 2019Consent Item ☐Information Item ☒

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

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

### Subject

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

### Background Information

Idaho Code 67-1901 through 1904 requires that all state agencies submit an annual Performance Measurement Report to the Division of Financial Management (DFM) **By Aug. 30.**

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

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

Plus, three items required under the Red Tape Reduction Act.

*Since Fiscal Year 2019 just ended a few days ago on July 1 and the final numbers are still a few weeks away, I've indicated those "works in progress" with "TBD" so you will know that they are still to come. They will be included in next month's meeting, when this document is a Consent item.*

### Recommendations

Report for Board information only. Report will be a Consent item at next month's meeting.



## Board Agenda Item

ITD 2210 (Rev. 10-13)

### Board Action

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

## Part I – Agency Profile

### Agency Overview

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

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

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

ITD is responsible for operating, preserving, restoring and improving an integrated network of 12,314\* lane miles (\*calculated in 2018) of highways and roads, 1,824 bridges, 2,523 miles of Idaho Byways, and 31 state backcountry airstrips. The state highway system also includes 31 rest areas and 12 fixed ports of entry.

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

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

BOARD MEMBERS	EXECUTIVE MANAGEMENT
Bill Moad, Chairman	Brian Ness, Director
Jim Thompson, District 1	L. Scott Stokes, Chief Deputy
Janice (Jan) Vassar, District 2	Travis McGrath, Chief Operations Officer
Julie DeLorenzo, District 3	Brenda Williams, Chief Human Resources Officer
Jim Kempton, Vice Chair, District 4	Charlene (Char) McArthur, Chief Administrative Officer
Dwight Horsch, District 5	
Robert (Bob) Hoff, District 6	

### Core Functions/Idaho Code

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

**Revenues and Expenditures (SFY) – TBD indicates numbers still to come  
(fiscal year just ended 6/30, so final numbers unavailable until after 7/15)**

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

Footnotes:

<sup>1</sup>Revenues and Expenditures do not include GARVEE bond proceeds or project costs.

<sup>2</sup>Expenditures include cash expenditures and encumbrances.

<sup>3</sup>Capital Outlay includes GARVEE debt-service payments.

<sup>4</sup>Strategic Initiatives Program Fund as established in House Bill No. 312.

<sup>5</sup>Transportation Expansion and Congestion Mitigation Fund as established in Senate Bill No. 1206.

**Profile of Cases Managed and/or Key Services Provided**

<b>Fiscal Year</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>	<b>2019</b>
Highway construction contracts awarded	86	134	117	120	88
Value of awarded highway construction projects	\$173.9 million	\$216.7 million	\$309.4 million	\$380.3 million	\$485.1 million
Processing & oversight of accounting transactions	4,365,593	4,037,609	4,206,622	4,513,611	TBD
Vendor payments processed	44,034	43,578	44,886	45,682	TBD
511 Statewide Traveler Assist System					
▪ Phone calls received	111,148	137,315	199,462	107,288	149,351*
▪ Visits to web site	2,300,763	3,052,542	4,590,272	3,787,765	4,370,381*
▪ Smartphone App Sessions	175,781	497,676	1,160,866	957,600	1,310,734*
					*thru 5/31
<b>Calendar Year</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>
Vehicle miles traveled on state system highways – <i>in 100 millions</i>	86.9	90.8	94.2	96.4	99.8
Vehicle registrations	1,660,154	1,687,351	1,698,137	1,791,256	1,838,158
Drivers' licenses in force	1,128,497	1,144,293	1,165,158	1,208,319	1,255,367
Counties receiving public transportation services ( <i>of 44</i> )	43	43	43	43	43

## Licensing Freedom Act

Agencies who participate in licensure must report on the number of applicants denied licensure or license renewal and the number of disciplinary actions taken against license holders.

**Notes:** Classes of Licenses are described in Idaho Code 49-1606. The following classes in this chart do not contain separate counts because they are classified under a broader license class.

1. **Distributor Branch** and **Factory Branch** are accounted for under **Distributor**.
2. **Distributor Branch Representative** and **Factory Branch Representative** are accounted for under **Distributor Representative**.

Additionally, we have begun tracking complaints against the department for each license type described below. We are tracking dates, license type, nature of the complaint (cost, requirements, timeliness, etc.), customer contact info, and applicable additional details. We have not historically tracked this information, but we rarely receive complaints regarding the restrictiveness of licensing. In accordance with the principles of the Licensing Freedom Act, we strive to assist and support Idaho business owners to promote economic opportunity.

	FY 2016	FY 2017	FY 2018	FY 2019
<b>VEHICLE – DEALER</b>				
Total Number of Licenses	1,201	1,206	1,182	1,213
Number of New Applicants Denied Licensure	0	0	0	0
Number of Applicants Refused Renewal of a License	0	0	0	0
Number of Complaints Against Licensees	143	152	179	80
Number of Final Disciplinary Actions Against Licensees	2	3	8	2
<b>VEHICLE – DISTRIBUTOR</b>				
Total Number of Licenses	170	160	165	164
Number of New Applicants Denied Licensure	0	0	0	0
Number of Applicants Refused Renewal of a License	0	0	0	0
Number of Complaints Against Licensees	0	0	0	0
Number of Final Disciplinary Actions Against Licensees	0	0	0	0
<b>VEHICLE – DISTRIBUTOR BRANCH</b>				
Total Number of Licenses	N/A			
Number of New Applicants Denied Licensure				
Number of Applicants Refused Renewal of a License				
Number of Complaints Against Licensees				
Number of Final Disciplinary Actions Against Licensees				
<b>VEHICLE – DISTRIBUTOR BRANCH REPRESENTATIVE</b>				
Total Number of Licenses	N/A			
Number of New Applicants Denied Licensure				
Number of Applicants Refused Renewal of a License				
Number of Complaints Against Licensees				
Number of Final Disciplinary Actions Against Licensees				
<b>VEHICLE – DISTRIBUTOR REPRESENTATIVE</b>				
Total Number of Licenses	572	567	547	567
Number of New Applicants Denied Licensure	0	0	0	0
Number of Applicants Refused Renewal of a License	0	0	0	0

	FY 2016	FY 2017	FY 2018	FY 2019
Number of Complaints Against Licensees	0	0	0	0
Number of Final Disciplinary Actions Against Licensees	0	0	0	0
<b>VEHICLE – FACTORY BRANCH</b>				
Total Number of Licenses	N/A			
Number of New Applicants Denied Licensure				
Number of Applicants Refused Renewal of a License				
Number of Complaints Against Licensees				
Number of Final Disciplinary Actions Against Licensees				
<b>VEHICLE – FACTORY BRANCH REPRESENTATIVE</b>				
Total Number of Licenses	N/A			
Number of New Applicants Denied Licensure				
Number of Applicants Refused Renewal of a License				
Number of Complaints Against Licensees				
Number of Final Disciplinary Actions Against Licensees				
<b>VEHICLE – MANUFACTURER</b>				
Total Number of Licenses	56	57	62	56
Number of New Applicants Denied Licensure	0	0	0	0
Number of Applicants Refused Renewal of a License	0	0	0	0
Number of Complaints Against Licensees	0	0	0	0
Number of Final Disciplinary Actions Against Licensees	0	0	0	0
<b>VEHICLE – MANUFACTURER REPRESENTATIVE</b>				
Total Number of Licenses*	154	135	127	121
Number of New Applicants Denied Licensure	0	0	0	0
Number of Applicants Refused Renewal of a License	0	0	0	0
Number of Complaints Against Licensees	0	0	0	0
Number of Final Disciplinary Actions Against Licensees	0	0	0	0
<b>VEHICLE – SALESMAN</b>				
Total Number of Licenses	6,000-7,000	6,000-7,000	6,000-7,000	6,000-7,000
Number of New Applicants Denied Licensure	0	1	1	0
Number of Applicants Refused Renewal of a License	0	0	0	0
Number of Complaints Against Licensees	0	0	0	0
Number of Final Disciplinary Actions Against Licensees	0	1	1	0
<b>VEHICLE – WHOLESALE DEALER</b>				
Total Number of Licenses	37	62	44	36
Number of New Applicants Denied Licensure	0	0	0	0
Number of Applicants Refused Renewal of a License	0	0	0	0
Number of Complaints Against Licensees	0	0	0	0
Number of Final Disciplinary Actions Against Licensees	0	0	0	0

*\*Currently (as of 6/28/2019), there are 6,661 licensed salespeople in Idaho. We do not have precise historical counts, as these numbers fluctuate with multiple status types that reflect eligibility.*

**Red Tape Reduction Act**

Each agency shall incorporate into its strategic plan a summary of how it will implement the Red Tape Reduction Act, including any associated goals, objectives, tasks, or performance targets. This information may be included as an addendum.

	As of July 1, 2019
Number of Chapters	66
Number of Words	TBD
Number of Restrictions	TBD

**FY 2019 Performance Highlights (*Optional*)**

**Part II – Performance Measures**

Performance Measure		09-13	10-14	11-15	12-16	13-17	214-18
<b>The Transportation System is Safe</b>							
1. Five-Year Annual Fatality Rate <i>Per 100 Million Miles Traveled</i> (CY)	actual	1.26	1.20	1.19	1.28	1.34	TBD*
	target	1.29	1.27	1.19	1.17	1.17	1.35
• Not available until Feb/March 2020							
<b>The Transportation System is in Good Condition and Unrestricted</b>							
2. Pavement in Good or Fair Condition (CY)	actual	85%	86%	85%	85%	88%	91%
	target	80%	80%	80%	80%	80%	80%
3. Bridges in Good or Fair Condition (CY)	actual	74%	74%	76%	75%	74%	75%
	target	80%	80%	80%	80%	80%	80%
4. Percent of Time Mobility Unimpeded during Winter Storms	actual	59%	73%	79%	74%	85%	86%
	target	55%	55%	60%	73%	73%	73%
<b>Services are Timely and Cost-Effective</b>							
5. Hold Administration and Planning Expenditures Constant (CY)	actual	\$29.0 million	\$29.6 million	\$30.2 million	\$30.2 million	\$32.3 million	\$33.5 million
	target	\$27 - \$31M	\$27 - \$31M	\$27 - \$31M	\$27 - \$31M	\$27 - \$31M	\$27 - \$31M
Performance Measure		2013	2014	2015	2016	2017	2018
6. Percent of Highway Project Designs Completed on Time (FFY)	actual	NA	82%	68%	56%	48%	100%
	target	NA	100% by target date	100% by target date	100% by target date	100% by target date	100% by target date
7. Construction Cost at Award as a Percent of Programmed Budget (FFY)	actual	102%	98%	89%	91%	99%	97%
	target	90% - 110%	90% - 110%	90% - 110%	90% - 110%	90% - 110%	90% - 110%
8. Construction Cost as a Percent of Contract Award (CY)	actual	107.7%	109.6%	106.2%	109.0%	106.4%	105.5%
	target	95% - 105%	95% - 105%	95% - 105%	95% - 105%	95% - 105%	95%-105%
<b>Customers are Satisfied with ITD Services</b>							
9. Average Processing Time for Vehicle Titles (CY)	actual	8 days	9 days	5 days	6 days	4 days	4 days
	target	7 days	7 days	7 days	7 days	6 days	5 days
10. Vehicle Transactions Processed Online (CY)	actual	260,900	277,600	266,300	256,700	287,500	305,500
	target	267.4	289.6	311.9	312.0	300.0	300.0

**For More Information, Contact**

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



## Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date July 18, 2019Consent Item ☐Information Item ☒Amount of Presentation Time Needed 5 minutes

Presenter's Name	Presenter's Title	Initials	Reviewed By
Travis McGrath, PhD, PE	Chief Operations Officer	TM	LSS
Preparer's Name	Preparer's Title	Initials	
Travis McGrath, PhD, PE	same	TM	

### Subject

COO Board Update July 2019		
Key Number	District	Route Number

### Background Information

Chief Operations Officer McGrath will provide a quick update on two recent topics: ITD construction prices and safety improvements at the Clearwater Casino in District 2.

Note: the COO has historically provided these types of updates as part of the Director's Report.

### Recommendations

None

### Board Action

☐ Approved    ☐ Deferred \_\_\_\_\_

☐ Other \_\_\_\_\_



## Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date July 18, 2019Consent Item ☐ Information Item ☐ Amount of Presentation Time Needed 10 minutes

Presenter's Name	Presenter's Title	Initials	Reviewed By
Bill Kotowski	Grants/Contracts Officer	BK	LSS
Preparer's Name	Preparer's Title	Initials	
John Tomlinson	Highway Safety Manager	JT	

### Subject

Zero Fatalities Award D4		
Key Number	District	Route Number

### Background Information

Camas County is one of four counties with zero traffic related fatalities in 2018. We will recognize the Camas County Sheriff's Office, Camas County Commissioners, Idaho State Police D4 and the ITD Fairfield Maintenance Shed for their work in keeping those roads safe.

Camas County joins Butte, Clearwater and Custer Counties with zero traffic fatalities.

### 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 July 18, 2019Consent Item ☐ Information Item ☐ Amount of Presentation Time Needed 10 minutes

Presenter's Name Bill Kotowski	Presenter's Title Grants/Contracts Officer	Initials BK	Reviewed By LSS
Preparer's Name John Tomlinson	Preparer's Title Highway Safety Manager	Initials JT	

### Subject

OHS 2020 Communications Plan		
Key Number	District	Route Number

### Background Information

The Office of Highway Safety (OHS) adopted the Shift initiative nearly 1 ½ years ago, and has adopted it as the umbrella brand. The focus of the program has been on engaged driving, using the positive culture framework. OHS has put together a yearlong communications plan that will expand this initiative to other behavioral programs, in hopes of influencing Idahoans to make the Shift.

Bill Kotowski will share what the 2020 Communications Plan contains, and how this is going to take OHS to the next level of engagement statewide.

### 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 July 18, 2019Consent Item ☐Information Item ☐Amount of Presentation Time Needed 5 minutes

Presenter's Name Ken Kanownik	Presenter's Title Planning Services Manager	Initials KJK	Reviewed By LSS
Preparer's Name Ken Kanownik	Preparer's Title Planning Services Manager	Initials KJK	

### Subject

Annual Update of Idaho State Highway Functional Classification Map		
Key Number	District	Route Number

### Background Information

In accordance with Board Policy 4060, an updated Functional Classification Map of the State Highway System is to be presented to the Board for approval each year.

There have been no changes to Idaho's State Highway Systems Functional Classification map since approval by FHWA October 28, 2016.

Functional classification is the process by which "streets and highways are grouped into classes, or systems, according to the character of service they are intended to provide". Basically, this process is the recognition that individual roads and streets do not serve travel independently; rather, most travel involves movement through a network of roads.

Functional classification carries with it expectations about roadway design, including its speed, capacity and relationship to existing and future land use development. Transportation agencies often describe roadway system performance, benchmarks and targets by functional classification. As agencies continue to move towards a more performance-based planning approach, functional classification will be an increasingly important consideration in setting expectations and measuring outcomes for preservation, mobility and safety.

Federal Highways Administration distributes transportation funding based on functional classification designations; federal funding is available to projects on Interstate, Other Freeways and Expressways, Other Principal Arterial, Minor Arterial and Major Collector designations.

### Recommendations

Request approval of the annual update as the Idaho State Highway Functional Classification Map dated October 28<sup>th</sup>, 2016. Resolution on page 105.

### Board Action

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



# Highway Functional Classification Overview

## Functional Classes\*

### Principal Arterial

Interstate  
Other Freeways & Expressways  
Other (OPA)

### Minor Arterial

### Collector

Major Collector  
Minor Collector

### Local

\*Definitions on reverse side

## Balancing Mobility and Access

### PROPORTION OF SERVICE



ARTERIALS

COLLECTORS

LOCALS

The Idaho Transportation Board has the authority to designate Functional Classification of all roads and highways. The Board has guidance in [Board Policy 4060](#), ITD staff has guidelines in [Administrative Policy 5060](#), the [Federal Highway Administration](#) provides guidance to state and local transportation departments.

The policies and guidance in place for staff outlines the process in which changes to the roads and highways are made, how local officials participate and steps for approval. The State Highway System shall be reviewed on an annual basis. The following reasons for changes are outlined in policy:

- Local Major Update
- Special Cases
- Designated Alignment for State Highways (new highways)



# Functional Classification Definitions (provided by Federal Highway Administration)

## Principal Arterial

**Interstate**—Interstates are the highest classification of Arterials and were designed and constructed with mobility and long-distance travel in mind. Determining the functional classification designation of many roadways can be somewhat subjective, but with the Interstate category of Arterials, there is no ambiguity. Roadways in this functional classification category are officially designated as Interstates by the Secretary of Transportation, and all routes that comprise the Dwight D. Eisenhower National System of Interstate and Defense Highways belong to the Interstate functional classification category and are considered Principal Arterials.

**Other Freeways & Expressways**—Roadways in this functional classification category look very similar to Interstates. While there can be regional differences in the use of the terms ‘freeway’ and ‘expressway’, for the purpose of functional classification the roads in this classification have directional travel lanes are usually separated by some type of physical barrier, and their access and egress points are limited to on- and off-ramp locations or a very limited number of at-grade intersections.

**Other (OPA)** - These roadways serve major centers of metropolitan areas, provide a high degree of mobility and can also provide mobility through rural areas. Unlike their access controlled counterparts, abutting land uses can be served directly

## Minor Arterial

Provide service for trips of moderate length, serve geographic areas that are smaller than their higher Arterial counterparts and offer connectivity to the higher Arterial system. In an urban context, they interconnect and augment the higher Arterial system, provide intra-community continuity and may carry local bus routes.

## Collector

Collectors serve a critical role in the roadway network by gathering traffic from Local Roads and funneling them to the Arterial network. Within the context of functional classification, Collectors are broken down into two categories: Major Collectors and Minor Collectors. Until recently, this division was considered only in the rural environment. Currently, all Collectors, regardless of whether they are within a rural area or an urban area, may be sub-stratified into major and minor categories. The determination of whether a given Collector is a Major or a Minor Collector is frequently one of the biggest challenges in functionally classifying a roadway network.

## Local

Locally classified roads account for the largest percentage of all roadways in terms of mileage. They are not intended for use in long distance travel, except at the origin or destination end of the trip, due to their provision of direct access to abutting land.

MAJOR COLLECTORS	
Urban	Rural
<ul style="list-style-type: none"> <li>• Serve both land access and traffic circulation in <u>higher</u> density residential, and commercial/industrial areas</li> <li>• Penetrate residential neighborhoods, often for <u>significant</u> distances</li> <li>• Distribute and channel trips between Local Roads and Arterials, usually over a distance of <u>greater than</u> three-quarters of a mile</li> <li>• Operating characteristics include higher speeds and more signalized intersections</li> </ul>	<ul style="list-style-type: none"> <li>• Provide service to any county seat not on an Arterial route, to the larger towns not directly served by the higher systems and to other traffic generators of equivalent intra-county importance such as consolidated schools, shipping points, county parks and important mining and agricultural areas</li> <li>• Link these places with nearby larger towns and cities or with Arterial routes</li> <li>• Serve the most important intra-county travel corridors</li> </ul>
MINOR COLLECTORS	
Urban	Rural
<ul style="list-style-type: none"> <li>• Serve both land access and traffic circulation in lower density residential and commercial/industrial areas</li> <li>• Penetrate residential neighborhoods, often only for a <u>short</u> distance</li> <li>• Distribute and channel trips between Local Roads and Arterials, usually over a distance of <u>less than</u> three-quarters of a mile</li> <li>• Operating characteristics include lower speeds and fewer signalized intersections</li> </ul>	<ul style="list-style-type: none"> <li>• Be spaced at intervals, consistent with population density, to collect traffic from Local Roads and bring all developed areas within reasonable distance of a Collector</li> <li>• Provide service to smaller communities not served by a higher class facility</li> <li>• Link locally important traffic generators with their rural hinterlands</li> </ul>



# Idaho

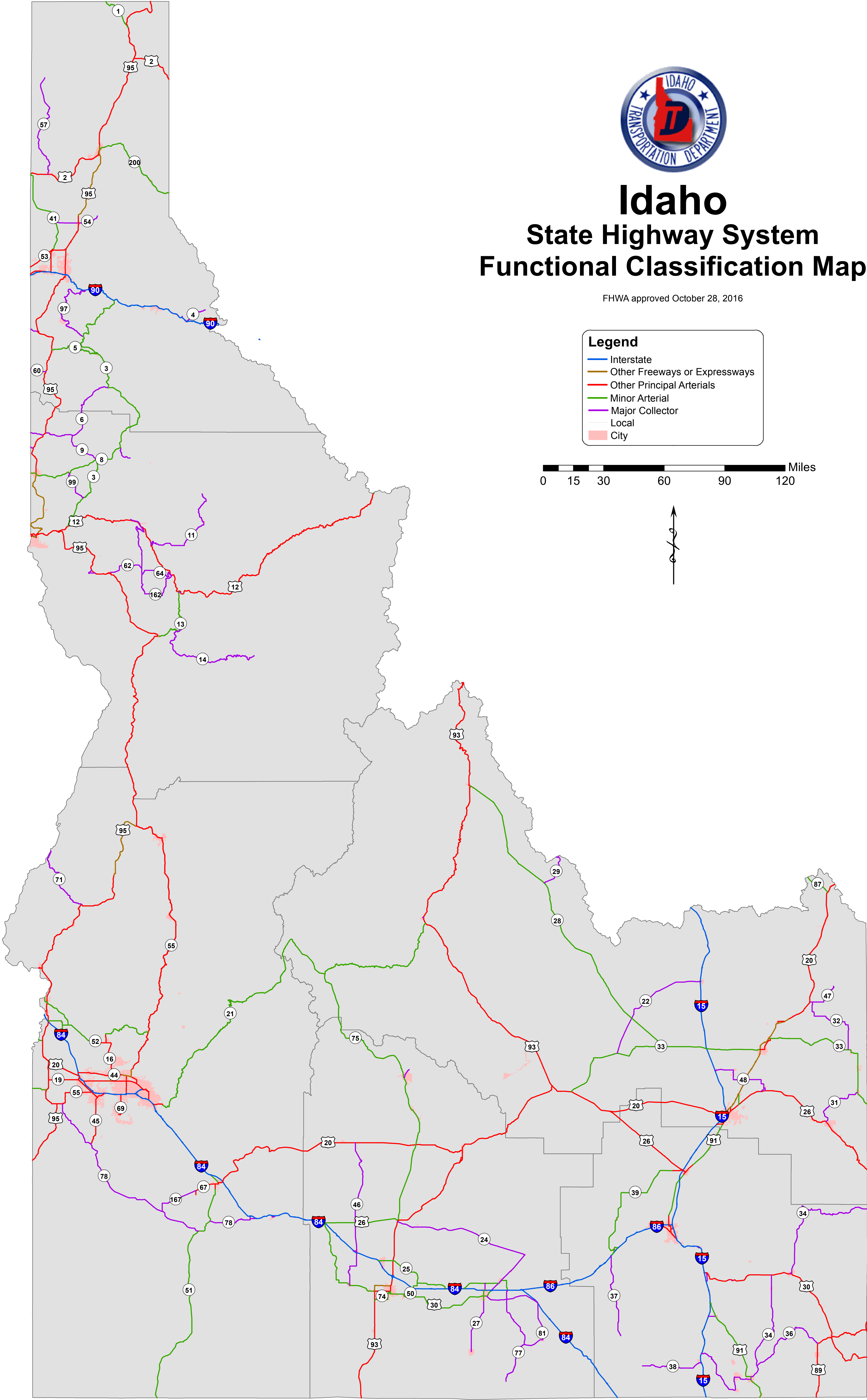
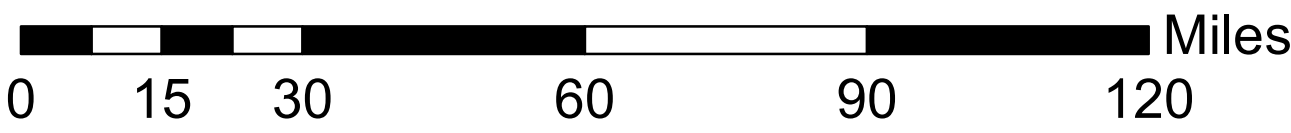
## State Highway System

### Functional Classification Map

FHWA approved October 28, 2016

**Legend**

- Interstate
- Other Freeways or Expressways
- Other Principal Arterials
- Minor Arterial
- Major Collector
- Local
- City



### **2019 Approval of State Highway System Functional Classification Map**

WHEREAS, Department staff has reviewed the Functional Classification Map for the State Highway System of Idaho; and

WHEREAS, Idaho Transportation Board Policy 4060, Functional Classification of State Highways requires an annual update of the State Highway System Functional Classification Map; and

WHEREAS, Department staff has presented the map with no changes for 2019.

NOW, THEREFORE BE IT RESOLVED that the Idaho Transportation Board approves the State Highway System Functional Classification Map.



## Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date July 18, 2019Consent Item ☐Information Item ☐Amount of Presentation Time Needed 20

Presenter's Name Ken Kanownik	Presenter's Title Planning Services Manager	Initials KJK	Reviewed By LSS
Preparer's Name Ken Kanownik	Preparer's Title Planning Services Manager	Initials KJK	

### Subject

2040 Long-Range Transportation Plan		
Key Number	District	Route Number

### Background Information

Staff has produced an updated 2040 Long-Range Transportation Plan that builds on the approved 2010 "Idaho on the Move". The updated plan provides information, guidance and recommendations that are intended to help ITD staff and transportation professionals in Idaho navigate transportation issues through 2040. Topics such as funding, growth, inflation, project selection, performance management, highway data analytics, new and emerging technologies, modal planning and implementation are addressed in the plan.

Staff has developed the updated 2040 Long-Range Transportation Plan over a period of approximately two years with collaboration with the public and stakeholders across the state. Prior to the draft plan, a public opinion survey and stakeholder workshops were held across the state to solicit input to what transportation challenges are on the horizon. The results of this outreach was previously presented to the Board in the spring of 2018. After the draft plan was presented to the Board in February 2019, staff conducted a public comment period from February 24, 2019 to April 10, 2019. The department received 131 comments that were reviewed and helped finalize the plan. Attached is a change log that outlines the changes from the draft to final plan.

The 2040 Long-Range Transportation Plan has a series of recommendations that are aspirational and actionable. The actionable recommendations identify opportunities for department staff to further complete our mission of safety, mobility and economic opportunity. The aspirational recommendations relate to how the department can come closer to the department's long-term goal of becoming the best transportation department in the country.

The 2040 Long-Range Transportation Plan is provided under separate cover.

### Recommendations

Staff requests Board approval to adopt the 2040 Long-Range Transportation Plan, resolution on page 108.

### Board Action

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

## ITD 2040 Long-Range Transportation Plan Draft to Final Change Log

Changes						
Change #	Chapter	Old Page	New Page	Comment Source	Comment Number	Summary/suggestion
1	I	1	1	COMPASS	11, 12, 13	Add text for clarification and additional information ITD Performance Measures
2	I	1	1	LHTAC		Revised map and information on local roads
3	I	3	3	Staff Update	N/A	Update Performance Dashboard
4	I	4	6	COMPASS	14	Additional information regarding Public Transportation providers and funding
5	I	4	4	FHWA	59	Re-wording
6	I	9	10	COMPASS	16	Clarification regarding statewide versus regional growth data available
7	I	10	10	COMPASS	17	Corrected building permit growth data
8	I	10	10	FHWA	64	Clarification regarding drivers license surrender
9	I	12	N/A	COMPASS	18	Remove Table 1.5 and associated text
10	II	22	22-23	Don Kostelec	10	Reorganize Active Transportation section of Chapter II
11	II	22	22	Staff Update		Add additional information regarding pedestrian funding sources
12	II	25	23	COMPASS	25	Corrected bicycle route tool date
13	II	27	27	VRT	98	Additional Information Added
15	II	29	31	Staff Update	N/A	Strengthen recommendation 2.5
16	III	31	33	Staff Update	N/A	Rename
17	V	49	50	COMPASS	30	statement clarifying how stakeholder input is combined with data/engineering depending on planning product type
18	V	47-48	48	COMPASS	29	Add information about ITD's Planning process (clarifications)
19	A-2 TR:MPO	82	87	COMPASS	31	Correction of number of MPOs in the state
20	A-2 TR:MPO	82	87	COMPASS	32	Correction of MPO TMA
21	A-2 TR:MPO	110	N/A	COMPASS	38	Deletion for clarification
23	A-3	Entire Appendix	N/A	Update	n/a	Add Additional Public/Stakeholder Involvement
24	A-3	252	177	COMPASS	39	Add paragraph on how public and stakeholder input is used
25	A-3	252	177	COMPASS	40	Revised for clarification
New Content						
	Chapter	Page Number		Source		Summary/suggestion
26	I	11		Additional Collaboration		Add intercity transit data
27	I	19		Additional Collaboration		Summarize Expected Needs/Changes to Roads and Highways
28	II	30		Additional Collaboration		Summarize basics of multimodal planning

### **2019 Adoption of the 2040 Long-Range Transportation Plan**

WHEREAS, Idaho Transportation Department Staff began the process of updating the department's Long-Range Transportation Plan in the spring of 2017; and

WHEREAS, Department staff has engaged stakeholders and the public for input and comments for developing a draft 2040 Long-Range Transportation Plan; and

WHEREAS, On February 21, 2019 the Idaho Transportation Board was presented with a draft 2040 Long-Range Transportation Plan; and

WHEREAS, from February 24<sup>th</sup> to April 10<sup>th</sup> 2019, the 2040 Draft Long-Range Transportation Plan was available to the public for comment; and

WHEREAS, on July 18<sup>th</sup> 2019, the Idaho Transportation Board was presented the changes to the draft plan based on responses from the public comment period; and

WHEREAS, the Idaho Transportation Board has reviewed the final 2040 Long-Range Transportation Plan.

NOW, THEREFORE BE IT RESOLVED that the Idaho Transportation Board adopts the 2040 Long-Range Transportation Plan



# Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date July 18, 2019

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

Presenter's Name Bill Statham	Presenter's Title Manager of Airport Planning/Dev.	Initials 	Reviewed By LSS
Preparer's Name Bill Statham	Preparer's Title Manager of Airport Planning/Dev.	Initials 	

## Subject

FY-20 Idaho Airport Aid Program		
Key Number	District Statewide	Route Number Statewide

## Background Information

The IAAP provides state funding to public airports. Annual funding is dependent upon Aeronautics revenues, the level of federal funding available, and the demonstrated needs of Idaho airports. As funds vary, the eligibility of airports and their grant amounts also vary.

This year's IAAP funding level is \$ 1,000,000. The base amount increased with the addition of "Uncommitted" funds recovered from prior year's grant programs. Aeronautics staff prioritized, compiled, and recommended the **Basic** program, including three projects receiving FAA Supplemental funding, without required matching funds. The Aeronautics Advisory Board reviewed and recommends this program as of 15 April 2020.

The **Additional** program consists of three more airports, Buhl, Gooding, and Salmon-Lemhi County that will get second release FAA Supplemental grants of \$4,516,409 which require matching funds.

The Divisions **Recommended** program combines the Basic and Additional programs. This FY-20 IAAP program provides \$97,500 for Primary "Commercial Service" airports, which matches \$48,191,429 in FAA funds. The program provides \$661,017 for GA-NPIAS airports including FAA Discretionary funds, which matches \$11,898,304 in FAA funds. Our GA grant match rate this year is 5% of project costs, the maximum allowed. The program provides \$134,747 for GA-Community airports. We selected from 39 projects by using the Prioritization and Allocation Methodology, and recommended those projects that are ready to proceed and have a high priority. The program provides \$7,996 for small emergency projects. The program provides \$21,109 of uncommitted funds to reconcile changes in the actual grant amounts. Additionally, three GA airports, Challis, McCall, and Paris-Bear Lake will receive \$20,408,000 from the FAA Supplemental Airport Fund, with no match required. The program finally provides \$175,638 to match \$5,018,232 of FAA Supplemental Airport Funds, for Buhl, Gooding, and the Salmon-Lemhi County airports at 3.5%.

## Recommendations

The Division of Aeronautics recommends the combined FY-20 IAAP programs, as presented, to the Idaho Transportation Board for approval and implementation. This approval is with the understanding that final grant amounts may change due to the final FAA grant amounts awarded, a revised match rate, actual Bids received, and minor scope changes prior to construction. **Resolution on page 116.**

## Board Action

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

<b>SFY-20 IDAHO AIRPORT AID PROGRAM</b>				
<b>Recommended Program Summary - 28 June 2019</b>				
<b>General Aviation (NPIAS) - SA &amp; NPE</b>				
Total Cost	Match Rate	FAA Amount	Local Amount	IAAP Grant Amount
\$ 11,109,227	50% / 50%	\$ 9,998,304	\$ 555,461	\$ 555,461
<b>General Aviation (NPIAS) - Disc.</b>				
Total Cost	Match Rate	FAA Amount	Local Amount	IAAP Grant Amount
\$ 2,111,111	50% / 50%	\$ 1,900,000	\$ 105,556	\$ 105,556
<b>Primary Service (NPIAS) Airports</b>				
Total Cost	Match Rate	FAA Amount	Local Amount	IAAP Grant Amount
\$ 51,404,191	\$ 15K each	\$ 48,191,429	\$ 3,115,262	\$ 97,500
<b>Supplemental FAA Grants for GA Airports</b>				
Total Cost	Match Rate	FAA Amount	Local Amount	IAAP Grant Amount
\$ 20,408,000	None	\$ 20,408,000		
<b>Additional Supplemental Grants for GA Airports</b>				
Total Cost	Match Rate	FAA Amount	Local Amount	IAAP Grant Amount
\$ 5,018,232	50% / 50%	\$ 4,516,409	\$ 326,185	\$ 175,638
<b>Community Service (non-NPIAS) Airports</b>				
Total Cost	Match Rate	FAA Amount	Local Amount	IAAP Grant Amount
\$ 181,494	50% / 50%		\$ 90,747	\$ 90,747
<b>Small Planning (non-NPIAS) Airports</b>				
Total Cost	Match Rate	FAA Amount	Local Amount	IAAP Grant Amount
\$ 44,000	None			\$ 44,000
<b>Small Emergency Projects (4)</b>				
Total Cost	Match Rate	FAA Amount	Local Amount	IAAP Grant Amount
\$ 40,109	1/2 / 1/2 to \$1.99K		\$ 11,004	\$ 29,105
<b>SFY-20 IAAP - Total Costs</b>				
Total Cost		FAA Amount	Local Amount	IAAP Grant Amount
\$ 90,316,364		\$ 85,014,142	\$ 4,204,215	\$ 1,098,007

BASIC GRANT PROGRAM	IDAHO AIRPORT AID PROGRAM (IAAP) - STATE FISCAL YEAR 2020 (SFY-20)	GRANT DATA		COST BREAKDOWN			
General Aviation - SA & NPE Amounts	Project Description	Program	Project	Total Cost	FAA Cost	Local Cost	IAAP Grants
Bonnars Ferry-Boundary County *	Environmental Assessment (EA), Snow Removal Equipment (SRE), and Land for Approaches & Object Free Area (OFA)	F20865S	AIP-###	\$ 391,498	\$ 352,348	\$ 19,575	\$ 19,575
Buhl Municipal	Construct TW D & C (design)	F208U03	AIP-###	\$ 111,111	\$ 100,000	\$ 5,556	\$ 5,556
Cascade Airport	General Aviation (GA) Apron Reconstruction (Ph. II )	F208U70	AIP-###	\$ 1,004,373	\$ 903,936	\$ 50,219	\$ 50,219
Coeur d'Alene-Pappy Boyington Field	Reconstruct TW D North (design)	F208COE	AIP-###	\$ 722,222	\$ 650,000	\$ 36,111	\$ 36,111
Driggs-Reed Memorial *	Land (6 parcels) in Object Free Area (OFA) and Perimeter Fence	F208DIJ	AIP-###	\$ 1,555,556	\$ 1,400,000	\$ 77,778	\$ 77,778
Gooding Municipal *	RW extension (ph. III)	F208GNG	AIP-###	\$ 1,604,606	\$ 1,444,145	\$ 80,230	\$ 80,230
Homedale Municipal	Perimeter Fence	F208S66	AIP-###	\$ 341,577	\$ 307,419	\$ 17,079	\$ 17,079
Jerome County	Beacon Rehabilitation	F208JER	AIP-###	\$ 166,667	\$ 150,000	\$ 8,333	\$ 8,333
Kellogg-Shoshone County	Apron expansion (design)	F208S83	AIP-###	\$ 100,000	\$ 90,000	\$ 5,000	\$ 5,000
McCall Municipal *	EA & Planning (Applied for supplement grant for EA)	F208MYL	AIP-###	\$ 166,667	\$ 150,000	\$ 8,333	\$ 8,333
Mountain Home Municipal	Install Precision Approach Path Indicators (PAPI) & Runway End Identifier Lights (REIL)	F208U76	AIP-###	\$ 166,667	\$ 150,000	\$ 8,333	\$ 8,333
Nampa Municipal	Construct TW extension C4-6 (To the North)	F208MAN	AIP-###	\$ 500,000	\$ 450,000	\$ 25,000	\$ 25,000
Orofino Municipal	Obstruction Removal, Improve Runway Safety Area (RSA), & Pavement rehabilitation	F208S68	AIP-###	\$ 166,667	\$ 150,000	\$ 8,333	\$ 8,333
Paris-Bear Lake County	Windcone, PAPI on 10/29, REIL	F2081U7	AIP-###	\$ 166,667	\$ 150,000	\$ 8,333	\$ 8,333
Preston Airport	RW Reconstruction and Lighting - Design	F208U10	AIP-###	\$ 333,333	\$ 300,000	\$ 16,667	\$ 16,667
Priest River Municipal	Land, Easements, & Obstruction Removal (2 bldgs. and 16 trees)	F2081S6	AIP-###	\$ 1,006,667	\$ 906,000	\$ 50,333	\$ 50,333
Rexburg-Madison County	SRE equipment	F208RXE	AIP-###	\$ 166,667	\$ 150,000	\$ 8,333	\$ 8,333
Sandpoint Airport *	Land Acquisition Ph. II (East and West Taxiways) and Obstruction Removal (Approach)	F208SZT	AIP-###	\$ 1,788,284	\$ 1,609,456	\$ 89,414	\$ 89,414
St Maries Municipal *	Construct & Relocate Apron, Fence for Wildlife Mitigation, and Install Windcone & Segmented Circle	F208S72	AIP-###	\$ 570,000	\$ 513,000	\$ 28,500	\$ 28,500
Weiser Municipal	Rehabilitate TW & RW Lighting, Reflectors, & Signs	F208S87	AIP-###	\$ 80,000	\$ 72,000	\$ 4,000	\$ 4,000
	Sub-Total .	- - - -	- - - -	\$ 11,109,227	\$ 9,998,304	\$ 555,461	\$ 555,461
General Aviation - Disc. Amounts	Project Description	Program	Project	Total Cost	FAA Cost	Local Cost	IAAP Grants
Coeur d'Alene-Pappy Boyington Field	Reconstruct TW D North (design)	F208COE	AIP-###	\$ 555,556	\$ 500,000	\$ 27,778	\$ 27,778
Driggs-Reed Memorial	Land (6 parcels) in Object Free Area (OFA)	F208DIJ	AIP-###	\$ 1,555,556	\$ 1,400,000	\$ 77,778	\$ 77,778
	Sub-Total .	- - - -	- - - -	\$ 2,111,111	\$ 1,900,000	\$ 105,556	\$ 105,556
Primary Service (NPIAS) Airports	Project Description	Program #	Project #	Total Cost	FAA Cost	Local Cost	IAAP Grants
Boise Air Terminal-Gowen Field	Rehabilitate TW H, SRE equipment, Construct TW S to Skywest (ph. I) reimbursement, and VALE/UPS-Air Units.	F208BOI	AIP-###	\$ 6,928,533	\$ 6,495,500	\$ 418,033	\$ 15,000
Hailey-Friedman Memorial	Land Acquisition, Control Tower Design, Airport Rescue and Fire Fighting (ARFF) Equipment, and SRE equipment	F208SUN	AIP-###	\$ 4,521,667	\$ 4,239,063	\$ 267,604	\$ 15,000
Idaho Falls Regional Airport	SRE equipment, Terminal remodel and expansion (design), TW Reconfiguration, and Construct Terminal	F208IDA	AIP-###	\$ 7,150,000	\$ 6,703,125	\$ 431,875	\$ 15,000
Lewiston-Nez Perce County Airport	Reconstruct TW (Hot Spot) and Reconstruct RW 12/30	F208LWS	AIP-###	\$ 6,933,333	\$ 6,500,000	\$ 418,333	\$ 15,000
Pocatello Regional Airport	Rehabilitate TW A North, FBO Apron, Terminal Apron, RW Electrical Improvements, and BOI Entitlement Transfer.	F208PIH	AIP-###	\$ 4,999,552	\$ 4,687,080	\$ 297,472	\$ 15,000
Twin Falls-Joslin Field-Magic Valley Regional	Construct TW NE Development ph. I and Construct TW ph. I.	F208TWF	AIP-###	\$ 604,438	\$ 566,661	\$ 22,777	\$ 15,000
Moscow-Pullman Regional Airport	RW Realignment 06/24	F208PUW	AIP-###	\$ 20,266,667	\$ 19,000,000	\$ 1,259,167	\$ 7,500
	Sub-Total .	- - - -	- - - -	\$ 51,404,191	\$ 48,191,429	\$ 3,115,262	\$ 97,500

BASIC GRANT PROGRAM	IDAHO AIRPORT AID PROGRAM (IAAP) - STATE FISCAL YEAR 2020 (SFY-20)	GRANT DATA		COST BREAKDOWN			
Supplemental Grants for NPIAS Airports	Project Description	Program	Project	Total Cost	FAA Cost	Local Cost	IAAP Grants
Challis Airport	Runway & Taxiway Lighting Rehabilitation	F208LLJ	AIP-###	\$ 3,300,000	\$ 3,300,000	- - - - -	- - - - -
McCall Municipal	Construct Taxiway	F208MYL	AIP-###	\$ 10,708,000	\$ 10,708,000	- - - - -	- - - - -
Paris-Bear Lake County	Runway & Taxiway Rehabilitation	F208IU7	AIP-###	\$ 6,400,000	\$ 6,400,000	- - - - -	- - - - -
	Sub-Total .	- - - -	- - - -	\$ 20,408,000	\$ 20,408,000	- - - - -	- - - - -
Community Service (non-NPIAS) Airports	Construction Project Description	Program	Project	Total Cost	FAA Cost	Local Cost	IAAP Grants
American Falls Airport	Slurry Seal and Mark South Taxiway	L208U01	SP-U01-##	\$ 35,981	- - - - -	\$ 17,990	\$ 17,990
American Falls Airport	Slurry Seal and Mark North Taxiway	L208U01	SP-U01-##	\$ 20,513	- - - - -	\$ 10,257	\$ 10,257
Cottonwood Municipal	Crack Seal, Seal Coat and Mark RW, TW, & Apron	L208S84	SP-S84-##	\$ 44,700	- - - - -	\$ 22,350	\$ 22,350
Cottonwood Municipal	Reconstruct Taxiway Turnarounds	L208S84	SP-S84-##	\$ 80,300	- - - - -	\$ 40,150	\$ 40,150
	Sub-Total .	- - - -	- - - -	\$ 181,494	- - - - -	\$ 90,747	\$ 90,747
Community Service (non-NPIAS) Airports	Planning Project Description	Program	Project	Total Cost	FAA Cost	Local Cost	IAAP Grants
Carey Airport	Small Planning Study for a General Role Airport	P208U65	SP-U65-##	\$ 22,000	- - - - -	None	\$ 22,000
Craigmont Airport	Small Planning Study for a General Role Airport	P208S89	SP-S89-##	\$ 22,000	- - - - -	None	\$ 22,000
	Sub-Total .	- - - -	- - - -	\$ 44,000	- - - - -	None	\$ 44,000
Division of Aeronautics	Emergency Projects and Uncommitted Funds	Program	Project	Total Cost	FAA Cost	Local Cost	IAAP Grants
Division of Aeronautics	Four Emergency Small Projects	X208COM	- - -	\$ 19,000	- - - - -	\$ 11,004	\$ 7,996
Division of Aeronautics	Uncommitted Funds	X208UNC	- - -	\$ 98,740	- - - - -	- - - - -	\$ 98,740
	Sub-Total .	- - - -	- - - -	\$ 117,740	- - - - -	\$ 11,004	\$ 106,736
IDAHO AIRPORT AID PROGRAM _ SFY-20		TOTAL COST		\$ 85,375,763	\$ 80,497,733	\$ 3,878,030	\$ 1,000,000
SPECIAL NOTE: Final grant amounts may change due to the final FAA grant amount, a revised match rate, actual Bids received, minor scope changes prior to construction and adjustments to funding from the Head Quarters office.							
The Aeronautics Advisory Board Approved the SFY-20 Program 15 April 2019			Idaho Transportation Board evaluated the program 18 July 2019				

ADDITIONAL GRANT PROGRAM	IDAHO AIRPORT AID PROGRAM (IAAP) - STATE FISCAL YEAR 2020 (SFY-20)	GRANT DATA		COST BREAKDOWN			
General Aviation - SA & NPE Amounts	Project Description	Program	Project	Total Cost	FAA Cost	Local Cost	IAAP Grants
Buhl Municipal	Construct and Rehabilitate TW	F208U03	AIP-###	\$ 1,000,000	\$ 900,000	\$ 65,000	\$ 35,000
Gooding Municipal	Extend RW and PTW	F208GNG	AIP-###	\$ 1,444,444	\$ 1,300,000	\$ 93,889	\$ 50,556
Salmon-Lemhi County Airport	Extend and Rehabilitate Apron	F208S87	AIP-###	\$ 2,573,788	\$ 2,316,409	\$ 167,296	\$ 90,083
	Sub-Total .	- - - -	- - - -	\$ 5,018,232	\$ 4,516,409	\$ 326,185	\$ 175,638
NOTE #1: Additional Supplemental Grant Projects to Idaho Airports - Funded Under the FAA Supplemental Grant Program - Second Release - Requiring AIP Match							
NOTE #2: Final grant amounts may change due to the final FAA grant amount, a revised match rate, actual Bids received, minor scope changes prior to construction and adjustments to funding from the Head Quarters office.							

RECOMMENDED GRANT PROGRAM	IDAHO AIRPORT AID PROGRAM (IAAP) - STATE FISCAL YEAR 2020 (SFY-20)	GRANT DATA		COST BREAKDOWN			
General Aviation - SA & NPE Amounts	Project Description	Program	Project	Total Cost	FAA Cost	Local Cost	IAAP Grants
Bonnars Ferry-Boundary County *	Environmental Assessment (EA), Snow Removal Equipment (SRE), and Land for Approaches & Object Free Area (OFA)	F20865S	AIP-###	\$ 391,498	\$ 352,348	\$ 19,575	\$ 19,575
Buhl Municipal	Construct TW D & C (design)	F208U03	AIP-###	\$ 111,111	\$ 100,000	\$ 5,556	\$ 5,556
Cascade Airport	General Aviation (GA) Apron Reconstruction (Ph. II )	F208U70	AIP-###	\$ 1,004,373	\$ 903,936	\$ 50,219	\$ 50,219
Coeur d'Alene-Pappy Boyington Field	Reconstruct TW D North (design)	F208COE	AIP-###	\$ 722,222	\$ 650,000	\$ 36,111	\$ 36,111
Driggs-Reed Memorial *	Land (6 parcels) in Object Free Area (OFA) and Perimeter Fence	F208DIJ	AIP-###	\$ 1,555,556	\$ 1,400,000	\$ 77,778	\$ 77,778
Gooding Municipal *	RW extension (ph. III)	F208GNG	AIP-###	\$ 1,604,606	\$ 1,444,145	\$ 80,230	\$ 80,230
Homedale Municipal	Perimeter Fence	F208S66	AIP-###	\$ 341,577	\$ 307,419	\$ 17,079	\$ 17,079
Jerome County	Beacon Rehabilitation	F208JER	AIP-###	\$ 166,667	\$ 150,000	\$ 8,333	\$ 8,333
Kellogg-Shoshone County	Apron expansion (design)	F208S83	AIP-###	\$ 100,000	\$ 90,000	\$ 5,000	\$ 5,000
McCall Municipal *	EA & Planning (Applied for supplement grant for EA)	F208MYL	AIP-###	\$ 166,667	\$ 150,000	\$ 8,333	\$ 8,333
Mountain Home Municipal	Install Precision Approach Path Indicators (PAPI) & Runway End Identifier Lights (REIL)	F208U76	AIP-###	\$ 166,667	\$ 150,000	\$ 8,333	\$ 8,333
Nampa Municipal	Construct TW extension C4-6 (To the North)	F208MAN	AIP-###	\$ 500,000	\$ 450,000	\$ 25,000	\$ 25,000
Orofino Municipal	Obstruction Removal, Improve Runway Safety Area (RSA), & Pavement rehabilitation	F208S68	AIP-###	\$ 166,667	\$ 150,000	\$ 8,333	\$ 8,333
Paris-Bear Lake County	Windcone, PAPI on 10/29, REIL	F2081U7	AIP-###	\$ 166,667	\$ 150,000	\$ 8,333	\$ 8,333
Preston Airport	RW Reconstruction and Lighting - Design	F208U10	AIP-###	\$ 333,333	\$ 300,000	\$ 16,667	\$ 16,667
Priest River Municipal	Land, Easements, & Obstruction Removal (2 bldgs. and 16 trees)	F2081S6	AIP-###	\$ 1,006,667	\$ 906,000	\$ 50,333	\$ 50,333
Rexburg-Madison County	SRE equipment	F208RXE	AIP-###	\$ 166,667	\$ 150,000	\$ 8,333	\$ 8,333
Sandpoint Airport *	Land Acquisition Ph. II (East and West Taxiways) and Obstruction Removal (Approach)	F208SZT	AIP-###	\$ 1,788,284	\$ 1,609,456	\$ 89,414	\$ 89,414
St Maries Municipal *	Construct & Relocate Apron, Fence for Wildlife Mitigation, and Install Windcone & Segmented Circle	F208S72	AIP-###	\$ 570,000	\$ 513,000	\$ 28,500	\$ 28,500
Weiser Municipal	Rehabilitate TW & RW Lighting, Reflectors, & Signs	F208S87	AIP-###	\$ 80,000	\$ 72,000	\$ 4,000	\$ 4,000
	Sub-Total .	- - - -	- - - -	\$ 11,109,227	\$ 9,998,304	\$ 555,461	\$ 555,461
General Aviation - Disc. Amounts	Project Description	Program	Project	Total Cost	FAA Cost	Local Cost	IAAP Grants
Coeur d'Alene-Pappy Boyington Field	Reconstruct TW D North (design)	F208COE	AIP-###	\$ 555,556	\$ 500,000	\$ 27,778	\$ 27,778
Driggs-Reed Memorial	Land (6 parcels) in Object Free Area (OFA)	F208DIJ	AIP-###	\$ 1,555,556	\$ 1,400,000	\$ 77,778	\$ 77,778
	Sub-Total .	- - - -	- - - -	\$ 2,111,111	\$ 1,900,000	\$ 105,556	\$ 105,556
Primary Service (NPIAS) Airports	Project Description	Program #	Project #	Total Cost	FAA Cost	Local Cost	IAAP Grants
Boise Air Terminal-Gowen Field	Rehabilitate TW H, SRE equipment, Construct TW S to Skywest (ph. I) reimbursement, and VALE/UPS-Air Units.	F208BOI	AIP-###	\$ 6,928,533	\$ 6,495,500	\$ 418,033	\$ 15,000
Hailey-Friedman Memorial	Land Acquisition, Control Tower Design, Airport Rescue and Fire Fighting (ARFF) Equipment, and SRE equipment	F208SUN	AIP-###	\$ 4,521,667	\$ 4,239,063	\$ 267,604	\$ 15,000
Idaho Falls Regional Airport	SRE equipment, Terminal remodel and expansion (design), TW Reconfiguration, and Construct Terminal	F208IDA	AIP-###	\$ 7,150,000	\$ 6,703,125	\$ 431,875	\$ 15,000
Lewiston-Nez Perce County Airport	Reconstruct TW (Hot Spot) and Reconstruct RW 12/30	F208LWS	AIP-###	\$ 6,933,333	\$ 6,500,000	\$ 418,333	\$ 15,000
Pocatello Regional Airport	Rehabilitate TW A North, FBO Apron, Terminal Apron, RW Electrical Improvements, and BOI Entitlement Transfer.	F208PIH	AIP-###	\$ 4,999,552	\$ 4,687,080	\$ 297,472	\$ 15,000
Twin Falls-Joslin Field-Magic Valley Regional	Construct TW NE Development ph. I and Construct TW ph. I.	F208TWF	AIP-###	\$ 604,438	\$ 566,661	\$ 22,777	\$ 15,000
Moscow-Pullman Regional Airport	RW Realignment 06/24	F208PUW	AIP-###	\$ 20,266,667	\$ 19,000,000	\$ 1,259,167	\$ 7,500
	Sub-Total .	- - - -	- - - -	\$ 51,404,191	\$ 48,191,429	\$ 3,115,262	\$ 97,500

RECOMMENDED GRANT PROGRAM	IDAHO AIRPORT AID PROGRAM (IAAP) - STATE FISCAL YEAR 2020 (SFY-20)	GRANT DATA		COST BREAKDOWN			
Supplemental Grants for NPIAS Airports	Project Description	Program	Project	Total Cost	FAA Cost	Local Cost	IAAP Grants
Challis Airport	Runway & Taxiway Lighting Rehabilitation	F208LLJ	AIP-###	\$ 3,300,000	\$ 3,300,000	- - - - -	- - - - -
McCall Municipal	Construct Taxiway	F208MYL	AIP-###	\$ 10,708,000	\$ 10,708,000	- - - - -	- - - - -
Paris-Bear Lake County	Runway & Taxiway Rehabilitation	F208IU7	AIP-###	\$ 6,400,000	\$ 6,400,000	- - - - -	- - - - -
	Sub-Total .	- - - -	- - - -	\$ 20,408,000	\$ 20,408,000	- - - - -	- - - - -
Additional Supplemental Grants + Match	Project Description	Program	Project	Total Cost	FAA Cost	Local Cost	IAAP Grants
Buhl Municipal	Construct and Rehabilitate TW	F208U03	AIP-###	\$ 1,000,000	\$ 900,000	\$ 65,000	\$ 35,000
Gooding Municipal	Extend RW and PTW	F208GNG	AIP-###	\$ 1,444,444	\$ 1,300,000	\$ 93,889	\$ 50,556
Salmon-Lemhi County Airport	Extend and Rehabilitate Apron	F208S87	AIP-###	\$ 2,573,788	\$ 2,316,409	\$ 167,296	\$ 90,083
	Sub-Total .	- - - -	- - - -	\$ 5,018,232	\$ 4,516,409	\$ 326,185	\$ 175,638
Community Service (non-NPIAS) Airports	Construction Project Description	Program	Project	Total Cost	FAA Cost	Local Cost	IAAP Grants
American Falls Airport	Slurry Seal and Mark South Taxiway	L208U01	SP-U01-##	\$ 35,981	- - - - -	\$ 17,990	\$ 17,990
American Falls Airport	Slurry Seal and Mark North Taxiway	L208U01	SP-U01-##	\$ 20,513	- - - - -	\$ 10,257	\$ 10,257
Cottonwood Municipal	Crack Seal, Seal Coat and Mark RW, TW, & Apron	L208S84	SP-S84-##	\$ 44,700	- - - - -	\$ 22,350	\$ 22,350
Cottonwood Municipal	Reconstruct Taxiway Turnarounds	L208S84	SP-S84-##	\$ 80,300	- - - - -	\$ 40,150	\$ 40,150
	Sub-Total .	- - - -	- - - -	\$ 181,494	- - - - -	\$ 90,747	\$ 90,747
Community Service (non-NPIAS) Airports	Planning Project Description	Program	Project	Total Cost	FAA Cost	Local Cost	IAAP Grants
Carey Airport	Small Planning Study for a General Role Airport	P208U65	SP-U65-##	\$ 22,000	- - - - -	None	\$ 22,000
Craigmont Airport	Small Planning Study for a General Role Airport	P208S89	SP-S89-##	\$ 22,000	- - - - -	None	\$ 22,000
	Sub-Total .	- - - -	- - - -	\$ 44,000	- - - - -	None	\$ 44,000
Division of Aeronautics	Emergency Projects and Uncommitted Funds	Program	Project	Total Cost	FAA Cost	Local Cost	IAAP Grants
Division of Aeronautics	Four Emergency Small Projects	X208COM	- - -	\$ 19,000	- - - - -	\$ 11,004	\$ 7,996
Division of Aeronautics	Uncommitted Funds	X208UNC	- - -	\$ 21,109	- - - - -	- - - - -	\$ 21,109
	Sub-Total .	- - - -	- - - -	\$ 40,109	- - - - -	\$ 11,004	\$ 29,105
IDAHO AIRPORT AID PROGRAM _ SFY-20		TOTAL COST		\$ 90,316,364	\$ 85,014,142	\$ 4,204,215	\$ 1,098,007
SPECIAL NOTE: Final grant amounts may change due to the final FAA grant amount, a revised match rate, actual Bids received, minor scope changes prior to construction and adjustments to funding from the Head Quarters office.							
FUNDING NOTE: The State of Idaho made an appropriation of \$1 million for the SFY-20 IAAP. To this amount the Division of Aeronautics added \$98,007 from SFY-19 Uncommitted funds. Total funds available are \$ 1,098,007 with \$ 21,109 of that amount, available as uncommitted funds, to reconcile changes in the actual grant amounts from these preliminary amounts.							
The Aeronautics Advisory Board Approved the SFY-20 Program 15 April 2019			Idaho Transportation Board evaluated the program 18 July 2019				

RES. NO.        WHEREAS, the Idaho transportation board has the authority to locate,  
\_\_\_\_\_ design, construct, reconstruct, alter, extend, repair and maintain state  
aeronautical facilities, and

WHEREAS, the Idaho transportation board has the authority to expend funds for the construction, maintenance and improvement of public owned aeronautical facilities.

NOW THEREFORE BE IT RESOLVED, that the Idaho airport aid program for state fiscal year 2020 be approved; and

BE IT FURTHER RESOLVED, the Idaho transportation board directs the Division of aeronautics to issue grant offers for the SFY- 2020 year including the amounts shown for additional supplemental projects to Idaho airports; and

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



## Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date 7-18-19Consent Item ☐Information Item ☐Amount of Presentation Time Needed 15

Presenter's Name Mollie McCarty	Presenter's Title Governmental Affairs Manager	Initials MM	Reviewed By LSS
Preparer's Name Mollie McCarty	Preparer's Title Governmental Affairs Manager	Initials MM	

### Subject

Proposed Draft Legislation - 2020 Legislative Session		
Key Number	District	Route Number

### Background Information

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

ITD Legislative Idea	DFM/Governor's Office Approved	DFM/Governor's Office Disapproved
Utilities in highway rights-of-way		X
Local bridge inspection program cost recovery	X	
Align driver license/identification card fees with administrative process	X	
Electronic commercial motor vehicle registration credentials	X	
Commercial driver license disqualification reinstatement	X	
Reduce requirements for dealer and salesmen license renewal	X	

Staff will submit draft legislation on behalf of the board, for legislative ideas approved by the Division of Financial Management (DFM) and the Governor's Office. Draft legislation must be submitted to DFM by August 16, 2019.

Draft legislation approved by DFM and the Governor's Office will be forwarded to the Idaho Legislative Services Office where it will be formatted into a Routing Slip (RS) and referred to an appropriate legislative committee for potential introduction.

### Recommendations

Approve attached resolution, page 119.



## Board Agenda Item

ITD 2210 (Rev. 10-13)

### Board Action

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

Res. No. WHEREAS, the Idaho Governor's Office has directed that state agencies submit proposed 2020 legislation to the Division of Financial Management (DFM) for review and approval; and

WHEREAS, Idaho Transportation Department (ITD) staff presented six (6) draft legislative proposals at the June 20, 2019, Board meeting for consideration during the 2020 legislative session; and

WHEREAS, DFM has approved the following legislative ideas, also authorizing the development of draft legislation to be submitted for its review and approval:

Local bridge inspection program cost recovery
Align driver license/identification card fees with administrative process
Electronic commercial motor vehicle registration credentials
Commercial driver license disqualification reinstatement
Reduce requirements for dealer and salesmen license renewal

NOW, THEREFORE, BE IT RESOLVED, that the Idaho Transportation Board approves submittal of proposed draft legislation for corresponding DFM/Governor's Office approved legislative ideas, for further consideration.

## AN ACT

RELATING TO DISTRIBUTION OF TAX REVENUES FROM TAX ON GASOLINE AND AIRCRAFT FUEL; AMENDING SECTION 63-2412, IDAHO CODE TO INCREASE DISTRIBUTION TO LOCAL BRIDGE INSPECTION ACCOUNT.

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

SECTION 1. That Section 63-2412, Idaho Code, be, and the same is hereby amended to read as follows:

63-2412. DISTRIBUTION OF TAX REVENUES FROM TAX ON GASOLINE AND AIRCRAFT ENGINE FUEL. (1) The revenues received from the taxes imposed by sections 63-2402 and 63-2421, Idaho Code, upon the receipt or use of gasoline, and any penalties, interest, or deficiency additions, shall be distributed periodically as follows:

(a) An amount of money equal to the actual cost of collecting, administering and enforcing the gasoline tax requirements by the commission, as determined by it shall be retained by the commission. The amount retained by the commission shall not exceed the amount authorized to be expended by appropriation by the legislature. Any unencumbered balance in excess of the actual cost of collecting, administering and enforcing the gasoline tax requirements by the commission at the end of each fiscal year shall be distributed as listed in paragraph (f) of this subsection.

(b) An amount of money shall be distributed to the state refund account sufficient to pay current refund claims. All refunds authorized by the commission to be paid shall be paid from the state refund account and those moneys are hereby continuously appropriated for that purpose.

(c) As soon as possible after the beginning of each fiscal year, the sum of two hundred fifty thousand dollars (\$250,000) shall be distributed to the railroad grade crossing protection account in the dedicated fund, to pay the amounts from the account pursuant to the provisions of section 62-304C, Idaho Code.

(d) As soon as possible after the beginning of each fiscal year, the sum of one hundred seventy-five thousand dollars (~~\$100~~175,000) shall be distributed to the local bridge inspection account in the dedicated fund, to pay the amounts from the account pursuant to the provisions of section 40-703, Idaho Code.

(e) An amount of money equal to seven percent (7%) shall be distributed to the state highway account established in section 40-702, Idaho Code.

(f) From the balance remaining with the commission after distributing the amounts in paragraphs (a) through (e) of subsection (1) of this section:

1. One and twenty-eight hundredths percent (1.28%) shall be distributed as follows: sixty-six percent (66%) of the one and twenty-eight hundredths percent (1.28%) shall be distributed to the waterways improvement account, as created in chapter 15, title 57, Idaho Code. Up to twenty percent (20%) of the moneys distributed to the waterways improvement account under the provisions of this paragraph may be used by the department of parks and recreation to defray administrative costs. Any moneys unused at the end of

the fiscal year by the department of parks and recreation shall be returned to the state treasurer for deposit in the waterways improvement account. Thirty-three percent (33%) of the one and twenty-eight hundredths percent (1.28%) shall be distributed into the park and recreation capital improvement account as created in section 57-1801, Idaho Code. One percent (1%) of the one and twenty-eight hundredths percent (1.28%) shall be distributed to the search and rescue fund created in section 67-2913, Idaho Code;

2. One and twenty-eight hundredths percent (1.28%) shall be distributed as follows: sixty-six percent (66%) of the one and twenty-eight hundredths percent (1.28%) shall be distributed to the off-road motor vehicle account, as created in section 57-1901, Idaho Code. Up to twenty percent (20%) of the moneys distributed to the off-road motor vehicle account by this subparagraph may be used by the department of parks and recreation to defray administrative costs. Any moneys unused at the end of the fiscal year by the department of parks and recreation shall be returned to the state treasurer for deposit in the off-road motor vehicle account. Thirty-three percent (33%) of the one and twenty-eight hundredths percent (1.28%) shall be distributed into the park and recreation capital improvement account as created in section 57-1801, Idaho Code. One percent (1%) of the one and twenty-eight hundredths percent (1.28%) shall be distributed to the search and rescue fund created in section 67-2913, Idaho Code; and

3. Forty-four hundredths percent (.44%) shall be distributed to the park and recreation capital improvement account as created in section 57-1801, Idaho Code, to be used solely to develop, construct, maintain and repair roads, bridges and parking areas within and leading to parks and recreation areas of the state.

4. The balance remaining shall be distributed to the highway distribution account created in section 40-701, Idaho Code.

(2) Provided however, the distribution pursuant to subsection (1) of this section of revenues received from the taxes imposed pursuant to section 63-2402(2), Idaho Code, shall apply only to twenty-five cents (25¢) of every thirty-two cents (32¢) received. The remaining seven cents (7¢) of every thirty-two cents (32¢) received pursuant to the provisions of section 63-2402(2), Idaho Code, shall be distributed as follows:

(a) Sixty percent (60%) to the state highway account; and

(b) Forty percent (40%) to be distributed pursuant to the provisions of section 40-709, Idaho Code, in the same manner as distribution of moneys appropriated from the highway distribution account to local units of government.

(3) The revenues received from the taxes imposed by section 63-2408, Idaho Code, and any penalties, interest, and deficiency amounts, shall be distributed as follows:

(a) An amount of money shall be distributed to the state refund account sufficient to pay current refund claims. All refunds authorized by the commission to be paid shall be paid from the state refund account, and those moneys are hereby continuously appropriated.

(b) The balance remaining of all the taxes collected shall be distributed to the state aeronautics account, as provided in section 21-211, Idaho Code.

5 AN ACT

6 RELATING TO MOTOR VEHICLE FEE DISTRIBUTION; AMENDING SECTION 49-202, IDAHO  
7 CODE TO ALIGN PORTIONS OF FEES COLLECTED TO BE RETAINED BY THE ISSUING  
8 AUTHORIZED AGENT; AMENDING SECTION 49-306, IDAHO CODE TO ALLOW ISSUANCE BY  
9 AUTHORIZED AGENTS, AND ALIGNING FEE DISTRIBUTION TO ISSUING AGENT OR  
10 DEPARTMENT; AMENDING SECTION 49-2442, IDAHO CODE TO PROVIDE IDENTIFICATION  
11 CARD APPLICATION TO BE MADE TO AUTHORIZED AGENT; AMENDING SECTION 49-2443,  
12 IDAHO CODE TO AUTHORIZE AGENTS TO OBTAIN INFORMATION FOR IDENTIFICATION  
13 CARDS; AMENDING SECTION 49-2444, IDAHO CODE, TO ALIGN PORTIONS OF FEES TO  
14 BE RETAINED BY ISSUING AGENTS.  
15

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

17  
18 SECTION 1. That Section 49-202, Idaho Code, be, and the same is hereby  
19 amended to read as follows:  
20

21 49-202. DUTIES OF DEPARTMENT. (1) All registration and driver's  
22 license records in the office of the department shall be public records  
23 and open to inspection by the public during normal business hours, except  
24 for those records declared by law to be for the confidential use of the  
25 department, or those records containing personal information subject to  
26 restrictions or conditions regarding disclosure. If the department has  
27 contracted for a service to be provided by another entity, an additional  
28 fee shall be charged by that contractor whether the service is rendered  
29 during normal business hours, other than normal business hours or on  
30 weekends.

31 (2) In addition to other fees required by law to be collected by the  
32 department, the department shall collect the following:

33 (a) For certifying a copy of any record pertaining to any vehicle  
34 license, any certificate of title, or any driver's  
35 license ..... \$14.00

36 (b) For issuing every Idaho certificate of title ..... \$14.00

37 (c) For furnishing a duplicate copy of any Idaho certificate of  
38 title ..... \$14.00

39 (d) For issuance or transfer of every certificate of title on a new or  
40 used vehicle or other titled vehicle in an expedited manner (rush titles),  
41 in addition to any other fee required by this  
42 section ..... \$26.00

43 (e) For recording a transitional ownership document, in addition to any  
44 other fee required by this  
45 section ..... \$26.00

46 (f) For furnishing a replacement of any receipt of  
47 registration ..... \$5.00

48 (g) For furnishing copies of registration or ownership of motor vehicles  
49 or driver's license records, per vehicle registration, accident report  
50 records, title or per driver's license record ..... \$7.00  
51 Additional contractor fee, not to exceed ..... \$4.00

52 (h) For services in searching files of vehicle or other registrations,  
53 vehicle titles, or driver's licenses per hour ... . \$18.00

- (i) Placing "stop" cards in vehicle registration or title files, each ..... \$21.00
- (j) For issuance of an assigned or replacement vehicle identification number (VIN) ..... \$18.00
- (k) For a vehicle identification number (VIN) inspection whether conducted by a city or county peace officer or any other peace officer or designated agent of the state of Idaho, per inspection ..... \$5.00
- (l) For all replacement registration stickers, each ..... \$2.00
- (m) For issuing letters of temporary vehicle clearance to Idaho-based motor carriers ..... \$18.00
- (n) For all sample license plates, each ..... \$21.00
- (o) For filing release of liability statements ..... \$3.50
- (p) For safety and insurance programs for each vehicle operated by a motor carrier ..... \$3.00

A lesser amount may be set by rule of the board.

(3) The fees required in this section shall not apply when the service is furnished to any federal, state, county or city peace officer when such service is required in the performance of their duties as peace officers.

(4) The department may enter into agreements with private companies or public entities to provide the services for which a fee is collected in subsection (2)(g) of this section. Such private contractor shall collect the fee prescribed and remit the fee to the department. The contractor shall also collect and retain the additional fee charged for his services.

(5) (a) The department shall pay three dollars (\$3.00) of the fee collected by a county assessor or other authorized agent of the department as provided in subsection (2)(a) through (f) of this section, and four dollars (\$4.00) as provided in subsection (2)(g) of this section, to the county assessor or sheriff of the county or authorized agent of the department collecting such fee, which shall be deposited with the county treasurer and credited to the county current expense fund when collected by the county. When fees are collected by an authorized agent, or the department such fees shall be deposited with the issuing entity. The remainder of the fees collected as provided in that subsection shall be paid by the department to the state treasurer and placed in the state highway account.

(b) The fee collected under subsection (2)(k) of this section for a VIN inspection shall be placed in the city general fund if conducted by a city peace officer, in the county current expense fund if conducted by a county peace officer, shall be retained by the special agent authorized to perform the inspection, or paid to the state treasurer and placed to the credit of the Idaho state police if conducted by the Idaho state police or in the state highway account if conducted by the department.

(c) The fee collected under subsection (2)(o) of this section for filing release of liability statements shall be retained by the county assessor of the county collecting such fee, and shall be deposited with the county treasurer and credited to the county current expense fund. Any fees collected by the department for filing release of liability statements shall be retained by the department.

(d) The fee in subsection (2)(m) of this section shall not apply when the Idaho-based motor carrier or its representative obtains and prints the document using internet access.

(e) The fee collected under subsection (2)(p) of this section for motor carriers shall be paid by the department to the state treasurer and placed in the state highway account. The director and the director of the Idaho state police shall jointly determine the amount to be transferred from the state highway account to the law enforcement fund for motor carrier safety programs conducted by the Idaho state police pursuant to the provisions of section 67-2901A, Idaho Code.

(6) The department as often as practicable may provide to law enforcement agencies the record of suspensions and revocations of driver licenses via the Idaho law enforcement telecommunications system (ILETS).

(7) The department shall provide the forms prescribed in chapter 5 of this title, shall receive and file in its office in Ada county all instruments required in chapter 5 of this title to be filed with the department, shall prescribe a uniform method of numbering certificates of title, and shall maintain in the department indices for such certificates of title. All indices shall be by motor or identification number and alphabetical by name of the owner.

(8) The department shall file each registration received under a distinctive registration number assigned to the vehicle and to the owner thereof.

(9) The department shall not renew a driver's license or identification card when fees required by law have not been paid or where fees for past periods are due, owing and unpaid including insufficient fund checks, until those fees have been paid.

(10) The department shall not grant the registration of a vehicle when:

(a) The applicant is not entitled to registration under the provisions of this title; or

(b) The applicant has neglected or refused to furnish the department with the information required in the appropriate form or reasonable additional information required by the department; or

(c) The fees required by law have not been paid, or where fees for past registration periods are due, owing and unpaid including insufficient fund checks.

(11) The department or its authorized agents have the authority to request any person to submit to medical, vision, highway, or written examinations, to protect the safety of the public upon the highways. The department or its authorized agents may exercise such authority based upon evidence which may include, but is not limited to, observations made.

(12) The department shall revoke the registration of any vehicle:

(a) Which the department shall determine is unsafe or unfit to be operated or is not equipped as required by law;

(b) Whenever the person to whom the registration card or registration plate has been issued shall make or permit to be made any unlawful use of the same or permit their use by a person not entitled thereto;

(c) For any violation of vehicle registration requirements by the owner or operator in the current or past registration periods;

(d) Whenever a motor carrier requests revocation, or whenever an interstate carrier's federal operating authority has been revoked;

(e) For failure of the owner or operator to file the reports required or nonpayment of audit assessments or fees assessed against the owner by the department or the state tax commission pursuant to audit under the provisions of section 49-439, Idaho Code;

(f) Identified by any city or county administering a program established by ordinance for the inspection and readjustment of motor vehicles (which program is part of an approved state implementation plan adopted by both the state and federal governments under 42 U.S.C. section 7410) as having failed to comply with an ordinance requiring motor vehicle emission inspection and readjustment; provided that no vehicle shall be identified to the department under this subsection (f) unless:

(i) The city or county certifies to the department that the owner of the motor vehicle has been given notice and had the opportunity for a hearing concerning compliance with the ordinance and has exhausted all remedies and appeals from any determination made at such hearing; and

(ii) The city or county reimburses the department for all direct costs associated with the registration revocation procedure.

(13) The department shall not reregister or permit a vehicle to operate on a special trip permit until all fees, penalties and interest have been paid.

(14) The department shall institute educational programs, demonstrations, exhibits and displays.

(15) The department shall cancel a driver's license or identification card when fees required by law have not been paid or where fees are due, owing and unpaid including insufficient fund checks, until those fees have been paid.

(16) The department shall examine persons and vehicles by written, oral, vision and skills tests without compulsion except as provided by law.

(17) The department shall employ expert and special help as needed in the department.

(18) The department shall compile accident statistics and disseminate information relating to those statistics.

(19) The department shall cooperate with the United States in the elimination of road hazards, whether of a physical, visual or mental character.

(20) The department shall place and maintain traffic-control devices, conforming to the board's manual and specifications, upon all state highways as it shall deem necessary to indicate and to carry out the provisions of this title or to regulate, warn, or guide traffic. No local authority shall place or maintain any traffic-control device upon any highway under the jurisdiction of the department except by the latter's permission. The placement and maintenance of such a traffic-control device by a local authority shall be made according to the board's manual and specifications for a uniform system of traffic-control devices.

(21) The department may conduct an investigation of any bridge or other elevated structure constituting a part of a highway, and, if it shall find that the structure cannot with safety to itself withstand vehicles traveling at a speed otherwise permissible under this title, shall determine and declare the maximum speed of vehicles which the structure can safely withstand, and shall cause or permit suitable signs stating the maximum speed to be erected and maintained before each end of the structure.

(22) Whenever the department shall determine on the basis of an engineering and traffic investigation that slow speeds on any highway or part of a highway impede the normal and reasonable movement of traffic, the department may determine and declare a minimum speed limit below which no person shall drive a vehicle except when necessary for safe operation

1 or in compliance with law, and that limit shall be effective when posted  
2 upon appropriate fixed or variable signs.

3 (23) The department shall regulate or prohibit the use of any  
4 controlled-access highway by any class or kind of traffic which is found  
5 to be incompatible with the normal and safe movement of traffic.

6 (24) The department shall erect and maintain traffic-control devices  
7 on controlled-access highways on which any prohibitions are applicable.

8 (25) Wherever a highway crosses one (1) or more railroads at grade,  
9 the department or local authorities within their respective jurisdictions  
10 shall place and maintain stop signs, directing vehicular traffic  
11 approaching the crossing to come to a full stop prior to entering the  
12 crossing at all railroad crossings where electric or mechanical warning  
13 signals do not exist. Placement of these stop signs shall be mandatory  
14 except when in the determination of public highway agencies the existence  
15 of stop signs at a given crossing would constitute a greater hazard than  
16 their absence based on a recognized engineering study.

17 Nothing in this subsection shall be construed as granting immunity to  
18 any railroad company as to liability, if any, for an accident which might  
19 occur at a crossing where stop signs are erected and in place, but  
20 liability, if any, shall be determined as provided by law. Liability on  
21 the part of governmental authorities on account of absence of any stop  
22 sign at a crossing shall be determined as provided by law.

23 (26) The department and local authorities are authorized to determine  
24 those portions of any highway under their respective jurisdictions where  
25 overtaking and passing or driving on the left side of the roadway would be  
26 especially hazardous and may by appropriate signs or markings on the  
27 roadway indicate the beginning and end of those zones and when signs or  
28 markings are in place and clearly visible to an ordinarily observant  
29 person, every driver of a vehicle shall obey those directions.

30 (27) The department and local authorities in their respective  
31 jurisdictions may in their discretion issue special permits authorizing  
32 the operation upon a highway of traction engines or tractors having  
33 movable tracks with transverse corrugations upon the periphery of the  
34 movable tracks or farm tractors or other farm machinery, the operation of  
35 which upon a highway would otherwise be prohibited under this title or  
36 title 40, Idaho Code.

37 (28) The department and local highway authorities within their  
38 respective jurisdictions may place official traffic-control devices  
39 prohibiting, limiting or restricting the stopping, standing or parking of  
40 vehicles on any highway where such stopping, standing or parking is  
41 dangerous to those using the highway or where the stopping, standing or  
42 parking of vehicles unduly interferes with the free movement of traffic  
43 thereon.

44 (29) On any informational material printed after July 1, 1995, by or  
45 at the order of the department and distributed to counties, school  
46 districts or individuals for the purpose of assisting a person to  
47 successfully pass a driver's license test, the department shall include  
48 material about the state's open range law and responsibilities,  
49 liabilities and obligations of drivers driving in the open range.

50  
51 SECTION 2. That Section 49-306, Idaho Code, be, and the same is hereby  
52 amended to read as follows:  
53

49-306. APPLICATION FOR DRIVER'S LICENSE, INSTRUCTION PERMIT,  
 COMMERCIAL LEARNER'S PERMIT OR RESTRICTED SCHOOL ATTENDANCE DRIVING  
 PERMIT. [EFFECTIVE UPON CERTIFICATION THAT IDAHO TRANSPORTATION DEPARTMENT  
 IT SYSTEM SUPPORTS THE ORGAN DONATION CONTRIBUTION FUND] (1) Every  
 application for any instruction permit, restricted school attendance  
 driving permit, or for a driver's license shall be made upon a form  
 furnished by the department and shall be verified by the applicant before  
 a person authorized to administer oaths. Officers and employees of the  
 department, and agents authorized by the department and sheriffs and their  
 deputies are authorized to administer the oaths without charge. Every  
 application for a permit, extension or driver's license shall be  
 accompanied by the following fee, none of which is refundable:

- (a) Class A, B, C (4-year) license with endorsements -
  - age 21 years and older ..... \$40.00
- (b) Class A, B, C (3-year) license with endorsements -
  - age 18 to 21 years ..... \$30.00
- (c) Class A, B, C (1-year) license with endorsements -
  - age 20 years ..... \$15.00
- (d) Class D (3-year) license - under age 18 years ..... \$25.00
- (e) Class D (3-year) license - age 18 to 21 years ..... \$25.00
- (f) Class D (1-year) license - age 17 years or age 20 years .... \$15.00
- (g) Four-year Class D license - age 21 years and older ..... \$30.00
- (h) Eight-year Class D license - age 21 to 63 years ..... \$55.00
- (i) Commercial learner's permit ..... \$29.00
- (j) Class D instruction permit or supervised instruction permit  
 ..... \$15.00
- (k) Duplicate driver's license or permit issued under section 49-318,  
 Idaho  
 Code ..... \$15.00
- (l) Driver's license extension issued under section 49-319, Idaho  
 Code ..... \$10.00
- (m) License classification change (upgrade) ..... \$25.00
- (n) Endorsement addition ..... \$15.00
- (o) Class A, B, C skills tests not more than ..... \$200.00
- (p) Class D skills test not more than ..... \$35.00
- (q) Motorcycle endorsement skills test not more than ..... \$25.00
- (r) Knowledge test ..... \$ 3.00
- (s) Seasonal driver's license ..... \$39.00
- (t) One time motorcycle "M" endorsement ..... \$15.00
- (u) Motorcycle endorsement instruction permit ..... \$15.00
- (v) Restricted driving permit or restricted school attendance driving  
 permit ..... \$60.00

(2) A person who applies for a driver's license or a driver's  
 license renewal may designate a voluntary contribution of two dollars

1 (\$2.00) for the purpose of promoting and supporting organ donation. Such a  
 2 contribution shall be treated as a voluntary contribution to the organ  
 3 donation contribution fund created in section 49-2447, Idaho Code, and not  
 4 as a driver's license fee.

5 (3) Every application shall state the true and full name, date of  
 6 birth, sex, declaration of Idaho residency, Idaho residence address and  
 7 mailing address, if different, of the applicant, height, weight, hair  
 8 color, and eye color, and the applicant's social security number as  
 9 verified by the social security administration. If an applicant has  
 10 submitted an application pursuant to the provisions of chapter 58, title  
 11 19, Idaho Code, then the applicant may state, in his or her application  
 12 pursuant to this section, the applicant's alternative Idaho mailing  
 13 address in place of his or her Idaho residence address and mailing  
 14 address. Notwithstanding the provisions of section 49-303(13), Idaho Code,  
 15 an applicant for a nondomiciled class A, B or C driver's license or  
 16 nondomiciled commercial learner's permit having residency in a state that  
 17 is prohibited from issuing class A, B or C driver's licenses or commercial  
 18 learner's permits, as provided in 49 CFR 384, is excepted from providing  
 19 proof of Idaho residency and an Idaho mailing address.

20 (a) The requirement that an applicant provide a social security number as  
 21 verified by the social security administration shall apply only to  
 22 applicants who have been assigned a social security number.

23 (b) An applicant who has not been assigned a social security number  
 24 shall:

- 25 (i) Present written verification from the social security administration
- 26 that the applicant has not been assigned a social security number; and
- 27 (ii) Submit a birth certificate, passport or other documentary evidence
- 28 issued by an entity other than a state or the United States; and
- 29 (iii) Submit such proof as the department may require that the applicant
- 30 is lawfully present in the United States.

31 A driver's license, commercial learner's permit or any instruction permit  
 32 issued on and after January 1, 1993, shall not contain an applicant's  
 33 social security number. Applications on file shall be exempt from  
 34 disclosure except as provided in sections 49-202, 49-203, 49-203A and 49-  
 35 204, Idaho Code.

36 (c) Every application for a class A, B or C license shall state where the  
 37 applicant has been licensed for the preceding ten (10) years and under  
 38 which of the following driving categories the applicant will operate:

- 39 (i) Non-excepted interstate. The applicant operates or expects to
- 40 operate in interstate commerce, and is required to provide a medical
- 41 examiner's certificate;
- 42 (ii) Excepted interstate. The applicant operates or expects to operate in
- 43 interstate commerce, but engages exclusively in transportation or
- 44 operations excepted by the federal motor carrier safety administration
- 45 from all or parts of the qualification requirements of federal motor
- 46 carrier safety regulation 49, part 391, and is therefore not required to
- 47 provide a medical examiner's certificate;
- 48 (iii) Non-excepted intrastate. The applicant operates only in intrastate
- 49 commerce and is subject to and meets all Idaho driver qualification
- 50 requirements and the applicable parts of federal motor carrier safety
- 51 regulation 49, part 391, and is required to provide a medical examiner's
- 52 certificate; or
- 53 (iv) Excepted intrastate. The applicant operates in intrastate commerce,
- 54 but engages exclusively in exempted transportation or operations as listed

1 in section 67-2901B(2), Idaho Code, and the applicable parts of federal  
 2 motor carrier safety regulation 49, part 391, and is therefore not  
 3 required to provide a medical examiner's certificate.

4 All applications shall also state whether the applicant has  
 5 previously been licensed as a driver, and if so, when and by what state or  
 6 country, and whether a driver's license or privileges have ever been  
 7 suspended, revoked, denied, disqualified, canceled or whether an  
 8 application has ever been refused, and if so, the date of and reason for  
 9 the suspension, revocation, denial, disqualification, cancellation or  
 10 refusal and the applicant's oath that all information is correct as  
 11 signified by the applicant's signature.

12 (d) The applicant must submit proof of identity acceptable to the  
 13 examiner or the department and date of birth as set forth in a certified  
 14 copy of his birth certificate. When a certified copy of his birth  
 15 certificate or a delayed birth certificate is impossible to obtain from a  
 16 vital statistics agency, another government issued document may be  
 17 submitted that provides satisfactory evidence of a person's full legal  
 18 name and date of birth acceptable to the examiner or the department.

19 (e) Every applicant for a class A, B or C driver's license or commercial  
 20 learner's permit shall provide proof of United States citizenship or  
 21 lawful permanent residency in the United States upon application for  
 22 issuance, transfer, upgrade or renewal, unless the applicant's driving  
 23 record already contains documentation confirming United States citizenship  
 24 or lawful permanent residency. Every applicant for a nondomiciled class A,  
 25 B or C driver's license or commercial learner's permit domiciled in a  
 26 foreign country must provide an unexpired employment authorization  
 27 document issued by the department of homeland security or an unexpired  
 28 foreign passport accompanied by an approved I-94 form documenting the  
 29 applicant's most recent admittance into the United States.

30 (f) Individuals required to register in compliance with section 3 of the  
 31 federal military selective service act, 50 U.S.C. App. 451 et seq., as  
 32 amended, shall be provided an opportunity to fulfill such registration  
 33 requirements in conjunction with an application for a driver's license,  
 34 commercial learner's permit or instruction permit. Any registration  
 35 information so supplied shall be transmitted by the department to the  
 36 selective service system.

37 (4) Whenever an application is received from a person previously  
 38 licensed in another jurisdiction, the department shall request a copy of  
 39 the driver's record from the other jurisdiction and shall contact the  
 40 national driver register. When received, the driver's record from the  
 41 previous jurisdiction shall become a part of the driver's record in this  
 42 state with the same force and effect as though entered on the driver's  
 43 record in this state in the original instance.

44 (5) Whenever the department receives a request for a driver's record  
 45 from another licensing jurisdiction, the record shall be forwarded without  
 46 charge.

47 (6) The department shall contact and notify the commercial driver  
 48 license information system of the proposed application for a class A, B or  
 49 C driver's license or commercial learner's permit to ensure identification  
 50 of the person and to obtain clearance to issue the license.

51 (7) When the fees required under this section are collected by a  
 52 county officer, they shall be paid over to the county treasurer except as  
 53 provided in subsection (8), not less often than monthly, who shall  
 54 immediately:

(a) Deposit an amount equal to five dollars (\$5.00) from each driver's license except an eight-year class D license, or any class D instruction permit application fees, application for a duplicate driver's license or permit, classification change, seasonal driver's license and additional endorsement, and ten dollars (\$10.00) from each eight-year class D driver's license, in the current expense fund;

(b) Deposit two dollars and fifty cents (\$2.50) from each motorcycle endorsement and motorcycle endorsement instruction permit fee in the current expense fund;

(c) Deposit an amount equal to three dollars (\$3.00) from each fee for a knowledge test in the current expense fund;

(d) Deposit an amount up to twenty-five dollars (\$25.00) from each fee for a motorcycle endorsement skills test in the current expense fund; provided however, if a contractor administers the skills test he shall be entitled to the entire fee;

(e) Remit the remainder to the state treasurer; and

(f) Deposit up to twenty-eight dollars and fifty cents (\$28.50) from each fee for a class D skills test into the county current expense fund, unless the test is administered by a department-approved contractor, in which case the contractor shall be entitled to up to twenty-eight dollars and fifty cents (\$28.50) of each fee.

(8) When the fees required under this section are collected by the department, a state officer or agency, or agent authorized by the department, they shall be paid over to the state treasurer. When the department, or an authorized agent collects the fees required under this section the portion of fees to be retained by the county, shall be retained by the issuing authorized agent.

(9) The state treasurer shall distribute the moneys received from fees imposed by the provisions of this section, whether collected by a county officer or by a state officer or agency as follows:

(a) Two dollars (\$2.00) of each fee for a four-year driver's license or seasonal driver's license, and four dollars (\$4.00) of each fee for an eight-year class D driver's license, and one dollar and fifty cents (\$1.50) of each fee charged for driver's licenses pursuant to subsection (1)(b), (d) and (e) of this section, and fifty cents (50¢) of each fee charged for driver's licenses pursuant to subsection (1)(c) and (f) of this section, shall be deposited in the emergency medical services fund II created in section 56-1018A, Idaho Code, and four dollars (\$4.00) of each fee charged pursuant to subsection (1)(a), (g) and (s) of this section and eight dollars (\$8.00) of each fee charged pursuant to subsection (1)(h) of this section and three dollars (\$3.00) of each fee for driver's licenses pursuant to subsection (1)(b), (d) and (e) of this section, and one dollar (\$1.00) of each fee charged for driver's licenses pursuant to subsection (1)(c) and (f) of this section shall be deposited in the emergency medical services fund III created in section 56-1018B, Idaho Code;

(b) Twenty-eight dollars (\$28.00) of each fee for a seasonal or class A, B or C driver's license, and nineteen dollars and fifty cents (\$19.50) of each fee charged for a license pursuant to subsection (1)(b) of this section, and eight dollars and sixteen cents (\$8.16) of each fee charged for a license pursuant to subsection (1)(c) of this section shall be deposited in the state highway account;

(c) Twenty dollars (\$20.00) of each fee for a commercial learner's permit or driver's license classification change shall be deposited in the state highway account;

(d) Four dollars (\$4.00) of each fee for a commercial learner's permit shall be deposited in the emergency medical services fund III created in section 56-1018B, Idaho Code;

(e) Ten dollars (\$10.00) of each fee for a duplicate seasonal or class A, B or C driver's license, class A, B or C driver's license extension, or additional endorsement shall be deposited in the state highway account;

(f) Seven dollars and fifty cents (\$7.50) of each fee for a motorcycle endorsement and motorcycle endorsement instruction permit shall be deposited in the state highway account;

(g) Five dollars and thirty cents (\$5.30) of each fee for a four-year class D driver's license, and ten dollars and sixty cents (\$10.60) of each fee for an eight-year class D driver's license, and four dollars (\$4.00) of each fee charged for a license pursuant to subsection (1)(d) and (e) of this section, and one dollar and thirty-three cents (\$1.33) of each fee charged for a license pursuant to subsection (1)(f) of this section shall be deposited in the driver training fund;

(h) Twelve dollars and seventy cents (\$12.70) of each fee for a four-year class D driver's license, and twenty dollars and forty cents (\$20.40) of each fee for an eight-year class D driver's license, and ten dollars and fifty cents (\$10.50) of each fee charged for a license pursuant to subsection (1)(d) and (e) of this section, and six dollars and eighty-three cents (\$6.83) of each fee charged for a license pursuant to subsection (1)(f) of this section shall be deposited in the highway distribution fund;

(i) Two dollars and sixty cents (\$2.60) of each fee for a class D instruction permit, duplicate class D license or permit, and class D license extension shall be deposited in the driver training fund;

(j) Seven dollars and forty cents (\$7.40) of each fee for a class D instruction permit, duplicate class D license or permit, and class D license extension shall be deposited in the highway distribution fund;

(k) Ten dollars (\$10.00) of each fee for a class A, B or C skills test shall be deposited in the state highway account;

(l) One dollar (\$1.00) of each fee for a class A, B, C or four-year D driver's license, and two dollars (\$2.00) of each fee for an eight-year class D driver's license, and one dollar (\$1.00) of each fee charged for a license pursuant to subsection (1)(b), (d) and (e) of this section, and thirty-four cents (34¢) of each fee charged for a license pursuant to subsection (1)(c) and (f) of this section shall be deposited in the motorcycle safety program fund established in section 33-4904, Idaho Code;

(m) Six dollars and fifty cents (\$6.50) of each fee for a class D skills test shall be deposited into the state highway account; and

(n) Each voluntary contribution of two dollars (\$2.00) as described in subsection (2) of this section, less actual administrative costs associated with collecting and transferring such contributions, shall be deposited into the organ donation contribution fund created in section 49-2447, Idaho Code.

(10) The contractor administering a class A, B or C skills test shall be entitled to not more than one hundred ninety dollars (\$190) of the skills test fee. A contractor administering a class A, B or C skills test may collect an additional fee for the use of the contractor's vehicle for the skills test.

(11) Sixty dollars (\$60.00) of each restricted driving permit and each restricted school attendance driving permit shall be deposited in the state highway account.

(12) The department may issue seasonal class B or C driver's licenses to drivers who are employees of agri-chemical businesses, custom harvesters, farm retail outlets and suppliers, and livestock feeders that:

(a) Will only be valid for driving commercial vehicles that normally require class B or C commercial driver's licenses;

(b) Will be valid for seasonal periods that begin on the date of issuance and that are not to exceed one hundred eighty (180) days in a twelve (12) month period;

(c) May only be obtained twice in a driver's lifetime;

(d) Are valid only within a one hundred fifty (150) mile radius of the place of business or farm being serviced; and

(e) Will be valid only in conjunction with valid Idaho class D driver's licenses.

(13) The department may issue seasonal class B or C driver's licenses to drivers who:

(a) Have not violated the single license provisions of applicable federal regulations;

(b) Have not had any license suspensions, revocations or cancellations;

(c) Have not had any convictions in any vehicle for any offense listed in section 49-335(1) or (2), Idaho Code, or any one (1) serious traffic offense;

(d) Have at least one (1) year of driving experience with a class D or equivalent license in any type motor vehicle; and

(e) Are at least sixteen (16) years old.

SECTION 3. That Section 49-2442, Idaho Code, be, and the same is hereby amended to read as follows:

49-2442. IDENTIFICATION CARDS AUTHORIZED. Any Idaho resident may apply to an authorized agent of the department for an identification card. It is prima facie evidence of age when the authorized holder of an identification card exhibits a card which contains information indicating that the person has attained a certain age.

SECTION 4. That Section 49-2443, Idaho Code, be, and the same is hereby amended to read as follows:

49-2443. APPLICATION. Application for an identification card must be made in person before an examiner authorized agent by of the department ~~to issue driver's licenses~~. The examiner authorized agent shall obtain the following from the applicant:

(1) The true and full name and Idaho residence address and mailing address, if different, of the applicant;

(2) The identity and date of birth of the applicant as set forth in a certified copy of his birth certificate and, subject to subsection (6) of this section, other satisfactory evidence of identity acceptable to the examiner or the department;

(3) The height and weight of the applicant;

(4) The color of eyes and hair of the applicant;

(5) Applicant's signature; and

(6) The applicant's social security number as verified by the social security administration.

(a) The requirement that an applicant provide a social security number as verified by the social security administration shall apply only to applicants who have been assigned a social security number.

(b) An applicant who has not been assigned a social security number shall:

(i) Present written verification from the social security administration that the applicant has not been assigned a social security number; and

(ii) Submit a birth certificate, passport or other documentary evidence issued by an entity other than a state or the United States; and

(iii) Submit such proof as the department may require that the applicant is lawfully present in the United States.

SECTION 5. That Section 49-2444, Idaho Code, be, and the same is hereby amended to read as follows:

49-2444. IDENTIFICATION CARD ISSUED - FOUR-YEAR OR EIGHT-YEAR. (1) The department shall issue a distinguishing identification card that shall set forth the information contained in the application, in a form as prescribed by the department. All identification cards issued on or after January 1, 1993, shall not contain the applicant's social security number. An applicant's social security number shall be exempt from disclosure except for inquiries from agencies or institutions authorized to obtain such information by federal law or regulation, from peace officers or from jury commissioners. Each card shall have printed on it the applicant's full name, date of birth, Idaho residence address, sex, weight, height, eye color, hair color, and shall be issued a distinguishing number assigned to the applicant. If an applicant has submitted an application pursuant to the provisions of chapter 58, title 19, Idaho Code, then the applicant's identification card shall contain his or her alternative Idaho mailing address in place of his or her Idaho residence address. Each card shall also have printed on it the name of this state, the date of issuance, and the date of expiration. An identification card shall not be valid until it has been signed on the signature line by the applicant. Each card shall bear upon it a color photograph of the applicant which shall be taken by the examiner at the time of application. The photograph shall be taken without headgear or other clothing or device that disguises or otherwise conceals the face or head of the applicant. A waiver may be granted by the department allowing the applicant to wear headgear or other head covering for medical, religious or safety purposes so long as the face is not disguised or otherwise concealed. At the request of the applicant, an identification card may contain a statement or indication of the medical condition of the applicant.

No person shall receive an identification card unless and until he surrenders to the department all identification cards in his possession issued to him by Idaho or any other jurisdiction, or any driver's license issued by any other jurisdiction within the United States, or until he executes an affidavit that he does not possess an identification card or any driver's license.

Identification cards issued to persons under eighteen (18) years of age shall include a notation "under 18 until (month, day, year)," and identification cards issued to persons eighteen (18) years of age to twenty-one (21) years of age shall include a notation "under 21 until (month, day, year)." The nonrefundable fee for a four-year identification card issued to persons twenty-one (21) years of age or older shall be ten

dollars (\$10.00) of which five dollars (\$5.00) shall be retained by the county and credited to the current expense fund, and five dollars (\$5.00) shall be deposited in the state treasury to the credit of the highway distribution account. The nonrefundable fee for identification cards issued to persons under twenty-one (21) years of age shall be ten dollars (\$10.00), of which five dollars (\$5.00) shall be retained by the authorized issuing agent or if issued by the county, shall be ~~and~~ credited to the current expense fund, and five dollars (\$5.00) shall be deposited in the state treasury to the credit of the highway distribution account. The nonrefundable fee for an eight-year identification card shall be twenty dollars (\$20.00) of which ten dollars (\$10.00) shall be retained by the authorized issuing agent or if issued by the county ~~and shall be~~ credited to the current expense fund, and ten dollars (\$10.00) shall be deposited in the state treasury to the credit of the highway distribution account. At the option of the applicant, the identification card issued to a person twenty-one (21) years of age or older shall expire either on the cardholder's birthday in the fourth year or the eighth year following issuance of the card, except as otherwise provided in subsection (3) of this section. Every identification card issued to a person under eighteen (18) years of age shall expire five (5) days after the person's eighteenth birthday, except as otherwise provided in subsection (3) of this section. Every identification card issued to a person eighteen (18) years of age but under twenty-one (21) years of age shall expire five (5) days after the person's twenty-first birthday, except as otherwise provided in subsection (3) of this section.

Individuals required to register in compliance with section 3 of the federal military selective service act, 50 U.S.C. App. 451 et seq., as amended, shall be provided an opportunity to fulfill such registration requirements in conjunction with an application for an identification card. Any registration information so supplied shall be transmitted by the department to the selective service system.

(2) Every identification card, except those issued to persons under twenty-one (21) years of age, shall be renewable on or before its expiration, but not more than twenty-five (25) months before, and upon application and payment of the required fee.

(3) Every identification card issued to a person who is not a citizen or permanent legal resident of the United States shall have an expiration date that is the same date as the end of lawful stay in the United States as indicated on documents issued and verified by the department of homeland security, provided however, that the expiration date shall not extend beyond the expiration date for the same category of identification card issued to citizens. Persons whose department of homeland security documents do not state an expiration date shall be issued an identification card with an expiration date of one (1) year from the date of issuance.

(4) When an identification card has been expired for less than twenty-five (25) months, the renewal of the identification card shall start from the original date of expiration regardless of the year in which the application for renewal is made. If the identification card is expired for more than twenty-five (25) months, the application shall expire, at the option of the applicant, on the applicant's birthday in the fourth year or the eighth year following reissuance of the identification card, except as otherwise provided in subsection (3) of this section.

(5) (a) If an Idaho identification card has expired or will expire and the identification cardholder is temporarily out of state except on active military duty, the identification cardholder may request in writing on a form prescribed by the department an extension of the identification card. The request shall be accompanied by the fee fixed in section 49-306, Idaho Code, and the extension shall be no more than a twelve (12) month period. If the department determines that an extension of the identification card is necessary, it may issue an identification card showing the date to which the expired identification card is extended. Identification card extensions are limited to two (2) consecutive extensions per identification cardholder.

(b) Upon returning to the state of Idaho, the identification cardholder shall, within ten (10) days, apply for a renewal of the expired identification card and surrender the extended identification card and the expired identification card.

(6) An Idaho identification card issued to any person prior to serving on active duty in the armed forces of the United States, or a member of the immediate family accompanying such a person, if valid and in full force and effect upon entering active duty, shall remain in full force and effect and shall, upon application, be extended for a period of four (4) years so long as active duty continues, and the identification card shall remain in full force and effect sixty (60) days following the date the cardholder is released from active duty.

(7) A person possessing an identification card who desires to donate any or all organs or tissue in the event of death, and who has completed a document of gift pursuant to the provisions for donation of anatomical gifts as set forth in chapter 34, title 39, Idaho Code, may, at the option of the donor, indicate this desire on the identification card by the imprinting of the word "donor" on the identification card. The provisions of this subsection shall apply to persons possessing an identification card who are sixteen (16) years of age or older but less than eighteen (18) years of age if the requirements provided in chapter 34, title 39, Idaho Code, have been complied with.

(8) A person possessing an identification card or an applicant for an identification card who is a person with a permanent disability may request that the notation "permanently disabled" be imprinted on the identification card, provided the person presents written certification from a licensed physician verifying that the person's stated impairment qualifies as a permanent disability according to the provisions of section 49-117, Idaho Code.

(9) A person who is a veteran may request that his or her status as such be designated on an identification card at no additional cost. Any such request shall be accompanied by proof of being a current or former member of the United States armed forces. Upon request and submission of satisfactory proof, the department shall indicate such person's status as a veteran on any identification card issued pursuant to the provisions of this section. Such designation shall be made upon original issuance or renewal of an identification card. Designation shall also be made on any duplicate identification card issued, provided that the fee for such duplicate card is paid in accordance with this section.

Satisfactory proof of being a current or former member of the United States armed forces must be furnished by an applicant to the department before a designation of veteran status will be indicated on any identification card. Acceptable proof shall be a copy of form DD214 or an

1 equivalent document or statement from the department of veterans affairs  
2 that identifies a character of service upon separation as "honorable" or  
3 "general under honorable conditions."

4 (10) In the case of a name change, the applicant shall provide legal  
5 documentation to verify the change in accordance with department rules.

6 (11) Whenever any person, after applying for or receiving an  
7 identification card, shall move from the address shown on the application  
8 or on the identification card issued, that person shall, within thirty  
9 (30) days, notify the transportation department in writing of the old and  
10 new addresses.

11 (12) The department shall cancel any identification card upon  
12 determining that the person was not entitled to the issuance of the  
13 identification card, or that the person failed to give the required and  
14 correct information in his application or committed fraud in making the  
15 application. Upon cancellation, the person shall surrender the canceled  
16 identification card to the department.

17 (13) If any person shall fail to return to the department the  
18 identification card as required, the department may direct any peace  
19 officer to secure its possession and return the identification card to the  
20 department.

21 (14) The department may issue a no-fee identification card to an  
22 individual whose driver's license has been canceled and voluntarily  
23 surrendered as provided in section 49-322(5), Idaho Code. The  
24 identification card may be renewed at no cost to the applicant as long as  
25 the driver's license remains canceled.

26 (15) It is an infraction for any person to fail to notify the  
27 department of a change of address as required by the provisions of  
28 subsection (11) of this section.

5 AN ACT

6 RELATING COMMERCIAL MOTOR VEHICLE REGISTRATION; AMENDING SECTION 49-421,  
7 IDAHO CODE, TO PROVIDE REGISTRATION CARDS MAY BE ISSUED ELECTRONICALLY;  
8 AMENDING SECTION 49-425, IDAHO CODE PROVIDE REGISTRATION MAY BE ISSUED  
9 ELECTRONICALLY; AMENDING SECTION 49-427, IDAHO CODE, PROVIDE ELECTRONIC  
10 REGISTRATION IS PERMISSIBLE AND TO MAKE TECHNICAL CORRECTION; AMEND  
11 SECTION 49-428, IDAHO CODE, ELIMINATE REQUIREMENT FOR REGISTRATION STICKER  
12 FOR COMMERCIALLY REGISTERED VEHICLES AND MAKE TECHNICAL CORRECTION; AMEND  
13 SECTION 49-434, IDAHO CODE, ELIMINATE VALIDATION STICKERS FOR COMMERCIAL  
14 VEHICLES AND TRAILERS, PERMIT ISSUANCE AND USE OF ELECTRONIC COPY OF  
15 REGISTRATION; AMEND SECTION 49-435, IDAHO CODE, ELIMINATE VALIDATION  
16 STICKERS FOR COMMERCIAL VEHICLE REGISTRATION AND PERMIT USE OF ELECTRONIC  
17 COPY OF REGISTRATION; AMEND SECTION 49-443, IDAHO CODE, PERMIT USE OF  
18 ELECTRONIC COPY OF REGISTRATION FOR COMMERCIAL VEHICLES AND TRAILERS,  
19 ELIMINATE VALIDATION STICKERS FOR COMMERCIAL VEHICLES, MAKE TECHNICAL  
20 CORRECTION.

21  
22 Be It Enacted by the Legislature of the State of Idaho:

23  
24 SECTION 1. That Section 49-1607, Idaho Code, be, and the same is  
25 hereby amended to read as follows:  
26

27 49-421. REGISTRATION CARDS. (1) Upon the registration of a vehicle,  
28 the registering agency shall issue to the owner, as defined in section 49-  
29 116(3), Idaho Code, a registration card which shall contain the date  
30 issued, the registration number assigned the owner and to the vehicle, the  
31 name and address of the owner, a description of the registered vehicle,  
32 identification number and any other information the department may  
33 require.

34 (2) The owner, upon receiving the registration card, shall sign in  
35 the space provided upon the card as proof of compliance with the insurance  
36 requirements of section 49-1229, Idaho Code. Such registration card when  
37 issued electronically to owners of vehicles registered pursuant to  
38 sections 49-434 and 49-435, Idaho Code, need not be signed.

39 (3) Upon a change of address the registrant shall report such change  
40 to the county assessor or the department within thirty (30) days following  
41 the change of address.

42 (4) It is an infraction for any person to fail to notify the  
43 department of a change of address as required by the provisions of  
44 subsection (3) of this section.  
45

46 49-425. LOST CERTIFICATE OR LICENSE PLATE - DUPLICATES. In the event  
47 that any license plate or registration card issued pursuant to the  
48 provisions of this chapter shall be lost, mutilated, or become illegible,  
49 the person to whom the plate or registration card is issued shall make  
50 immediate application for and obtain a duplicate or replacement upon  
51 furnishing information of fact satisfactory to the department and upon  
52 payment of the required fees. The fee for duplicate or replacement plates  
53 is provided in section 49-450 and section 49-202(2)(f), Idaho Code, for a  
54 replacement registration card whether issued in print or electronically.

49-427. REGISTRATION CARD TO BE CARRIED. The registration card issued for a vehicle required to be registered by the provisions of this chapter shall, while the vehicle is being operated upon a highway, be in the possession of the ~~operator or chauffeur~~ driver or carried in the vehicle and be subject to inspection by any peace officer. For drivers of commercial vehicles registered pursuant to sections 49-434 or 49-435, Idaho Code, an electronic format of the registration card is permitted.

49-428. DISPLAY OF PLATE AND STICKERS. (1) License plates assigned to a motor vehicle shall be attached, one (1) in the front and the other in the rear, with the exception of the following:

(a) The license plate assigned to a motorcycle, all-terrain vehicle, utility type vehicle, motorbike or semitrailer and the license plate assigned to a motor vehicle operated by a manufacturer, repossession agent or dealer shall be attached to the rear.

(b) Vehicles displaying year of manufacture, old timer, classic car or street rod license plates shall be allowed to display one (1) plate attached to the rear of the vehicle.

(c) The license plate attached to a tractor shall be attached to the front.

(d) The wrecker plate shall be displayed on the vehicle being towed in such a manner as to be visible when the vehicle being towed is approached from the rear.

License plates shall be displayed during the current registration year. The annual registration sticker for the current registration year shall be displayed on each license plate, except for ~~trailers and semitrailers on extended~~ registration issued under the provisions of section 49-434, and section 49-435 Idaho Code. For the purposes of this title, the license plates together with the registration stickers shall be considered as license plates for the year designated on the registration sticker.

(2) Every license plate shall at all times be securely fastened to the vehicle to which it is assigned to prevent the plate from swinging, be at a height not less than twelve (12) inches from the ground, measuring from the bottom of the plate, be in a place and position to be clearly visible, and shall be maintained free from foreign materials and in a condition to be clearly legible, and all registration stickers shall be securely attached to the license plates and shall be displayed as provided in section 49-443(4), Idaho Code.

49-434. OPERATING FEES. (1) There shall be paid on all commercial vehicles, noncommercial vehicles, and on all farm vehicles having a maximum gross weight not in excess of sixty thousand (60,000) pounds, an annual registration fee or a staggered registration fee for the purpose of reregistration and notice of expiration in accordance with the following schedule.

Unladen Weight for Wreckers	Annual Registration Fee	
Maximum Gross Weight	Noncommercial and	Commercial

For Other Vehicles (Pounds)	Farm Vehicles	Vehicles and Wreckers
8,001-16,000 inc. ....	\$ 48.00	\$ 48.00
16,001-26,000 inc. ....	61.08	143.40
26,001-30,000 inc. ....	91.68	223.80
30,001-40,000 inc. ....	130.08	291.60
40,001-50,000 inc. ....	188.28	360.00
50,001-60,000 inc. ....	311.88	515.40

1 In addition to the registration fees provided for in this subsection,  
2 there shall be an additional registration fee imposed of twenty-five  
3 dollars (\$25.00).

4 (2) There shall be paid on all commercial vehicles, irrespective of  
5 body type, and on all farm vehicles having a maximum gross weight in  
6 excess of sixty thousand (60,000) pounds, an annual registration fee in  
7 the amount prescribed by subsection (8) of this section, as applicable.

8 (3) In addition, the annual registration fee for trailers shall be:

9  
10 (a) Trailer or semitrailer in a combination of vehicles .....\$15.00

11  
12 (b) Rental utility trailer with a gross weight of two thousand (2,000)  
13 pounds or less .....\$8.00

14  
15 (c) Rental utility trailer with a gross weight over two thousand (2,000)  
16 pounds .....\$15.00

17 (4) As an option to the trailer and semitrailer and rental utility  
18 trailer annual registrations issued pursuant to subsection (3) of this  
19 section, the department may provide a nonexpiring plate and registration  
20 for trailers and semitrailers, and an optional, extended registration for  
21 rental utility trailers.

22 (a) For trailers and semitrailers, the nonexpiring registration fee shall  
23 be ninety-nine dollars (\$99.00). The license plate shall remain on the

trailer or semitrailer until the registration is canceled or revoked. No part of the fee is subject to refund. However, the registrant may transfer the nonexpiring plate and registration to another trailer or semitrailer titled to the registrant if the original registration date is prior to July 1, 2009. The registration document shall be the official record of the status of the nonexpiring registration and no registration fee shall be required after the initial registration is paid. No validation sticker shall be ~~required or~~ issued for ~~such nonexpiring~~ license plates assigned under this section. The owner may be issued an electronic copy of the registration card issued pursuant to this section.

(i) Registration of a trailer or semitrailer based in another jurisdiction may be issued when the registrant provides a valid jurisdiction title or ownership document and certification statement, and no title transfer will be required.

(ii) Periodic verification will be made to confirm ownership status. Failure of the owner to comply with the verification request to confirm ownership within thirty (30) days, shall result in cancellation of the permanent plate registration.

(b) Idaho based trailer manufacturers may purchase trailer and semitrailer registration from the department. The manufacturer may issue the annual registration to foreign-based purchasers utilizing a manufacturer's certificate of origin or manufacturer's statement of origin as proof of ownership. If the foreign-based purchaser subsequently obtains an Idaho nonexpiring registration as provided in paragraph (a) of this subsection prior to annual registration expiration, the amount of the annual registration fee shall be applied to the nonexpiring registration fee provided that the customer acquires a title for such vehicle.

(c) For rental utility trailers, the registrant may prepay the annual registration for an additional one (1), two (2), three (3) or four (4) years, but in no event shall the optional registration period extend beyond five (5) years. The fee shall be as specified in subsection (3)(b) or (c) of this section. The owner will be issued a registration card or may request such card to be sent electronically, the expiration date will be reflected on the registration card. A pressure-sensitive sticker shall be used to validate the license plate. The license plate shall become void if the owner's interest in the rental utility trailer changes during the five (5) year period. If the owner fails to enter the rental utility trailer on the annual renewal application during the five (5) year period, the registration record shall be purged. Any unrenewed plate shall be returned to the department if it is not entered on the renewal application.

(5) A fleet registration option is available to owners who have twenty-five (25) or more commercial or farm vehicles or any combination thereof. Such owners may register all of their company vehicles with the department in lieu of registering with a county assessor. To qualify the fleet must be owned and operated under the unified control of one (1) person and the vehicles must be physically garaged and maintained in two (2) or more counties. Fleet registration shall not include fleets of rental vehicles. The department shall provide a registration application to the owner and the owner shall provide all information that the department determines is necessary. The department shall devise a special license plate numbering system for fleet-registered vehicles as an alternative to county license plates. The fleet registration application and all subsequent registration renewals shall include the physical

address where a vehicle is principally used, garaged and maintained. The fleet owner shall report the physical address to the department upon initial registration, on each renewal, and at any time a vehicle registered under this option is permanently transferred to another location.

(6) If the ownership of a vehicle changes during the registration period, the original owner may transfer the plate to another vehicle. The remaining fee shall be credited against the cost of the new registration. Refunds may be given for any unexpired portion of the vehicle registration fee if the plate is not transferred by the owner to another vehicle. Any request for refund shall include surrender of the license plate, ~~validation sticker~~ and registration document if a physical document was issued. Owners of vehicles registered under the international registration plan may request a refund of the unexpired portion of the Idaho vehicle registration fee by presenting evidence from the base jurisdiction that the license plate, ~~validation sticker~~ and registration document, if a physical document was issued, have been surrendered. A license plate shall not be transferred to another owner when the ownership of a vehicle changes. The owner shall obtain a replacement plate, ~~validation sticker~~ if required, and a registration document printed or electronically, when a plate is lost, destroyed or becomes illegible.

(7) An administrative fee of four dollars (\$4.00) shall be paid and deposited to the state highway account on all registrations completed by the department under subsection (1) or (8)(a) of this section. Vehicles registered under subsection (8)(b) of this section shall pay the fee provided in section 49-435(2), Idaho Code.

(8) There shall be paid on all commercial and farm vehicles having a maximum gross weight in excess of sixty thousand (60,000) pounds, a registration fee based upon the maximum gross weight of a vehicle as declared by the owner and the total number of miles driven on roads and highways in the state, county, city and highway district systems in Idaho, and if registered under the international registration plan (IRP), in all other jurisdictions. The appropriate registration fee shall be determined as follows:

(a) If the owner registers vehicles under the international registration plan (IRP), the appropriate mileage column shall be determined by the total miles an owner operated a fleet of vehicles on roads and highways in the state, county, city and highway district systems in Idaho and in all other jurisdictions in the preceding year, as defined in section 49-117, Idaho Code, and by the maximum gross weight of each vehicle within a fleet.

(b) If the owner registers vehicles under the international registration plan and determines that the average international registration plan fleet miles, calculated by dividing the total IRP fleet miles in all jurisdictions by the number of registered vehicles, is less than fifty thousand one (50,001) miles, the owner may apply to the department for refund of a portion of the registration fees paid, consistent with the fee schedules set forth in this section. The department shall provide an application for the refund. An owner making application for refund under this section shall be subject to auditing as provided in section 49-439, Idaho Code.

(c) If the owner is not registering vehicles under the international registration plan, the appropriate mileage column shall be determined by the total miles the owner operated each of the vehicles to be registered

1 on roads and highways in the state, county, city and highway district  
 2 systems in Idaho in the preceding year and by the maximum gross weight of  
 3 each vehicle.

Maximum Gross					
Weight of Vehicle					
(Pounds)	Total Miles Driven				
	1 to	7,501 to	20,001 to	35,001 to	Over
	7,500	20,000	35,000	50,000	50,000
60,001-62,000	\$223	\$ 511	\$ 789	\$1,068	\$1,560
62,001-64,000	\$251	\$ 576	\$ 890	\$1,205	\$1,760
64,001-66,000	\$280	\$ 642	\$ 992	\$1,342	\$1,960
66,001-68,000	\$309	\$ 707	\$1,093	\$1,479	\$2,160
68,001-70,000	\$337	\$ 773	\$1,194	\$1,615	\$2,360
70,001-72,000	\$366	\$ 838	\$1,295	\$1,752	\$2,560
72,001-74,000	\$394	\$ 904	\$1,396	\$1,889	\$2,760
74,001-76,000	\$423	\$ 969	\$1,498	\$2,026	\$2,960
76,001-78,000	\$451	\$1,035	\$1,599	\$2,163	\$3,160
78,001-80,000	\$480	\$1,100	\$1,700	\$2,300	\$3,360
80,001-82,000	\$494	\$1,133	\$1,751	\$2,368	\$3,460
82,001-84,000	\$509	\$1,165	\$1,801	\$2,437	\$3,560
84,001-86,000	\$523	\$1,198	\$1,852	\$2,505	\$3,660
86,001-88,000	\$537	\$1,231	\$1,902	\$2,574	\$3,760
88,001-90,000	\$551	\$1,264	\$1,953	\$2,642	\$3,860
90,001-92,000	\$566	\$1,296	\$2,004	\$2,711	\$3,960
92,001-94,000	\$580	\$1,329	\$2,054	\$2,779	\$4,060
94,001-96,000	\$594	\$1,362	\$2,105	\$2,848	\$4,160
96,001-98,000	\$609	\$1,395	\$2,155	\$2,916	\$4,260

98,001-100,000	\$623	\$1,427	\$2,206	\$2,985	\$4,360
100,001-102,000	\$637	\$1,460	\$2,257	\$3,053	\$4,460
102,001-104,000	\$651	\$1,493	\$2,307	\$3,121	\$4,560
104,001-106,000	\$666	\$1,526	\$2,358	\$3,190	\$4,660
106,001-108,000	\$680	\$1,558	\$2,408	\$3,258	\$4,760
108,001-110,000	\$694	\$1,591	\$2,459	\$3,327	\$4,860
110,001-112,000	\$709	\$1,624	\$2,510	\$3,395	\$4,960
112,001-114,000	\$723	\$1,657	\$2,560	\$3,464	\$5,060
114,001-116,000	\$737	\$1,689	\$2,611	\$3,532	\$5,160
116,001-118,000	\$751	\$1,722	\$2,661	\$3,601	\$5,260
118,001-120,000	\$766	\$1,755	\$2,712	\$3,669	\$5,360
120,001-122,000	\$780	\$1,788	\$2,763	\$3,738	\$5,460
122,001-124,000	\$794	\$1,820	\$2,813	\$3,806	\$5,560
124,001-126,000	\$809	\$1,853	\$2,864	\$3,874	\$5,660
126,001-128,000	\$823	\$1,886	\$2,914	\$3,943	\$5,760
128,001-129,000	\$837	\$1,918	\$2,965	\$4,011	\$5,860

1 In addition to the registration fees provided for in this subsection,  
2 there shall be an additional registration fee imposed of twenty-five  
3 dollars (\$25.00).

4 (d) In addition to the fees set forth in paragraphs (a) and (c) of this  
5 subsection (8), an owner or operator may purchase a temporary permit as  
6 provided in section 49-432(2), Idaho Code, for operation of a vehicle at a  
7 weight in excess of the current, valid, registered maximum gross vehicle  
8 weight. The permit so issued shall be specific to the motor vehicle to  
9 which it is issued. No permit or fee shall be transferable or  
10 apportionable to any other vehicle, nor shall any such fee be refundable.

11 (e) Any commercial or farm vehicle registered for more than sixty  
12 thousand (60,000) pounds up to one hundred six thousand (106,000) pounds  
13 traveling fewer than two thousand five hundred (2,500) miles annually on  
14 roads and highways in the state, county, city and highway district systems  
15 in Idaho shall pay an annual registration fee of two hundred fifty-five  
16 dollars (\$255). The provisions of section 49-437(2), Idaho Code, shall not  
17 apply to vehicles registered under this subsection (8)(e).

18 (9) (a) During the first registration year that the fee schedule in  
19 subsection (8)(c) of this section is in use, an owner shall use the  
20 mileage data from the records used to report the mileage use fee in the

1 immediately preceding year as the basis for determining the appropriate  
2 registration fee schedule.

3 (b) Any owner who registers a motor vehicle for the first time and who  
4 has no mileage history for the vehicle shall estimate the miles to  
5 determine the appropriate fee schedule in subsection (8)(c) of this  
6 section. When estimating the miles, the owner shall provide a statement on  
7 the application of the method used to arrive at the estimated miles.

8 (c) Any owner using any fee schedule other than the highest fee schedule  
9 under subsection (8)(c) of this section, shall certify at the time of  
10 registration that the miles operated in the preceding year do not exceed  
11 the schedule applied for. Any owner using a fee schedule under subsection  
12 (8)(c) of this section that is less than the highest schedule shall  
13 maintain records to substantiate the use of the schedule as required by  
14 section 49-439, Idaho Code.

15 (10) An owner registering under subsection (8)(a) or (8)(c) of this  
16 section may elect to pay the full annual registration fee at the time of  
17 registration or renewal of registration, or an owner may pay at least one-  
18 quarter (1/4) of the annual registration fee due. The remainder of the  
19 annual Idaho registration fee shall be paid in three (3) equal  
20 installments on dates as billed by the department.

21 (11) An owner registering or renewing a registration under subsection  
22 (8) (a) of this section electing to use installment payments as provided  
23 in subsection (10) of this section, shall pay all of the fees due to other  
24 IRP jurisdictions in addition to one-quarter (1/4) of the Idaho fee due at  
25 the time of registration or reregistration. The remainder of the annual  
26 Idaho registration fee shall be paid in three (3) equal installments on  
27 dates as billed by the department.

28 (12) If any vehicle or combinations of vehicles haul nonreducible  
29 loads, as authorized under the provisions of section 49-1004, Idaho Code,  
30 and weigh less than the starting weights per axle configuration listed in  
31 column 1 of subsection (2), section 49-1004, Idaho Code, then and in that  
32 event there shall be paid for that vehicle, in addition to the other fees  
33 required in this section, an additional use fee of 2.1 mills per mile for  
34 each two thousand (2,000) pounds or fraction thereof of the maximum gross  
35 weight in excess of those set forth in section 49-1001, Idaho Code.

36  
37  
38 49-435. PROPORTIONAL REGISTRATION OF COMMERCIAL VEHICLES. (1) Any  
39 owner engaged in operating one (1) or more fleets of commercial vehicles  
40 may, in lieu of the registration fees imposed by section 49-434, Idaho  
41 Code, register each fleet for operation in this state by filing an  
42 application with the department which shall contain the information  
43 required by the international registration plan (IRP) agreement. Any owner  
44 who makes application for proportional registration under the provisions  
45 of the international registration plan shall comply with the terms and  
46 conditions of the IRP agreement.

47 (2) The department shall register the vehicle so described and  
48 identified and may issue license plates ~~or distinctive sticker~~ or other  
49 suitable identification device for each vehicle listed in the application  
50 upon payment of the fees required under subsections (1) and (8) of section  
51 49-434, Idaho Code, and an additional identification charge of eight  
52 dollars (\$8.00) per vehicle. The fees collected for the additional  
53 identification shall be deposited to the state highway account. A  
54 registration card shall be issued in print or electronically for each

1 proportionally registered vehicle appropriately identifying it which shall  
 2 be carried and available on an electronic device or in or upon the vehicle  
 3 identified at all times.

4 (3) Fleet vehicles so registered and identified shall be deemed to  
 5 be fully licensed and registered in this state for any type of movement or  
 6 operation.

7 (4) The right to the privilege and benefits of proportional  
 8 registration of fleet vehicles extended by this section, or by any  
 9 contract, agreement, arrangement or declaration made under the authority  
 10 provided in section 49-201, Idaho Code, shall be subject to the condition  
 11 that each fleet vehicle proportionally registered shall also be  
 12 proportionally or otherwise properly registered in at least one (1) other  
 13 jurisdiction during the period for which it is proportionally registered  
 14 in this state.

15 (5) No provision of this section relating to proportional  
 16 registration of fleet vehicles shall be construed as requiring any vehicle  
 17 to be proportionally registered if it is otherwise registered in this  
 18 state for the operation in which it is engaged including regular  
 19 registration or temporary trip permit.  
 20

21 49-443. LICENSE PLATES TO BE FURNISHED BY DEPARTMENT - FORM AND  
 22 CONTENTS. (1) The assessor or the department shall furnish to every owner  
 23 whose vehicle is registered or licensed by that office, pursuant to  
 24 sections 49-402 and 49-402A, Idaho Code, one (1) license plate for  
 25 vehicles registered under the provisions of section 49-406, 49-406A or 49-  
 26 408, Idaho Code, or a motorcycle, trailer, truck-tractor, or semitrailer;  
 27 one (1) restricted vehicle license plate for all-terrain vehicles, utility  
 28 type vehicles and motorbikes licensed pursuant to this chapter; and two  
 29 (2) license plates for every other motor vehicle. If a vehicle is issued  
 30 one (1) plate only, that plate shall be displayed in accordance with the  
 31 provisions of section 49-428, Idaho Code. For vehicles registered under  
 32 the provisions of section 49-407, Idaho Code, the applicant shall provide  
 33 one (1) plate to be displayed on the rear of the vehicle.

34 Commencing January 1, 1992, the color and design of the plates shall  
 35 be comparable to the color and design of the statehood centennial issue of  
 36 license plates with blue numerals and letters on a multicolored red, white  
 37 and blue background. Each license plate must bear upon its face the  
 38 inscriptions "Famous Potatoes" and "Scenic Idaho." The restricted vehicle  
 39 license plate for all-terrain vehicles, utility type vehicles and  
 40 motorbikes shall be a white background with black numerals and letters,  
 41 with "Idaho Restricted Vehicle" and the year of its expiration on its face  
 42 and no other inscription. The restricted vehicle license plate shall be  
 43 the same size required for the motorcycle license plate.

44 Every license plate shall have displayed upon it the registration  
 45 number assigned to the vehicle and its owner and the name "Idaho" which  
 46 may be abbreviated. The plates issued under the provisions of section 49-  
 47 402(1), Idaho Code, and the required letters and numerals, including an  
 48 identification of the county in which the motor vehicle to which the  
 49 plates will be affixed is registered, shall be of sufficient size to be  
 50 plainly readable from a distance of seventy-five (75) feet during  
 51 daylight, and each license plate and registration sticker shall be treated

1 with a fully reflectorized material according to specifications prescribed  
2 by the board.

3 (2) License plates shall be valid for a period of seven (7) years  
4 beginning with the date of issuance of new plates. At the end of the sixth  
5 year, the registered owner shall receive notice of the date upon which the  
6 plates will expire.

7 For specialty license plate programs discontinued pursuant to the  
8 provisions of section 49-402C, Idaho Code, a registrant with a specialty  
9 license plate currently registered under the program may use such license  
10 plate for up to seven (7) years from the date of issuance. This provision  
11 is intended to permit the use of the specialty plate by the registrant  
12 regardless of the number of persons who purchase the specialty plate. The  
13 registrant shall be required to pay the special plate program fees  
14 provided for specialty plates pursuant to this chapter. Such fees shall be  
15 deposited into the state highway account. For purposes of section 49-434,  
16 Idaho Code, as it applies to commercial vehicles, and section 49-435,  
17 Idaho Code, the department shall provide new plates bearing the same  
18 number or upon request from the registered owner, the next available  
19 number.

20 (3) If a license plate number has expired as provided in subsection  
21 (2) of this section and is not renewed within sixty (60) days of its  
22 expiration, the plate number shall be available for use by another  
23 registrant. To obtain a specific number in the recycled license plate  
24 number file, the owner of a registered vehicle may contact the county  
25 regarding availability.

26 The provisions of this subsection shall apply only to vehicles  
27 registered under the provisions of section 49-402(1), Idaho Code, and  
28 section 49-434(1), Idaho Code, as it applies to noncommercial vehicles.

29 (4) License plates issued for vehicles required to be registered in  
30 accordance with the provisions of sections 49-402 and 49-402A, Idaho Code,  
31 shall be issued color coded red, white or blue registration validation  
32 stickers showing the year of registration. Each registration validation  
33 sticker shall bear a number from 1 through 12, which number shall  
34 correspond to the month of the calendar year in which the registration of  
35 the vehicle expires and shall be affixed to the lower right-hand corner of  
36 the plates within the outlined rectangular area.

37 (5) License plates for utility trailers registered under the  
38 provisions of section 49-402A, Idaho Code, that are issued for five (5) or  
39 ten (10) years and license plates for rental utility trailers registered  
40 under the provisions of section 49-434, Idaho Code, that are issued for up  
41 to five (5) years shall use the design in effect on the date of  
42 manufacture. If a design change occurs, plates from the effective date of  
43 the design change shall be manufactured using the new design. Unexpired  
44 plates need not be reissued to conform to a design change.

45 (6) For license plates that are lost, stolen, mutilated, or  
46 illegible, the owner shall apply for a duplicate or substitute. The  
47 assessor shall also furnish for each registration, and to validate the  
48 license plate, a pressure-sensitive, uniquely numbered, color coded red,  
49 white or blue registration sticker, except for trailers and semitrailers  
50 registered under the ~~nonexpiring~~ provisions in section 49-434, Idaho Code.  
51 License plates issued for state, county and city motor vehicles shall be  
52 valid for seven (7) years pursuant to subsection (2) of this section and  
53 remain on the vehicle for which issued from year to year, and need no  
54 renewal or validation sticker.

1           (7) Whenever a vehicle is completely destroyed by fire or accident  
2 and the operator submits satisfactory proof of that destruction to the  
3 department or appropriate assessor's office, or the owner wishes to  
4 transfer the remaining registration use increment and fees shall be  
5 transferred to the replacement vehicle for a service transfer fee of five  
6 dollars (\$5.00), which fee shall be retained by the registering authority.  
7 None of the original fees shall be subject to refund.

8           (8) The department shall furnish in printed format or an electronic  
9 copy of the registration card to every owner whose vehicle is registered  
10 under sections 49-434 and 49-435, Idaho Code, ~~a pressure-sensitive,~~  
11 ~~uniquely numbered, color coded red, white or blue registration sticker to~~  
12 ~~validate the license plate, provided however, the provisions of this~~  
13 ~~subsection shall not apply to trailers and semitrailers registered under~~  
14 ~~the provisions of section 49-434(4), Idaho Code.~~

15           (9) The board shall have authority to require the return to the  
16 department of all license plates and registration stickers upon  
17 termination of the lawful use of them by the owner.

18           (10) The board may promulgate such rules as are necessary to  
19 implement the provisions of this section.

## AN ACT

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

49-335. DISQUALIFICATIONS AND PENALTIES - COMMERCIAL DRIVER'S LICENSE. (1) Any person who operates a commercial motor vehicle or who holds a class A, B or C driver's license is disqualified from operating a commercial motor vehicle for a period of not less than one (1) year if convicted in the form of a judgment or withheld judgment of a first violation under any state or federal law of:

(2) Any person who operates a commercial motor vehicle or who holds a class A, B or C driver's license is disqualified from operating a commercial motor vehicle for a period of not less than one (1) year if the person refuses to submit to or submits to and fails a test to determine the driver's alcohol, drug or other intoxicating substances concentration while operating a motor vehicle.

(4) A person is disqualified for the period of time specified in 49 CFR part 383 if found to have committed two (2) or more of any of the offenses specified in subsection (1) or (2) of this section, or any combination of those offenses, arising from two (2) or more separate incidents.

1 vehicle in the commission of any felony involving the manufacture,  
2 distribution, or dispensing of a controlled substance, or possession of a  
3 controlled substance with the intent to manufacture, distribute or  
4 dispense such controlled substance.

5 (6) A person is disqualified from operating a commercial motor  
6 vehicle for a period of not less than sixty (60) days if convicted of two  
7 (2) serious traffic violations, or one hundred twenty (120) days if  
8 convicted of three (3) or more serious traffic violations, committed in a  
9 commercial motor vehicle arising from separate incidents occurring within  
10 a three (3) year period. A conviction for reckless driving shall be  
11 considered a serious traffic violation if committed while operating a  
12 commercial motor vehicle or a noncommercial motor vehicle, as specified in  
13 49 CFR part 383.

14 (7) A person who drives, operates, or is in physical control of a  
15 commercial motor vehicle within this state while having any detectable  
16 amount of alcohol in his system or who refuses to submit to an alcohol  
17 test must be placed out of service for twenty-four (24) hours and be  
18 subject to the provisions of section 18-8002, Idaho Code.

19 (8) It is unlawful to violate an out-of-service order. A person who  
20 is convicted in the form of a judgment or withheld judgment of a violation  
21 of an out-of-service order while driving a commercial motor vehicle is  
22 disqualified for not less than:

23 (a) One hundred eighty (180) days nor more than one (1) year for a first  
24 conviction;

25 (b) Two (2) years nor more than five (5) years for a second conviction  
26 arising from separate incidents during any ten (10) year period;

27 (c) Three (3) years nor more than five (5) years for three (3) or more  
28 convictions arising from separate incidents during any ten (10) year  
29 period.

30 (9) A person who is convicted in the form of a judgment or withheld  
31 judgment of a violation of an out-of-service order while driving a  
32 commercial motor vehicle and while transporting hazardous materials  
33 required to be placarded under the hazardous materials transportation act,  
34 or while operating motor vehicles designed to transport sixteen (16) or  
35 more people including the driver, is disqualified for not less than:

36 (a) One hundred eighty (180) days nor more than two (2) years for a first  
37 conviction;

38 (b) Three (3) years nor more than five (5) years for subsequent  
39 convictions arising from separate incidents in any ten (10) year period.

40 (10) A person is disqualified from operating a commercial motor  
41 vehicle if convicted of a railroad grade crossing violation as specified  
42 in 49 CFR part 383 or applicable state laws while operating a commercial  
43 motor vehicle. The disqualification shall be for a period of:

44 (a) Sixty (60) days for a first conviction;

45 (b) One hundred twenty (120) days for a second conviction during any  
46 three (3) year period;

47 (c) One (1) year for a third or subsequent conviction during any three  
48 (3) year period.

49 (11) A person is disqualified from operating a commercial motor  
50 vehicle if the federal motor carrier administration has determined the  
51 person's driving constitutes an imminent hazard, as defined in 49 CFR  
52 383.5.

53 (a) An imminent hazard disqualification may not exceed one (1) year in  
54 duration. The driver, or a representative on his or her behalf, may file

1 an appeal of the disqualification with the assistant administrator,  
2 adjudications counsel, federal motor carrier safety administration.

3 (b) Any imminent hazard disqualification transmitted by the federal motor  
4 carrier safety administration shall become a part of the driver's record.

5 (c) The imminent hazard disqualification shall run concurrent to any  
6 other existing disqualification.

7 (12) In addition to the disqualification periods in subsections (8)  
8 and (9) of this section, a driver who is convicted of violating an out-of-  
9 service order shall be subject to a civil penalty of not less than two  
10 thousand five hundred dollars (\$2,500) for the first conviction and not  
11 less than five thousand dollars (\$5,000) for any subsequent conviction.

12 (13) A person who is disqualified from holding a commercial driver  
13 license pursuant to 49 CFR 383.51, and section (4) of this section, may  
14 make application to the department after a minimum ten (10) year period of  
15 disqualification.

16 (a) To be eligible for reinstatement following a lifetime disqualification  
17 under 49 CFR 383.51 and pursuant to section (4) of this section, the  
18 person must:

19 (i) Have a valid class D driver's license from Idaho or any other  
20 jurisdiction.

21 (ii) Meet all statutory requirements for issuance of a commercial  
22 driver license or commercial learner's permit as a new commercial driver  
23 applicant.

24 (iii) Voluntarily and successfully complete the national safety  
25 council courses for defensive driving - four (4) hour course, and  
26 professional truck driver four (4) hour course and provide proof of  
27 successful completion to the department.

28 (iv) Submit a valid medical examiner's certificate, if applicable.

29 (b) A person who has been reinstated and issued a commercial driver  
30 license under this section, who subsequently receives an additional  
31 lifetime disqualification will not be eligible for future reinstatement of  
32 a commercial driver license.

33 (c) A review of the driving record in this jurisdiction or any other  
34 jurisdiction for the past ten (10) years preceding the date of application  
35 for reinstatement must be free of any convictions occurring in a  
36 commercial vehicle; free of alcohol or drug related convictions or  
37 withdrawals, free of felony convictions involving a motor vehicle. Within  
38 the past three (3) years, the driving record must be free of convictions  
39 requiring a mandatory withdrawal of driving privileges, in this state or  
40 any other jurisdiction.

41 (d) If a person has moved from another jurisdiction that issued the  
42 lifetime disqualification, that jurisdiction must be willing to reinstate  
43 the disqualification or the person will remain ineligible for issuance of  
44 a commercial driver license.

## AN ACT

RELATING TO MOTOR VEHICLE DEALER AND SALESMAN LICENSING; AMENDING SECTION 49-1607, IDAHO CODE TO ALIGN FEES COLLECTED; REMOVE CODE REFERENCES TO RENEWAL OF LICENSES; AMEND RENEWAL OF LICENSES.

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

SECTION 1. That Section 49-1607, Idaho Code, be, and the same is hereby amended to read as follows:

49-1607. FEES - FUNDS - EXPENSES - EXPIRATION OF LICENSES. (1) The department shall collect with each application for licensure, the following fees:

(a) Dealer's, wholesale dealer's and vehicle manufacturer's license, initial application, two hundred dollars (\$200), ten dollars (\$10.00) of which shall be deposited in the county current expense fund, unless collected and processed by the department or authorized agent, who shall retain the ten dollar (\$10.00) fee. Renewal application, one hundred seventy-five dollars (\$175).

(b) Vehicle salesman's license, thirty-six dollars (\$36.00), ten dollars (\$10.00) of which shall be deposited in the county current expense fund, unless collected and processed by the department or authorized agent, who shall retain the ten dollar (\$10.00) fee.

(c) Distributor-factory branch-distributor branch license, one hundred seventy-five dollars (\$175).

(d) Representative's license, forty-four dollars (\$44.00).

(e) To reissue a license, salesman and dealer identification cards or other licensing documents at a dealer's request, not resulting from an error by the department, a fee of eighteen dollars (\$18.00) per document.

(f) Supplemental lot license or relocated principal place of business, and temporary supplemental lot, forty-four dollars (\$44.00) for license issued to a single dealer. A fee of eighty-eight dollars (\$88.00) for a license issued to a group of dealers for a temporary supplemental lot.

(2) All fees shall be paid over to the state treasurer for credit to the state highway account out of which shall be paid the expenses of the department and the expenses incurred in enforcing the provisions of this chapter.

(3) Dealer licenses, if not suspended or revoked, may be renewed from year to year upon the payment of the fees specified in this section to accompany applications, ~~and renewals shall be made in accordance with the provisions of section 49-1634, Idaho Code.~~

(a) There shall be twelve (12) licensing periods, starting with January and ending in December. A dealer's license shall be in effect from the month of initial licensing through the last day of the next year's calendar month that precedes the month of the initial licensing.

(b) Any renewal license application received or postmarked after thirty (30) days from the end of the previous year's license period shall be processed as an initial application and initial fees shall be paid.

(4) Salesman licenses, if not suspended or revoked, shall be valid for three (3) years from the date of issue and may be renewed upon application and payment of the fees specified in this section provided that:

(a) Employment remains with the sponsoring dealership; and

(b) The sponsoring dealership has a valid license issued by the department.

~~Renewals shall be issued in accordance with the provisions of section 49-1635, Idaho Code.~~

SECTION 2. That Section 49-1634, Idaho Code, be and the same is hereby repealed.

~~49-1634. DEALER SALES — MINIMUM SALES REQUIRED FOR LICENSE RENEWAL. (1) A vehicle dealer shall certify upon application for renewal of his dealer's license that during the preceding licensing year he sold at least five (5) vehicles, either at retail or wholesale.~~

~~(2) Failure to sell or to verify the sale of a minimum of five (5) vehicles shall be grounds for the department to deny renewal of the dealer's license.~~

~~(3) Any vehicle dealer who has had his license denied or has failed to meet the requirement to sell a minimum of five (5) vehicles during the preceding licensing year is entitled to a hearing as provided in section 49-1618, Idaho Code.~~

SECTION 3. That Section 49-1635, Idaho Code, be and the same is hereby repealed.

~~49-1635. SALESMAN SALES — MINIMUM SALES REQUIRED FOR LICENSE RENEWAL. (1) A full-time salesman shall certify upon application for renewal of his license that he sold at least five (5) vehicles, either at retail or wholesale, during each of the preceding years in which his license was in effect.~~

~~(2) Failure to sell or to verify the sale of a minimum of five (5) vehicles in each of the preceding years his license was in effect, shall be grounds for the department to deny renewal of the salesman's license.~~

~~(3) Any full-time salesman who has had his license denied or has failed to meet the minimum sales requirement is entitled to a hearing as provided in section 49-1618, Idaho Code.~~



## Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date July 18, 2019Consent Item ☐ Information Item ☐ Amount of Presentation Time Needed 10 minutes

Presenter's Name Char McArthur	Presenter's Title Chief Administrative Officer	Initials CM	Reviewed By LSS
Preparer's Name Michelle Yankovich	Preparer's Title Financial Manager Internal Review	Initials MY	

### Subject

Proposed revisions to the Internal Review policies		
Key Number	District	Route Number

### Background Information

The Board Policy changes are to use industry best practice language for assurance activity of internal review and remove the operational approval of the audit plan. Board activity should not be in the operational level of the department, but rather the policy and guidance level.

Administrative policy changes are to consolidate and clarify language and terms such as executive leadership composition and remove performance measures from the policy. It is not standard practice for performance criteria to be put into policy.

### Recommendations

30-day review period and staff will seek approval of the changes next month; however, the board has the prerogative to take other action.

### Board Action

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



BOARD POLICY 4017

Page 1 of 1

**OFFICE OF INTERNAL REVIEW**

**Purpose**

The purpose of this policy is to establish an Office of Internal Review within the Idaho Transportation Department.

**Legal Authority**

Idaho Code section 40-314 (1) - Powers and Duties of the Idaho Transportation Board to establish internal structures deemed necessary for full and efficient administration of the Department.

The Director of the Idaho Transportation Department shall establish an Office of Internal Review. This office shall provide independent and objective risk based assurance and consulting to the Director on ITD's governance, risk management, and control process to determine if Assurance to the Director that material risks identified through Enterprise the Risk Assessment's processes by Executive Management and the Board are mitigated through proper design of controls and that controls are functioning as designed.

The Audit Sub-Committee of the Board shall provide oversight responsibilities over the internal review function. Those activities include the following:

- Inform Internal Review's annual work plan through input into the Enterprise Risk Assessment process annually.
- ~~Approve the results of the Enterprise Risk Assessment and of Internal Review's annual work plan that results from the assessment process.~~
- Meet, at least on an annual basis, and as desired with the Chief Administrative Officer and the Internal Review Manager to review results of Risk Mitigation and audit work plan outcomes.
- Have authority to direct department resources to independently conduct an internal review as deemed necessary by the Board.

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Bill Moad

Board Chairman

Approved by the Board on:  
  
Date



**BOARD POLICY 4017**

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Approved by the Board on:

Date \_\_\_\_\_

\_\_\_\_\_  
Bill Moad  
Board Chairman



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This policy is to define the responsibilities of the Office of Internal Review in accordance with Board policy 4017.

### **Legal Authorization**

Idaho Code Section 40-314(1) – The Board shall establish departmental internal structures deemed necessary for the full and efficient administrations of the duties imposed by law upon the Board and the Department.

Idaho Code Section 40-314(2) – The Board controls the employment, promotion, reduction, dismissal and compensation of all employees of the Department.

Idaho Code Section 40-505 – Under the supervision and direction of the Board, the Director shall have general supervision and control of all activities, functions and employees of the Department.

The Office of Internal Review will be responsible for:

- Evaluating enterprise risk assessments conducted by management and testing the mitigation strategies applied to those risks.
- Testing the design and function of internal controls that include but are not limited to:
  - strategic, operational, financial and compliance process and controls
  - ~~Financial processes and reporting~~
  - Safeguarding assets
- ~~Testing~~ Evaluating compliance with established Department policies and State and Federal laws and regulations.

An annual enterprise risk assessment performed by management will be used by Internal Review for prioritization of work efforts. The internal review team will review the assessment and make recommendations to management on any gaps in the assessment. Assessments should be conducted in the spring with the work plan to be developed before the end of the fiscal year for the following year. The executive leadership team, comprised of the Director, Chief Deputy, Chief Operations Officer, Chief Administrative Officer and the Chief Human Resources Officer ~~and the Audit Sub-committee will jointly approve~~ approve the annual work plan derived from the assessment, following a review meeting in which the Audit Sub-committee members are invited.

Engagement reports shall identify any observed control or compliance failures. Control and compliance failures are required to be mitigated by management. The control and compliance failures will be reported to executive leadership and the Audit Sub-committee through an on-going log that includes the mitigation plan and timeline with follow-up reports on resolution. Internal review will report no less than annually to the Audit Sub-committee. Internal review will report when requested by the Audit Sub-committee to the ITD Board.

Reports shall identify any observed opportunities for improvement. The internal review team will track the identified opportunities and assist with implementation of any improvements as management requests. The internal review team will capture improvement opportunities identified and executed as part of the annual report.

The Internal Review Manager will follow up quarterly with the executive leadership team regarding mitigation action plans by each manager for follow through, until the recommendations are resolved. The respective Division Administrator is responsible for ensuring resolution. The tracking of recommendations will be publicly available as needed.

The Office of Internal Review shall also coordinate, conduct, and/or review all external audits on 3<sup>rd</sup> party contractors, local agencies, partners or other entities as may be required.

~~The effectiveness of Internal Review will be measured based on~~

- ~~• Feedback and analysis of Enterprise Risk Assessment to Management~~
- ~~• Completeness of Risk coverage in work efforts~~
- ~~• Effectiveness of resolving control or compliance failures~~
- ~~• Execution of improvement opportunities by managers and units~~
- ~~• Turn around time of their reviews and action plans~~
- ~~• Responsiveness to priority issues~~

Staffing levels and organizational structure will be based on organizational needs as assessed by leadership. External staff augmentation may be appropriate in specialty areas or for unexpected demand for services.

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

Date \_\_\_\_\_



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

Date \_\_\_\_\_