AGENDA

IDAHO TRANSPORTATION BOARD

October 17, 2019
AGENDA

Regular Meeting of the
Idaho Transportation Board

October 17, 2019
Idaho Transportation Department
Auditorium
3311 West State Street
Boise, Idaho

KEY:
ADM = Administration
DIR = Director
OP = Operations

Action Item 1. CALL MEETING TO ORDER 8:00

Information Item
2. SAFETY SHARE: Senior Transportation Planner Awusie

Action Item 3. BOARD MINUTES – September 11-12, 2019 8:05

Action Item 4. BOARD MEETING DATES
November 21, 2019 – Boise
December 12, 2019 – Boise

Action Item 5. CONSENT CALENDAR
OP ___ Consultant agreements
OP ___ Contracts for award
OP ___ Contract for rejection

Action Item 6. INFORMATIONAL CALENDAR
OP ___ Contract award information and current advertisements
OP ___ Professional services agreements and term agreement work tasks report
OP ___ Sign upgrades at public passive rail-highway crossings, statewide
OP ___ Sponsorship of department programs annual report
ADM ___ State FY20 financial statements
ADM ___ Monthly report of federal formula program funding through September
ADM ___ Non-construction professional service contracts issued

*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.*
**Information Items**

7. **REPORT ON BOARD SUBCOMMITTEE ON ADJUSTMENTS TO THE STATE HIGHWAY SYSTEM** - Vice Chairman Kempton  
   
8. **DIRECTOR’S MONTHLY REPORT ON ACTIVITIES**  
   
**Action Item**

9. **AGENDA ITEMS**
   
<table>
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<tr>
<th>ADM</th>
<th>District 4 administration building revision and updates to FY21 appropriation request</th>
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<td>(resolution on page 99)</td>
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**Information Items**

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<th>Best of the Best Innovate ITD! recognitions</th>
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<td>Enterprise Risk Management annual update</td>
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10. **BREAK**  
   
11. **EMPLOYEE SERVICE AWARDS**  
   – Chairman Moad, Board Speaker  
   
12. **BREAK**  
   
13. **AGENDA ITEMS, continued**  
   
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<tr>
<th>DIR</th>
<th>Idaho Transportation Department Fiscal Year 2019 Annual Report draft</th>
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<tr>
<td>OP</td>
<td>2019 Federal Land Access Program update</td>
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**Information Item**

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<th>FY19 State Highway System projects end of year statement</th>
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### Action Items

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<td><strong>14. EXECUTIVE SESSION</strong></td>
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<td>[SECTION 74-206(a), (b)]</td>
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<td>LEGAL ISSUES</td>
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<td><strong>15. AGENDA ITEMS, continued</strong></td>
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<td>Administrative settlement over $200,000</td>
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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.**

### WORKSHOP

1:45 PM
Auditorium

Agenda on page 3A
(Items for discussion)
DISCUSSION ITEMS

1) Transportation Expansion and Congestion Mitigation (TECM) Program
   a) TECM Background - 2017 Legislation
      Joel Drake, Financial Planning and Analysis Manager
      Ken Kanownik, Planning Services Manager
      i) Original TECM Legislation (S1206, 2017 legislative session)
      ii) Board Briefings
          (1) Congestion Maps
          (2) Inclusion in Policy (4079 / 5079, November 2017)

   b) 2019 Legislation and the Current Idaho Transportation Investment Program
      Joel Drake, Financial Planning and Analysis Manager
      i) 2019 Legislation (S1065, 2019 legislative session)
      ii) TECM Funding / Projects Programmed in the FY20-26 ITIP

   c) Idaho State Chinden Campus, Regional and Statewide Congestion Reviews
      Ken Kanownik, Planning Services Manager
      i) Idaho State Chinden Campus Analysis
      ii) Treasure Valley Congestion
      iii) Geographic and Physical Barriers to Congestion Mitigation
      iv) Statewide Congestion Areas

   d) TECM Financing Option - Bonding Approach
      Dave Tolman, Controller
      i) Bonding Options
      ii) Approach

2) Grant Anticipation Revenue Vehicle (GARVEE) Program
   Amy Schroeder, Transportation Program Manager
   a) Program Background
   b) Corridor/Project Update
      i) US-95
      ii) I-84 (potential project savings)
      iii) SH-16 (phasing options and refined costs)
REGULAR MEETING AND DISTRICT THREE TOUR
OF THE IDAHO TRANSPORTATION BOARD

September 11-12, 2019

The Idaho Transportation Board met at 8:00 AM on Wednesday, September 11, 2019 in Boise, Idaho. The following principals were present:

Bill Moad, Chairman
Julie DeLorenzo, Member – District 3
Dwight Horsch, Member – District 5
Bob Hoff, Member – District 6
Chief Deputy Scott Stokes
Sue S. Higgins, Executive Assistant and Secretary to the Board

District 3 Tour. The Board traveled to Western Trailers in Boise to tour the manufacturing plant. It traveled west on I-84, local roads, and north on SH-55. In Cascade, Mayor Judith Nissula joined the group and talked about the community. She expressed concern with congestion on SH-55, especially in summer.

In McCall, city officials joined the Board. They requested studying the feasibility of exchanging Deinhard Lane and Boydstun Street for SH-55. The city would like to control the highway in downtown and believes safety could be improved with the exchange. Some preliminary discussions with District 3 staff have been held.

WHEREUPON, the tour ended at 4:00 PM.

September 12, 2019

The Idaho Transportation Board convened at 8:30 AM on Thursday, September 12, 2019 in McCall, Idaho. Chairman Moad, and Members DeLorenzo, Horsch, Hoff and Jim Thompson were present. Vice Chairman Jim Kempton participated via teleconference. Director Brian Ness and Lead Deputy Attorney General Larry Allen were also present.

Safety Share. District 3 Engineer (DE) Amy Revis mentioned the importance of safety evacuations and ensuring everyone is accounted for in those situations.

Board Minutes. Member DeLorenzo made a motion to approve the minutes of the regular Board meeting held on August 21-22, 2019 as submitted. Member Hoff seconded the motion and it passed unopposed.

Board Meeting Dates. The following meeting dates and locations were scheduled:
October 17, 2019 – Boise
November 21, 2019 – Boise
December 12, 2019 – Boise

Key #20118 – FY20 District 6 Signal Upgrade, Bridge Street and Main Street. Low bidder: Mountain West Electric Inc. – $414,760.

Key #19472 – FY20 District 6 Bridge Repair. Low bidder: The Truesdell Corporation - $2,222,222.

Key #19924 – SH-34, Bench Canal, District 5. Low bidder: Coldwater Group Inc. - $551,856.

The list of projects currently being advertised was provided.

2) Professional Services Agreements and Term Agreement Work Tasks Report. From August 2 through August 22, 24 new professional services agreements and work tasks were processed, totaling $4,241,195. Five supplemental agreements to existing professional services agreements were processed during this period in the amount of $341,605.

3) Update on the 80 Mile Per Hour (MPH) Speed Zones: I-15, I-84, and I-86. In 2014, legislation allowed the Board to raise interstate speed limits to 80 MPH if it was supported by an engineering and traffic study. Staff determined that raising the 75 MPH speed limit to 80 on sections of I-15, I-84, and I-86 would be appropriate. The 2019 report indicates that the 85th percentile speed on the three routes is 83.6 MPH. The differential speed between light and heavy vehicles is 10.6 MPH. There has been an increasing trend in the number of crashes in Idaho; however, the trend stretches across the entire system, not just the interstates where the speed limit is 80 MPH. The observed vehicle speeds and crash experience since raising the speed limit on these routes indicates operations have remained relatively unchanged from prior conditions and that the higher 80 MPH speed limit is appropriate and should remain unchanged at this time.

4) State FY20 Financial Statements. Revenues to the State Highway Account from all state sources were ahead of projections by 18% after the first month in the new fiscal year. Receipts from the Highway Distribution Account were 15.7% or $2.7 million more than forecast. State revenues to the State Aeronautics Fund were ahead of projections by 34%, or $78,000. Expenditures were within planned budgets. Personnel costs had savings of $900,000 or 8.6% due to reserves for horizontal career path increases, vacancies, and timing between a position becoming vacant and being filled. Contract construction cash expenditures of $61.2 million in July exceeded any from the past three years.

The balance of the long term investments was $137.9 million at the end of July. These funds are obligated against construction projects and encumbrances. The long term investments plus the cash balance of $64.4 million totals $202.3 million, which is $12 million less than the end of June. Expenditures in the Strategic Initiatives Program Fund were $4.3 million in July. Deposits into the Transportation Expansion and Congestion Mitigation Fund were $1.6 million.

5) Monthly Reporting of Federal Formula Program Funding through August. Idaho received obligation authority of $334.1 million, which corresponds to $332.6 million with match
after a reduction for indirect costs. Notice of the receipt of $19.9 million of FY19 Highway Infrastructure General Funds was received in March. Redistribution of Obligation Authority Not Used by Other States was received on August 30, totaling $25.6 million. 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 98.2% of apportionments. Of the $332.6 million allotted, $30.3 million remains.

6) Status: FY21 Appropriation Request. The total FY21 appropriation request that the Board approved on August 22, 2019 was reduced by $504,800, with the majority of that reduction in Trustee and Benefits based on updated information from the Federal Transit Administration. Revised computer costs reduced the equipment amount by $73,300.

Director’s Monthly Report on Activities. Director Ness reported on the Department’s efforts to change the culture to a more humanistic and encouraging one. He believed this initiative was important to improve results. Based on surveys conducted every two years, starting in 2012, the culture has improved.

Chairman Moad thanked Director Ness for the report.

District 3 Report. DE Revis reported on some of the District’s recent highlights, including a project to improve the Atlanta airstrip; exemplary work by the maintenance crews to address mudslides and avalanches; the expedited construction of the I-84, Cloverdale Bridge; and the receipt of an award for a research project on clay on US-95. The winter mobility metric of roads being clear of ice and snow was 81%. She added that the Treasure Valley is continuing to experience extensive growth. The District issued over 500 permits last year.

Chairman Moad thanked DE Revis for the report.

Delegation – City of Mountain Home. Mountain Home Mayor Rich Sykes thanked the Board for its time. He expressed concern with Exit 95 on I-84. The high traffic count, especially commercial trucks and recreational vehicles, often results in congestion. Due to the high volume of traffic turning left onto US-20, vehicles occasionally back-up onto the interstate. That area is also the central commercial district and additional development is planned, which will increase traffic and safety concerns. The city is exploring the feasibility of a traffic circle near that intersection and also proposed a Single Point Urban Interchange. He expressed appreciation for the good working relationship with District 3.

Chairman Moad thanked Mayor Sykes for his comments.

Adopt-A-Highway (AAH) Presentation. Member DeLorenzo thanked the Boy Scout Troop 94 for participating in the AAH Program since 1990.

Safe Routes to School (SRTS) Collaboration Efforts. Contracting Services Manager Monica Crider provided an overview on the federal Transportation Alternatives Program. Funds are available for infrastructure projects such as bike paths, sidewalks, and pedestrian signals, and
non-infrastructure projects. The latter projects like education, enforcement, and encouraging students to walk or bike to school are part of the SRTS Program.

Elaine Clegg, Idaho Smart Growth Coordinator and SRTS grantee, thanked the Board for its support for the important and popular SRTS Program, which is serving over 40% of the states’ students. Some of the statewide activities and accomplishments were an enhanced website, published monthly safety and fun facts sheets, developed measurements, provided support and education to local communities, and assisted with local events. Some challenges are acquiring assets, especially trailers for supporting bike rodeos; storage, maintenance, and liability of the program’s assets; and liability with volunteers.

Chairman Moad thanked Ms. Clegg for the informative presentation.

End Distracted Driving. Highway Safety Manager (HSM) John Tomlinson said 91 fatalities occurred during the 100 Deadly Days of Summer, including 17 motorcyclists, 4 pedestrians, 2 bicyclists, and 28 unrestrained motorists. Last year there were 101 fatalities during that time period. He reported on an End Distracted Driving campaign that ITD and the Community Planning Association of Southwest Idaho partnered on earlier this week. Joel Feldman gave several presentations, including at high schools. The message to end distracted driving focused on being a respectful driver, driving defensively, and being a role model for others. He is also working on an elementary student program. HSM Tomlinson said he will be collaborating with Mr. Feldman, including on Idaho’s SHIFT, or engaged driving, campaign and an elementary school pilot project.

Member DeLorenzo mentioned the upcoming legislative outreach meetings. She suggested HSM Tomlinson and a message on distracted driving be included, as she believes legislation to address distracted driving is needed. Member Horsch recommended working with the Board of Education on establishing an elementary school program, as that campaign may be more successful if it has support from that level.

Chairman Moad thanked HSM Tomlinson for the report.

Recommended FY20-26 Idaho Transportation Investment Program (ITIP). Financial Manager – Financial Planning & Analysis Joel Drake presented the recommended FY20-26 ITIP with highways, public transit, and aeronautics projects as of August 26. The document will be revised to include the $25 million in additional obligation authority the Department received on August 30 and other end-of-year changes. He said the public comments and requests received during the 30-day public review comment period were considered and incorporated into the updated ITIP when appropriate. Other revisions made to the Program since June include fiscally constrained changes requested by stakeholders and revisions to project costs.

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

RES. NO. WHEREAS, it is in the public's interest for the Idaho Transportation Department ITB19-33 to publish and accomplish a current, realistic, and fiscally constrained Idaho Transportation Investment Program (ITIP); and
WHEREAS, it is the intent of the Idaho Transportation Board to effectively utilize all available federal, state, local, and private capital investment funding; and

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

WHEREAS, Highways, Public Transit, and Aeronautics have recommended new projects and updated the costs and schedules for projects in the Recommended FY 2020-2026 ITIP; and

WHEREAS, the Recommended FY 2020-2026 ITIP was developed in accordance with all applicable federal, state, and policy requirements including adequate opportunity for public involvement and comment; and

WHEREAS, the Recommended FY 2020-2026 ITIP incorporated public involvement and comment whenever appropriate while maintaining a fiscally constrained Program; and

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

NOW THEREFORE BE IT RESOLVED, that the Idaho Transportation Board approves the Recommended FY 2020-2026 Idaho Transportation Investment Program (ITIP); and

BE IT FURTHER RESOLVED, that staff is authorized to submit the federal version of ITIP (the Statewide Transportation Improvement Program, or STIP) for federal approval in accordance with the provisions of FAST.

Chairman Moad thanked Financial Manager Drake for the presentation.

2019-2020 Administrative Rulemaking. Governmental Affairs Program Manager (GAPM) Ramón Hobdey-Sánchez presented three dockets for approval. The first one, 39.02.05, Rules Governing Issuance of Certificates of Title was presented last month, but new language was added related to the national vehicle title system and salvage vehicles. Eight rules covering aeronautics issues are being consolidated into one rule, 39.04.01, Governing Aeronautics and Aviation. The revisions are mainly updates, clarifying language, and eliminating restrictions without changing the integrity of the rule. Two rules are being combined into 39.02.60, Rules Governing License Plate Provisions, along with eliminating some restrictions and clarifying language regarding displaying temporary registrations.
Member Horsch made a motion, seconded by Member DeLorenzo, and passed unopposed to approve the following resolution:

RES. NO. ITB19-34

WHEREAS, Idaho Transportation Department staff has presented two (2) new and one (1) revised administrative rulemaking for the 2020 legislative session; and

WHEREAS, the Department is supporting the Governor’s Red Tape Reduction Act; and

WHEREAS, these three (3) consolidated rules are being advanced under the Governor’s administrative rule reauthorization; and

WHEREAS, the following ITD rule chapters have recommended changes:
• 39.02.05: Rules Governing Issuance of Certificates of Title
• 39.02.60: Rules Governing License Plate Provisions
• 39.04.01: Rules Governing Aeronautics and Aviation; and

WHEREAS, these administrative rule changes were approved by the Division of Financial Management within the Idaho Governor’s Office.

NOW THEREFORE BE IT RESOLVED, that the Idaho Transportation Board approves of the changes made to these three (3) administrative rules which will be published in the November Special Edition of the Idaho Administrative Bulletin.

Chairman Moad thanked GAPM Hobdey-Sánchez for the presentation.

Executive Session on Personnel Issues. Member DeLorenzo made a motion to meet in executive session at 11:50 AM to discuss personnel issues as authorized in Idaho Code Section 74-206(a) and (b). Member Horsch seconded the motion and it passed 5-0 by individual roll call vote.

The discussions on personnel matters related to the filling of a position and the performance of employees.

The Board came out of executive session at 1:40 PM.

WHEREUPON, the Idaho Transportation Board’s regular monthly meeting adjourned at 1:40 PM.

__________________________
BILL MOAD, Chairman
Idaho Transportation Board

Read and Approved
__________________________
September 12, 2019
Idaho
# BOARD MEETING DATES

## 2019

**November 21 – Boise**  
**December 12 – Boise**

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"X" = holiday  
"-----" = conflicts such as AASHTO/WASHTO conferences (or Board/Director conflicts)

**Other dates of interest:**  
Legislative outreach:  December 5 – Districts 6 and 5  
December 10 – Districts 1 and 2  
December 17 – Districts 3 and 4  
November 18-22: Idaho Association of Highway Districts’ Annual Conference – Boise

**Action:** Approve the Board meeting schedule.
# BOARD MEETING DATES

## 2020

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**Other dates of interest:**  
January 12-16: Transportation Research Board annual meeting, Washington, DC  
January 23: American Road and Transportation Builders’ Association (ARTBA) executive committee  
February 25-28: American Association of State Highway and Transportation Officials’ (AASHTO) legislative briefing, Washington, DC  
April 14-15: AASHTO Research and Innovation meeting  
April 27-29: Highway Safety Summit, Sun Valley  
May 20-23: AASHTO spring meeting  
June 7-11: National Transportation Leaders Institute  
June 19-23: TRB/AASHTO Research Advisory Committee  
June 28 – July 1: Western Association of State Highway and Transportation Officials annual meeting, Salt Lake City, UT  
July 19-21: AASHTO Research Advisory Committee  
September 20-23: ARTBA annual meeting  
November 4-8: AASHTO annual meeting, Baltimore, MD

**Action:** Approve the Board meeting schedule.

SSH: mtgsched.docx
Potential conflicts:
March 30 – April 1: Idaho Transportation Investment Program Delivery Conference*
May 6-7: Transportation Operations Team Lead conference, Twin Falls*
June 7-19: National Transportation Leaders Institute (the Chief Operations Officer and two district engineers are scheduled to attend)

*Heavily involve principal staff members.

Please note, staff requests consideration to meet either in District 3 or at Headquarters in June due to the number of Headquarters’ staff members that are involved in the budget and Idaho Transportation Investment Program workshop.
WHEREAS, consent calendar items are to be routine, non-controversial, self-explanatory items that can be approved in one motion; and

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

NOW THEREFORE BE IT RESOLVED, that the Board approves the consultant agreements, contracts for award, and a contract for rejection.
Meeting Date: October 17, 2019

Consent Item ☑ Information Item ☐ Amount of Presentation Time Needed: ____________

<table>
<thead>
<tr>
<th>Presenter's Name</th>
<th>Presenter's Title</th>
<th>Initials</th>
<th>Reviewed By</th>
</tr>
</thead>
<tbody>
<tr>
<td>Monica Crider, P.E.</td>
<td>Contracting Services Engineer</td>
<td>MC</td>
<td>LSS</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Preparer's Name</th>
<th>Preparer's Title</th>
<th>Initials</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mike Cram</td>
<td>CSG Project Manager</td>
<td>MWC</td>
</tr>
</tbody>
</table>

Subject
REQUEST TO APPROVE CONSULTANT AGREEMENTS

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 service in phases allowing for greater flexibility of the Department, limited liability, and better design after additional information is obtained. In other cases, such as for Construction Engineering and Inspection services one single agreement over $1M may be issued allowing for continuity of the inspector. In all cases, any agreement over $500,000 is awarded through the Request for Proposal (RFP) process which is open to all interested firms.

Recommendations

Approve: (see attached sheets for additional detail)

- KN 10005 – FY25 Pleasant Valley Interchange, Kootenai Co (District 1) – for supplemental agreement and engineer of record services with HDR Engineering for $700K bringing the total to $3.1M

- KN 13476 – Half Continuous Flow Intersection (CFI) Intersection of Eagle Rd & SH 44, Ada County (District 3) – for supplemental agreement of $40K bringing the total to $1.04M.

- KN 14002 – I-15, Rose Road Interchange, Bingham County (District 5) – for supplemental agreement of $300K bringing the total to $1.1M

- KN 19944 & 20594 – US 20/26, Locust Grove to Eagle Rd, Ada County and US 20/26, Linder Rd to Locust Grove Rd, Ada County (District 3) for an agreement for construction engineering and inspection services (CEI) of approximately $2.025M
<table>
<thead>
<tr>
<th>Board Action</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>□ Approved</td>
<td>□ Deferred</td>
</tr>
<tr>
<td>□ Other</td>
<td></td>
</tr>
</tbody>
</table>
DATE: September 24, 2019

TO: Monica Crider, PE
Contracting Services Engineer

FROM: Damon Allen, PE
District 1 Engineer

RE: Request to increase professional services agreement amount to $2,600,000 – HDR Engineering

The purpose for this project is to improve the safety, mobility, and economic opportunity of the SH-53 and Pleasant View Road intersection by eliminating multiple conflict points with SH-53, and up to nine (9) BNSF at-grade railroad crossings. This will reduce fatalities and serious injury crashes. The grade separation will also greatly increase mobility by eliminating traffic stops at the BNSF gates which have been logged to be closed 3.15 hours per day at three crossings.

As one of the prioritized Bridging the Valley projects, this grade separation project will reconstruct Pleasant View Road to pass over three BNSF tracks and Highway 53. Highway 53 will be accessed with on and off-ramps in a tight diamond configuration similar to the Sullivan Road interchange in the Spokane Valley.

At the regular meeting of the Idaho Transportation Board, April 2019, a 0.5M increase to the original $1.9M consultant budget was approved, bringing the total approved agreement budget to $2.4M.

Since that time, several developments have justified an additional supplemental of approximately $200K.

1. The drainage design was completed, and design fees for a box culvert to replace the existing SH-53 culvert, as well as a culvert under Hollister Hills Road need to be added to the scope and budget, along with associated Phase IV investigation and report. These revisions eliminate the need for a costly replacement of the culvert under the BNSF Railroad.

2. Recent changes in our requirements for preparation of ROW plans have dramatically increased the scope and level of effort required, as compared to when the original ROW plan budget was aggressively negotiated in 2011. The number of parcels impacted have also increased, partly due to the length of time the project was on hold waiting for a design year.

3. A recent design review of an adjacent project (KN 20575) showed that 4:1 side slopes for SH-53, in lieu of 6:1 slopes, were more than adequate. This opened up the opportunity to revisit the 6:1 side slopes in this project. A brief analysis was performed, and it was determined that the cost to redesign the 6:1 to 4:1 slopes in the design will save $260k in ROW and CN, which more than offsets the cost of this entire supplemental.

Engineer of record services will also be needed in the future. It is anticipated that these services for this project could cost as much as $500K.

These factors have all contributed to the total design fee needing to be increased from the $2.4M that was recently approved, to $3.1M include the current supplement agreement and engineer of record services in the future.
DATE: September 3, 2019

TO: Monica Crider, PE
Contracting Services Engineer

FROM: Amy Revis, PE
District 3 Engineer

RE: Request to increase professional services agreement amount to over $1,000,000-
Horrocks Engineers, Inc.

The Half CFI Intersection Eagle Rd & SH44 project will reconstruct the intersection with a high capacity
intersection to alleviate congestion, improve traffic operations, and increase safety at the intersection.

The project development has two phases.

Phase I consisted of the evaluation of alternative intersection types and the production of a Concept Report.
It was completed in 2014.

Phase II consists of preliminary design through PS&E delivery. The draft PS&E was submitted and reviewed
in July 2019, with a scheduled delivery in September 2019. During right-of-way negotiations, the landowner
of a necessary acquisition opposed the current design of a retaining wall, which includes a pedestrian rail
that partially obstructs the view of the commercial property. An alternative design was proposed which
eliminates the need for the pedestrian rail. The alternative design has not been fully developed, but is
currently estimated to reduce the cost of construction by approximately $150,000 and will avoid the need to
pay for damages to the property owner for loss of visibility. Implementing the alternative design will require
some modifications to the current PS&E, including the design of a rock wall, modifications to the adjacent
mixed use path, and re-design of roadside grading to balance the cut and fill within the Boise River
floodplain. This extra work will require a supplemental agreement.

The Phase I agreement total was $191,000. The Phase II agreement total is currently $808,548, for a project
total of $999,548. The proposed supplemental agreement is estimated at $40,000 and will result in a total
agreement amount of $1.04M. Sufficient funds are already obligated to cover the cost of the needed
supplemental agreement.

Additional funds for Horrocks Engineers, Inc. will also be needed for a post award consultant agreement for
Engineer of Record tasks. The estimated cost of the agreement is $50,000 to $100,000, resulting in a project
total of an estimated amount of $1.15M.
DATE: September 24, 2019

TO: Monica Crider, PE
Contracting Services Engineer

FROM: Todd Hubbard, PE
District 5 District Engineer

RE: Request to increase total professional service agreement amounts to over $1,000,000 - MTI

The purpose of this project is to replace the existing bridge at Exit 98 and the bridges spanning the Riverside Canal on I-15, as well as to reconstruct the ramps at Exit 98 to meet current standards. The improvements will enhance the safety and mobility of the traveling public at this interchange.

A Request for Proposal (RFP) for project testing and inspection services was advertised for this project in August 2018. Services were needed prior to the RFP final selection, and the MTI was selected through a Request for Information (RFI) in late September. The RFI included two work task agreements with a total value of $75,300.

MTI was officially selected for the RFP in December 2018, and the RFP had a value of $710,000. The RFP was scoped to cover work through December 1st, 2019. The RFI and RFP for KN 14002 had a combined total value of $785,300 at this point.

During the course of construction, a supplier delay occurred for the pre-stressed concrete girders used in the construction of the new bridge at Exit 98. This delay has affected the project schedule’s critical path, and will result in project completion after the original completion date of the contract. Also, various differences between estimated quantities for the project and actual quantities needed to construct the project have caused more inspection hours to be used than originally anticipated. Additional funds are needed to pay for MTI’s services beyond the original completion date of the contract.

An additional agreement, with a value of approximately $300,000, is needed to provide testing and inspection services for the extended duration of KN 14002. The additional funds needed are available from money already obligated to the project. Money will be transferred from funds slated for ITD staff hours on the project to funds obligated for consultant services during construction. It is requested that this supplemental be approved by the Board.
DATE: September 4, 2019

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

FROM: Amy Revis, P.E.
District 3 Engineer

RE: Request to exceed professional services agreement amount of $1,000,000 - CE&I Services

Program Number(s) A019(944), A020(594)

Key Number(s) 19944, 20594

Program ID, County, Etc. US 20/26, Locust Grove to Eagle, Ada Co, US 20/26, Linder to Locust Grove, Ada Co

The purpose of these projects are to increase mobility on US 20/26 (Chinden Blvd.) between Eagle Road and Linder Road. This project will expand US 20/26 to a four lane road section, while also adding wider shoulders and a multi-use pedestrian/cyclist path.

The Request for Proposals (RFP) is currently advertised, thus no consultant has been selected as of this meeting. These projects are lumped together into one RFP due to proximity, continuity and consistency of inspection work, and staggered construction schedules to allow minimal standby time. Current residency inspectors will be committed to other projects during the duration of these projects.

This board item is to request approval to exceed the professional services agreement amount on this project to an estimated $2.025 million to cover the full Construction Engineering, Inspection and Testing costs on both projects. Sufficient funds will be obligated to cover the cost of this agreement if approved.
Board Agenda Item

Meeting Date  October 17, 2019

Consent Item  Information Item  Amount of Presentation Time Needed

Presenter's Name  Presenter's Title  Initials  Reviewed By
Dave Kuisti, P.E.  Highways Construction & Operations  DK

Preparer's Name  Preparer's Title  Initials
Dana Dietz, P.E.  Contracts Engineer  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.

<table>
<thead>
<tr>
<th>Year to Date Bid Summary (10/1/18 to 9/30/19)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Contracts Bid</td>
</tr>
<tr>
<td>ITD</td>
</tr>
<tr>
<td>73</td>
</tr>
</tbody>
</table>

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.

<table>
<thead>
<tr>
<th>Contracts requiring Board Approval to Award -Justification received 8/27/19 to 9/30/19</th>
</tr>
</thead>
<tbody>
<tr>
<td>ITD</td>
</tr>
<tr>
<td>5</td>
</tr>
</tbody>
</table>

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

Page 1 of 1
- I-90-B, Old US-10 Wall Repair, Wallace
- SMA-7564. A Street, Moscow, Stage 2
- SH-3, North of Bovill to Potlatch River Bridge

N 400 W to Park Avenue, Burley

FY21 D6 Signal Upgrades

SH-48 Rigby to Ririe
## Monthly Status Report to the Board

### CONTRACT(S) FOR BOARD APPROVAL

<table>
<thead>
<tr>
<th>District</th>
<th>Key No.</th>
<th>Route</th>
<th>Opening Date</th>
<th>No. of Bids</th>
<th>Eng. Est.</th>
<th>Low Bid</th>
<th>Net +/-</th>
</tr>
</thead>
<tbody>
<tr>
<td>LHTAC (2)</td>
<td>22160</td>
<td>OFF SYS</td>
<td>8/20/2019</td>
<td>3</td>
<td>$3,049,684.47</td>
<td>$3,839,833.55</td>
<td>$790,149.08</td>
</tr>
<tr>
<td>SMA-7564, A Street, Moscow, Stage 2</td>
<td>Contractor: Motley-Motley Inc</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>4</td>
<td>19086</td>
<td>US-30</td>
<td>8/27/2019</td>
<td>3</td>
<td>$10,302,495.90</td>
<td>$11,795,841.95</td>
<td>$1,493,346.05</td>
</tr>
<tr>
<td>N 400 W to Parke Avenue, Burley</td>
<td>Contractor: Western Construction Inc</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>6</td>
<td>19879</td>
<td>OFF SYS</td>
<td>9/10/2019</td>
<td>2</td>
<td>$348,000.00</td>
<td>$499,800.00</td>
<td>$151,800.00</td>
</tr>
<tr>
<td>FY21 D6 Signal Upgrades</td>
<td>Contractor: Mountain West Electric Inc</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>19673</td>
<td>SH-3</td>
<td>9/10/2019</td>
<td>7</td>
<td>$1,034,905.25</td>
<td>$1,246,745.00</td>
<td>$211,839.75</td>
</tr>
<tr>
<td>SH-3, North of Bovill, Potlatch River Bridge</td>
<td>Contractor: Razz Construction Inc</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>6</td>
<td>19499</td>
<td>SH-48</td>
<td>9/10/2019</td>
<td>5</td>
<td>$605,363.56</td>
<td>$714,405.48</td>
<td>$109,041.92</td>
</tr>
<tr>
<td>SH-48, Rigby to Ririe</td>
<td>Contractor: Geneva Rock Products Inc</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1</td>
<td>18896</td>
<td>I90-8</td>
<td>9/17/2019</td>
<td>4</td>
<td>$1,437,663.65</td>
<td>$1,895,923.60</td>
<td>$458,259.95</td>
</tr>
<tr>
<td>I90-B, Old US-10 Wall Repair, Wallace</td>
<td>Contractor: Clearwater Construction Inc DBA Clearwater Western</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
DATE OF BID OPENING - AUGUST 20, 2019 - IDAHO FEDERAL AID FINANCED PROJECT

IDAHO FEDERAL AID Project No. A022(160)  
SMA-7564, A Street, Moscow; Stage 2  
Latah County, Key No. 22160

DESCRIPTION: The work on this project consists of improving the roadway with general roadway upgrades, drainage improvements and a roadway surface sealcoat.

BIDDERS:

MOTLEY-MOTLEY, INC.  
PULLMAN, WA  
$3,839,833.55

T LARIVIERE EQUIPMENT & EXCAVATION INC.  
ATHOL, ID  
$4,782,766.10

2 BIDS ACCEPTED (1 – irregular – no DBE paperwork submitted)

ENGINEER'S ESTIMATE - $3,049,684.47

LOW BID - 126% 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

Date  9-27-19
Date: September 20, 2019

To: Dana Dietz, P.E. Contracts Engineer

From: Jeff R. Miles, PE Administrator

RE: Justification of Bid for Award

Bids were opened on August 20, 2019 for the City of Moscow, A Street – Phase II Project, Key No. 22160. The project consists of 1300 feet of roadway reconstruction on A Street at the intersection of Line Street in Moscow, Latah County.

Three bids were received, one of which was found irregular. The low bid from Motley-Motley Inc. ($3,839,833.55) was 25.9% above the engineer’s estimate of $3,049,684.47. The two bids were within 25% of each other.

There were six bid items that amount to 67% of the difference over the engineer’s estimate:

<table>
<thead>
<tr>
<th>Item</th>
<th>Description</th>
<th>Quant.</th>
<th>Unit</th>
<th>Engineers Estimate</th>
<th>Bid</th>
<th>Difference</th>
</tr>
</thead>
<tbody>
<tr>
<td>615-491A</td>
<td>Curb &amp; Gutter Ty 1</td>
<td>3645.0</td>
<td>FT</td>
<td>$54,675.00</td>
<td>$118,462.50</td>
<td>$63,787.50</td>
</tr>
<tr>
<td>675-005A</td>
<td>Survey – 2 Person Crew</td>
<td>1.0</td>
<td>LS</td>
<td>$60,000.00</td>
<td>$128,520.00</td>
<td>$68,520.00</td>
</tr>
<tr>
<td>S501-15A</td>
<td>Retaining Wall – Gravity Block</td>
<td>6620.0</td>
<td>SF</td>
<td>$244,940.00</td>
<td>$453,470.00</td>
<td>$208,530.00</td>
</tr>
<tr>
<td>S901-06N</td>
<td>SP – Conc Block Steps</td>
<td>206.0</td>
<td>EACH</td>
<td>$13,390.00</td>
<td>$69,010.00</td>
<td>$55,620.00</td>
</tr>
<tr>
<td>Z629-05A</td>
<td>Mobilization</td>
<td>1.0</td>
<td>LS</td>
<td>$250,000.00</td>
<td>$337,500.00</td>
<td>$87,500.00</td>
</tr>
<tr>
<td>S600-45E</td>
<td>Water Line – 16” D.I. Water Line</td>
<td>915.0</td>
<td>FT</td>
<td>$96,990.00</td>
<td>$137,250.00</td>
<td>$40,260.00</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td></td>
<td></td>
<td></td>
<td><strong>$719,995.00</strong></td>
<td><strong>$1,244,212.50</strong></td>
<td><strong>$524,217.50</strong></td>
</tr>
</tbody>
</table>

% of Difference in Engineer’s Estimate ($790,149.08) = 66.3%

The Idaho Transportation Department’s Average Unit Price Report and the consultant’s approximation of our current construction market were used for the Engineers’ Estimate. This project is in a residential area of
Moscow with existing retaining walls and other conditions that will confine the construction site. Item Z629-05A Mobilization was calculated at 8% of bid and the apparent low bidder calculate 9% Mobilization. The Items S501-15A Retaining Wall – Gravity Block and S901-06N SP-Concrete Block Steps are specialty items that were hard to estimate before the bid.

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 has been a high priority for the City for many years as A Street remains the only viable East-West arterial as an alternative to State Highway 8 which connects to Pullman Washington.

Therefore, it is the desire of the Sponsor and LHTAC to award the construction project to the apparent low bidder. The Sponsor has submitted $971,758.23 in additional funds to cover the apparent low bid and anticipated construction engineering costs.

Sincerely,

Jeff R. Miles, PE
Administrator

cc: City of Moscow
September 17, 2019

Jeff R. Miles, P.E.
Administrator
Local Highway Technical Assistance Council
3330 Grace Street
Boise, ID 83703

Dear Mr. Miles,

Construction bids were opened on August 20, 2019 for the City of Moscow A Street - Phase II Project, and the low bid exceeded the Engineer's Estimate by more than 10%, as indicated by the attached Unit Prices. The estimate was prepared by the design consultant on the project, Welch-Comer Associates of Coeur d'Alene, Idaho using the Idaho Transportation Department's Average Unit Price Report and their own approximation of our current construction market.

The Engineer's Estimate for construction was $3,049,684.47. Two responsive bids were received, the third being deemed irregular. The responsive bids were received from Molry-Molry, Inc. of Pullman, Washington at $3,839,833.55 or 125.9% of the Engineer's Estimate, and T Lariviere Equipment & Excavation, Inc. of Athol, Idaho at $4,782,766.10 or 156.8% of the Engineer's Estimate.

There were fourteen bid items for which the unit cost submitted by the low bidder exceeded the engineer's estimate by at least $20,000. The largest item was the Gravity Block Wall at $68,560/12 which was $208,530 over the engineer's estimate for that item. Six items relating to the retaining walls and concrete work were responsible for $427,484 of the average, which is reflective of high concrete costs Moscow has experienced on other City projects due to the limited concrete contractors within our local area. Three other unrelated items (Survey - Two Person Crew, Mobilization, and Water Line 16” D.I.) account for another $196,280 of the average.

This project has been a high priority for the City for many years as A Street remains the only viable East-West arterial to provide relief to the congestion that City currently experiences on the adjacent portion of State Highway 8 (Pullman Highway). Given the wide range in the bids received, the current active escalating construction market, and the City's past experiences on project re-bids, the City does not feel that readvertising the project would likely result in receipt of a lower cost for the project.

At their September 16, 2019 meeting, the Moscow City Council agreed to provide the additional $971,758.23 in local funding to supplement the available federal funds to allow the project to proceed to construction and respectfully requests that the Idaho Transportation Board award this construction contract.

Sincerely,

Gary J. Riedner
City Supervisor
DATE OF BID OPENING - AUGUST 27, 2019 - IDAHO FEDERAL AID FINANCED PROJECT

IDAHO FEDERAL AID Project No. A019(086)
N 400 W to Parke Ave, Burley
Cassia County, Key No. 19086

DESCRIPTION: The work on this project consists of reconstructing and widening US 30 from 400 W to Parke Ave, installing a signal at Bedke Blvd. and installing a storm water collection system

BIDDERS:

WESTERN CONSTRUCTION, INC.
BOISE, ID

KLOEPFER, INC.
PAUL, ID

STAKER & PARSON COMPANIES dba IDAHO MATERIALS & CONSTRUCTION
TWIN FALLS, ID

$11,795,841.95

$12,315,079.21

$12,710,710.00

3 BIDS ACCEPTED

ENGINEER'S ESTIMATE - $10,302,495.90

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 Servicesconcurs with the recommendation.

DANA DIETZ P.E.
Contracts Engineer

9-26-19
Date
DATE: 9/18/2019

TO: Dana Dietz, PE
Contract Engineer

FROM: Jesse Barrus, PE
District Engineer

RE: Justification for award of Bid

On August 27, 2019, three bids were opened for the above referenced project. The low-bid of $11,795,841.95 is 14% higher than the Engineer’s Estimate of $10,302,495.90. All three bids were within 9% of each other.

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

<table>
<thead>
<tr>
<th>Item</th>
<th>Description</th>
<th>Quantity</th>
<th>Estimated Unit Price</th>
<th>Bid Unit Price</th>
<th>$ Difference</th>
</tr>
</thead>
<tbody>
<tr>
<td>301-005A</td>
<td>Granular Subbase</td>
<td>30,800 ton</td>
<td>$12.00</td>
<td>$18.63</td>
<td>$204,204.00</td>
</tr>
<tr>
<td>303-022A</td>
<td>¾” Aggr Ty B for Base</td>
<td>90,594 ton</td>
<td>$18.00</td>
<td>$19.86</td>
<td>$168,504.84</td>
</tr>
<tr>
<td>405-325A</td>
<td>Superpave HMA SP-5</td>
<td>51,215 ton</td>
<td>$70.00</td>
<td>$74.88</td>
<td>$249,929.20</td>
</tr>
</tbody>
</table>

Total Difference from these Items $622,638.04

% of Difference of Engineer’s Estimate ($1,493,346.05) 41.7%

The Engineer’s Estimate is based on average unit bid prices and engineering judgement. The cost difference in the three items listed in the table above account for approximately 41.7% of the difference from the EE. Many items can account for the total cost difference however, as 25 other items were at least $10,000 over the Engineer’s Estimate. This project was re-advertised, which resulted in a higher low-bid than the previous advertisement. This is likely an indication of how quickly construction costs are increasing. Had we been able to account for these cost increases, Engineer’s Estimate may have been within 10% of the low-bid.

The additional funds required for the higher low-bid has been obligated using State funds provided by Headquarters’ year-end savings. It is not likely rebidding or readjusting project plans would lead to significant cost savings. It is recommended the low bidder be awarded the contract.
DATE OF BID OPENING - SEPTEMBER 10, 2019 - IDAHO FINANCED PROJECT

IDAHO Project No. A019(879)
FY21 D6 Signal Upgrades
Bonneville & Madison County, Key No. 15879

DESCRIPTION: The work on this project consists of upgrading traffic signal equipment including signal controllers, video detection systems, and malfunctioning management units.

BIDDERS:

MOUNTAIN WEST ELECTRIC, INC.
BLACKFOOT, ID
S499,800.00

WHEELER ELECTRIC, INC.
IDAHO FALLS, ID
S538,955.00

2 BIDS ACCEPTED

ENGINEER'S ESTIMATE - $348,000.00

LOW BID - 144% 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
9-18-19
Date
DATE: September 17, 2019

TO: Dana Dietz P.E.

FROM: Wade Allen, P.E.

RE: JUSTIFICATION FOR AWARD OF BID

On September 10, 2019, 2 bids were opened for the above captioned project. The low bid of $499,800.00 was 44% higher than the Engineer’s estimate of $348,000.00. The difference between the two bids were $39,000, or about 8% between each other. This indicates that both bidders equally understood the work to be accomplished.

The scope of this project consisted of upgrading seven (7) traffic signals within the District, all with various levels of effort and equipment. To pay for the work completed, this project was broken down to 15 bid items, consisting of 13 Lump Sum items and two (2) Contingency Amounts items. Two of the bid items accounted for most of the difference between the Engineers Estimate and the low bid.

<table>
<thead>
<tr>
<th>Item</th>
<th>Description</th>
<th>Quantity</th>
<th>Estimated Unit Price</th>
<th>Bid Unit Price</th>
<th>$ Difference</th>
</tr>
</thead>
<tbody>
<tr>
<td>S904-05C</td>
<td>Traffic Signal Installation</td>
<td>1 LS</td>
<td>$40,000.00</td>
<td>$118,500.00</td>
<td>$78,500.00</td>
</tr>
<tr>
<td>S904-05E</td>
<td>Traffic Signal Installation</td>
<td>1 LS</td>
<td>$75,000.00</td>
<td>$157,000.00</td>
<td>$82,000.00</td>
</tr>
<tr>
<td>Total Difference from these Items</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>$160,500.00</td>
</tr>
</tbody>
</table>

% of Difference in Engineer’s Estimate ($151,800.00) 105.7%

These two bid items were the only two items that contained work to install a new traffic signal cabinet. Since these two bid items were Lump Sum and unique work, we could not use any past bid history to determine the Engineers Estimate. To determine the engineers estimate, the cost of the equipment was estimated and the labor to install the material and equipment was estimated. The labor to install these cabinets was underestimated and should have been increased. Had we considered the current high market pricing for labor and materials for electrical work, the engineer’s estimate would likely have been within 110% of the low bid.

We are currently experiencing a very healthy economy and the cost of an electrical labor is at an all-time high. This project was set to begin in April of 2020, and thus re-advertising this project would not likely result in lower cost.

Funds have been identified to cover this additional cost.

Based on the (1) lack of bid history, (2) the close range in pricing between bids, and (3) the current cost of materials and electrical labor, we recommend that this project be awarded. All future projects containing any electrical should be re-evaluated to ensure that the appropriate effort and cost are updated to the current economical demands of the area.
DATE OF BID OPENING - SEPTEMBER 10, 2019 - IDAHO FINANCED PROJECT

IDAHO Project No. A019(673)
SH-3, North of Bovill, Potlatch RV BR
Latah County, Key No. 19673

DESCRIPTION: The work on this project consists of constructing a full single span bridge replacement with an out-to-out width of 36’ and an out-to-out length of 58’ in the same location as well as installing new guardrail and bridge approaches.

BIDDERS:

RAZZ CONSTRUCTION INC
BELLINGHAM, WA

CLEARWATER CONSTRUCTION, INC. dba CLEARWATER WESTERN
BOISE, ID

N. A. DEGERSTROM, INC.
SPOKANE VALLEY, WA

LARIVIERE, INC
ATTOL, ID

BRAUN-JENSEN, INC.
PAYETTE, ID

WESSLIN CONSTRUCTION, INC.
SPOKANE VALLEY, WA

S & L UNDERGROUND, INC.
BONNERS FERRY, ID

7 BIDS ACCEPTED

ENGINEER'S ESTIMATE - $1,034,905.25

LOW BID - 120% 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

9-24-19
Date
DATE: September 23, 2019

TO: Dana Dietz, P.E.
Contract Engineer

FROM: Doral J. Hoff, P.E.
District 2 Engineer

Key Number(s) 19673

Program ID, County, Etc. SH-3, Potlatch Rv Br,
N of Bovill

RE: Justification for award of Bid

On September 10, 2019, 7 bids were opened for the above referenced project. The low bid of $1,246,745.00 was 20% higher than the Engineer’s estimate of $1,034,905.25. The 7 bids ranged from 120% - 154% of Engineer’s estimate.

The recent bid opening was a re-bid of a previously rejected bid opening May 21, 2019. At that original opening there were 5 bids ranging from 146% to 198% of Engineer’s estimate. After that rejection the project traffic control was clarified and the project was re-advertised. The new bids from September 10, 2019 benefitted from this clarification. We do not feel there will be a savings if this project is re-advertised.

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

<table>
<thead>
<tr>
<th>Item</th>
<th>Description</th>
<th>Quantity</th>
<th>Estimated Unit Price</th>
<th>Bid Unit Price</th>
<th>$ Difference</th>
</tr>
</thead>
<tbody>
<tr>
<td>405-435A</td>
<td>Suppave HMA</td>
<td>204.00 Ton</td>
<td>$300.00</td>
<td>$415.00</td>
<td>$23,460.00</td>
</tr>
<tr>
<td>Z629-05A</td>
<td>Mobilization</td>
<td>1.00 LS</td>
<td>$94,082.00</td>
<td>$250,000.00</td>
<td>$155,918.00</td>
</tr>
<tr>
<td>Total Difference from these Items</td>
<td></td>
<td></td>
<td>$179,378.00</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

% of Difference in Engineer’s Estimate ($211,839.75) 84.7%

The Engineer’s estimate was based on unit price schedule of 2018 and on observation of past experience with similar projects. The paving 405-435A item is notorious for being hard to estimate due to low quantity and remote nature of the project. The Engineer’s estimate for 405-435A item was $300 and the 7 bids varied from $140 - $475, with a good mix in between and the low bidder being about in the middle. The mobilization item varies by project and can include many factors. We did adjust upward for these conditions but not enough.

This project should be awarded based on the above information. The district recommends award and will obtain the additional funds through statewide balancing or from key number 19725 SH-3 Middle Fork Potlatch Creek Bridge project. The district does not believe that re-advertisement will result in lower bids.
DATE OF BID OPENING - SEPTEMBER 10, 2019 - IDAHO FEDERAL AID FINANCED PROJECT

IDAHO FEDERAL AID Project No. A019(499)
SH-48, Rigby to Ririe
Bonneville County, Key No. 19499

DESCRIPTION: The work on this project consists of microsurfacing SH-48 from MP 16.3 to MP 24.409 and US-26B MP 0.0 to MP 2.98; Rigby to Ririe.

BIDDERS:

GENEVA ROCK PRODUCTS, INC.  
OREM, UT  
$714,405.48

RIVERSIDE CONTRACTING, INC.  
MISSOULA, MT  
$840,574.86

VSS INTERNATIONAL, INC.  
W SACRAMENTO, CA  
$935,120.00

BOSWELL ASPHALT PAVING SOLUTIONS, INC.  
MERIDIAN, ID  
$1,034,202.86

4 BIDS ACCEPTED (1 irregular – incorrect license information submitted)

ENGINEER’S ESTIMATE - $605,363.56

LOW BID - 118% Percent of the Engineer’s Estimate

(AWARD)  
(REJECT)  
(REQUIRES BOARD APPROVAL)

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

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

DANA DIETZ P.E.  
Contracts Engineer

9-26-19

Date
Department Memorandum
Idaho Transportation Department

DATE: September 25, 2019

TO: Dana Dietz, PE
Contract Engineer

FROM: Jason Minzghor
District 6 Engineer

Program Number(s): A019(499)

Key Number(s): 19499

Program ID, County, Etc.: SH-48, Rigby to Ririe
Bonneville Co.

RE: Justification for award of Bid

On September 25, 2019, 4 bids were opened for the above referenced project. The low bid of $714,405.48 was 18% higher than the Engineer’s estimate of $605,363.56. The 4 bids were within 45% of each other.

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

<table>
<thead>
<tr>
<th>Item</th>
<th>Description</th>
<th>Quantity</th>
<th>Estimated Unit Price</th>
<th>Bid Unit Price</th>
<th>$ Difference</th>
</tr>
</thead>
<tbody>
<tr>
<td>415-010A</td>
<td>Polymer Modified Emulsified Asphalt</td>
<td>289 TON</td>
<td>$700.00</td>
<td>$760.00</td>
<td>$17,340.00</td>
</tr>
<tr>
<td>Z629-05A</td>
<td>Mobilization</td>
<td>1 LS</td>
<td>$25,000.00</td>
<td>$95,000.00</td>
<td>$70,000.00</td>
</tr>
</tbody>
</table>

Total Difference from these Items: $87,340.00

% of Difference in Engineer’s Estimate ($109,041.92) = 80.1%

The Engineer’s Estimate was based on unit price schedule of 2018 and on observation of past experience with similar projects. Had we considered an increase in oil prices, we would have adjusted the unit price for 415-010A of the above item appropriately. Secondly, the designer failed to update the mobilization item amount in the estimating software. An amount of 4% of the engineer’s estimate was used and never updated to reflect the more commonly used and accurate 10% of engineer’s estimate. If the item would have been updated it would have increased the engineer’s estimate by $35,000.00. Had we adjusted appropriately for oil prices and corrected the mobilization item amount the Engineer’s Estimate would have been within 110% of the low bid.

The project is federally funded. The project limits have changed multiple times through design, but little change has been made to the funding leaving more than enough funding in the project to cover the difference between the engineer’s estimate and low bid. The district does not believe that re-advertisement will result in lower estimates. The district recommends award of this contract.
DATE OF BID OPENING - SEPTEMBER 17, 2019 - IDAHO FEDERAL AID FINANCED PROJECT

IDAHO FEDERAL AID Project No. A018(896)
I-90B, Old US-10 Wall Repair, Wallace
Shoshone County, Key No. 18896

DESCRIPTION: The work on this project consists of retaining the retaining wall on I-90B, MP 61.075 to 61.44; I-90B, Old US-10 Wall Repair, Wallace.

BIDDERS:

Clearwater Construction, Inc. dba Clearwater Western Boise, ID

Razz Construction, Inc.
Bellingham, WA

Clearwater Construction & Management, LLC.
Spokane, WA

N.A. Degerstrom, Inc.
Spokane Valley, WA

$1,895,923.60

$2,147,218.70

$2,212,462.36

$2,721,305.10

4 BIDS ACCEPTED

ENGINEER'S ESTIMATE - $1,437,663.65

LOW BID - 132% Percent of the Engineer's Estimate

(AWARD) (REJECT) (REQUIRES BOARD APPROVAL)

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

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

DANA DIETZ P.E.
Contracts Engineer

G - 23 - 19
Date
DATE: September 19th, 2019
TO: Dana Dietz, P.E.
Contracts Engineer
FROM: Damon L Allen, P.E.
District 1 Engineer

Program Number(s): A018(896)
Key Number(s): 18896
Program Identification, County, Etc.: I-90B, Old US-10 Wall Repair, Wallace Shoshone

RE: Justification for Acceptance of Bid above Engineer's Estimate

District One has received and reviewed the bid results for the above captioned project. Bids were opened on September 17th, 2019 and the apparent responsive low bidder is Clearwater Construction, Inc. dba Clearwater Western bidding at $1,895,923.60. The lowest bidder of $1,895,923.60, was 31.9% over the Engineers Estimate of $1,437,663.65, with a difference of $458,259.95. There were four contractor bids ranging from $1,895,923.60 to $2,721,305.10, with the highest bid over 43% higher than the lowest. The first three bids were within 16% of each other, though, so these bids appear to have a similar understanding of the project.

The major differences between the low bid and the Engineer's Estimate come from the bid items listed below:

<table>
<thead>
<tr>
<th>Item</th>
<th>Description</th>
<th>Quantity</th>
<th>Estimated Unit Price</th>
<th>Bid unit Price</th>
<th>$ Difference</th>
</tr>
</thead>
<tbody>
<tr>
<td>203-125C</td>
<td>REM OF MISCELLANEOUS ITEMS</td>
<td>1,918.00 FT</td>
<td>$20.00</td>
<td>$93.00</td>
<td>$140,014.00</td>
</tr>
<tr>
<td>560-005A</td>
<td>DEWATERING FOUNDATION</td>
<td>LUMP SUM</td>
<td>$80,000.00</td>
<td>$152,000.00</td>
<td>$72,000.00</td>
</tr>
<tr>
<td>S501-51A</td>
<td>SP BRIDGE RUBBLE RETAINING WALL REPAIR (VEGETATION REMOVAL)</td>
<td>12,788.00 SF</td>
<td>$0.50</td>
<td>$8.00</td>
<td>$95,910.00</td>
</tr>
<tr>
<td>S501-51B</td>
<td>SP BRIDGE RUBBLE RETAINING WALL REPAIR (JOINT REPAIR)</td>
<td>4,584.00 SF</td>
<td>$10.00</td>
<td>$51.00</td>
<td>$187,944.00</td>
</tr>
</tbody>
</table>

Total Difference from these Items $495,868.00

% of Difference in Engineer's Estimate ($458,259.95) 108.21%

With the majority of work being special type work requiring a lot of handwork, we see a higher cost across all of the bids. A lot of the work requires dewatering and working within the stream, or special equipment to accomplish the work. This may account for a significant increase in costs. In the future, the District will take measures to account for these factors in our estimates.

The district does not believe that re-advertisement will result in lower estimates. The district recommends award of this contract.

Cc: EM-1, PDE- I, DCA Engineer, OM-1
Da: cec
Meeting Date  October 17, 2019

Consent Item  Information Item  Amount of Presentation Time Needed  

<table>
<thead>
<tr>
<th>Presenter's Name</th>
<th>Presenter's Title</th>
<th>Initials</th>
<th>Reviewed By</th>
</tr>
</thead>
<tbody>
<tr>
<td>Dave Kuisti, PE</td>
<td>Highways Construction &amp; Operations</td>
<td>DK</td>
<td></td>
</tr>
<tr>
<td>Preparer's Name</td>
<td>Preparer's Title</td>
<td>Initials</td>
<td></td>
</tr>
<tr>
<td>Dana Dietz, P.E.</td>
<td>Contracts Engineer</td>
<td>DD</td>
<td></td>
</tr>
</tbody>
</table>

**Subject**

Board Approval of Contracts to Rejection

**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.

<table>
<thead>
<tr>
<th>Year to Date Bid Summary (10/1/18 to 9/30/19)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Contracts Bid</td>
</tr>
<tr>
<td>ITD</td>
</tr>
<tr>
<td>73</td>
</tr>
</tbody>
</table>

**ACTIONS**

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

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

<table>
<thead>
<tr>
<th>Contracts requiring Board Approval to Reject - Justification received 8/27/19 to 9/30/19</th>
</tr>
</thead>
<tbody>
<tr>
<td>ITD</td>
</tr>
<tr>
<td>0</td>
</tr>
</tbody>
</table>

**Recommendations**

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

**Board Action**

- [ ] Approved  [ ] Deferred
- [ ] Other
# Monthly Status Report to the Board

## CONTRACT(S) FOR BOARD REJECTION

<table>
<thead>
<tr>
<th>District</th>
<th>Key No.</th>
<th>Route</th>
<th>Opening Date</th>
<th>No. of Bids</th>
<th>Eng. Est.</th>
<th>Low Bid</th>
<th>Net +/-</th>
</tr>
</thead>
<tbody>
<tr>
<td>ACHD(3)</td>
<td>20091</td>
<td>OFF SYS</td>
<td>9/17/2019</td>
<td>4</td>
<td>$383,156.00</td>
<td>$489,000.00</td>
<td>$105,844.00</td>
</tr>
</tbody>
</table>

FY19 Capital Maintenance, Phase 3, ACHD  
Contractor: Sunroc Corporation  

128%
DATE OF BID OPENING - SEPTEMBER 17, 2019 - IDAHO FEDERAL AID FINANCED PROJECT

IDAHO FEDERAL AID Project No. A020(091)
FY19 Capital Maintenance, Phase 3, ACHD
Ada County, Key No. 20091

DESCRIPTION: The work on this project consists of pavement rehabilitation, select pipe replacement, and pedestrian ramp upgrades on select arterial and collector roads within the Boise Urbanized Area

BIDDERS:

Sunroc Corporation
Boise, ID
$489,000.00

Central Paving Co., Inc.
Boise, ID
$518,616.15

Winspear Construction, LLC
Boise, ID
$614,814.25

Staker & Parsons Co. dba
Idaho Materials & Construction
Nampa, ID
$626,827.00

4 BIDS ACCEPTED

ENGINEER’S ESTIMATE - $383,156.00

LOW BID - 128% 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.

[Signature]
DANA DIETZ P.E.
Contracts Engineer

[Date]
9-26-19
DATE:  September 25, 2019

TO:  Dana Dietz, PE; Idaho Transportation Department  Contracts Engineer

FROM:  David Wallace, Ada County Highway District  Deputy Director, Plans and Projects

SUBJECT:  Justification for Rejection of Bid – FY19 Capital Maintenance, Phase 3, ACHD  ITD Project # A020(091), ITD Key # 20091  ACHD Project # 717026

Bids were opened for the above referenced project on Tuesday, September 17, 2019. ACHD has reviewed the four bids received by ITD. The apparent low bid by SunRoc Corporation ($489,000.00) is 127.6% of the Engineer’s Estimate of $383,156.00. The four bids were within 28% of each other, indicating that bidders had similar understanding of the project.

During bidding, significant errors were found in the District’s proposal, including missing items, items needing to be replaced, and that the main asphalt item quantity is more than 46% low. ACHD would like to have these items included and the errors corrected so they can be bid instead of negotiating a change order. When adding the cost of these changes to the low bid, the local funding would exceed the federal funding.

ACHD recommends that the low bid be rejected based on significant issues found during bidding and inadequate funding for the low bid.

ACHD plans to address the issues found during bidding, update the bid documents, and request that the project be bid with a future similar project for construction in 2020. Bidding this project with another may result in lower unit prices, based on economy of scale.

ACHD will coordinate with COMPASS to obligate additional funds based on the updated Engineer’s Estimate.

Sincerely,

David G. Wallace  
Deputy Director, Plans and Projects  
Ada County Highway District
Meeting Date  October 17, 2019

Consent Item  Information Item  Amount of Presentation Time Needed

<table>
<thead>
<tr>
<th>Presenter's Name</th>
<th>Presenter's Title</th>
<th>Initials</th>
<th>Reviewed By</th>
</tr>
</thead>
<tbody>
<tr>
<td>Dave Kuisti, P.E.</td>
<td>Highways Construction &amp; Operations</td>
<td>DK</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
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<th>Preparer's Title</th>
<th>Initials</th>
</tr>
</thead>
<tbody>
<tr>
<td>Dana Dietz, P.E.</td>
<td>Contracts Engineer</td>
<td>DD</td>
</tr>
</tbody>
</table>

**Subject**

Contract Awards and Advertisements

**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.

<table>
<thead>
<tr>
<th>Year to Date Bid Summary (10/1/18 to 9/30/19)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Contracts Bid</td>
</tr>
<tr>
<td>ITD</td>
</tr>
<tr>
<td>73</td>
</tr>
</tbody>
</table>

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.

<table>
<thead>
<tr>
<th>Contracts Requiring no action from the Board 8/27/19 to 9/30/19</th>
</tr>
</thead>
<tbody>
<tr>
<td>ITD</td>
</tr>
<tr>
<td>6</td>
</tr>
</tbody>
</table>

FUTURE ACTIONS
The Current Advertisement Report is attached.

**Recommendations**

For Information Only.

**Board Action**

- [ ] Approved
- [ ] Deferred
- [ ] Other

---

Page 1 of 1
FFY19 State Infrastructure Project Bid Results: YTD Summary By Cost
79 Projects YTD through September 30, 2019

YTD Total for all 79 projects:
Ratio of Bid Costs / Engineer's Estimates = $406.6 / $424.4M = 95.8%

August bars reflect 2 additional projects bid after deadline for last month's Board item Report. Therefore, 11 projects have bid since the last report (2 additional in August and 9 in September).

FFY19 State Infrastructure Project Bid Results: YTD Summary By Contract Count
79 Projects YTD through September 30, 2019

57% of Bids below EE (45 of 79)
63% of Bids below 105% of EE (50 of 79)
36% of Bids above 110% of EE (24 of 79)
# Monthly Status Report to the Board

## CONTRACT(S) ACCEPTED BY STAFF SINCE LAST BOARD MEETING

<table>
<thead>
<tr>
<th>District</th>
<th>Key No.</th>
<th>Route</th>
<th>Opening Date</th>
<th>No. of Bids</th>
<th>Eng. Est.</th>
<th>Low Bid</th>
<th>Net +/- % of EE</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>20341</td>
<td>US-95</td>
<td>8/27/20109</td>
<td>5</td>
<td>$515,964.85</td>
<td>$514,013.90</td>
<td>$1,950.95 100%</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Federal</td>
<td></td>
<td></td>
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<tr>
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<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>4</td>
<td>18737</td>
<td>US-95</td>
<td>9/10/20109</td>
<td>2</td>
<td>$7,270,113.05</td>
<td>$6,785,831.00</td>
<td>($486,282.05) 93%</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>State</td>
<td></td>
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<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>20265</td>
<td>US-95/US-12</td>
<td>9/10/20109</td>
<td>2</td>
<td>$1,659,493.55</td>
<td>$1,520,000.00</td>
<td>($139,493.55) 92%</td>
</tr>
<tr>
<td></td>
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<td></td>
<td>State</td>
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</tr>
<tr>
<td>LHTAC(6)</td>
<td>18995</td>
<td>OFF SY</td>
<td>9/10/20109</td>
<td>3</td>
<td>$1,182,536.67</td>
<td>$1,193,457.38</td>
<td>$10,920.71 101%</td>
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<td>STC-7486, 12th Street/Idaho Canal Culvert, Idaho Falls</td>
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<tr>
<td>Contractor: Cannon Builders Inc</td>
<td></td>
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<td></td>
<td></td>
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</tr>
<tr>
<td>4</td>
<td>19413</td>
<td>I-84</td>
<td>9/24/20109</td>
<td>3</td>
<td>$1,318,098.95</td>
<td>$1,170,528.48</td>
<td>($147,570.47) 89%</td>
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<tr>
<td>FY20 D4 Bridge Repair</td>
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<td></td>
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<tr>
<td>Contractor: Coldwater Group Inc</td>
<td></td>
<td></td>
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<td></td>
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<tr>
<td>2</td>
<td>19857</td>
<td>SH-9</td>
<td>9/24/20109</td>
<td>3</td>
<td>$1,917,459.39</td>
<td>$1,490,000.00</td>
<td>($427,459.39) 78%</td>
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<tr>
<td>SH-9 Grind and Seal</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>State</td>
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<tr>
<td>Contractor: Knife River Corporation-Mountain West</td>
<td></td>
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<tr>
<td>4</td>
<td>21839</td>
<td>I-84</td>
<td>9/24/20109</td>
<td>2</td>
<td>$399,896.00</td>
<td>$353,059.00</td>
<td>($46,837.00) 78%</td>
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<td>I-84, FY20 D4 Interstate Striping</td>
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<td></td>
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<td>State</td>
<td></td>
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<td>Contractor: Idaho Traffic Safety Inc</td>
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50
# Monthly Contract Advertisement As of 9-30-2019

<table>
<thead>
<tr>
<th>District</th>
<th>Key No.</th>
<th>Route</th>
<th>Bid Opening Date</th>
<th>Source</th>
<th>Amount</th>
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<tbody>
<tr>
<td>4</td>
<td>19404</td>
<td>SH-75</td>
<td>10/1/2019</td>
<td>Federal</td>
<td>$2,500,000 to $5,000,000</td>
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<td>1</td>
<td>19851</td>
<td>SH-6</td>
<td>10/1/2019</td>
<td>State</td>
<td>$500,000 to $1,000,000</td>
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<td>5</td>
<td>20115</td>
<td>Various</td>
<td>10/1/2019</td>
<td>State</td>
<td>$0 to $100,000</td>
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<td>1</td>
<td>19188</td>
<td>I-90</td>
<td>10/1/2019</td>
<td>Federal</td>
<td>$5,000,000 to $10,000,000</td>
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<td>2</td>
<td>19595</td>
<td>US-95</td>
<td>10/8/2019</td>
<td>Federal</td>
<td>$1,000,000 to $2,500,000</td>
</tr>
<tr>
<td>2</td>
<td>21805</td>
<td>I-84</td>
<td>10/8/2019</td>
<td>State</td>
<td>$100,000 to $500,000</td>
</tr>
<tr>
<td>LHTAC(2)</td>
<td>13898</td>
<td>OFF SYS</td>
<td>10/22/2019</td>
<td>Federal</td>
<td>$1,000,000 to $2,500,000</td>
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<tr>
<td>LHTAC(6)</td>
<td>13586</td>
<td>OFF SYS</td>
<td>10/22/2019</td>
<td>Federal</td>
<td>$500,000 to $1,000,000</td>
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<tr>
<td>LHTAC(6)</td>
<td>14061</td>
<td>OFF SYS</td>
<td>10/22/2019</td>
<td>Federal</td>
<td>$500,000 to $1,000,000</td>
</tr>
<tr>
<td>District</td>
<td>Key No.</td>
<td>Route</td>
<td>Bid Opening Date</td>
<td>Notes</td>
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<tr>
<td>3</td>
<td>01004</td>
<td>SH-55</td>
<td>Postponed</td>
<td></td>
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</tr>
</tbody>
</table>

SH-55, Smith's Ferry to Round Valley
$500,000 to $1,000,000

Federal
**Subject**

REPORT ON PROFESSIONAL SERVICES AGREEMENTS AND TERM AGREEMENT WORK TASKS

**Background Information**

For all of ITD:

Consultant Services processed thirty-two (32) new professional services agreements and work tasks totaling $6,895,113 and six (6) supplemental agreements to existing professional services agreements totaling $287,827 from August 23, 2019 through September 26, 2019.

### New Professional Services Agreements and Work Tasks

<table>
<thead>
<tr>
<th>Reason Consultant Needed</th>
<th>District</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>1 2 3 4 5 6 HQ</td>
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<tr>
<td><strong>Resources not Available</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Design</td>
<td>2 2 1</td>
<td>5</td>
</tr>
<tr>
<td>Environmental</td>
<td>1 1 3</td>
<td>5</td>
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<tr>
<td>Public Involvement</td>
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<tr>
<td>Geotechnical</td>
<td>2 1 1</td>
<td>4</td>
</tr>
<tr>
<td>Intelligent Transportation Systems</td>
<td></td>
<td>1</td>
</tr>
<tr>
<td>Surveying</td>
<td>1 1</td>
<td>2</td>
</tr>
<tr>
<td>Construction</td>
<td>2 2 2</td>
<td>6</td>
</tr>
<tr>
<td>Bridge</td>
<td>2 1 1</td>
<td>4</td>
</tr>
<tr>
<td>Local Public Agency Projects</td>
<td>3 0 2 0 0 0 0</td>
<td>5</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>9 2 9 0 4 5 3</td>
<td>32</td>
</tr>
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</table>
For ITD District Projects:

Twenty Seven (27) new professional services agreements and work tasks were processed during this period totaling $6,084,413. Four (4) supplemental agreements totaling $121,090 were processed.

### District 1

<table>
<thead>
<tr>
<th>Project</th>
<th>Reason Consultant Needed</th>
<th>Description</th>
<th>Selection Method</th>
<th>Consultant</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>I-90, Bennett Bay Bridge Asset Plan</td>
<td>Resources not available: bridge</td>
<td>Asset Management Plan</td>
<td>Individual Project Solicitation</td>
<td>WSP USA</td>
<td>$247,408</td>
</tr>
<tr>
<td>SH-41, Lancaster Rd to Boekel Rd, Rathdrum</td>
<td>Resources not available: design</td>
<td>Additional Utility Coordination Services</td>
<td>RFI from Term Agreement</td>
<td>T-O Engineers</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Roadway Design, Phase II: Final Design through PS&amp;E</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>US-2, BNSF Railroad Underpass, Sandpoint</td>
<td>Resources not available: design</td>
<td>Roadway Design, Phase II: Final Design through PS&amp;E</td>
<td>RFI from Term Agreement</td>
<td>T-O Engineers</td>
<td>$245,800</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Construction Staff Augmentation Services</td>
<td>Direct from Term Agreement</td>
<td>HDR Engineering</td>
<td>$99,136</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Asset Management Plan</td>
<td>Individual Project Solicitation</td>
<td>WSP USA</td>
<td>$247,742</td>
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### District 2

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<tr>
<th>Project</th>
<th>Reason Consultant Needed</th>
<th>Description</th>
<th>Selection Method</th>
<th>Consultant</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>SH-3, Curve Improvement, near Kooskia</td>
<td>Resources not available: environmental</td>
<td>Ethnographic Resources Study</td>
<td>Direct from Term Agreement</td>
<td>Nez Perce Tribe</td>
<td>$44,200</td>
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</table>
### District 3

<table>
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<tr>
<th>Project</th>
<th>Reason Consultant Needed</th>
<th>Description</th>
<th>Selection Method</th>
<th>Consultant</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>I-84, Blacks Creek Rd Interchange, Ada County</td>
<td>Resources not available: construction</td>
<td>Engineer of Record Services</td>
<td>Individual Project Solicitation</td>
<td>H.W. Lochner</td>
<td>$90,031</td>
</tr>
<tr>
<td>SH-21, South Fork Payette Bridge (Lowman), Boise Co</td>
<td>Resources not available: bridge</td>
<td>Technical Support &amp; Review Services for Hydraulic Analysis</td>
<td>Direct from Term Agreement</td>
<td>Ayres Associates</td>
<td>$66,667</td>
</tr>
<tr>
<td>SH-55, State St to Payette River Bridge</td>
<td>Resources not available: geotechnical</td>
<td>Additional Ground Penetrating Radar Scan</td>
<td>Direct from Term Agreement</td>
<td>American Geotechnics</td>
<td>$40,531</td>
</tr>
<tr>
<td>I-84, Ustick Rd to Middleton Rd Overpasses, Canyon Co</td>
<td>Resources not available: environmental</td>
<td>Additional Work Necessary to Complete Environmental Evaluation</td>
<td>Direct from Term Agreement</td>
<td>Horrocks Engineers</td>
<td>$21,678</td>
</tr>
<tr>
<td>SH-16, I-84 to US-20/26, Ada and Canyon Cos</td>
<td>Resources not available: surveying</td>
<td>Right-of-Way Plan and Legal Description Reviews</td>
<td>Direct from Term Agreement</td>
<td>David Evans &amp; Associates</td>
<td>$30,000</td>
</tr>
<tr>
<td>I-84, Franklin Interchange to Karcher</td>
<td>Resources not available: geotechnical</td>
<td>On-Call Services: Materials</td>
<td>Direct from Term Agreement</td>
<td>American Geotechnics</td>
<td>$40,531</td>
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</table>

*Prev: $1,337,538 This: $178,861 Total: $1,516,399*

Board approved $1.6M during August 2018 meeting
### District 4

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<tr>
<th>Project</th>
<th>Reason Consultant Needed</th>
<th>Description</th>
<th>Selection Method</th>
<th>Consultant</th>
<th>Amount</th>
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</thead>
<tbody>
<tr>
<td>None this month</td>
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### District 5

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<th>Reason Consultant Needed</th>
<th>Description</th>
<th>Selection Method</th>
<th>Consultant</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>State, Design Build (4) Bridge Replacements D5-D6 (STSI)</td>
<td>Resources not available: construction</td>
<td>Additional On-Site Inspection and Project Oversight during Construction</td>
<td>Direct from Term Agreement</td>
<td>Intermountain Aquatics</td>
<td>Prev: $32,600, This: $37,607, Total: $70,207</td>
</tr>
<tr>
<td>US-26, Aberdeen Canal, Bingham Co</td>
<td>Resources not available: construction</td>
<td>Engineer of Record Services</td>
<td>RFI from Term Agreement</td>
<td>Parametrix</td>
<td>Prev: $437,100, This: $34,005, Total: $471,105</td>
</tr>
<tr>
<td>I-15, Arimo Rd Interchange #40, Bannock Co</td>
<td>Resources not available: design</td>
<td>On-Call Staff Augmentation / Training</td>
<td>Direct from Term Agreement</td>
<td>J.M. Bailey Engineering</td>
<td>$20,000</td>
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<tr>
<td>I-15, 3rd Lane Study, Pocatello to Idaho Falls</td>
<td>Resources not available: design</td>
<td>Lane Study</td>
<td>RFI from Term Agreement</td>
<td>H.W. Lochner</td>
<td>$241,941</td>
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### District 6

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<th>Selection Method</th>
<th>Consultant</th>
<th>Amount</th>
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<tbody>
<tr>
<td>US-20, Sheep Falls to Island Park Lodge, Fremont Co</td>
<td>Resources not available: design</td>
<td>Phase 2: Alternatives Development through</td>
<td>Individual Project Solicitation</td>
<td>J-U-B Engineers</td>
<td>Prev: $283,565, This: $2,905,675, Total: $3,189,240</td>
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### Board Agenda Item

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<th>Description</th>
<th>Selection Method</th>
<th>Consultant</th>
<th>Amount</th>
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</thead>
<tbody>
<tr>
<td>State, FY18 D6 Asset Management</td>
<td>Resources not available: geotechnical</td>
<td>On-Call Geotechnical Services (Staff Augmentation)</td>
<td>Individual Project Solicitation</td>
<td>American Geotechnics</td>
<td>$400,000</td>
</tr>
<tr>
<td>US-20, Junction SH-87 to Montana State Line (Targhee Pass) Ph 1</td>
<td>Resources not available: environmental</td>
<td>Add’l Services Related to Extensive Public Comments on the Draft Environmental Assessment</td>
<td>RFI from Term Agreement</td>
<td>Bio-West</td>
<td>$455,315</td>
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<tr>
<td>Prev: $399,400</td>
<td>This: $ 55,915</td>
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<tr>
<td>State, I-15/US-20 Connector Study</td>
<td>Resources not available: environmental</td>
<td>Environmental Field Work and Surveying Services</td>
<td>Direct from Term Agreement</td>
<td>Horrocks Engineers</td>
<td>$75,828</td>
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<tr>
<td>US-20, Intersection SH-47 Improvements, Ashton</td>
<td>Resources not available: environmental</td>
<td>Add’l Investigation of Soils for Contaminants</td>
<td>Direct from Term Agreement</td>
<td>Rocky Mt Environmental Associates</td>
<td>$31,036</td>
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<tr>
<td>Prev: $18,000</td>
<td>This: $13,036</td>
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### Headquarters

<table>
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<th>Description</th>
<th>Selection Method</th>
<th>Consultant</th>
<th>Amount</th>
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<tbody>
<tr>
<td>State, FY19 State Highway System Bridge Inspection</td>
<td>Resources not available: bridge</td>
<td>Bridge Load Rating Services</td>
<td>Individual Project Solicitation</td>
<td>Parametrix</td>
<td>$99,940</td>
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<tr>
<td>State, FY20 Intelligent Transportation Systems Operations</td>
<td>Resources not available: intelligent transportation systems</td>
<td>511 Traveler Information System Operations</td>
<td>Sole Source Selection</td>
<td>Castle Rock Associates</td>
<td>$1,490,327</td>
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<tr>
<td>Prev: $ 750,000</td>
<td>This: $ 740,327</td>
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<td>State, FY19 Traveler Information Services</td>
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<td>State, FY19 Intelligent</td>
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Board approved $3.2M during June 2019 meeting
**Supplemental Agreements to Existing ITD Professional Service Agreements**

<table>
<thead>
<tr>
<th>District</th>
<th>Project</th>
<th>Consultant</th>
<th>Original Agreement Date/Description</th>
<th>Supplemental Agreement Description</th>
<th>Total Agreement Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>D1 Central Lab Services, Assorted Projects</td>
<td>Allwest Testing &amp; Engineering</td>
<td>5/19 Materials Sampling &amp; Testing at ITD Facilities and Project Close-out Assistance</td>
<td>Sampling &amp; Testing for an additional project</td>
<td>$0</td>
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<tr>
<td>HQ</td>
<td>Off System, FY19 Local/Off System Bridge Inspection State, FY19 State Highway System Bridge Inspection</td>
<td>Forsgren Associates</td>
<td>4/19 Bridge Load Rating Services</td>
<td>Add’l Bridge Load Rating Services</td>
<td>Prev: $242,710 This: $ 44,982 Total: $287,692</td>
</tr>
<tr>
<td>HQ</td>
<td>Off System, FY19 Local/Off System Bridge Inspection State, FY19 State</td>
<td>HDR Engineering</td>
<td>4/19 Bridge Load Rating Services</td>
<td>Add’l Bridge Load Rating Services</td>
<td>Prev: $203,875 This: $ 49,362 Total: $253,237</td>
</tr>
</tbody>
</table>

The table above outlines the supplemental agreements, their descriptions, and the total agreement amounts.
For Local Public Agency Projects:

Five (5) new professional services agreements totaling $810,700 were processed during this period. Two (2) supplemental agreements totaling $166,737 were processed.

<table>
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<tr>
<th>Project</th>
<th>Sponsor</th>
<th>Description</th>
<th>Selection Method</th>
<th>Consultant</th>
<th>Amount</th>
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<tbody>
<tr>
<td>SMA-7505, Spokane St River Bridge, Post Falls</td>
<td>Post Falls Highway District</td>
<td>Bridge Design, Phase III: Completion of Final Design through PS&amp;E</td>
<td>Individual Project Solicitation</td>
<td>HDR Engineering</td>
<td>Prev: $281,300 This: $132,788 Total: $414,088</td>
</tr>
<tr>
<td>Off System, Slaughter House Bridge</td>
<td>Benewah County</td>
<td>Bridge/Roadway Design, Ph II: Preliminary Design through PS&amp;E</td>
<td>Local Project RFI from Term Agreement</td>
<td>T-O Engineers</td>
<td>Prev: $259,100 This: $225,653 Total: $484,753</td>
</tr>
<tr>
<td>Off System, Rapid Lighting Creek Bridge #5</td>
<td>Bonner County</td>
<td>Bridge/Roadway Design; Phase I – Survey, Environmental, &amp; Geotechnical Services</td>
<td>Individual Project Solicitation</td>
<td>WHPacific</td>
<td>$171,588</td>
</tr>
<tr>
<td>STC-8533, Intersection Smith Ave &amp; Middleton Rd Signal</td>
<td>City of Nampa</td>
<td>Construction Engineering, Inspection, Sampling &amp; Testing Services</td>
<td>Local Project Direct Select from Term Agreement</td>
<td>HDR Engineering</td>
<td>$76,142</td>
</tr>
<tr>
<td>NHS-7773, N 10th Ave Intelligent Transportation System &amp; Overlay</td>
<td>City of Caldwell</td>
<td>Roadway Design and Intelligent Transportation System Services through PS&amp;E</td>
<td>Local Project RFI from Term Agreement</td>
<td>Six Mile Engineering</td>
<td>$204,529</td>
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</tbody>
</table>
# Supplemental Agreements to Existing Local Professional Services Agreements

<table>
<thead>
<tr>
<th>District</th>
<th>Project</th>
<th>Consultant</th>
<th>Original Agreement Date/Description</th>
<th>Supplemental Agreement Description</th>
<th>Total Agreement Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>5</td>
<td>STP-7151, Benton Street Bridge, Pocatello</td>
<td>Stanley Consultants</td>
<td>8/17 Construction Engineering, Inspection, Sampling &amp; Testing Services</td>
<td>Add’l Construction Engineering, Inspection, Sampling &amp; Testing Services</td>
<td>Prev: $534,500 This: $150,000 Total: $684,500</td>
</tr>
<tr>
<td>5</td>
<td>STC-1809, Dingle Shore; Beach to Cemetery, Bear Lake Co</td>
<td>Keller Associates</td>
<td>2/19 Roadway Design through PS&amp;E</td>
<td>Design &amp; Environmental Services needed due to Additional Roadway Widening</td>
<td>Prev: $320,900 This: $16,737 Total: $337,637</td>
</tr>
</tbody>
</table>

## Recommendations

For Information Only

## Board Action

- [ ] Approved
- [ ] Deferred
- [ ] Other

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Meeting Date  October 17, 2019

Consent Item  Information Item  Amount of Presentation Time Needed

Presenter's Name  Presenter's Title  Initials  Reviewed By
Kevin Sablan  Traffic/Design Engineer  KS  LSS
Preparer's Name  Preparer's Title  Initials
Barbara Waite  Railroad/Utility Manager  BW

Subject
Sign Upgrades at Public Passive Rail-Highway Crossings, Statewide

Key Number  District  Route Number
22010  ALL - Statewide  Various

Background Information
Per the 2009 Manual on Uniform Traffic Control Devices (MUTCD), all public passive rail-highway crossings, nationwide, are to have uniform signage in-place by December 31, 2019. The new standard signage (Crossbuck Assembly) is shown in Figure 8B-2 of the MUTCD, a copy of which is attached. Note: all signs to be located on ONE post. Idaho’s current configuration displays the regulatory sign on a separate post approximately 15’ in advance of the railroad’s crossbuck sign. The new Crossbuck Assembly installation work will be completed by the railroads and/or their contractor(s). Additionally, in conjunction with this sign compliance change, the IdaShield signs will be removed.

The 2019 Idaho Legislature revised Idaho Code 49-202 eliminating the mandatory requirement of STOP signs at public passive crossings. Effective July 1, 2019, the YIELD sign is the required/default regulatory sign at all passive crossings in Idaho, complying with MUTCD. Per the MUTCD, “A YIELD sign shall be the default traffic control device for Crossbuck Assemblies on all highway approaches to passive grade crossings unless an engineering study performed by the regulatory agency or highway authority having jurisdiction over the roadway approach determines that a STOP sign is appropriate.” ITD is working with road/highway authorities and railroads to transition signage to the new MUTCD standard. Once in place, the railroad companies are responsible for maintenance of the Crossbuck Assemblies.

ITD is in the process of creating a communication plan to disseminate this signage change to the general public and various stakeholders.

Recommendations

Board Action

☑ Approved  ☐ Deferred
☐ Other

(5) The board shall adopt and enforce rules as may be consistent with and necessary to determine the classification of and the basis on which fees shall be computed.

SECTION 3. That Section 49-202, Idaho Code, be, and the same is hereby amended to read as follows:

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

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

(a) For certifying a copy of any record pertaining to any vehicle license, any certificate of title, or any driver's license ........ $14.00
(b) For issuing every Idaho certificate of title .................... $14.00
(c) For furnishing a duplicate copy of any Idaho certificate of title ............................................. $14.00
(d) For issuance or transfer of every certificate of title on a new or used vehicle or other titled vehicle in an expedited manner (rush titles), in addition to any other fee required by this section .... $26.00
(e) For recording a transitional ownership document, in addition to any other fee required by this section .................. $26.00
(f) For furnishing a replacement of any receipt of registration .......................................................... $5.00
(g) For furnishing copies of registration or ownership of motor vehicles or driver's license records, per vehicle registration, accident report records, title or per driver's license record ........ $7.00
Additional contractor fee, not to exceed .......................... $4.00
(h) For services in searching files of vehicle or other registrations, vehicle titles, or driver's licenses per hour .. $18.00
(i) Placing "stop" cards in vehicle registration or title files, each ........................................ $18.00
(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 sub-
    section (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 col-
    lected by a county assessor or other 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 agent collecting such fee, which
    shall be deposited with the county treasurer and credited to the county
    current expense fund. The remainder of the fees collected as provided
    in that subsection shall be paid by the department to the state trea-
    surer 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 po-
    lice 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 as-
    sessor of the county collecting such fee, and shall be deposited with
    the county treasurer and credited to the county current expense fund.
(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 mo-
    tor 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 transfer-
    red from the state highway account to the law enforcement fund for
    motor carrier safety programs conducted by the Idaho state police pur-
    suant to the provisions of section 67-2901A, Idaho Code.
(6) The department as often as practicable may provide to law enforce-
    ment 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 instru-
    ments 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 pe-
riods 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 ad-
ditional 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 re-
quest any person to submit to medical, vision, highway, or written examina-
tions, to protect the safety of the public upon the highways. The depart-
ment or its authorized agents may exercise such authority based upon evi-
dence 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 oper-
ated 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 inter-
state 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 estab-
lished by ordinance for the inspection and readjustment of motor vehi-
cles (which program is part of an approved state implementation plan
adopted by both the state and federal governments under 42 U.S.C. sec-
tion 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 ex-
hausted 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 oper-
ate on a special trip permit until all fees, penalties and interest have been
paid.

(14) The department shall institute educational programs, demonstra-
tions, 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 elimi-
nation 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 jurisdic-
tion of the department except by the latter's permission, except where the
duly elected officials of an incorporated city have established speed limits
lower than those set by the department on the portion of state highways, ex-
cluding controlled-access and interstate highways, that pass through resi-
dential, urban or business districts within the jurisdiction of the incorpo-
rated city. The placement and maintenance of such a traffic-control device
by a local authority shall be made according to the board's manual and speci-
fications 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 travel-
ing at a speed otherwise permissible under this title, shall determine and
declare the maximum speed of vehicles which the structure can safely with-
stand, 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 engi-
neering and traffic investigation that slow speeds on any highway or part of
a highway impede the normal and reasonable movement of traffic, the depart-
ment may determine and declare a minimum speed limit below which no person
shall drive a vehicle except when necessary for safe operation or in compli-
ance with law, and that limit shall be effective when posted upon appropriate
fixed or variable signs, except in cases where the duly elected officials of
an incorporated city have established speed limits lower than those set by
the department on portions of state highways, excluding controlled-access
and interstate highways, that pass through residential, urban or business
districts within the jurisdiction of the incorporated city.

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

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

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

Nothing in this subsection shall be construed as granting immunity to
any railroad company as to liability, if any, for an accident which might oc-
cur at a crossing where stop signs are erected and in place, but liability, if
any, shall be determined as provided by law. Liability on the part of govern-
mental authorities on account of absence of any stop sign at a crossing shall
be determined as provided by law.

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

(27) The department and local authorities in their respective juris-
dictions may in their discretion issue special permits authorizing the
operation upon a highway of traction engines or tractors having movable
tracks with transverse corrugations upon the periphery of the movable tracks
or farm tractors or other farm machinery, the operation of which upon a high-
way would otherwise be prohibited under this title or title 40, Idaho Code.

(28) The department and local highway authorities within their respec-
tive jurisdictions may place official traffic-control devices prohibiting,
limiting or restricting the stopping, standing or parking of vehicles on any
highway where such stopping, standing or parking is dangerous to those using
the highway or where the stopping, standing or parking of vehicles unduly in-
terferes with the free movement of traffic thereon.

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

SECTION 4. That Section 49-207, Idaho Code, be, and the same is hereby
amended to read as follows:
TITLE 49
MOTOR VEHICLES
CHAPTER 2
GENERAL

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

(2) In addition to other fees required by law to be collected by the department, the department shall collect the following:
(a) For certifying a copy of any record pertaining to any vehicle license, any certificate of title, or any driver’s license ................................................ $14.00
(b) For issuing every Idaho certificate of title ............... $14.00
(c) For furnishing a duplicate copy of any Idaho certificate of title ......................................................... $14.00
(d) For issuance or transfer of every certificate of title on a new or used vehicle or other titled vehicle in an expedited manner (rush titles), in addition to any other fee required by this section .................... $26.00
(e) For recording a transitional ownership document, in addition to any other fee required by this section ......................................................... $26.00
(f) For furnishing a replacement of any receipt of registration .......................................................... $5.00
(g) For furnishing copies of registration or ownership of motor vehicles or driver’s license records, per vehicle registration, accident report records, title or per driver’s license record ............... $7.00
Additional contractor fee, not to exceed ......................... $4.00
(h) For services in searching files of vehicle or other registrations, 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 replacement registration stickers, each .................. $2.00

(m) For issuing letters of temporary vehicle clearance to Idaho-based motor carriers .................. $18.00

(n) For 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 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 agent collecting such fee, which shall be deposited with the county treasurer and credited to the county current expense fund. 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.

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

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

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

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

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

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

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

History:


How current is this law?

Search the Idaho Statutes and Constitution
Figure 8B-2. Crossbuck Assembly with a YIELD or STOP Sign on the Crossbuck Sign Support

* Height may be varied as required by local conditions and may be increased to accommodate signs mounted below the Crossbuck sign
** Measured to the ground level at the base of the support

Notes:
1. YIELD or STOP signs are used only at passive crossings. A STOP sign is used only if an engineering study determines that it is appropriate for that particular approach.
2. Mounting height shall be at least 4 feet for installations of YIELD or STOP signs on existing Crossbuck sign supports.
3. Mounting height shall be at least 7 feet for new installations in areas with pedestrian movements or parking.

Section 8B.04 Crossbuck Assemblies with YIELD or STOP Signs at Passive Grade Crossings

A grade crossing Crossbuck Assembly shall consist of a Crossbuck (R15-1) sign, and a Number of Tracks (R15-2P) plaque if two or more tracks are present, that complies with the provisions of Section 8B.03, and either a YIELD (R1-2) or STOP (R1-1) sign installed on the same support, except as provided in Paragraph 8. If used at a passive grade crossing, a YIELD or STOP sign shall be installed in compliance with the provisions of Part 2, Section 2B.10, and Figures 8B-2 and 8B-3.

At all public highway-rail grade crossings that are not equipped with the active traffic control systems that are described in Chapter 8C, except crossings where road users are directed by an authorized person on the ground to not enter the crossing at all times that an approaching train is about to occupy the crossing, a Crossbuck Assembly shall be installed on the right-hand side of the highway on each approach to the highway-rail grade crossing.

If a Crossbuck sign is used on a highway approach to a public highway-LRT grade crossing that is not equipped with the active traffic control systems that are described in Chapter 8C, a Crossbuck Assembly shall be installed on the right-hand side of the highway on each approach to the highway-LRT grade crossing.

Where unusual conditions make variations in location and lateral offset appropriate, engineering judgment should be used to provide the best practical combination of view and safety clearances.
Meeting Date  October 17, 2019

Consent Item  Information Item  Amount of Presentation Time Needed  NA

<table>
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<tr>
<th>Presenter's Name</th>
<th>Presenter's Title</th>
<th>Initials</th>
<th>Reviewed By</th>
</tr>
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<tbody>
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<td>Nestor Fernandez, PE</td>
<td>Mobility Services Engineer</td>
<td>NF</td>
<td>LSS</td>
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Subject

Board Policy 4041 - Sponsorship of Department Programs

Key Number  District  Route Number

Background Information

In accordance with Board Policy 4041, staff reports there are no sponsorship agreements at this time.

Recommendations

Information Only

Board Action

☐ Approved  ☐ Deferred  
☐ Other  

Page 1 of 1
SPONSORSHIP OF DEPARTMENT PROGRAMS

**Purpose**
The purpose of this policy is to state the philosophy of the Board regarding sponsorships and to delegate authority to seek sponsorship of certain Department programs.

**Legal Authority**
Idaho Code 40-314(3) – The Idaho Transportation Board has authority over the financial affairs of the Board and the Department.

Idaho Code 40-309(1) – The Board may contract in the name of the State with respect to the rights, powers and duties vested in the Board by the title 40 of the Idaho Code.

The Idaho Transportation Board recognizes that sponsoring certain Department programs may produce additional revenue and/or allow for enhancement of the programs. The Board intends for the Department to seek sponsorship of appropriate activities or programs when it is in the best interest of the Department and the public.

In order to establish sponsorships, the Director shall:

- Encourage division administrators to identify and pursue opportunities for sponsorship that will increase the efficiency and effectiveness of the Department.

- Seek sponsors that are a good “fit” for the Department and that either directly or indirectly, promote, support, or enhance mobility, safety, or economic opportunity for Idaho motorists.

- Ensure that sponsors selected for any ITD program do not negatively impact the positive public image of the Department.

- See that ITD policies and culture support and enable this philosophy.

Sponsorship activity shall be reported to the Board annually.

Approved by the Board on:

Signed ___________________________  Date October 24, 2013

Jerry Whitehead
Board Chairman
Meeting Date: October 17, 2019

Consent Item: [ ] Information Item: [x] Amount of Presentation Time Needed: 

<table>
<thead>
<tr>
<th>Presenter's Name</th>
<th>Presenter's Title</th>
<th>Initials</th>
<th>Reviewed By</th>
</tr>
</thead>
<tbody>
<tr>
<td>David Tolman</td>
<td>Controller</td>
<td>DT</td>
<td>LSS</td>
</tr>
</tbody>
</table>

Preparer's Name: David Tolman
Preparer's Title: Controller
Initials: DT

Subject: State Fiscal Year 2020 Financial Statements

Background Information

**July 01, 2019 thru August 31, 2019, Fiscal Year 2020 Financial Statements**

The financial operations of the Department as of August 31, 2019 shows this fiscal year with revenue coming in ahead of forecast year-to-date after two months and the expenditures are following projected budgets.

- Revenues to the State Highway Account from all state sources are ahead of forecast by 6.4%. Of that total, receipts from the Highway Distribution Account are ahead of forecast by 4.9% or $1.7M. State revenues to the State Aeronautics Fund are ahead of forecast by 26% or $140,000. Since it is too early to see any trend, staff will continue to monitor revenue and provide future updates.

- Expenditures are within planned budgets YTD. The differences are simply timing differences between planned and actual expenditures plus encumbrances estimated through the first two months of the year. Personnel costs have savings of $1.9M or 9.2% is due to reserves for horizontal career path increases, vacancys and timing between a position becoming vacant and filled.

- Contract construction cash expenditures through August of this year has exceeded any from the past three years: FY20 = $112.6 M; FY19 = $106.1 M; FY18 = $94.2 M. After two months in this fiscal year this is a very positive result and will assist in helping ITD achieve its objective to reduce the outstanding obligated but un-spent balances in this category.

The balance of the long term investments as of the end of August is $138.2 Million. These funds are obligated against both construction projects and encumbrances. The long term investments plus the cash balance ($55.9M) totals $194.1M, which is $20.8M less than the end of June.

Expenditures in the Strategic Initiatives Program Fund (GF Surplus), through the month of August, were $6.6M. Projects obligated from these funds are now in the construction season and higher payouts will occur over the next few months. There are no additional funds (other than interest earned on the cash balance) coming into this fund with the expiration of the law effective May 31, 2019 that required the transfer.

Deposits into the Transportation Expansion and Congestion Mitigation Fund of $3.2M is 9.5% ahead of forecast. The receipts into this fund for FY20 are committed to construction projects identified in the ITIP.

**Recommendations**
<table>
<thead>
<tr>
<th>Board Action</th>
</tr>
</thead>
<tbody>
<tr>
<td>☐ Approved</td>
</tr>
<tr>
<td>☐ Other</td>
</tr>
</tbody>
</table>

[Image of board meeting]
### 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 8/31/2019**

(all amounts in '000)

<table>
<thead>
<tr>
<th>Funds Received</th>
<th>FY19 Actual YTD</th>
<th>FY20 Actual YTD</th>
<th>FY20 Forecast YTD</th>
<th>FY20 to FY19 Actual</th>
<th>FY 20 to Forecast</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>State Highway Account</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Federal Reimbursements</td>
<td>60,995</td>
<td>74,710</td>
<td>89,919</td>
<td>22.5%</td>
<td>-16.9%</td>
</tr>
<tr>
<td>State (Inc. H.D.A.)</td>
<td>57,454</td>
<td>60,074</td>
<td>56,487</td>
<td>4.6%</td>
<td>6.4%</td>
</tr>
<tr>
<td>Local</td>
<td>1,523</td>
<td>7,117</td>
<td>4,465</td>
<td>367.2%</td>
<td>59.4%</td>
</tr>
<tr>
<td><strong>Total State Highway Account:</strong></td>
<td>119,973</td>
<td>141,901</td>
<td>150,872</td>
<td>18.3%</td>
<td>-5.9%</td>
</tr>
<tr>
<td><strong>State Aeronautics Fund</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Federal Reimbursements</td>
<td>23</td>
<td>65</td>
<td>35</td>
<td>179.1%</td>
<td>85.8%</td>
</tr>
<tr>
<td>State</td>
<td>538</td>
<td>679</td>
<td>539</td>
<td>26.3%</td>
<td>26.1%</td>
</tr>
<tr>
<td><strong>Total State Aeronautics Fund:</strong></td>
<td>561</td>
<td>744</td>
<td>574</td>
<td>32.6%</td>
<td>29.8%</td>
</tr>
<tr>
<td><strong>Total Fund Received:</strong></td>
<td>120,534</td>
<td>142,645</td>
<td>151,445</td>
<td>18.3%</td>
<td>-5.8%</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Disbursements (includes Encumbrances)</th>
<th>FY19 Actual YTD</th>
<th>FY20 Actual YTD</th>
<th>FY20 Budget YTD</th>
<th>FY20 to FY19 Actual</th>
<th>FY 20 to Budget</th>
</tr>
</thead>
<tbody>
<tr>
<td>Construction Payouts</td>
<td>106,755</td>
<td>115,601</td>
<td>139,465</td>
<td>8.3%</td>
<td>-17.1%</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th><strong>Operations Expenses</strong></th>
<th>FY19 Actual YTD</th>
<th>FY20 Actual YTD</th>
<th>FY20 Budget YTD</th>
<th>FY20 to FY19 Actual</th>
<th>FY 20 to Budget</th>
</tr>
</thead>
<tbody>
<tr>
<td>Highways</td>
<td>38,213</td>
<td>39,956</td>
<td>44,696</td>
<td>4.6%</td>
<td>-10.6%</td>
</tr>
<tr>
<td>DMV</td>
<td>12,562</td>
<td>10,340</td>
<td>12,358</td>
<td>-17.7%</td>
<td>-16.3%</td>
</tr>
<tr>
<td>Administration</td>
<td>5,818</td>
<td>7,564</td>
<td>5,810</td>
<td>30.0%</td>
<td>30.2%</td>
</tr>
<tr>
<td>Facilities</td>
<td>100</td>
<td>1,190</td>
<td>399</td>
<td>1,084.0%</td>
<td>198.4%</td>
</tr>
<tr>
<td>Aeronautics</td>
<td>512</td>
<td>426</td>
<td>906</td>
<td>-16.9%</td>
<td>-53.0%</td>
</tr>
<tr>
<td><strong>Total Operations Expenses:</strong></td>
<td>57,206</td>
<td>59,476</td>
<td>64,168</td>
<td>4.0%</td>
<td>-7.3%</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Transfers</th>
<th>FY19 Actual YTD</th>
<th>FY20 Actual YTD</th>
<th>FY20 to FY19 Actual</th>
<th>FY 20 to Budget</th>
</tr>
</thead>
<tbody>
<tr>
<td>Operating</td>
<td>25</td>
<td>0</td>
<td>-100.0%</td>
<td>-100.0%</td>
</tr>
<tr>
<td>Debt Service</td>
<td>0</td>
<td>0</td>
<td>0.0%</td>
<td>0.0%</td>
</tr>
<tr>
<td><strong>Total Transfers:</strong></td>
<td>25</td>
<td>0</td>
<td>-100.0%</td>
<td>-100.0%</td>
</tr>
</tbody>
</table>

| **Total Disbursements:** | 163,986 | 175,077 | 203,658 | 6.8% | -14.0% |

<table>
<thead>
<tr>
<th>Expenditures by Type</th>
<th>FY19 Actual YTD</th>
<th>FY20 Actual YTD</th>
<th>FY20 Budget YTD</th>
<th>FY20 to FY19 Actual</th>
<th>FY 20 to Budget</th>
</tr>
</thead>
<tbody>
<tr>
<td>Personnel</td>
<td>18,851</td>
<td>18,991</td>
<td>20,923</td>
<td>0.7%</td>
<td>-9.2%</td>
</tr>
<tr>
<td>Operating</td>
<td>29,287</td>
<td>27,367</td>
<td>30,743</td>
<td>-6.6%</td>
<td>-11.0%</td>
</tr>
<tr>
<td>Capital Outlay</td>
<td>6,618</td>
<td>10,473</td>
<td>8,965</td>
<td>58.2%</td>
<td>16.8%</td>
</tr>
<tr>
<td>Sub-Grantee</td>
<td>2,449</td>
<td>2,645</td>
<td>3,538</td>
<td>8.0%</td>
<td>-25.2%</td>
</tr>
<tr>
<td><strong>Totals Operations Expenses:</strong></td>
<td>57,206</td>
<td>59,476</td>
<td>64,168</td>
<td>4.0%</td>
<td>-7.3%</td>
</tr>
<tr>
<td>Contract Construction</td>
<td>106,755</td>
<td>115,601</td>
<td>139,465</td>
<td>8.3%</td>
<td>-17.1%</td>
</tr>
<tr>
<td><strong>Totals (excluding Transfers):</strong></td>
<td>163,961</td>
<td>175,077</td>
<td>203,633</td>
<td>6.8%</td>
<td>-14.0%</td>
</tr>
</tbody>
</table>
State Highway Fund 0260
Fiscal Year 2020
State Revenue Source Forecast vs Actual
August - For Period Ending 8/31/2019

Includes Equipment Buy Back Program
Misc. Revenue (RTA $50,851) and Transfers - In
State Highway Fund 0260
Fiscal Year 2020
Expenditures
August - For Period Ending 8/31/2019

FY18 Actual Expenditures
FY19 Actual Expenditures
FY20 Current
FY20 Forecast

 Current = Actual Payments and Encumbrances
## Aeronautics Fund 0221
### Fiscal Year 2020
#### State and Interagency Revenue Sources Forecast vs Actual
#### August - For Period Ending 8/31/2019

<table>
<thead>
<tr>
<th>Month</th>
<th>FY18 Actual Revenue</th>
<th>FY19 Actual Revenue</th>
<th>FY20 Current</th>
<th>FY20 Forecast</th>
</tr>
</thead>
<tbody>
<tr>
<td>Jul</td>
<td>0.191</td>
<td>0.234</td>
<td>0.306</td>
<td>0.228</td>
</tr>
<tr>
<td>Aug</td>
<td>0.524</td>
<td>0.538</td>
<td>0.679</td>
<td>0.539</td>
</tr>
<tr>
<td>Sep</td>
<td>0.834</td>
<td>0.943</td>
<td></td>
<td>0.888</td>
</tr>
<tr>
<td>Oct</td>
<td>1.159</td>
<td>1.265</td>
<td></td>
<td>1.245</td>
</tr>
<tr>
<td>Nov</td>
<td>1.338</td>
<td>1.563</td>
<td></td>
<td>1.494</td>
</tr>
<tr>
<td>Dec</td>
<td>1.546</td>
<td>1.782</td>
<td></td>
<td>1.804</td>
</tr>
<tr>
<td>Jan</td>
<td>1.913</td>
<td>2.242</td>
<td></td>
<td>2.119</td>
</tr>
<tr>
<td>Feb</td>
<td>2.162</td>
<td>2.421</td>
<td></td>
<td>2.330</td>
</tr>
<tr>
<td>Mar</td>
<td>2.354</td>
<td>2.631</td>
<td></td>
<td>2.571</td>
</tr>
<tr>
<td>Apr</td>
<td>2.558</td>
<td>2.840</td>
<td></td>
<td>2.775</td>
</tr>
<tr>
<td>May</td>
<td>2.780</td>
<td>3.064</td>
<td></td>
<td>3.018</td>
</tr>
<tr>
<td>Jun</td>
<td>3.015</td>
<td>3.261</td>
<td></td>
<td>3.263</td>
</tr>
</tbody>
</table>

Includes Misc. Revenue and Transfers - In

Misc. Revenue (RTA $0) and Transfers - In
Aeronautics Fund 0221
Fiscal Year 2020
Expenditures
August - For Period Ending 8/31/2019

<table>
<thead>
<tr>
<th>Month</th>
<th>FY18 Actual Expenditures</th>
<th>FY19 Actual Expenditures</th>
<th>FY20 Current</th>
<th>FY20 Forecast</th>
</tr>
</thead>
<tbody>
<tr>
<td>Jul</td>
<td>0.645</td>
<td>0.193</td>
<td>0.206</td>
<td>0.248</td>
</tr>
<tr>
<td>Aug</td>
<td>0.778</td>
<td>0.512</td>
<td>0.426</td>
<td>0.906</td>
</tr>
<tr>
<td>Sep</td>
<td>0.999</td>
<td>0.652</td>
<td></td>
<td>1.255</td>
</tr>
<tr>
<td>Oct</td>
<td>1.131</td>
<td>0.816</td>
<td></td>
<td>1.479</td>
</tr>
<tr>
<td>Nov</td>
<td>1.262</td>
<td>1.498</td>
<td></td>
<td>1.722</td>
</tr>
<tr>
<td>Dec</td>
<td>1.411</td>
<td>1.943</td>
<td></td>
<td>1.930</td>
</tr>
<tr>
<td>Jan</td>
<td>1.685</td>
<td>2.124</td>
<td></td>
<td>2.134</td>
</tr>
<tr>
<td>Feb</td>
<td>1.894</td>
<td>2.351</td>
<td></td>
<td>2.376</td>
</tr>
<tr>
<td>Mar</td>
<td>2.299</td>
<td>2.441</td>
<td></td>
<td>2.578</td>
</tr>
<tr>
<td>Apr</td>
<td>2.522</td>
<td>2.604</td>
<td></td>
<td>2.785</td>
</tr>
<tr>
<td>May</td>
<td>2.909</td>
<td>2.826</td>
<td></td>
<td>3.068</td>
</tr>
<tr>
<td>Jun</td>
<td>3.220</td>
<td>3.398</td>
<td></td>
<td>4.608</td>
</tr>
</tbody>
</table>

Current = Actual Payments and Encumbrances
# Idaho Transportation Department

## OPERATING FUND BALANCE SHEET

FOR THE PERIOD ENDED 8/31/2019

<table>
<thead>
<tr>
<th></th>
<th>State Aeronautics Fund 0221</th>
<th>State Highway Fund 0260</th>
<th>Transportation Expansion and Congestion Mitigation Fund 0269</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Jul-19</td>
<td>Aug-19</td>
<td>Jul-19</td>
</tr>
<tr>
<td>ASSETS</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Cash on Hand (Change Fund)</td>
<td>0</td>
<td>0</td>
<td>5,845</td>
</tr>
<tr>
<td>Cash in Bank (Daily Operations)</td>
<td>2,318,558</td>
<td>2,359,252</td>
<td>64,377,141</td>
</tr>
<tr>
<td>Investments (Long Term: STO - Diversified Bond Fund)</td>
<td>845,263</td>
<td>846,712</td>
<td>137,963,130</td>
</tr>
<tr>
<td>Total Cash &amp; Investments</td>
<td>3,163,821</td>
<td>3,205,965</td>
<td>202,346,115</td>
</tr>
<tr>
<td>Receivables - Other</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>- Due From Locals (Project Overruns)</td>
<td>25,759</td>
<td>0</td>
<td>1,242,243</td>
</tr>
<tr>
<td>- Inter Agency</td>
<td>16,396</td>
<td>45,507</td>
<td>2,262,497</td>
</tr>
<tr>
<td>Total Receivables</td>
<td>42,155</td>
<td>45,507</td>
<td>3,562,325</td>
</tr>
<tr>
<td>Inventory on Hand</td>
<td>0</td>
<td>0</td>
<td>19,156,856</td>
</tr>
<tr>
<td>Total Assets:</td>
<td>3,205,976</td>
<td>3,251,471</td>
<td>225,065,296</td>
</tr>
<tr>
<td>LIABILITIES</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Vouchers Payable</td>
<td>0</td>
<td>0</td>
<td>1,762</td>
</tr>
<tr>
<td>Sales Tax Payable</td>
<td>0</td>
<td>0</td>
<td>453</td>
</tr>
<tr>
<td>Deferred Revenue (Local Projects Match)</td>
<td>0</td>
<td>0</td>
<td>23,334,999</td>
</tr>
<tr>
<td>Accounts Receivable Overpayment</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Contractor Retained % (In Lieu Of Performance Bond)</td>
<td>0</td>
<td>0</td>
<td>244,836</td>
</tr>
<tr>
<td>Total Liabilities:</td>
<td>0</td>
<td>0</td>
<td>23,582,050</td>
</tr>
<tr>
<td>FUND BALANCE</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Reserve for Encumbrance</td>
<td>441,413</td>
<td>293,292</td>
<td>62,012,933</td>
</tr>
<tr>
<td>Fund Balance</td>
<td>2,764,562</td>
<td>2,958,179</td>
<td>139,470,313</td>
</tr>
<tr>
<td>Total Fund Balance:</td>
<td>3,205,976</td>
<td>3,251,471</td>
<td>201,483,246</td>
</tr>
<tr>
<td>Total Liabilities and Fund Balance</td>
<td>3,205,976</td>
<td>3,251,471</td>
<td>225,065,296</td>
</tr>
</tbody>
</table>

Fiscal Year: 2020
# Idaho Transportation Department

**OPERATING FUND BALANCE SHEET**

**FOR THE PERIOD ENDED 8/31/2019**

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>ASSETS</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Cash on Hand (Change Fund)</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Cash in Bank (Daily Operations)</td>
<td>40,429,939</td>
<td>38,171,499</td>
<td>48,341</td>
<td>48,288</td>
<td>40,478,280</td>
<td>38,219,787</td>
</tr>
<tr>
<td>Investments (Long Term: STO - Diversified Bond Fund)</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Total Cash &amp; Investments</td>
<td>40,429,939</td>
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<td>48,341</td>
<td>48,288</td>
<td>40,478,280</td>
<td>38,219,787</td>
</tr>
<tr>
<td>Receivables - Other</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>- Due From Locals (Project Overruns)</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>- Inter Agency</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Total Receivables</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Inventory on Hand</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td><strong>Total Assets:</strong></td>
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<td>38,171,499</td>
<td>48,341</td>
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</tr>
</tbody>
</table>

| **LIABILITIES**       |         |         |         |         |         |         |
| Vouchers Payable      | 0       | 0       | 0       | 0       | 0       | 0       |
| Sales Tax Payable     | 0       | 0       | 0       | 0       | 0       | 0       |
| Deferred Revenue (Local Projects Match) | 0       | 0       | 0       | 0       | 0       | 0       |
| Accounts Receivable Overpayment | 0       | 0       | 0       | 0       | 0       | 0       |
| Contractor Retained % (In Lieu Of Performance Bond) | 0       | 0       | 0       | 0       | 0       | 0       |
| **Total Liabilities:** | 0       | 0       | 0       | 0       | 0       | 0       |

| **FUND BALANCE**       |         |         |         |         |         |         |
| Reserve for Encumbrance | 0       | 0       | 0       | 0       | 0       | 0       |
| Fund Balance           | 40,429,939 | 38,171,499 | 48,341  | 48,288  | 40,478,280 | 38,219,787 |
| **Total Fund Balance:** | 40,429,939 | 38,171,499 | 48,341  | 48,288  | 40,478,280 | 38,219,787 |
| **Total Liabilities and Fund Balance** | 40,429,939 | 38,171,499 | 48,341  | 48,288  | 40,478,280 | 38,219,787 |
# Idaho Transportation Department

## Statement of Revenues and Expenditures

**Budget to Actual**
**For the Fiscal Year to Date - For the Period Ended 8/31/2019**

| Fund: 0260 State Highway Fund |

<table>
<thead>
<tr>
<th>Fiscal Year: 2020</th>
</tr>
</thead>
</table>

### Revenues

#### Federal Sources

<table>
<thead>
<tr>
<th>Source</th>
<th>Year to Date Allotment</th>
<th>Year to Date Actual</th>
<th>Current Month Activity</th>
<th>Year to Date Encumbrance</th>
<th>Variance Favorable / Unfavorable</th>
<th>Percent Variance</th>
<th>Annual Appropriation</th>
<th>Appropriation Balance</th>
<th>Percent Remaining</th>
</tr>
</thead>
<tbody>
<tr>
<td>FHWA - Highway</td>
<td>81,332,800</td>
<td>66,272,899</td>
<td>33,800,235</td>
<td>0</td>
<td>(15,059,901)</td>
<td>-18.52%</td>
<td>506,876,702</td>
<td>440,603,803</td>
<td>86.93%</td>
</tr>
<tr>
<td>FHWA - Indirect Cost</td>
<td>6,020,000</td>
<td>5,580,653</td>
<td>2,550,691</td>
<td>0</td>
<td>(439,347)</td>
<td>-7.30%</td>
<td>25,000,000</td>
<td>19,419,347</td>
<td>77.68%</td>
</tr>
<tr>
<td>Federal Transit Authority</td>
<td>1,900,000</td>
<td>2,225,191</td>
<td>1,352,229</td>
<td>0</td>
<td>325,191</td>
<td>17.12%</td>
<td>14,483,600</td>
<td>12,258,409</td>
<td>84.64%</td>
</tr>
<tr>
<td>NHTSA - Highway Safety</td>
<td>550,000</td>
<td>525,147</td>
<td>138,332</td>
<td>0</td>
<td>(24,853)</td>
<td>-4.52%</td>
<td>4,642,800</td>
<td>4,117,653</td>
<td>88.69%</td>
</tr>
<tr>
<td>Other Federal Aid</td>
<td>116,666</td>
<td>106,044</td>
<td>5,072</td>
<td>0</td>
<td>(10,622)</td>
<td>-9.10%</td>
<td>3,940,000</td>
<td>3,833,956</td>
<td>97.31%</td>
</tr>
</tbody>
</table>

**Total Federal Sources:** 89,919,466 74,709,934 37,846,559 0 (15,209,532) -16.91% 554,943,102 480,233,168 86.54%

#### State Sources

<table>
<thead>
<tr>
<th>Source</th>
<th>Year to Date Allotment</th>
<th>Year to Date Actual</th>
<th>Current Month Activity</th>
<th>Year to Date Encumbrance</th>
<th>Variance Favorable / Unfavorable</th>
<th>Percent Variance</th>
<th>Annual Appropriation</th>
<th>Appropriation Balance</th>
<th>Percent Remaining</th>
</tr>
</thead>
<tbody>
<tr>
<td>Equipment Buy Back</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0.00%</td>
<td>8,328,900</td>
<td>8,328,900</td>
<td>100.00%</td>
</tr>
<tr>
<td>Miscellaneous Revenues</td>
<td>5,490,676</td>
<td>5,825,436</td>
<td>2,972,326</td>
<td>0</td>
<td>334,759</td>
<td>6.10%</td>
<td>31,647,851</td>
<td>25,822,416</td>
<td>81.59%</td>
</tr>
</tbody>
</table>

**Total State Sources:** 5,490,676 5,825,436 2,972,326 0 334,759 6.10% 39,976,751 34,151,316 85.43%

#### Local Sources

<table>
<thead>
<tr>
<th>Source</th>
<th>Year to Date Allotment</th>
<th>Year to Date Actual</th>
<th>Current Month Activity</th>
<th>Year to Date Encumbrance</th>
<th>Variance Favorable / Unfavorable</th>
<th>Percent Variance</th>
<th>Annual Appropriation</th>
<th>Appropriation Balance</th>
<th>Percent Remaining</th>
</tr>
</thead>
<tbody>
<tr>
<td>Match For Local Projects</td>
<td>4,465,400</td>
<td>7,109,303</td>
<td>1,665,582</td>
<td>0</td>
<td>2,643,903</td>
<td>59.21%</td>
<td>36,651,278</td>
<td>29,541,975</td>
<td>80.60%</td>
</tr>
<tr>
<td>Other Local Sources</td>
<td>0</td>
<td>7,500</td>
<td>0</td>
<td>0</td>
<td>7,500</td>
<td>0.00%</td>
<td>0</td>
<td>(7,500)</td>
<td>0.00%</td>
</tr>
</tbody>
</table>

**Total Local Sources:** 4,465,400 7,116,803 1,665,582 0 2,651,403 59.38% 36,651,278 29,534,475 80.58%

**Total Revenues:** 99,875,542 87,652,173 42,484,467 0 (12,223,370) -12.24% 631,571,131 543,918,959 86.12%

### Transfers-In

<table>
<thead>
<tr>
<th>Source</th>
<th>Year to Date Allotment</th>
<th>Year to Date Actual</th>
<th>Current Month Activity</th>
<th>Year to Date Encumbrance</th>
<th>Variance Favorable / Unfavorable</th>
<th>Percent Variance</th>
<th>Annual Appropriation</th>
<th>Appropriation Balance</th>
<th>Percent Remaining</th>
</tr>
</thead>
<tbody>
<tr>
<td>Highway Distribution Account</td>
<td>35,642,300</td>
<td>37,404,691</td>
<td>17,357,363</td>
<td>0</td>
<td>1,762,391</td>
<td>4.94%</td>
<td>181,566,810</td>
<td>181,566,810</td>
<td>82.92%</td>
</tr>
<tr>
<td>Fuel/Registration Direct</td>
<td>12,044,142</td>
<td>12,279,163</td>
<td>5,872,534</td>
<td>0</td>
<td>235,021</td>
<td>1.95%</td>
<td>41,770,250</td>
<td>41,770,250</td>
<td>82.05%</td>
</tr>
<tr>
<td>Ethanol Fuels Tax</td>
<td>3,309,600</td>
<td>3,389,313</td>
<td>1,538,330</td>
<td>0</td>
<td>79,713</td>
<td>2.41%</td>
<td>15,410,687</td>
<td>15,410,687</td>
<td>81.97%</td>
</tr>
<tr>
<td>Statutory</td>
<td>0</td>
<td>1,175,642</td>
<td>0</td>
<td>0</td>
<td>1,175,642</td>
<td>0.00%</td>
<td>0</td>
<td>(1,175,642)</td>
<td>0.00%</td>
</tr>
</tbody>
</table>

**Total Transfers-In:** 50,996,042 54,248,808 24,768,226 0 3,252,767 6.38% 306,188,000 251,939,192 82.28%

**Total Rev and Transfers-In:** 150,871,584 141,900,981 67,252,693 0 (8,970,603) -5.95% 937,759,131 795,858,151 84.87%
# Idaho Transportation Department

**STATEMENT OF REVENUES AND EXPENDITURES**

**BUDGET TO ACTUAL**

**FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 8/31/2019**

<table>
<thead>
<tr>
<th>Year to Date Allotment</th>
<th>Year to Date Actual</th>
<th>Current Month Activity</th>
<th>Year to Date Encumbrance</th>
<th>Variance Favorable / Unfavorable</th>
<th>Percent Variance</th>
<th>Annual Appropriation</th>
<th>Appropriation Balance</th>
<th>Percent Remaining</th>
</tr>
</thead>
<tbody>
<tr>
<td>(A)</td>
<td>(B)</td>
<td>(C)</td>
<td>(D)</td>
<td>(E = A - B - D)</td>
<td>(F = E / A)</td>
<td>(G)</td>
<td>(H = G - B - D)</td>
<td>(I = H / G)</td>
</tr>
<tr>
<td>13,959,100</td>
<td>12,728,858</td>
<td>6,345,305</td>
<td>0</td>
<td>1,230,242</td>
<td>8.81 %</td>
<td>90,719,145</td>
<td>77,990,287</td>
<td>85.97 %</td>
</tr>
<tr>
<td>131,868</td>
<td>151,147</td>
<td>74,812</td>
<td>0</td>
<td>(19,279)</td>
<td>-14.62 %</td>
<td>1,558,578</td>
<td>1,407,431</td>
<td>90.30 %</td>
</tr>
<tr>
<td>6,629,406</td>
<td>5,934,039</td>
<td>2,921,422</td>
<td>0</td>
<td>695,367</td>
<td>10.49 %</td>
<td>41,482,177</td>
<td>35,548,138</td>
<td>85.69 %</td>
</tr>
<tr>
<td>278,949</td>
<td>282,696</td>
<td>134,352</td>
<td>0</td>
<td>(3,747)</td>
<td>-1.34 %</td>
<td>1,603,057</td>
<td>1,320,361</td>
<td>82.37 %</td>
</tr>
<tr>
<td>76,048</td>
<td>69,735</td>
<td>38,374</td>
<td>0</td>
<td>6,313</td>
<td>8.30 %</td>
<td>350,480</td>
<td>350,480</td>
<td>100.00 %</td>
</tr>
<tr>
<td>10,119,023</td>
<td>2,392,928</td>
<td>1,470,625</td>
<td>8,780,066</td>
<td>(1,053,971)</td>
<td>-10.42 %</td>
<td>24,542,669</td>
<td>13,369,675</td>
<td>54.48 %</td>
</tr>
<tr>
<td>19,732,196</td>
<td>6,939,474</td>
<td>3,689,339</td>
<td>8,772,721</td>
<td>4,020,001</td>
<td>20.37 %</td>
<td>52,494,306</td>
<td>64,024,977</td>
<td>76.96 %</td>
</tr>
<tr>
<td>631,900</td>
<td>148,956</td>
<td>148,514</td>
<td>2,921,422</td>
<td>(91,385)</td>
<td>-14.46 %</td>
<td>2,305,500</td>
<td>1,582,215</td>
<td>68.63 %</td>
</tr>
<tr>
<td>7,943,332</td>
<td>10,127</td>
<td>9,813</td>
<td>8,555,872</td>
<td>(622,668)</td>
<td>-7.84 %</td>
<td>22,023,200</td>
<td>13,457,200</td>
<td>61.10 %</td>
</tr>
<tr>
<td>389,597</td>
<td>64,616</td>
<td>64,331</td>
<td>1,118,687</td>
<td>(793,706)</td>
<td>-203.72%</td>
<td>6,014,597</td>
<td>1,947,900</td>
<td>32.33 %</td>
</tr>
<tr>
<td>3,371,082</td>
<td>2,526,050</td>
<td>888,289</td>
<td>0</td>
<td>845,032</td>
<td>25.07 %</td>
<td>19,470,900</td>
<td>16,944,850</td>
<td>87.03 %</td>
</tr>
<tr>
<td><strong>Total Operations Expense:</strong></td>
<td><strong>63,262,501</strong></td>
<td><strong>31,249,627</strong></td>
<td><strong>15,785,174</strong></td>
<td><strong>28,000,675</strong></td>
<td><strong>4,212,199</strong></td>
<td><strong>6.66 %</strong></td>
<td><strong>278,276,804</strong></td>
<td><strong>219,226,502</strong></td>
</tr>
<tr>
<td><strong>Contract Construction:</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Technology Operating Expense</td>
<td>0</td>
<td>374,197</td>
<td>344,314</td>
<td>447,651</td>
<td>(821,848)</td>
<td>0.00 %</td>
<td>0</td>
<td>(821,848)</td>
</tr>
<tr>
<td>Operating Expense</td>
<td>2,210,000</td>
<td>477,234</td>
<td>2,211,334</td>
<td>8,772,721</td>
<td>4,020,001</td>
<td>20.37 %</td>
<td>64,024,977</td>
<td>64,024,977</td>
</tr>
<tr>
<td>Capital Projects</td>
<td>136,936,106</td>
<td>51,758,816</td>
<td>2,211,334</td>
<td>23,121,393</td>
<td>2,211,334</td>
<td>16.89 %</td>
<td>711,597,538</td>
<td>711,597,538</td>
</tr>
<tr>
<td>Trustee &amp; Benefit Payments</td>
<td>318,800</td>
<td>154,200</td>
<td>64,372</td>
<td>0</td>
<td>164,600</td>
<td>51.63 %</td>
<td>625,302</td>
<td>625,302</td>
</tr>
<tr>
<td><strong>Total Contract Construction:</strong></td>
<td><strong>139,464,906</strong></td>
<td><strong>111,600,379</strong></td>
<td><strong>51,758,816</strong></td>
<td><strong>2,211,334</strong></td>
<td><strong>2,211,334</strong></td>
<td><strong>16.89 %</strong></td>
<td><strong>795,845,043</strong></td>
<td><strong>795,845,043</strong></td>
</tr>
<tr>
<td><strong>TOTAL EXPENDITURES:</strong></td>
<td><strong>202,727,407</strong></td>
<td><strong>143,855,638</strong></td>
<td><strong>68,199,277</strong></td>
<td><strong>30,796,139</strong></td>
<td><strong>28,000,631</strong></td>
<td><strong>13.85 %</strong></td>
<td><strong>1,074,121,847</strong></td>
<td><strong>899,470,071</strong></td>
</tr>
<tr>
<td><strong>TRANSFERS OUT</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Statutory</td>
<td>25,000</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>25,000</td>
<td>100.00 %</td>
<td>25,000</td>
<td>25,000</td>
</tr>
<tr>
<td>Operating</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0.00 %</td>
<td>57,527,200</td>
<td>57,527,200</td>
</tr>
<tr>
<td><strong>TOTAL TRANSFERS OUT:</strong></td>
<td><strong>25,000</strong></td>
<td><strong>0</strong></td>
<td><strong>0</strong></td>
<td><strong>0</strong></td>
<td><strong>25,000</strong></td>
<td><strong>100.00 %</strong></td>
<td><strong>57,527,200</strong></td>
<td><strong>57,527,200</strong></td>
</tr>
<tr>
<td><strong>TOTAL EXPD AND TRANSFERS OUT:</strong></td>
<td><strong>202,752,407</strong></td>
<td><strong>143,855,638</strong></td>
<td><strong>68,199,277</strong></td>
<td><strong>30,796,139</strong></td>
<td><strong>28,000,631</strong></td>
<td><strong>13.86 %</strong></td>
<td><strong>1,131,674,047</strong></td>
<td><strong>957,022,271</strong></td>
</tr>
</tbody>
</table>

**Net for Fiscal Year 2020:**

(51,880,823) (1,954,657) (946,584) 19,130,028 (193,914,916) (161,164,120)
### Idaho Transportation Department

**STATEMENT OF REVENUES AND EXPENDITURES**

**BUDGET TO ACTUAL**

**FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 8/31/2019**

<table>
<thead>
<tr>
<th>Fiscal Year: 2020</th>
<th>Year to Date Allotment</th>
<th>Year to Date Actual</th>
<th>Current Month Activity</th>
<th>Year to Date Encumbrance</th>
<th>Variance Favorable / Unfavorable</th>
<th>Percent Variance</th>
<th>Annual Appropriation</th>
<th>Appropriation Balance</th>
<th>Percent Remaining</th>
</tr>
</thead>
<tbody>
<tr>
<td>Budget Fiscal Year: 2020</td>
<td>(A)</td>
<td>(B)</td>
<td>(C)</td>
<td>(D)</td>
<td>(E = A - B - D)</td>
<td>(F = E / A)</td>
<td>(G)</td>
<td>(H = G - B - D)</td>
<td>(I = H / G)</td>
</tr>
<tr>
<td>Contract Construction</td>
<td>Operating Expenditures</td>
<td>Dedicated</td>
<td>200,000</td>
<td>65,285</td>
<td>42,974</td>
<td>57,607</td>
<td>77,108</td>
<td>38.55 %</td>
<td>5,942,604</td>
</tr>
<tr>
<td></td>
<td>Operating Expenditures</td>
<td>Federal</td>
<td>2,000,000</td>
<td>786,147</td>
<td>547,941</td>
<td>726,523</td>
<td>487,331</td>
<td>24.37 %</td>
<td>11,519,387</td>
</tr>
<tr>
<td></td>
<td>Operating Expenditures</td>
<td>Local</td>
<td>10,000</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>10,000</td>
<td>100.00 %</td>
<td>532,012</td>
</tr>
<tr>
<td>Total Operating Expenditures</td>
<td></td>
<td></td>
<td>2,210,000</td>
<td>851,431</td>
<td>590,915</td>
<td>784,130</td>
<td>574,438</td>
<td>25.99 %</td>
<td>17,994,003</td>
</tr>
<tr>
<td>Capital Outlay</td>
<td>Capital Outlay</td>
<td>Dedicated</td>
<td>33,477,446</td>
<td>36,314,838</td>
<td>20,566,372</td>
<td>598,284</td>
<td>(3,435,676)</td>
<td>-10.26 %</td>
<td>188,029,074</td>
</tr>
<tr>
<td></td>
<td>Capital Outlay</td>
<td>Federal</td>
<td>84,354,792</td>
<td>62,656,336</td>
<td>27,712,862</td>
<td>1,613,050</td>
<td>20,085,406</td>
<td>23.81 %</td>
<td>506,996,042</td>
</tr>
<tr>
<td></td>
<td>Capital Outlay</td>
<td>FICR</td>
<td>15,565,234</td>
<td>9,619,225</td>
<td>2,121,726</td>
<td>0</td>
<td>5,946,009</td>
<td>38.20 %</td>
<td>41,107,644</td>
</tr>
<tr>
<td></td>
<td>Capital Outlay</td>
<td>Local</td>
<td>3,538,634</td>
<td>3,009,980</td>
<td>1,357,856</td>
<td>0</td>
<td>528,654</td>
<td>14.94 %</td>
<td>35,464,778</td>
</tr>
<tr>
<td>Total Capital Outlay</td>
<td></td>
<td></td>
<td>136,936,106</td>
<td>111,600,379</td>
<td>51,758,816</td>
<td>2,211,334</td>
<td>23,124,393</td>
<td>16.89 %</td>
<td>771,597,538</td>
</tr>
<tr>
<td>Trustee &amp; Benefit Payments</td>
<td>Trustee &amp; Benefit Payments</td>
<td>Dedicated</td>
<td>80,000</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>80,000</td>
<td>100.00 %</td>
<td>2,420,042</td>
</tr>
<tr>
<td></td>
<td>Trustee &amp; Benefit Payments</td>
<td>Federal</td>
<td>228,800</td>
<td>154,200</td>
<td>64,372</td>
<td>0</td>
<td>74,600</td>
<td>32.60 %</td>
<td>3,489,273</td>
</tr>
<tr>
<td></td>
<td>Trustee &amp; Benefit Payments</td>
<td>Local</td>
<td>10,000</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>10,000</td>
<td>100.00 %</td>
<td>344,187</td>
</tr>
<tr>
<td>Total Trustee &amp; Benefit Payments</td>
<td></td>
<td></td>
<td>318,800</td>
<td>154,200</td>
<td>64,372</td>
<td>0</td>
<td>164,600</td>
<td>51.63 %</td>
<td>6,253,502</td>
</tr>
<tr>
<td>Total Contract Construction:</td>
<td></td>
<td></td>
<td>139,464,906</td>
<td>112,606,011</td>
<td>52,414,103</td>
<td>2,995,464</td>
<td>23,863,431</td>
<td>17.11 %</td>
<td>795,845,043</td>
</tr>
</tbody>
</table>
# STATEMENT OF REVENUES AND EXPENDITURES

**BUDGET TO ACTUAL**

**FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 8/31/2019**

<table>
<thead>
<tr>
<th>Fund: 0269 Transportation Expansion and Congestion Mitigation Fund</th>
</tr>
</thead>
</table>

<table>
<thead>
<tr>
<th>Fiscal Year:</th>
<th>Budget Fiscal Year:</th>
<th>Year to Date Allotment</th>
<th>Year to Date Actual</th>
<th>Current Month Activity</th>
<th>Year to Date Encumbrance</th>
<th>Variance Favorable / Unfavorable</th>
<th>Percent Variance</th>
<th>Annual Appropriation</th>
<th>Appropriation Balance</th>
<th>Percent Remaining</th>
</tr>
</thead>
<tbody>
<tr>
<td>2020</td>
<td>2020</td>
<td>(A)</td>
<td>(B)</td>
<td>(C)</td>
<td>(D)</td>
<td>(E = A - B - D)</td>
<td>(F = E / A)</td>
<td>(G)</td>
<td>(H = G - B - D)</td>
<td>(I = H / G)</td>
</tr>
<tr>
<td><strong>REVENUES</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Miscellaneous Revenues</td>
<td>110,000</td>
<td>159,550</td>
<td>82,780</td>
<td>0</td>
<td>49,550</td>
<td>45.05%</td>
<td></td>
<td>660,000</td>
<td>500,450</td>
<td>75.83%</td>
</tr>
<tr>
<td><strong>TOTAL REVENUES:</strong></td>
<td>110,000</td>
<td>159,550</td>
<td>82,780</td>
<td>0</td>
<td>49,550</td>
<td>45.05%</td>
<td></td>
<td>660,000</td>
<td>500,450</td>
<td>75.83%</td>
</tr>
<tr>
<td><strong>TRANSFERS-IN</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Cigarette Tax</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0.00%</td>
<td></td>
<td>4,330,169</td>
<td>4,330,169</td>
<td>100.00%</td>
</tr>
<tr>
<td>Sales Tax</td>
<td>2,900,000</td>
<td>3,176,367</td>
<td>1,592,221</td>
<td>0</td>
<td>276,367</td>
<td>9.53%</td>
<td></td>
<td>17,699,656</td>
<td>14,523,289</td>
<td>82.05%</td>
</tr>
<tr>
<td><strong>TOTAL TRANSFERS-IN:</strong></td>
<td>2,900,000</td>
<td>3,176,367</td>
<td>1,592,221</td>
<td>0</td>
<td>276,367</td>
<td>9.53%</td>
<td></td>
<td>22,029,825</td>
<td>18,853,458</td>
<td>85.58%</td>
</tr>
<tr>
<td><strong>TOTAL REV AND TRANSFERS-IN:</strong></td>
<td>3,010,000</td>
<td>3,335,917</td>
<td>1,675,001</td>
<td>0</td>
<td>325,917</td>
<td>10.83%</td>
<td></td>
<td>22,689,825</td>
<td>19,353,908</td>
<td>85.30%</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>EXPENDITURES</th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Contract Construction - Capital Projects</td>
<td>2,614,017</td>
<td>2,701,536</td>
<td>2,477,591</td>
<td>0</td>
<td>(87,519)</td>
<td>-3.35%</td>
<td></td>
<td>62,507,633</td>
<td>59,806,097</td>
<td>95.68%</td>
</tr>
<tr>
<td><strong>TOTAL EXPENDITURES:</strong></td>
<td>2,614,017</td>
<td>2,701,536</td>
<td>2,477,591</td>
<td>0</td>
<td>(87,519)</td>
<td>-3.35%</td>
<td></td>
<td>62,507,633</td>
<td>59,806,097</td>
<td>95.68%</td>
</tr>
<tr>
<td><strong>TOTAL EXPD AND TRANSFERS OUT:</strong></td>
<td>2,614,017</td>
<td>2,701,536</td>
<td>2,477,591</td>
<td>0</td>
<td>(87,519)</td>
<td>-3.35%</td>
<td></td>
<td>62,507,633</td>
<td>59,806,097</td>
<td>95.68%</td>
</tr>
</tbody>
</table>

**Net for Fiscal Year 2020:**

| 395,983     | 634,380     | (802,591) | 238,398     | (39,817,808) | (40,452,189) |
**Idaho Transportation Department**

STATEMENT OF REVENUES AND EXPENDITURES

BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 8/31/2019

<table>
<thead>
<tr>
<th>Fiscal Year: 2020</th>
<th>Year to Date Allotment</th>
<th>Year to Date Actual</th>
<th>Current Month Activity</th>
<th>Year to Date Encumbrance</th>
<th>Variance Favorable / Unfavorable</th>
<th>Percent Variance</th>
<th>Annual Appropriation</th>
<th>Appropriation Balance</th>
<th>Percent Remaining</th>
</tr>
</thead>
<tbody>
<tr>
<td>Budget Fiscal Year: 2020</td>
<td>(A) 231,100</td>
<td>(B) 174,321</td>
<td>(C) 86,149</td>
<td>(D) 0</td>
<td>(E = A - B - D) (56,779)</td>
<td>-24.57%</td>
<td>(G) 862,300</td>
<td>(H = G - B - D) 687,979</td>
<td>(I = H / G) 79.78%</td>
</tr>
</tbody>
</table>

**REVENUES**

State Sources - Miscellaneous Revenues:

- 231,100 174,321 86,149 0 (56,779) -24.57% 862,300 687,979 79.78%

**TOTAL REVENUES:**

- 231,100 174,321 86,149 0 (56,779) -24.57% 862,300 687,979 79.78%

**TOTAL REV AND TRANSFERS-IN:**

- 231,100 174,321 86,149 0 (56,779) -24.57% 862,300 687,979 79.78%

**EXPENDITURES**

Contract Construction - Capital Projects:

- 4,000,000 6,655,451 2,344,589 0 (2,655,451) -66.39% 44,768,703 38,113,252 85.13%

**TOTAL EXPENDITURES:**

- 4,000,000 6,655,451 2,344,589 0 (2,655,451) -66.39% 44,768,703 38,113,252 85.13%

**TOTAL EXPD AND TRANSFERS OUT:**

- 4,000,000 6,655,451 2,344,589 0 (2,655,451) -66.39% 44,768,703 38,113,252 85.13%

**Net for Fiscal Year 2020:**

- (3,768,900) (6,481,130) (2,258,440) (2,712,230) (43,906,403) (37,425,273)
# Idaho Transportation Department

**STATEMENT OF REVENUES AND EXPENDITURES**

**BUDGET TO ACTUAL**

**FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 8/31/2019**

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

<table>
<thead>
<tr>
<th>Fiscal Year: 2020</th>
<th></th>
<th>Year to Date Allotment</th>
<th>Year to Date Actual</th>
<th>Current Month Activity</th>
<th>Year to Date Encumbrance</th>
<th>Variance Favorable / Unfavorable</th>
<th>Percent Variance</th>
<th>Annual Appropriation</th>
<th>Appropriation Balance</th>
<th>Percent Remaining</th>
</tr>
</thead>
<tbody>
<tr>
<td>Budget Fiscal Year: 2020</td>
<td></td>
<td>(A)</td>
<td>(B)</td>
<td>(C)</td>
<td>(D)</td>
<td>(E = A - B - D)</td>
<td>(F = E / A)</td>
<td>(G)</td>
<td>(H = G - B - D)</td>
<td>(I = H / G)</td>
</tr>
<tr>
<td>REVENUES</td>
<td>State Sources - Miscellaneous Revenues</td>
<td>0</td>
<td>110</td>
<td>(53)</td>
<td>0</td>
<td>110</td>
<td>0.00 %</td>
<td>0</td>
<td>(110)</td>
<td>0.00 %</td>
</tr>
<tr>
<td>TOTAL REVENUES:</td>
<td></td>
<td>0</td>
<td>110</td>
<td>(53)</td>
<td>0</td>
<td>110</td>
<td>0.00 %</td>
<td>0</td>
<td>(110)</td>
<td>0.00 %</td>
</tr>
<tr>
<td>TOTAL REV AND TRANSFERS-IN:</td>
<td></td>
<td>0</td>
<td>110</td>
<td>(53)</td>
<td>0</td>
<td>110</td>
<td>0.00 %</td>
<td>0</td>
<td>(110)</td>
<td>0.00 %</td>
</tr>
</tbody>
</table>

| EXPENDITURES | Contract Construction - Trustee & Benefit Payments | 25,831 | 0 | 0 | 0 | 25,831 | 100.00 % | 25,831 | 25,831 | 100.00 % |
| TOTAL EXPENDITURES: | | 25,831 | 0 | 0 | 0 | 25,831 | 100.00 % | 25,831 | 25,831 | 100.00 % |
| TOTAL EXPD AND TRANSFERS OUT: | | 25,831 | 0 | 0 | 0 | 25,831 | 100.00 % | 25,831 | 25,831 | 100.00 % |

Net for Fiscal Year 2020: | (25,831) | 110 | (53) | 25,941 | (25,831) | (25,941) |
# Idaho Transportation Department

**STATEMENT OF REVENUES AND EXPENDITURES**

**BUDGET TO ACTUAL**

**FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 8/31/2019**

**Fund: 0374 GARVEE Capital Project Fund**

<table>
<thead>
<tr>
<th>Fiscal Year: 2020</th>
<th>Budget Fiscal Year: 2020</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>REVENUES</strong></td>
<td></td>
</tr>
<tr>
<td>State Sources - Miscellaneous Revenues</td>
<td>0</td>
</tr>
<tr>
<td><strong>TOTAL REVENUES:</strong></td>
<td>0</td>
</tr>
<tr>
<td><strong>TOTAL REV AND TRANSFERS-IN:</strong></td>
<td>0</td>
</tr>
</tbody>
</table>

| EXPENDITURES     |                          |
| Operating Expenditures | 0 | 8,427 | 0 | 0 | (8,427) | 0.00 % | 0 | (8,427) | 0.00 % |
| Capital Projects | 0 | 2,358,075 | 1,766,476 | 0 | (2,358,075) | 0.00 % | 0 | (2,358,075) | 0.00 % |
| **TOTAL EXPENDITURES:** | 0 | 2,366,503 | 1,766,476 | 0 | (2,366,502) | 0.00 % | 0 | (2,366,502) | 0.00 % |

**TRANSFERS OUT**

| Statutory | 0 | 1,175,642 | 0 | 0 | (1,175,642) | 0.00 % | 0 | (1,175,642) | 0.00 % |
| **TOTAL TRANSFERS OUT:** | 0 | 1,175,642 | 0 | 0 | (1,175,642) | 0.00 % | 0 | (1,175,642) | 0.00 % |

| **TOTAL EXPD AND TRANSFERS OUT:** | 0 | 3,542,145 | 1,766,476 | 0 | (3,542,144) | 0.00 % | 0 | (3,542,144) | 0.00 % |

| Net for Fiscal Year 2020: | 0 | 750,119 | 759,918 | 750,120 | 0 | (750,120) |
## Idaho Transportation Department

### STATEMENT OF REVENUES AND EXPENDITURES

**BUDGET TO ACTUAL**

**FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 8/31/2019**

**Fund:** GARVEE Debt Service Fund

<table>
<thead>
<tr>
<th>Fiscal Year:</th>
<th>2020</th>
</tr>
</thead>
<tbody>
<tr>
<td>Budget Fiscal Year:</td>
<td>2020</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th></th>
<th>Year to Date Allotment</th>
<th>Year to Date Actual</th>
<th>Current Month Activity</th>
<th>Year to Date Encumbrance</th>
<th>Variance Favorable / Unfavorable</th>
<th>Percent Variance</th>
<th>Annual Appropriation</th>
<th>Appropriation Balance</th>
<th>Percent Remaining</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>REVENUES</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>State Sources - Miscellaneous Revenues</td>
<td>0</td>
<td>37,383</td>
<td>15,498</td>
<td>0</td>
<td>37,383</td>
<td>0.00%</td>
<td>0</td>
<td>(37,383)</td>
<td>0.00%</td>
</tr>
<tr>
<td><strong>TOTAL REVENUES:</strong></td>
<td>0</td>
<td>37,383</td>
<td>15,498</td>
<td>0</td>
<td>37,383</td>
<td>0.00%</td>
<td>0</td>
<td>(37,383)</td>
<td>0.00%</td>
</tr>
<tr>
<td><strong>TRANSFERS-IN</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Operating</td>
<td>0</td>
<td>2,842,729</td>
<td>1,598,109</td>
<td>0</td>
<td>2,842,729</td>
<td>0.00%</td>
<td>0</td>
<td>(2,842,729)</td>
<td>0.00%</td>
</tr>
<tr>
<td><strong>TOTAL TRANSFERS-IN:</strong></td>
<td>0</td>
<td>2,842,729</td>
<td>1,598,109</td>
<td>0</td>
<td>2,842,729</td>
<td>0.00%</td>
<td>0</td>
<td>(2,842,729)</td>
<td>0.00%</td>
</tr>
<tr>
<td><strong>TOTAL REV AND TRANSFERS-IN:</strong></td>
<td>0</td>
<td>2,880,112</td>
<td>1,613,607</td>
<td>0</td>
<td>2,880,112</td>
<td>0.00%</td>
<td>0</td>
<td>(2,880,112)</td>
<td>0.00%</td>
</tr>
<tr>
<td><strong>EXPENDITURES</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bond Principal / Interest</td>
<td>0</td>
<td>43,832,099</td>
<td>400,944</td>
<td>0</td>
<td>(43,832,099)</td>
<td>0.00%</td>
<td>0</td>
<td>(43,832,099)</td>
<td>0.00%</td>
</tr>
<tr>
<td><strong>TOTAL EXPENDITURES:</strong></td>
<td>0</td>
<td>43,832,099</td>
<td>400,944</td>
<td>0</td>
<td>(43,832,099)</td>
<td>0.00%</td>
<td>0</td>
<td>(43,832,099)</td>
<td>0.00%</td>
</tr>
<tr>
<td><strong>TOTAL EXPD AND TRANSFERS OUT:</strong></td>
<td>0</td>
<td>43,832,099</td>
<td>400,944</td>
<td>0</td>
<td>(43,832,099)</td>
<td>0.00%</td>
<td>0</td>
<td>(43,832,099)</td>
<td>0.00%</td>
</tr>
<tr>
<td>Net for Fiscal Year 2020:</td>
<td>0</td>
<td>(40,951,987)</td>
<td>1,212,663</td>
<td>(40,951,987)</td>
<td></td>
<td>0</td>
<td>40,951,987</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
Idaho Transportation Department  
STATEMENT OF REVENUES AND EXPENDITURES  
BUDGET TO ACTUAL  
FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 8/31/2019

<table>
<thead>
<tr>
<th>Fiscal Year: 2020</th>
<th>Year to Date Allotment</th>
<th>Year to Date Actual</th>
<th>Current Month Activity</th>
<th>Year to Date Encumbrance</th>
<th>Variance Favorable / Unfavorable</th>
<th>Percent Variance</th>
<th>Annual Appropriation</th>
<th>Appropriation Balance</th>
<th>Percent Remaining</th>
</tr>
</thead>
<tbody>
<tr>
<td>REVENUES</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Federal Sources - FAA</td>
<td>35,000</td>
<td>65,033</td>
<td>39,274</td>
<td>0</td>
<td>30,033</td>
<td>85.81 %</td>
<td>667,500</td>
<td>602,468</td>
<td>90.26 %</td>
</tr>
<tr>
<td>State Sources - Miscellaneous Revenues</td>
<td>20,569</td>
<td>20,578</td>
<td>9,027</td>
<td>0</td>
<td>9</td>
<td>0.04 %</td>
<td>362,500</td>
<td>341,922</td>
<td>94.32 %</td>
</tr>
<tr>
<td>Interagency Sources - Miscellaneous Revenues</td>
<td>51,800</td>
<td>104,008</td>
<td>69,940</td>
<td>0</td>
<td>52,208</td>
<td>100.79 %</td>
<td>250,000</td>
<td>145,992</td>
<td>58.40 %</td>
</tr>
<tr>
<td>TOTAL REVENUES:</td>
<td>107,369</td>
<td>189,618</td>
<td>118,241</td>
<td>0</td>
<td>82,250</td>
<td>76.60 %</td>
<td>1,280,000</td>
<td>1,090,382</td>
<td>85.19 %</td>
</tr>
</tbody>
</table>

| TRANSFERS-IN |                        |                     |                        |                          |                                  |                  |                      |                       |                      |
| Operating | 466,220               | 554,672             | 294,748                | 0                        | 88,452                          | 18.97 %          | 2,650,000            | 2,095,328            | 79.07 %              |
| TOTAL TRANSFERS-IN: | 466,220               | 554,672             | 294,748                | 0                        | 88,452                          | 18.97 %          | 2,650,000            | 2,095,328            | 79.07 %              |

| TOTAL REV AND TRANSFERS-IN: | 573,589               | 744,290             | 412,989                | 0                        | 170,702                          | 29.76 %          | 3,930,000            | 3,185,710            | 81.06 %              |

| EXPENDITURES |                        |                     |                        |                          |                                  |                  |                      |                       |                      |
| Permanent Staff Salaries | 122,400               | 101,626             | 50,813                 | 0                        | 20,774                          | 16.97 %          | 796,788              | 695,162              | 87.25 %              |
| Board, Hourly, OT, Shift Diff | 22,400               | 24,611              | 12,573                 | 0                        | (2,211)                         | -9.87 %          | 57,900               | 33,289               | 57.49 %              |
| Fringe Benefits | 57,574               | 50,715              | 24,428                 | 0                        | 6,859                           | 11.91 %          | 350,912              | 300,197              | 85.55 %              |
| In State Travel Expense | 11,217               | 20,298              | 12,512                 | 0                        | (9,081)                         | -80.96 %         | 59,246               | 38,948               | 65.74 %              |
| Out of State Travel Expense | 0                  | 597                 | 597                    | 0                        | (597)                           | 0.00 %           | 17,800               | 17,203               | 96.65 %              |
| Technology Operating Expense | 7,140                | 5,110               | 2,035                  | 4,171                    | (2,141)                         | -29.99 %         | 46,257               | 36,976               | 79.94 %              |
| Operating Expense | 518,366               | 94,683              | 56,403                 | 4,950                    | 418,733                         | 80.78 %          | 1,156,697            | 1,057,064            | 91.39 %              |
| Technology Equipment Expense | 0                    | 0                   | 0                      | 0                        | 0                               | 0.00 %           | 9,600                | 9,600                | 100.00 %             |
| Capital Equipment Expense | 0                    | 0                   | 0                      | 0                        | 0                               | 0.00 %           | 33,000               | 33,000               | 100.00 %             |
| Capital Facilities Expense | 0                    | 0                   | 0                      | 0                        | 0                               | 0.00 %           | 50,000               | 50,000               | 100.00 %             |
| Trustee & Benefit Payments | 166,666              | 118,895             | 56,290                 | 0                        | 47,771                          | 28.66 %          | 2,029,911            | 1,911,016            | 94.14 %              |
| TOTAL EXPENDITURES: | 905,763               | 416,535             | 215,651                | 9,121                    | 480,107                         | 53.01 %          | 4,608,111            | 4,182,455            | 90.76 %              |

Net for Fiscal Year 2020: (332,174) 327,755 197,338 650,809 (678,111) (996,745)
Subject
Monthly Reporting of Federal Formula Program Funding Through September

Background Information

Idaho received obligation authority through September 30th via an Appropriation Act signed on February 15, 2019. Official notice from the FHWA was received on March 11th. Notice of the receipt of $19.9 million of FY 2019 Highway Infrastructure General Funds was received on March 18th. Redistribution of Obligation Authority Not Used by Other States was received on August 30th and totaled $25.6 million. Obligation authority through the end of the year (365/365ths) is $334.1 million which corresponds to $332.6 million with match after a reduction for 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 98.2% 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
<table>
<thead>
<tr>
<th>Board Action</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
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<td></td>
</tr>
<tr>
<td>□ Deferred</td>
<td></td>
</tr>
<tr>
<td>□ Other</td>
<td></td>
</tr>
</tbody>
</table>

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Page 2 of 4
Exhibit One
Actual Formula Funding for FY2019

<table>
<thead>
<tr>
<th>Per FAST Tables – Total Year</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Federal Aid Only</td>
<td>$320,716</td>
</tr>
<tr>
<td>Including Match</td>
<td>$344,374</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Per Apportionments – Total Year</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Federal Aid Only</td>
<td>$341,216</td>
</tr>
<tr>
<td>Including Match</td>
<td>$366,387</td>
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</tbody>
</table>

<table>
<thead>
<tr>
<th>Obligation Limits through 9/30/2019</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Federal Aid Only</td>
<td>$334,095</td>
</tr>
<tr>
<td>Less prorated $25M indirect costs w/Match</td>
<td>$332,608</td>
</tr>
</tbody>
</table>

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 August 30, 2019.

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

<table>
<thead>
<tr>
<th>Program</th>
<th>Allotted Total Program Funding</th>
<th>Total Program Funding Remaining</th>
</tr>
</thead>
<tbody>
<tr>
<td>All Other SHS Programs</td>
<td>$208,398</td>
<td>$1,128</td>
</tr>
<tr>
<td>GARVEE Formula Debt Service*</td>
<td>$56,700</td>
<td>($1,778)</td>
</tr>
<tr>
<td>State Planning and Research*</td>
<td>$6,941</td>
<td>$263</td>
</tr>
<tr>
<td>Metropolitan Planning*</td>
<td>$1,849</td>
<td>$0</td>
</tr>
<tr>
<td>Railroad Crossings</td>
<td>$2,072</td>
<td>$241</td>
</tr>
<tr>
<td>Transportation Alternatives (Urban/Rural)</td>
<td>$3,850</td>
<td>$0</td>
</tr>
<tr>
<td>Recreational Trails</td>
<td>$1,676</td>
<td>$144</td>
</tr>
<tr>
<td>STBG - Local Urban</td>
<td>$10,009</td>
<td>$0</td>
</tr>
<tr>
<td>STBG - Transportation Mgt. Area+</td>
<td>$12,051</td>
<td>($118)</td>
</tr>
<tr>
<td>Transportation Alternatives (TMA)</td>
<td>$470</td>
<td>$118</td>
</tr>
<tr>
<td>STBG – Local Rural</td>
<td>$15,481</td>
<td>$8,845</td>
</tr>
<tr>
<td>Local Bridge</td>
<td>$5,336</td>
<td>($6,052)</td>
</tr>
<tr>
<td>Off System Bridge</td>
<td>$4,002</td>
<td>($2,792)</td>
</tr>
<tr>
<td>Local Safety</td>
<td>$3,772</td>
<td>$0</td>
</tr>
<tr>
<td><strong>Total (excluding indirect costs)</strong></td>
<td><strong>$332,608</strong></td>
<td><strong>$0</strong></td>
</tr>
</tbody>
</table>

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 September 30th.
5. Advanced construction conversions of $40.4 million are outstanding from FY 2019.
6. Includes $207k payback from TAP, $2,500k from Local Bridge (Ora), and $450k from Local Bridge (Penstock)
   * These programs are provided 100% Obligation Authority. Other programs are reduced accordingly.
   + Provided an extra $200k to meet the TMA OA proportion per FAST Act; 1.0M Hwy infrastructure delayed to FY20
Meeting Date: October 17, 2019

Consent Item [ ] Information Item [x] Amount of Presentation Time Needed Information Only

<table>
<thead>
<tr>
<th>Presenter's Name</th>
<th>Presenter's Title</th>
<th>Initials</th>
<th>Reviewed By</th>
</tr>
</thead>
<tbody>
<tr>
<td>Michelle Doane</td>
<td>Business &amp; Support Mgr</td>
<td>MD</td>
<td>LSS</td>
</tr>
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</table>

<table>
<thead>
<tr>
<th>Preparer's Name</th>
<th>Preparer's Title</th>
<th>Initials</th>
</tr>
</thead>
<tbody>
<tr>
<td>Michelle Doane</td>
<td>Business &amp; Support Mgr</td>
<td>MD</td>
</tr>
</tbody>
</table>

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

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

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

Recommendations
Information only

Board Action
☐ Approved ☐ Deferred ☐ Other
Meeting Date  October 17, 2019

Consent Item  Information Item  Amount of Presentation Time Needed  10

<table>
<thead>
<tr>
<th>Presenter's Name</th>
<th>Presenter's Title</th>
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<th>Reviewed By</th>
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</thead>
<tbody>
<tr>
<td>Justin Collins</td>
<td>Financial Manager - FP&amp;A</td>
<td>JC</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Preparer's Name</th>
<th>Preparer's Title</th>
<th>Initials</th>
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</thead>
<tbody>
<tr>
<td>Justin Collins</td>
<td>Financial Manager - FP&amp;A</td>
<td>JC</td>
</tr>
</tbody>
</table>

Subject

District 4 Administration Building Revision and Updates to FY21 Appropriation Request

Background Information

District 4 Administration Building Revision to the FY21 Budget Request

Revision of the department’s line item request for the District 4 building in Shoshone is recommended. This revision would change the budget request from $12.5 million to $0.86 million, to allow short-term repairs and modifications to the building while additional time is taken to refine plans around the department’s desire to relocate the building in Jerome County.

Other state agencies have approached the department to consider potential co-location and shared costs and/or efficiencies at the Jerome County location. These discussions have progressed over the last year; however, more time is needed to gain understanding of the needs and requirements to co-locate.

Additional Updates to the FY21 Budget Request

- Statewide Cost Allocation Plan expenditure reduction
- Highway Operations Line Item moved to an Inflationary Item
- Reduction to Compensation Rates for H0179
- Additional Federal ER Funding
- The State Highway Account portion of the original remaining Cash Balance was absorbed in the Construction Line Item

The department’s FY21 Appropriation Request was submitted to the Division of Financial Management (DFM) and the Legislative Services Office (LSO) on August 30, 2019. The table on the next page outlines the changes proposed in detail for the FY21 Appropriation Revision to be submitted to DFM and LSO by October 25th.
The FY2021 Revision #1 Request carries these changes from the Original Request Submitted to DFM and LSO on August 30th:

<table>
<thead>
<tr>
<th>FTP's</th>
<th>Spending Authority</th>
</tr>
</thead>
<tbody>
<tr>
<td>1,651.0</td>
<td>$753,979,200</td>
</tr>
</tbody>
</table>

**FY21 Original Appropriation Request (08-30-19)**

- 3,571,300 Inflation / Workload cost increase - Highway Operations
- (3,571,300) Remove Highway Operations Materials and Costs Line Item
- (1,200) Update Compensation Rates for H0179 FTEs in DMV
- (75,700) Update SWCAP Numbers - Received from DFM 9-26-19
- (11,640,000) Revise District 4 Headquarters Building Line Item

- 11,640,000 Increase to Construction Line Item: From D4 Headquarters Building
- 9,250,000 Increase to Construction Line Item: Additional Federal ER Funding awards received 9-5-19
- 2,300,000 Increase to Construction Line Item: Remove CEC Reserve from the State Highway Account Cash Balance

<p>| | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>0.0</td>
<td>$11,473,100</td>
</tr>
</tbody>
</table>

| 1,651.0 | $765,452,300 | FY21 Proposed Revision #1 Request (10-25-19) |

**Summary values carried in the FY21 Appropriation Request – Revision #1**

- $639,273,700 FY21 Base
- 38,399,800 Base Adjustments
- $677,673,500 Adjusted FY21 Base
- 87,778,800 Line Items
- $765,452,300 Total FY21 Spending Authority
- 66,479,000 Debt Service
- $831,931,300 FY21 Total Program Funding

**Exhibits**
- Comparison: Original Request (08-30-19) to FY21 Proposed Revision #1 (10-25-19)
- Appropriation Request Summary

**Recommendations**

Approve proposed District 4 Administration Building Revision and Updates to the FY21 Appropriation Request - Resolution on page 99.

**Board Action**

- [ ] Approved
- [ ] Deferred
- [ ] Other
**Description of Change from August Board Meeting**

1. **CASH, Beginning**
   - Original: Aug 30, 2019: 7.7
   - Proposed: Oct 25, 2019: 30.1
   - Change: -

2. **Revenue**
   - Federal: 340.4
   - Fed - Obligated Unspent: 40.0
   - State: 347.2
   - Interagency: 0.3
   - Local: 4.7
   - TECM: 22.0
   - Pre-FY21 Funds: 20.8

3. **Total Revenue**: 754.6
   - Change: 9.3
   - Description: Increase in Federal ER funding - Received notification on Sept 5, 2019

4. **Expenditures**
   - Personnel: 138.1
   - Operating: 99.5
   - Capital Facilities: 16.1
   - Equipment: 30.2
   - Trustee & Benefits: 22.8
   - Contract Construction: 386.1

5. **Total Expenditures**: 692.7
   - Change: 11.6
   - Description: Total increase in Expenditures

6. **Anticipated Reversions**
   - Change: -

7. **Debt Service**
   - Change: -

8. **Total Program Funding**: 759.2
   - Change: 11.6
   - Description: Decrease to Ending Cash, moved to Contract Construction

9. **Total Program Funding**
   - Original: Aug 30, 2019: 7.7
   - Proposed: Oct 25, 2019: 30.1
   - Change: -

10. **CASH, Ending**
    - Original: Aug 30, 2019: 3.1
    - Proposed: Oct 25, 2019: 2.9
    - Change: 0.6
    - Description: $0.6M Total Ending Cash, FY21

11. **State Highway Account**
    - Change: $0.0M

12. **Aero**
    - Change: $0.6M
<table>
<thead>
<tr>
<th></th>
<th>Line Items (12 line items, by Division)</th>
<th>Funding</th>
<th>FTE's</th>
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<tbody>
<tr>
<td>1</td>
<td>FY21 BASE</td>
<td>$639,273,700</td>
<td>1,651.0</td>
</tr>
<tr>
<td>2</td>
<td><strong>Adjustments</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>4</td>
<td>Change In Benefit Costs</td>
<td>$3,474,100</td>
<td></td>
</tr>
<tr>
<td>5</td>
<td>Inflation / Workload Cost Increases (DMV and Hwy Ops)</td>
<td>$3,886,300</td>
<td></td>
</tr>
<tr>
<td>6</td>
<td>Change in Employee Compensation (1.0%)</td>
<td>$1,155,000</td>
<td></td>
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<tr>
<td>7</td>
<td>Annualization (DMV House Bill H0179)</td>
<td>$135,200</td>
<td></td>
</tr>
<tr>
<td>8</td>
<td>Replacement Equipment</td>
<td>$29,674,900</td>
<td></td>
</tr>
<tr>
<td>9</td>
<td>SWCAP (5% placeholder)</td>
<td>$74,300</td>
<td></td>
</tr>
<tr>
<td>10</td>
<td></td>
<td>$38,399,800</td>
<td></td>
</tr>
<tr>
<td>11</td>
<td>FY21 ADJUSTED BASE</td>
<td>$677,673,500</td>
<td>1,651.0</td>
</tr>
<tr>
<td>12</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>13</td>
<td><strong>Line Items</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>14</td>
<td>Construction: Pre-FY20 funds - Emergency Relief, Federal, Local</td>
<td>$73,890,000</td>
<td></td>
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<tr>
<td>15</td>
<td>Highway Operations: Operations Materials and Costs (Converted to infl/cost increase)</td>
<td>$-</td>
<td></td>
</tr>
<tr>
<td>16</td>
<td>Highway Operations: Geographic Info Systems (GIS) Integration (Phase 3)</td>
<td>$1,635,000</td>
<td></td>
</tr>
<tr>
<td>17</td>
<td>Highway Operations: Additional Equipment for Hwy Ops</td>
<td>$454,400</td>
<td></td>
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<tr>
<td>18</td>
<td>Highway Operations: Grant Mgmt Software Application</td>
<td>$190,000</td>
<td></td>
</tr>
<tr>
<td>19</td>
<td>Highway Operations: Federal Funding (FTA, NHTSA, &amp; FHWA)</td>
<td>$3,267,000</td>
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<tr>
<td>20</td>
<td>Highway Operations: Intelligent Transportation System Replacement</td>
<td>$2,754,700</td>
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<tr>
<td>21</td>
<td>Motor Vehicles: DMV Equipment for County Offices</td>
<td>$265,800</td>
<td></td>
</tr>
<tr>
<td>22</td>
<td>Capital Facilities: District 4 Headquarters Building</td>
<td>$860,000</td>
<td></td>
</tr>
<tr>
<td>23</td>
<td>Administration: Cloud License Security Upgrade</td>
<td>$1,270,000</td>
<td></td>
</tr>
<tr>
<td>24</td>
<td>Administration: Information Technology Service Mgmt (TOM phase 3)</td>
<td>$955,200</td>
<td></td>
</tr>
<tr>
<td>25</td>
<td>Administration: LUMA Interface Plan</td>
<td>$486,700</td>
<td></td>
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<tr>
<td>26</td>
<td>Aeronautics: Increase to Idaho Airport Aid Program (IAAP)</td>
<td>$1,750,000</td>
<td></td>
</tr>
<tr>
<td>27</td>
<td></td>
<td>$87,778,800</td>
<td></td>
</tr>
<tr>
<td>28</td>
<td>FY21 TOTAL APPROPRIATION</td>
<td>$765,452,300</td>
<td>1,651.0</td>
</tr>
<tr>
<td>29</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>30</td>
<td>GARVEE Bond Debt Service</td>
<td>$66,479,000</td>
<td></td>
</tr>
<tr>
<td>31</td>
<td>FY21 TOTAL PROGRAM FUNDING</td>
<td>$831,931,300</td>
<td>1,651.0</td>
</tr>
</tbody>
</table>
WHEREAS, the FY2021 Department Budget Request will be prepared in accordance with instructions in the Division of Financial Management’s Budget Development Manual; and

WHEREAS, the Board has reviewed the Proposed Revision #1 FY2021 Budget Request Summary; and

WHEREAS, the Board has directed staff in previous years to prepare a line item budget request for relocation of the District Four Administrative Building from Shoshone to Jerome County, and;

WHEREAS, the Board continues to desire a future relocation of the District Four Administrative Building to Jerome County, and;

WHEREAS, revision of the department’s line item request for the District Four Administrative Building from $12.5 million to $0.86 million will allow short-term repairs and modifications to the building to provide for the immediate needs of the District Four employees while additional time is taken to refine plans around the department’s desire to relocate the building in Jerome County, and;

WHEREAS, other state agencies have approached the department to consider potential co-location and shared costs and/or efficiencies at the Jerome County location, and additional time is needed to gain further understanding of the possibilities, needs and requirements to co-locate,

NOW THEREFORE BE IT RESOLVED, that the Transportation Board has reviewed the proposed budget revision, submitted for approval October 17, 2019, as shown in Exhibit _____, which is made a part hereof with like effect, and authorizes the estimates and revisions provided to serve as the basis for the FY2021 budget revision to be submitted to the Division of Financial Management and Legislative Services Office by October 25, 2019; and

BE IT FURTHER RESOLVED that, the Idaho Transportation Board authorizes the FY2021 changes to include revision of the department’s line item request for the District Four Building from $12.5 million to $0.86 million.
Meeting Date: 10/17/2019

Amount of Presentation Time Needed: 20 minutes

<table>
<thead>
<tr>
<th>Presenter's Name</th>
<th>Presenter’s Title</th>
<th>Initials</th>
<th>Reviewed By</th>
</tr>
</thead>
<tbody>
<tr>
<td>Charlene McArthur &amp; Jake Legler</td>
<td>Chief Administrative Officer &amp; Bridge Engineer</td>
<td>CM</td>
<td>LSS</td>
</tr>
<tr>
<td>Preparer’s Name</td>
<td>Preparer’s Title</td>
<td>Initials</td>
<td></td>
</tr>
<tr>
<td>Niki Scurry</td>
<td>Executive Management Assistant</td>
<td>NS</td>
<td></td>
</tr>
</tbody>
</table>

Subject

Best of the Best Innovate ITD! Recognitions

Background Information

We will provide:
1 – An overview of the Innovation strategy at ITD and its historical evolution
2 – Debrief this year’s Best of the Best Celebration
3 – Unveil the winners of the 2019 Best of the Best Innovate ITD! winners

Recommendations

For information

Board Action

☐ Approved       ☐ Deferred
☐ Other
Meeting Date  October 17, 2019

Consent Item  [ ]  Information Item  [ ]  Amount of Presentation Time Needed  15 minutes

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<tr>
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<tbody>
<tr>
<td>Travis McGrath</td>
<td>Chief Operations Officer</td>
<td>TM</td>
</tr>
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<thead>
<tr>
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<th>Initials</th>
</tr>
</thead>
<tbody>
<tr>
<td>Michelle Yankovich</td>
<td>Internal Review Manager</td>
<td>MY</td>
</tr>
</tbody>
</table>

Reviewed By
LSS

Subject
Enterprise Risk Management  Annual Update to the Board

Background Information
The Chief Operations Officer will provide an annual update on Enterprise Risk Management to the ITD Board.

Recommendations
For information.
<table>
<thead>
<tr>
<th>Board Action</th>
</tr>
</thead>
<tbody>
<tr>
<td>☐ Approved   ☐ Deferred</td>
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<tr>
<td>☐ Other</td>
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Board Agenda Item

Meeting Date  October 17, 2019

Consent Item  Information Item  Amount of Presentation Time Needed  10 min

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<th>Reviewed By</th>
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</thead>
<tbody>
<tr>
<td>Vincent Trimboli</td>
<td>Public Affairs Manager</td>
<td>VT</td>
<td>LSS</td>
</tr>
<tr>
<td>Preparer's Name</td>
<td>Preparer's Title</td>
<td>Initials</td>
<td></td>
</tr>
<tr>
<td>Rik Hinton</td>
<td>Program Specialist</td>
<td>RH</td>
<td></td>
</tr>
</tbody>
</table>

Subject

Idaho Transportation Department FY 2019 Annual Report Draft

Background Information

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

Page 1 of the attached draft annual report addresses returns on investment, innovations, and growth rates.

Page 2 reports on the Idaho Transportation Department’s accomplishments and customer-focused performance measures.

Page 3 reports on the Idaho Transportation Department’s revenue, expenditures, strategic initiatives, program funds, and GARVEE program.

Page 4 reports on what the Idaho Transportation Department is focusing on for the future.

Recommendations

For discussion and feedback on the draft report

Board Action

☐ Approved  ☐ Deferred  ☐ Other
Moving Forward: 2020 to 2024

Rapid Growth

The transportation revenue shortfall is restricting ITD’s ability to address Idaho’s rapid growth in population and economic activity. If the annual shortfall is not addressed adequately, the public will likely begin to experience a decline in safety, mobility, and economic opportunity. Addressing the impact of rapid growth on the State Highway System will require a significant amount of additional transportation funding in the near future.

To successfully implement future solutions, the department will need to continue building and supporting community partnerships with local and regional agencies that are also struggling to address Idaho’s growth.

The list below shows traffic increases on the State Highway System in several counties between 2014 and 2018:

<table>
<thead>
<tr>
<th>County</th>
<th>Increase</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ada</td>
<td>18.5%</td>
</tr>
<tr>
<td>Canyon</td>
<td>20.9%</td>
</tr>
<tr>
<td>Bannock</td>
<td>16.5%</td>
</tr>
<tr>
<td>Bonneville</td>
<td>17.5%</td>
</tr>
<tr>
<td>Kootenai</td>
<td>13.7%</td>
</tr>
<tr>
<td>Twin Falls</td>
<td>11.6%</td>
</tr>
</tbody>
</table>

Aging Bridges

Idaho’s bridges face many challenges. By 2021, more than half of the bridges on the State Highway System will be beyond their design life (see bar chart below). One of the primary challenges for ITD and local highway jurisdictions is maintaining and replacing aging, deteriorated bridges.

As bridges age, they become increasingly more expensive to maintain. This affects the department’s ability to achieve the desired overall bridge condition on a long-term basis. At current funding levels, ITD cannot maintain the bridge conditions reported on Page 2 of this report.

Infrastructure and Funding Needs

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>2014 Cigarette Tax*</td>
<td>$262.0</td>
<td>$281.0</td>
<td>$543.0</td>
</tr>
<tr>
<td>2015 Revenue Increase**</td>
<td>113.2</td>
<td>-</td>
<td>113.2</td>
</tr>
<tr>
<td>2017 Congestion Mitigation***</td>
<td>-</td>
<td>$19.8</td>
<td>$19.8</td>
</tr>
<tr>
<td>Remaining Annual Shortfall</td>
<td>$148.8</td>
<td>$256.5</td>
<td>$405.3</td>
</tr>
</tbody>
</table>

*As of July 1, 2019
**Fuel and registration
***1% of sales tax after local revenue sharing and last step of cigarette tax distribution

By 2021, more than half of ITD’s 1,835 bridges will be beyond their design life of 50 to 60 years.

Fiscal Year 2019 Annual Report

Investing in Idaho’s Future

Safety — ITD maintenance crews kept Idaho’s state highways free of snow and ice 86 percent of the time during storms in the 2018/2019 winter, greatly reducing the number of vehicle “slide-offs” and crashes.

Mobility — The department completed 32 bridge projects and improved 1,143 lane miles of the State Highway System in Fiscal Year 2019 to improve mobility across the state.

Economic Opportunity — A $13 million State Tax Anticipated Revenue (STAR) project for a new COSTCO store in Meridian will widen Chinden Blvd. and Ten Mile Road to four lanes to increase traffic capacity and economic activity in the rural area.

Innovation = Savings and Efficiency Improvements

ITD staff developed a new type of ultra-high-strength concrete to link bridge girders, reducing the cost per cubic yard by more than 90 percent, and saving approximately $100,000 per bridge.

The Caldwell maintenance crew developed a hydraulic system for straightening Jersey Barriers that will save their crew alone an estimated 1,000 hours and $21,000 in equipment costs annually.

An ITD team streamlined and consolidated the department’s software and hardware requirements, which improved cybersecurity and saved nearly $1 million in equipment costs.

Five-Year Idaho Growth Rates

<table>
<thead>
<tr>
<th>Year</th>
<th>Idaho Population</th>
<th>Licensed Drivers</th>
<th>Vehicle Registrations</th>
<th>Annual Miles Driven</th>
<th>Tons of Freight Moved</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>1.75 Million*</td>
<td>1.27 Million</td>
<td>1.86 Million</td>
<td>17.1 Billion*</td>
<td>224.8 Million*</td>
</tr>
<tr>
<td>2015</td>
<td>1.65 Million</td>
<td>1.15 Million</td>
<td>1.70 Million</td>
<td>16.15 Billion*</td>
<td>215.5 Million*</td>
</tr>
</tbody>
</table>

*On State Highways

We want to hear from you. Do you like this report? Would you like to send us comments?
If so, go to: https://apps.itd.idaho.gov/apps/WebCommentsV2
For more information, visit our website at www.ITD.idaho.gov

Table of Contents
1 Overview
2 Accomplishments and Measures
3 Financial Information
4 Moving Forward

DRAFT
Accomplishments

ITD partnered with the Ada County Highway District to design and replace the fire-damaged Cloverdale Bridge on I-84 with a high-capacity $10.2 million bridge in only 12 months.

ITD cut regulations by 25 percent and restrictions by seven percent in support of Governor Little’s Red Tape Reduction Act.

ITD earned the 2019 AASHTO* President’s Environmental Award for the U.S. 12 Lochsa Project, and the President’s Research Award for a U.S. 95 project addressing swelling clay in southwest Idaho.

*American Association of State Highway and Transportation Officials

Financial Information

Includes legislatively appropriated expenditures in the State Highway Account; Strategic Initiatives Program Fund; Transportation Expansion, Congestion, and Mitigation (TECM) Fund; State Aeronautics Fund; and GARVEE Debt Service. Does not include trust, pass-through, or other specialty program funds. (dollars are in millions)

<table>
<thead>
<tr>
<th></th>
<th>FY16</th>
<th>FY17</th>
<th>FY18</th>
<th>FY19</th>
</tr>
</thead>
<tbody>
<tr>
<td>Authorized Staffing Level:</td>
<td>1,689</td>
<td>1,578</td>
<td>1,648</td>
<td>1,648</td>
</tr>
<tr>
<td>FUNDS RECEIVED*</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Federal Reimbursements</td>
<td>$287.3</td>
<td>$267.5</td>
<td>$333.8</td>
<td>$355.0</td>
</tr>
<tr>
<td>State</td>
<td>333.5</td>
<td>343.1</td>
<td>347.9</td>
<td>352.7</td>
</tr>
<tr>
<td>Local</td>
<td>10.8</td>
<td>5.2</td>
<td>4.0</td>
<td>10.4</td>
</tr>
<tr>
<td>Total Funds Received:</td>
<td>$631.6</td>
<td>$615.8</td>
<td>$685.7</td>
<td>$718.1</td>
</tr>
<tr>
<td>EXPENDITURES*</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Construction Payouts:</td>
<td>$280.3</td>
<td>$249.1</td>
<td>$410.9</td>
<td>$452.1</td>
</tr>
<tr>
<td>Operation Expenses:</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Highways</td>
<td>171.3</td>
<td>186.0</td>
<td>189.7</td>
<td>186.4</td>
</tr>
<tr>
<td>DMV</td>
<td>31.8</td>
<td>32.4</td>
<td>35.6</td>
<td>32.1</td>
</tr>
<tr>
<td>Administration</td>
<td>22.7</td>
<td>24.7</td>
<td>25.8</td>
<td>27.4</td>
</tr>
<tr>
<td>Facilities</td>
<td>2.8</td>
<td>3.4</td>
<td>7.5</td>
<td>3.5</td>
</tr>
<tr>
<td>Aeronautics</td>
<td>2.4</td>
<td>2.5</td>
<td>3.4</td>
<td>5.0</td>
</tr>
<tr>
<td>Total Operation Expenses:</td>
<td>231.0</td>
<td>249.0</td>
<td>261.5</td>
<td>254.4</td>
</tr>
<tr>
<td>Total Construction and Operating Expenditures:</td>
<td>511.3</td>
<td>498.1</td>
<td>672.4</td>
<td>706.5</td>
</tr>
</tbody>
</table>
| *State Highway Account and Aeronautics Fund
| GARVEE Debt-Service Transfers |        |        |        |        |
| Federal        | 53.7   | 53.5   | 51.6   | 52.6   |
| State          | 4.5    | 4.5    | 4.2    | 4.2    |
| Total Debt-Service Transfers: | 58.2   | 58.0   | 55.8   | 56.8   |
| Total Expenditures: | $569.5 | $556.1 | $728.2 | $763.3 |
| Total Operation Expenses by Type |        |        |        |        |
| STRATEGIC INITIATIVES | FY16 | FY17 | FY18 | FY19 |
| PROGRAM FUND |        |        |        |        |
| Receipts      | $11.2  | $0.3   | $16.9  | $37.3  |
| Construction Payouts | 2.6   | 43.5   | 11.5   | 17.7   |
| TRANSPORTATION EXPANSION, CONGESTION, AND MITIGATION FUND |        |        |        |        |
| Receipts      |        |        | $22.7  | $19.8  |
| Construction Payouts |        |        | 0.3    | 1.1    |
| GARVEE PROGRAM (as of June 2019) |        |        |        |        |
| Total Authorized | $1,157.7 |        |        |        |
| Total Bonded   | $999.2 |        |        |        |
| Total Expended | $864.3 |        |        |        |
| Current Debt Service Ratio | 20% | (Debt service limit is 30%) |        |        |

Customer-Focused Performance Measures

Calendar Year ending Dec. 31 2015 2016 2017 2018

- **Five-Year Fatality Rate** (per 100 million vehicle miles)
  - 2015: 1.19
  - 2016: 1.29
  - 2017: 1.33
  - 2018: 1.34

- **GOAL: Zero Deaths**
  - 2016: 216
  - 2017: 252
  - 2018: 244
  - 2019: 233

- **Days to Process Vehicle Titles**
  - 2015: 5
  - 2016: 6
  - 2017: 4
  - 2018: 3

- **DMV Transactions Processed**
  - 2015: 266.3
  - 2016: 256.7
  - 2017: 287.5
  - 2018: 305.5

- **Percent of Bridges in Good Condition**
  - 2015: 76%
  - 2016: 75%
  - 2017: 74%
  - 2018: 75%

- **Percent of Pavement in Good or Fair Condition**
  - 2015: 85%
  - 2016: 85%
  - 2017: 88%
  - 2018: 91%

Fiscal Year ending June 30 2015 2016 2017 2018 2019

- **Percent of Time Highways Clear** (of Snow/Ice During Winter Storms)
  - 2015: 73%
  - 2016: 79%
  - 2017: 74%
  - 2018: 85%
  - 2019: 86%

Employee-Driven Innovation

In north Idaho, ITD partnered with the Idaho Department of Lands to remove potentially hazardous trees on steep slopes along I-90, saving $750,000. The contractor was able to sell the trees to cover removal costs.

The Division of Aeronautics used new unmanned aircraft system (drone) technology to survey 15 acres of land used to stockpile material, expediting the environmental process by three months and saving $14,000.

An employee outreach effort to increase public use of the online DMV Driver Record Dashboard saved 500 hours per year.

For more information, see: [http://itd.idaho.gov/funding](http://itd.idaho.gov/funding)
Subject

2019 Federal Land Access Program (FLAP) Update

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

Background Information

The Federal Lands Access Program (FLAP) was established under the Moving Ahead for Progress in the 21st Century Act (MAP-21) and continued under the Fixing America’s Surface Transportation Act (FAST), (23 USC §204). The program makes funds available for projects that provide access to, are adjacent to, or are located within federal lands.

Priority is given to projects accessing high-use federal recreation sites or federal economic generators, as identified by the Secretaries of the appropriate Federal land management agencies. The FLAP supplements state and local resources for public roads, transit systems, and other transportation facilities, with an emphasis on high-use recreation sites and economic generators.

On June 6, 2019 the Idaho Programming Decision Committee (PDC) selected its short-list from the 2019 request for proposals. The PDC met again September 23, 2019 to make a final determination of the list of projects to add to the FLAP program and subsequently to the Idaho Transportation Investment Program (ITIP) as required in 23 CFR 450.218(g).

As part of the process to update Idaho’s FLAP Program of Projects, the list of candidate projects is being presented to the Idaho Transportation Board for their discussion prior to adding FLAP projects to the Idaho Transportation Investment Program (ITIP).

Recommendations

For Board discussion of the attached list of projects prior to adding FLAP projects to the ITIP.

Board Action

☐ Approved    ☐ Deferred
☐ Other
<table>
<thead>
<tr>
<th>Key #</th>
<th>Year</th>
<th>Project Name</th>
<th>FLMA Accessed</th>
<th>County</th>
<th>Amount Programmed</th>
</tr>
</thead>
<tbody>
<tr>
<td>New</td>
<td>2023-24</td>
<td>Yellowstone Trail Road Improvements – Segment 1, Part 2</td>
<td>BLM Wallace L. Forest Conservation Area (WFCA), Idaho Panhandle National Forest</td>
<td>Kootenai</td>
<td>$5,879,760</td>
</tr>
<tr>
<td>New</td>
<td>2023-24</td>
<td>Bayhorse Bridge Replacement</td>
<td>Challis BLM Field Office, Salmon-Challis National Forest</td>
<td>Custer</td>
<td>$4,794,046</td>
</tr>
<tr>
<td>New</td>
<td>2023-24</td>
<td>Dent Bridge Road Safety Improvements</td>
<td>Dworshak Reservoir, Nez-Perce Clearwater National Forest</td>
<td>Clearwater</td>
<td>$7,815,764</td>
</tr>
<tr>
<td>New</td>
<td>2023-24</td>
<td>Riverside Road Improvement/Enhancement Project</td>
<td>Kootenai National Wildlife Refuge, Panhandle National Forest, Coeur d'Alene Field Office BLM</td>
<td>Boundary</td>
<td>$2,705,000</td>
</tr>
<tr>
<td>New</td>
<td>2023-24</td>
<td>Indiana and Orchard Shared Roadway &amp; Roundabout</td>
<td>Deer Flat National Wildlife Refuge</td>
<td>Canyon</td>
<td>$3,237,600</td>
</tr>
<tr>
<td>New</td>
<td>2023-24</td>
<td>Forest Highway 9 Prichard to Murray Roadway Reconstruction Project</td>
<td>Panhandle National Forest</td>
<td>Shoshone</td>
<td>$1,487,500</td>
</tr>
<tr>
<td>New</td>
<td>2023-24</td>
<td>Mt. Idaho Grade Road Rehabilitation</td>
<td>Nez Perce-Clearwater National Forest</td>
<td>Idaho</td>
<td>$2,983,500</td>
</tr>
<tr>
<td>New</td>
<td>2023-24</td>
<td>Idaho 55 / Banks Lowman Road Intersection Study</td>
<td>Boise National Forest</td>
<td>Boise</td>
<td>$750,000</td>
</tr>
</tbody>
</table>

**TOTAL AMOUNT PROGRAMMED (Includes Matching Funds. Total FLAP Amount Programmed = $33,475,991)**  
$39,670,068
Meeting Date  October 17, 2019

Consent Item □  Information Item □  Amount of Presentation Time Needed  10 Minutes

<table>
<thead>
<tr>
<th>Presenter's Name</th>
<th>Presenter's Title</th>
<th>Initials</th>
<th>Reviewed By</th>
</tr>
</thead>
<tbody>
<tr>
<td>Brad Wolfinger</td>
<td>ITIP PMO Project Manager</td>
<td>BW</td>
<td>LSS</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
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<th>Preparer's Title</th>
<th>Initials</th>
</tr>
</thead>
<tbody>
<tr>
<td>Brad Wolfinger</td>
<td>ITIP PMO - Project Manager</td>
<td>BW</td>
</tr>
</tbody>
</table>

Subject
FY19 State Highway System Projects End of Year Statement

Background Information
End of the Year Statement for State Highway System Projects

In accordance with Administrative Policy 5011, staff is to submit an End of Year Statement to the Board for projects on the State Highway System to demonstrate full use of ITD’s annual Obligation Authority.

FY19 Federal Aid and State Funds Obligated

$258,124,900 Federal Funds were obligated

$195,963,200 State Funds were obligated

These funds were obligated under the following programs:

- Safety
- Capacity
- Pavement Preservation
- Pavement Restoration
- Bridge Preservation
- Bridge Restoration
- Freight
- Traffic Operations
- ER Permanent
- Board Unallocated
- GARVEE

61 Contracts were awarded for State Infrastructure construction projects.

In addition to these awarded construction contracts, FY19 funds were obligated on:

- Project development (PE & PC)
- Right of Way Acquisition (RW & LP)
- Utilities work (UT)
Project Advances and Additions

Per Policy 5011, the following Bridge, Pavement, Safety and Capacity Program projects were advanced or delayed throughout FY19.

12 projects advanced from within the approved ITIP:

<table>
<thead>
<tr>
<th>District</th>
<th>Key No</th>
<th>Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>20687</td>
<td>SH-41, Roberts Cutoff Rd to Old Priest River Rd</td>
</tr>
<tr>
<td>1</td>
<td>19520</td>
<td>FY20 D1 Bridge Repair</td>
</tr>
<tr>
<td>1</td>
<td>19431</td>
<td>Blue Creek Bay Bridge</td>
</tr>
<tr>
<td>1</td>
<td>19883</td>
<td>US-95, N Corridor Access Improvements</td>
</tr>
<tr>
<td>2</td>
<td>19261</td>
<td>US-95, Culdesac Canyon Passing Lane, Phase 2 (comp 19287)</td>
</tr>
<tr>
<td>2</td>
<td>19287</td>
<td>Lapwai Creek Bridge (comp 19261)</td>
</tr>
<tr>
<td>2</td>
<td>20725</td>
<td>US-12, Big Canyon Creek to Orofino WCL</td>
</tr>
<tr>
<td>3</td>
<td>19645</td>
<td>US-95, Oregon State Line to Wilder</td>
</tr>
<tr>
<td>3</td>
<td>19856</td>
<td>SH-19, Oregon State Line to Caldwell</td>
</tr>
<tr>
<td>5</td>
<td>19992</td>
<td>SH-39, Sheep Trail to Hoff</td>
</tr>
<tr>
<td>5</td>
<td>19824</td>
<td>I-86, Raft River to Rockland IC #36</td>
</tr>
<tr>
<td>6</td>
<td>20746</td>
<td>Stockham &amp; US-20 Roundabout, Rigby</td>
</tr>
</tbody>
</table>

5 added projects throughout the year:

<table>
<thead>
<tr>
<th>District</th>
<th>Key No</th>
<th>Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>4</td>
<td>21838</td>
<td>I-84, FY19 D4 Interstate Striping</td>
</tr>
<tr>
<td>5</td>
<td>20314</td>
<td>Northgate Interchange</td>
</tr>
<tr>
<td>6</td>
<td>20757</td>
<td>SH-32, SH-33, and US-93 Fog Seal</td>
</tr>
<tr>
<td>6</td>
<td>20758</td>
<td>SH-33 &amp; US-93 Mill and Inlay</td>
</tr>
<tr>
<td>6</td>
<td>20222</td>
<td>Sage Junction POE NB Weigh in Motion</td>
</tr>
</tbody>
</table>

Project Delays or Undelivered Projects:

3 delayed projects:

<table>
<thead>
<tr>
<th>District</th>
<th>Key No</th>
<th>Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>2</td>
<td>9294</td>
<td>Thorn Creek Rd to Moscow, Phase I</td>
</tr>
<tr>
<td>4</td>
<td>18737</td>
<td>US-93, 200 South Rd (FY20 ST funded, expected award 10/8/2019)</td>
</tr>
<tr>
<td>4</td>
<td>13090</td>
<td>I-86, Raft River Bridge, EB &amp; WB Lanes (FY20&amp;21 ST funded, under CN)</td>
</tr>
</tbody>
</table>

Recommendations

For information.

Board Action

☐ Approved  ☐ Deferred  ☐ Other
Meeting Date: October 17, 2019

Consent Item [ ] Information Item [ ] Amount of Presentation Time Needed: 10 min

<table>
<thead>
<tr>
<th>Presenter's Name</th>
<th>Presenter's Title</th>
<th>Initials</th>
</tr>
</thead>
<tbody>
<tr>
<td>Justin Pond</td>
<td>Right of Way Program Manager</td>
<td>JP</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Preparer's Name</th>
<th>Preparer's Title</th>
<th>Initials</th>
</tr>
</thead>
<tbody>
<tr>
<td>Justin Pond</td>
<td>Right of Way Program Manager</td>
<td>JP</td>
</tr>
</tbody>
</table>

Reviewed By: LSS

Subject: Administrative Settlement over $200,000.00

Key Number | District | Route Number |
-----------|---------|--------------|
19944      | 3       | US 20/26 (Chinden), Locust Grove to Eagle |

Background Information

As per Board Policy 4005, the Director or a delegate may authorize an administrative settlement for up to $200,000 over the reviewed fair market value of properties appraised up to $1,000,000. Proposed settlements exceeding $200,000 shall come before the Board for approval.

An administrative settlement is a settlement, authorized by the responsible official, in excess of the approved just compensation. Under appropriate circumstances, an administrative settlement may be made to motivate amicable settlement with an owner and thus avoid recourse to legal proceedings. ITD’s stance is to take note of the property owner’s position and to be open to revising an offer if it is reasonable to do so and would result in settlement and otherwise serve the best interest of the public.

Recommendations

Approve:

KN 19944 - US 20/26 (Chinden); Locust Grove to Eagle - for administrative settlement in the amount of $266,125.93. Resolution on page 113.

Board Action

☐ Approved  ☐ Deferred

☐ Other

Page 1 of 1
MANAGEMENT OF DEPARTMENT-OWNED PROPERTY

Purpose
The purpose of this policy is to instruct staff on managing access to the roadway, and to delegate authority to purchase, lease, otherwise acquire, dispose, sell, or exchange Department-owned surplus real property. This policy enables the Department to safeguard, enhance and improve the highway system, and to avoid any potential appearance of conflict of interest on purchase of Department-owned property.

Legal Authority
The Department shall be responsible for managing highway rights-of-way and property in accordance with:

- Idaho Code 40-102(1) - Definition and use of access easements
- Idaho Code 40-310(9)(10)&(11) - Board powers and duties to regulate access to highway
- Idaho Code 40-311 - Board powers and duties with respect to property for highways and related facilities
- Idaho Code 58-335A Governance of surplus property disposal
- Idaho Code 67-5709A Disposition of Administrative Facilities
- 23 Code of Federal Regulations part 710 - Right-of-Way and Real Estate
- 49 Code of Federal Regulations part 24 - Uniform Relocation Assistance and Real Property Acquisition for Federal and Federally Assisted Programs

Access To Roadway
The Director or a delegate is authorized to acquire property rights in accordance with Idaho Code 40-311(1) and to control access to the roadway either through property purchase (deed restrictions) or through regulatory control (police power) consistent with Idaho Code 40-310(9)(10)&(11).

Acquisition Of Real Property
The Director or a delegate is authorized to purchase, lease, and exchange real property, to execute deeds, easements, and agreements for all real estate property transactions, and to execute on behalf of the Board an Order of Condemnation for individual parcels of land.
The Director or a delegate may authorize an administrative settlement for up to $200,000 over the reviewed fair market value of properties appraised up to $1,000,000. Administrative settlements for appraisals in excess of $1,000,000 shall not exceed 20% of the reviewed fair market value of the property. Proposed settlements exceeding these thresholds shall come before the Board for approval.

**Disposal Of Real Property**

The Director or a delegate is authorized to sell, exchange, or dispose of surplus real property per [Idaho Code 40-311](https://legislature.idaho.gov/idaho-code/40-311), [Idaho Code 58-335A](https://legislature.idaho.gov/idaho-code/58-335a). Surplus property will be disposed of by the Department consistent with the provisions of [Idaho Code section 58-335A](https://legislature.idaho.gov/idaho-code/58-335A). Administrative Facilities will be disposed of consistent with the provisions of [Idaho Code 67-5709A](https://legislature.idaho.gov/idaho-code/67-5709a).

The Department shall, once every two years, provide to the Board a report containing the location and amount of surplus properties owned by the Department.

---

Approved by the Board on: <signature>

Date 12/14/16

Jerry Whitehead  
Board Chairman
RES. NO.  ITB _____ WHEREAS, the Idaho Transportation Department is acquiring right-of-way along US 20/26 (Chinden) for Project No. A019(944); and

WHEREAS, the Idaho Transportation Department and the property owner have engaged in good faith negotiations; and

Whereas, both parties agree that additional payment is justified in order for the Idaho Transportation Department to fairly compensate the property owner

NOW THEREFORE BE IT RESOLVED, that the Idaho Transportation Board approves an Administrative Settlement in the amount of $266,125.93
TECM Background

• TECM Fund established in 2017, S1206
• Purpose – Fund projects that:
  – Expand the State System
  – Address and mitigate congestion
• Funded from:
  – 1% of Sales Tax collections after local distribution
  – Cigarette Tax (remaining balance after all other distributions)
SAFETY AND CAPACITY

Purpose
The Idaho Transportation Board has established a Safety and Capacity Policy to further the following strategic goals:

- Safety
- Mobility
- Economic Opportunity

Legal Authority
The Department shall be responsible for executing the Safety and Capacity Policy in accordance with:

- Idaho Code Section 40-310 – The Board has the authority to locate, design, construct, reconstruct, alter, extend, repair and maintain state highways and plan, design and develop statewide transportation systems.

- Idaho Code Section 40-312 – The Board is authorized to prescribe rules and regulations affecting state highways and the expenditure of all moneys appropriated to the Department or Board by law.

- Idaho Code Section 40-314 – The Board shall exercise all powers necessary to carry out the provisions of Title 40 of the Idaho Code and the control of the financial affairs of the Department and Board.

- Idaho Code Section 40-719 – The Department is required to establish and maintain a strategic initiatives program which will receive moneys appropriated from the General Fund and other sources.

- Idaho Code 40-720 – The Idaho transportation department shall establish and maintain a transportation expansion and congestion mitigation program.

- Idaho Code Section 62-304C – The Department shall follow the guidelines for rail funding as set by law.

- 2015 Idaho Session Laws, Chapter 341, Section 11 – All additional funds collected under this Act and remitted to the Idaho Transportation Department or local highway entities shall be used exclusively for road and bridge maintenance and replacement projects.

Funding
The Safety and Capacity Policy shall be implemented utilizing the following funds:

- Railroad Crossing Program
Transportation Expansion and Congestion Mitigation Program Fund
Federal Highway Safety Improvement Program
Strategic Initiatives Program Fund (moneys appropriated by the legislature specifically for the Strategic Initiatives Program)
State funds (a portion set annually by the Board)
Federal formula funds designated for ITD (a portion set annually by the Board)

All funds under the Safety and Capacity Policy must meet the general criteria and the individual funding category criteria as applicable. The Director will present projects for Board approval.

**General Criteria for Safety and Capacity Policy**
The Idaho Transportation Director and Chief Operations Officer shall use a data-assisted method to competitively evaluate projects for consideration. This process will provide a return on investment analysis for projects based on the purpose of this policy.

Projects utilizing Transportation Expansion and Congestion Mitigation Program funds shall demonstrate an improvement to traffic flow, mitigation of congestion or reduce traffic times.

**Special Criteria for Strategic Initiatives Program Funds Contained in the Program pursuant to Idaho Code 40-719 and other new funds provided pursuant to 2015 Idaho Session Laws, Chapter 341 and as amended in 2017.**

In addition to the general criteria listed above, moneys in the Strategic Initiatives Program Fund must be used exclusively for road and bridge maintenance and replacement projects, advanced right-of-way acquisition needed for such maintenance or replacement and child pedestrian safety.

Funding for the Strategic Initiatives Program Fund is variable by year and will sunset as outlined in Idaho Code 40-719.

Approved by the Board on:

Date 1/16/17

Jerry Whitworth
Board Chairman
SAFETY AND CAPACITY

Purpose
This policy implements Board Policy 4079 authorizing the Director and Chief Operations Officer to establish and maintain a Safety and Capacity Policy following all applicable Departmental policies and federal regulations. The purpose of the Safety and Capacity Policy is to establish the process for identifying projects to be included under the Safety and Capacity Program.

Legal Authority
The Department shall be responsible for executing the Safety and Capacity Policy in accordance with:

- Idaho Code Section 40-310 – The Board has the authority to locate, design, construct, reconstruct, alter, extend, repair and maintain state highways and plan, design and develop statewide transportation systems.

- Idaho Code Section 40-312 – The Board is authorized to prescribe rules and regulations affecting state highways and the expenditure of all moneys appropriated to the Department or Board by law.

- Idaho Code Section, 40-314 – The Board shall exercise all powers necessary to carry out the provisions of Title 40 of the Idaho Code and the control of the financial affairs of the Department and Board.

- Idaho Code Section 40-719 – The Department is required to establish and maintain a strategic initiatives program which will receive moneys appropriated from the Budget Stabilization Fund and other sources.

- Idaho Code 40-720 – The Idaho Transportation Department shall establish and maintain a transportation expansion and congestion mitigation program.

- Idaho Code Section 62-304C – The Department shall follow the guidelines for rail funding as set by law.

- 2015 Idaho Session Laws, Chapter 341, Section 11 – All additional funds collected under this Act and remitted to the Idaho Transportation Department or local highway entities shall be used exclusively for road and bridge maintenance and replacement projects.
Selection and Evaluation Criteria
The Division Administrator of Engineering Services shall develop criteria for evaluating all projects under the Safety and Capacity Policy. Initial project recommendations will come from each District Engineer. The evaluation process will:

- Use Highway Safety Corridor Analysis methodology to select projects, if applicable
- Use Congestion Mitigation Corridors to identify projects, if applicable
- Incorporate a repeatable system to further incorporate high accident locations in final project review
- Use dynamic economic impact forecasting methodology to estimate a return on investment for all projects to address mobility, safety and economic opportunity
- Develop recommendations for annual funding under the Safety and Capacity Policy

Process criteria and funding level recommendations shall be presented by the Transportation Systems Engineer annually at the spring Board Program Update workshop for Board approval during the Idaho Transportation Investment Program review (B4011).

[Signature]
Brian W. Ness
Director

Date 11/20/2017
2019 Legislation

• 2019 Legislative Session, S1065
  – Set minimum transfer from Sales Tax of $15M/year
  – Authorized bonding against the TECM fund
  – Useable statewide – not limited to specific corridors
  – Idaho Housing and Finance Association is the issuer
  – Projects selected by the Idaho Transportation Board
  – Additional legislative authority not required to bond
  – Board to consider congestion mitigation at the State of Idaho West Chinden Campus
STATEMENT OF PURPOSE

RS26755

This legislation amends the Transportation Expansion and Congestion Mitigation (TECM) program found in Idaho Code § 40-720 to provide for a bonding mechanism for the funds already received in that section.

Currently under Idaho Code § 40-720, the Idaho Transportation Department (ITD) is tasked to evaluate projects based on mitigation of traffic times, improvement to traffic flow and mitigation of traffic congestion. Once the evaluation is completed by ITD, the Idaho Transportation Board (ITB) chooses the projects. The current law allows TECM funds to "finance projects."

This legislation provides a financing mechanism using the Idaho Housing and Finance Association (IHFA) to issue bonds secured by TECM funds to finance projects approved by the ITB. It also states that the ITB shall take into consideration the mitigation of traffic congestion caused by the establishment of the State offices campus located at Chinden Boulevard and Cloverdale Road in Boise.

Finally, the legislation specifies that the 1% sales tax used to fund TECM, but not less than $15 million dollars, is continually appropriated to the TECM fund for the ability to support and finance TECM projects.

FISCAL NOTE

This legislation provides that not less than $15 million dollars of the 1% received from sales tax be distributed to the TECM fund. The ITB has the ability to bond approximately $150 million for transportation projects depending on unencumbered amounts in the TECM fund.

There is no negative fiscal impact because in FY 2018 the 1% received from sales tax was $15.7 million, $.7 million more than the minimum of $15 million dollars provided under this legislation. The bonding mechanism does not require a tax increase.

Contact:
Senator Bert Brackett
(208) 332-1332
Jeremy Chou
(208) 388-1200

DISCLAIMER: This statement of purpose and fiscal note are a mere attachment to this bill and prepared by a proponent of the bill. It is neither intended as an expression of legislative intent nor intended for any use outside of the legislative process, including judicial review (Joint Rule 18).
LEGISLATURE OF THE STATE OF IDAHO
Sixty-fifth Legislature    First Regular Session - 2019

IN THE SENATE

SENATE BILL NO. 1065

BY TRANSPORTATION COMMITTEE

AN ACT
RELATING TO TRANSPORTATION; AMENDING SECTION 40-720, IDAHO CODE, TO PROVIDE
FOR THE ISSUANCE OF CERTAIN BONDS; AMENDING CHAPTER 7, TITLE 40, IDAHO
CODE, BY THE ADDITION OF A NEW SECTION 40-721, IDAHO CODE, TO ESTABLISH
THE TRANSPORTATION EXPANSION AND CONGESTION MITIGATION PROGRAM CAPITAL
PROJECT FUND AND THE TRANSPORTATION EXPANSION AND CONGESTION MITIGA-
TION PROGRAM DEBT SERVICE FUND; AMENDING SECTION 63-3638, IDAHO CODE,
TO REVISE PROVISIONS REGARDING DISTRIBUTION OF SALES TAX AND TO MAKE
TECHNICAL CORRECTIONS; AND AMENDING SECTION 67-6210, IDAHO CODE, TO
REVISE PROVISIONS REGARDING THE POWER OF THE IDAHO HOUSING AND FINANCE
ASSOCIATION TO ISSUE BONDS.

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

SECTION 1. That Section 40-720, Idaho Code, be, and the same is hereby
amended to read as follows:

40-720. TRANSPORTATION EXPANSION AND CONGESTION MITIGATION PROGRAM
-- FUND ESTABLISHED. (1) The Idaho transportation department shall es-
establish and maintain a transportation expansion and congestion mitigation
program.
(2) The fund established pursuant to this section shall finance
projects that expand the state system to address and mitigate transportation
congestion. The projects shall be evaluated by the Idaho transportation
department and shall be chosen by the Idaho transportation board based on a
policy that may include mitigation of traffic times, improvement to traffic
flow and mitigation of traffic congestion.
(3) There is hereby established in the state treasury the transporta-
tion expansion and congestion mitigation fund, to which shall be deposited:
(a) All moneys distributed pursuant to section 63-2520, Idaho Code;
(b) All moneys distributed pursuant to section 63-3638, Idaho Code; and
(c) Any other appropriated moneys for funding the transportation ex-
pansion and congestion mitigation program.
(4) Interest earned on the investment of idle moneys in the fund shall
be paid to the fund. All moneys in the fund shall be used for the transporta-
tion expansion and congestion mitigation program.
(5) The Idaho housing and finance association is hereby authorized
to issue bonds, secured by otherwise unobligated moneys in the fund estab-
lished in subsection (3) of this section, for the purpose of financing state
transportation projects approved by the Idaho transportation board. The
Idaho transportation board shall take into consideration the mitigation of
traffic congestion from the state campus site located at 11311 West Chinden
Boulevard, Boise, as a priority when approving transportation projects.
Moneys from the fund established in subsection (3) of this section shall
be used to pay any of the principal, interest, and other amounts for state
transportation projects approved by the Idaho transportation board and re-
quired for bonds issued pursuant to this subsection in accordance with the
provisions of chapter 62, title 67, Idaho Code. If such bonds are issued,
money in the fund shall first be continuously appropriated and used for
repayment of said bonds in accordance with subsection (7) of this section.

(6) The authority provided in subsection (5) of this section shall be
used only to issue bonds on an approved resolution by the Idaho transporta-
tion board requesting that the Idaho housing and finance association issue
bonds contingent upon:

(a) The availability of otherwise unobligated moneys in the fund, es-
   tablished in subsection (3) of this section, necessary to meet bond ser-
   vice obligations;

(b) The moneys disbursed being used in accordance with United States
treasury regulations to ensure tax-exempt status is retained, unless
tax-exempt bonds are not available; and

(c) The issuance of bonds at prevailing market rates of interest.

(7) From moneys in the fund established in this section, there are
hereby continuously appropriated first such amounts as from time to time
shall be certified by the Idaho housing and finance association to the state
controller, the state treasurer, and the Idaho transportation board as
necessary for payment of principal, interest, and other amounts required
for transportation bonds or notes of the Idaho housing and finance associ-
ation in accordance with chapter 62, title 67, Idaho Code, that are issued
to finance improvements described in this section, which amounts shall not
exceed the amount received and transferred from section 63-3638(16), Idaho
Code, which amounts shall be transferred to the transportation expansion
and congestion mitigation program debt service fund established in section
40-721(2), Idaho Code.

SECTION 2. That Chapter 7, Title 40, Idaho Code, be, and the same is
hereby amended by the addition thereto of a NEW SECTION, to be known and des-
ignated as Section 40-721, Idaho Code, and to read as follows:

40-721. TRANSPORTATION EXPANSION AND CONGESTION MITIGATION PROGRAM

CAPITAL PROJECT FUND -- TRANSPORTATION EXPANSION AND CONGESTION MITIGATION

PROGRAM DEBT SERVICE FUND. (1) There is hereby established in the state trea-
sury the transportation expansion and congestion mitigation program capital
project fund that shall include any draw by the Idaho transportation board of
proceeds from the transportation bonds or notes issued by the Idaho housing
and finance association in accordance with chapter 62, title 67, Idaho Code,
to finance improvements described in section 40-720, Idaho Code. Interest
earned on the investments of idle moneys in the transportation expansion
and congestion mitigation program capital project fund shall be paid to the
transportation expansion and congestion mitigation program capital project
fund. Disbursements from this fund shall be paid over as requested by the
Idaho transportation board and shall be made for projects in accordance with
section 40-720, Idaho Code. All moneys in the fund are hereby continuously
appropriated to the department.

(2) There is hereby established in the state treasury the transporta-
tion expansion and congestion mitigation program debt service fund for the
purpose of paying the principal, interest, and other amounts required for
transportation bonds or notes of the Idaho housing and finance association in accordance with chapter 62, title 67, Idaho Code, issued to finance improvements described in section 40-720, Idaho Code. The fund shall include amounts distributed pursuant to sections 40-720(7) and 63-3638(16), Idaho Code, provided that such moneys distributed to the transportation expansion and congestion mitigation program debt service fund pursuant to this subsection shall be used for payment of principal, interest, and other amounts required for transportation bonds or notes issued by the Idaho housing and finance association for improvements described in section 40-720, Idaho Code. Interest earned on the investment of idle moneys in the transportation expansion and congestion mitigation program debt service fund shall be paid to the transportation expansion and congestion mitigation program debt service fund. From moneys within this fund, there are hereby continuously appropriated such amounts as from time to time shall be certified by the Idaho housing and finance association to the state controller, the state treasurer, and the Idaho transportation board as necessary for payment of principal, interest, and other amounts required for transportation bonds or notes of the Idaho housing and finance association in accordance with chapter 62, title 67, Idaho Code, issued for improvements described in section 40-720, Idaho Code, which amounts shall be paid over as directed by the association. Any funds in excess of the amount necessary to meet the payment authorized in this section shall be transferred to the transportation expansion and congestion mitigation fund established in section 40-720, Idaho Code.

SECTION 3. That Section 63-3638, Idaho Code, be, and the same is hereby amended to read as follows:

63-3638. SALES TAX -- DISTRIBUTION. All moneys collected under this chapter, except as may otherwise be required in sections 63-3203 and 63-3709, Idaho Code, and except as provided in subsection (16) of this section, shall be distributed by the state tax commission as follows:

(1) An amount of money shall be distributed to the state refund account sufficient to pay current refund claims. All refunds authorized under this chapter by the state tax commission shall be paid through the state refund account, and those moneys are continuously appropriated.

(2) Five million dollars ($5,000,000) per year is continuously appropriated and shall be distributed to the permanent building fund, provided by section 57-1108, Idaho Code.

(3) Four million eight hundred thousand dollars ($4,800,000) per year is continuously appropriated and shall be distributed to the water pollution control account established by section 39-3628, Idaho Code.

(4) An amount equal to the sum required to be certified by the chairman of the Idaho housing and finance association to the state tax commission pursuant to section 67-6211, Idaho Code, in each year is continuously appropriated and shall be paid to any capital reserve fund, established by the Idaho housing and finance association pursuant to section 67-6211, Idaho Code. Such amounts, if any, as may be appropriated hereunder to the capital reserve fund of the Idaho housing and finance association shall be repaid for distribution under the provisions of this section, subject to the provisions of section 67-6215, Idaho Code, by the Idaho housing and finance association, as soon as possible, from any moneys available therefor and in excess
of the amounts which the association determines will keep it self-supporting.

(5) An amount equal to the sum required by the provisions of sections 63-709 and 63-717, Idaho Code, after allowance for the amount appropriated by section 63-718(3), Idaho Code, is continuously appropriated and shall be paid as provided by sections 63-709 and 63-717, Idaho Code.

(6) An amount required by the provisions of chapter 53, title 33, Idaho Code.

(7) An amount required by the provisions of chapter 87, title 67, Idaho Code.

(8) For fiscal year 2011, and each fiscal year thereafter, four million one hundred thousand dollars ($4,100,000), of which two million two hundred thousand dollars ($2,200,000) shall be distributed to each of the forty-four (44) counties in equal amounts, and one million nine hundred thousand dollars ($1,900,000) of which shall be distributed to the forty-four (44) counties in the proportion that the population of the county bears to the population of the state. For fiscal year 2012, and for each fiscal year thereafter, the amount distributed pursuant to this subsection, shall be adjusted annually by the state tax commission in accordance with the consumer price index for all urban consumers (CPI-U) as published by the U.S. department of labor, bureau of labor statistics, but in no fiscal year shall the total amount allocated for counties under this subsection, be less than four million one hundred thousand dollars ($4,100,000). Any increase resulting from the adjustment required in this section shall be distributed to each county in the proportion that the population of the county bears to the population of the state. Each county shall establish a special election fund to which shall be deposited all revenues received from the distribution pursuant to this subsection. All such revenues shall be used exclusively to defray the costs associated with conducting elections as required of county clerks by the provisions of section 34-1401, Idaho Code.

(9) One dollar ($1.00) on each application for certificate of title or initial application for registration of a motor vehicle, snowmobile, all-terrain vehicle or other vehicle processed by the county assessor or the Idaho transportation department excepting those applications in which any sales or use taxes due have been previously collected by a retailer, shall be a fee for the services of the assessor of the county or the Idaho transportation department in collecting such taxes, and shall be paid into the current expense fund of the county or state highway account established in section 40-702, Idaho Code.

(10) Eleven and five-tenths percent (11.5%) is continuously appropriated and shall be distributed to the revenue sharing account which is created in the state treasury, and the moneys in the revenue sharing account will be paid in installments each calendar quarter by the state tax commission as follows:

(a) Twenty-eight and two-tenths percent (28.2%) shall be paid to the various cities as follows:

(i) Fifty percent (50%) of such amount shall be paid to the various cities, and each city shall be entitled to an amount in the proportion that the population of that city bears to the population of all cities within the state; and
(ii) Fifty percent (50%) of such amount shall be paid to the various cities, and each city shall be entitled to an amount in the proportion that the preceding year's market value for assessment purposes for that city bears to the preceding year's market value for assessment purposes for all cities within the state.

(b) Twenty-eight and two-tenths percent (28.2%) shall be paid to the various counties as follows:

(i) One million three hundred twenty thousand dollars ($1,320,000) annually shall be distributed one forty-fourth (1/44) to each of the various counties; and

(ii) The balance of such amount shall be paid to the various counties, and each county shall be entitled to an amount in the proportion that the population of that county bears to the population of the state;

(c) Thirty-five and nine-tenths percent (35.9%) of the amount appropriated in this subsection shall be paid to the several counties for distribution to the cities and counties as follows:

(i) Each city and county which received a payment under the provisions of section 63-3638(e), Idaho Code, during the fourth quarter of calendar year 1999, shall be entitled to a like amount during succeeding calendar quarters.

(ii) If the dollar amount of money available under this subsection (10)(c) in any quarter does not equal the amount paid in the fourth quarter of calendar year 1999, each city's and county's payment shall be reduced proportionately.

(iii) If the dollar amount of money available under this subsection (10)(c) in any quarter exceeds the amount paid in the fourth quarter of calendar year 1999, each city and county shall be entitled to a proportionately increased payment, but such increase shall not exceed one hundred five percent (105%) of the total payment made in the fourth quarter of calendar year 1999.

(iv) If the dollar amount of money available under this subsection (10)(c) in any quarter exceeds one hundred five percent (105%) of the total payment made in the fourth quarter of calendar year 1999, any amount over and above such one hundred five percent (105%) shall be paid fifty percent (50%) to the various cities in the proportion that the population of the city bears to the population of all cities within the state, and fifty percent (50%) to the various counties in the proportion that the population of a county bears to the population of the state; and

(d) Seven and seven-tenths percent (7.7%) of the amount appropriated in this subsection shall be paid to the several counties for distribution to special purpose taxing districts as follows:

(i) Each such district which received a payment under the provisions of section 63-3638(e), Idaho Code, as such subsection existed immediately prior to July 1, 2000, during the fourth quarter of calendar year 1999, shall be entitled to a like amount during succeeding calendar quarters.

(ii) If the dollar amount of money available under this subsection (10)(d) in any quarter does not equal the amount paid in the
fourth quarter of calendar year 1999, each special purpose taxing
district's payment shall be reduced proportionately.

(iii) If the dollar amount of money available under this subsection (10)(d) in any quarter exceeds the amount distributed under paragraph (i) of this subsection (10)(d), each special purpose taxing district shall be entitled to a share of the excess based on the proportion each such district's current property tax budget bears to the sum of the current property tax budgets of all such districts in the state. The state tax commission shall calculate district current property tax budgets to include any unrecovered forgone amounts as determined under section 63-802(1)(e), Idaho Code. When a special purpose taxing district is situated in more than one (1) county, the state tax commission shall determine the portion attributable to the special purpose taxing district from each county in which it is situated.

(iv) If special purpose taxing districts are consolidated, the resulting district is entitled to a base amount equal to the sum of the base amounts which were received in the last calendar quarter by each district prior to the consolidation.

(v) If a special purpose taxing district is dissolved or disincorporated, the state tax commission shall continuously distribute to the board of county commissioners an amount equal to the last quarter's distribution prior to dissolution or disincorporation. The board of county commissioners shall determine any redistribution of moneys so received.

(vi) Taxing districts formed after January 1, 2001, are not entitled to a payment under the provisions of this subsection (10)(d).

(vii) For purposes of this subsection (10)(d), a special purpose taxing district is any taxing district which is not a city, a county or a school district.

(11) Amounts calculated in accordance with section 2, chapter 356, laws of 2001, for annual distribution to counties and other taxing districts beginning in October 2001 for replacement of property tax on farm machinery and equipment exempted pursuant to section 63-602EE, Idaho Code. For nonschool districts, the state tax commission shall distribute one-fourth (1/4) of this amount certified quarterly to each county. For school districts, the state tax commission shall distribute one-fourth (1/4) of the amount certified quarterly to each school district. For nonschool districts, the county auditor shall distribute to each district within thirty (30) calendar days from receipt of moneys from the state tax commission. Moneys received by each taxing district for replacement shall be utilized in the same manner and in the same proportions as revenues from property taxation. The moneys remitted to the county treasurer for replacement of property exempt from taxation pursuant to section 63-602EE, Idaho Code, may be considered by the counties and other taxing districts and budgeted at the same time, in the same manner and in the same year as revenues from taxation on personal property which these moneys replace. If taxing districts are consolidated, the resulting district is entitled to an amount equal to the sum of the amounts which were received in the last calendar quarter by each district pursuant to this subsection prior to the consolidation. If a taxing district is
dissolved or disincorporated, the state tax commission shall continuously
distribute to the board of county commissioners an amount equal to the
last quarter's distribution prior to dissolution or disincorporation. The
board of county commissioners shall determine any redistribution of moneys
so received. If a taxing district annexes territory, the distribution of
moneys received pursuant to this subsection shall be unaffected. Taxing
districts formed after January 1, 2001, are not entitled to a payment under
the provisions of this subsection. School districts shall receive an amount
determined by multiplying the sum of the year 2000 school district levy mi-
num .004 times the market value on December 31, 2000, in the district of the
property exempt from taxation pursuant to section 63-602EE, Idaho Code, pro-
vided that the result of these calculations shall not be less than zero (0).
The result of these school district calculations shall be further increased
by six percent (6%). For purposes of the limitation provided by section
63-802, Idaho Code, moneys received pursuant to this section as property tax
replacement for property exempt from taxation pursuant to section 63-602EE,
Idaho Code, shall be treated as property tax revenues.

(12) Amounts necessary to pay refunds as provided in section 63-3641,
Idaho Code, to a developer of a retail complex shall be remitted to the demon-
stration pilot project fund created in section 63-3641, Idaho Code.

(13) Amounts calculated in accordance with subsection (4) of section
63-602KK, Idaho Code, for annual distribution to counties and other taxing
districts for replacement of property tax on personal property tax exemp-
tions pursuant to subsection (2) of section 63-602KK, Idaho Code, which
amounts are continuously appropriated unless the legislature enacts a dif-
ferent appropriation for a particular fiscal year. For purposes of the
limitation provided by section 63-802, Idaho Code, moneys received pursuant
to this section as property tax replacement for property exempt from taxa-
tion pursuant to section 63-602KK, Idaho Code, shall be treated as property
tax revenues. If taxing districts are consolidated, the resulting district
is entitled to an amount equal to the sum of the amounts that were received in
the last calendar year by each district pursuant to this subsection prior to
the consolidation. If a taxing district or revenue allocation area annexes
territory, the distribution of moneys received pursuant to this subsection
shall be unaffected. Taxing districts and revenue allocation areas formed
after January 1, 2013, are not entitled to a payment under the provisions of
this subsection.

(14) Amounts collected from purchasers and paid to the state of Idaho by
retailers that are not engaged in business in this state and which retailer
would not have been required to collect the sales tax, less amounts other-
wise distributed in subsections (1) and (10) of this section, shall be dis-
tributed to the tax relief fund created in section 57-811, Idaho Code. The
state tax commission will determine the amounts to be distributed under this
subsection.

(15) Any moneys remaining over and above those necessary to meet and
reserve for payments under other subsections of this section shall be dis-
tributed to the general fund.

(16) One percent (1%), but not less than fifteen million dollars
($15,000,000), is continuously appropriated and shall be distributed to
the transportation expansion and congestion mitigation program fund estab-
lished in section 40-720, Idaho Code. The distribution provided for in this
subsection must immediately follow the distribution provided for in subsec-
tion (10) of this section.

SECTION 4. That Section 67-6210, Idaho Code, be, and the same is hereby
amended to read as follows:

67-6210. POWER TO ISSUE BONDS. The association shall have power and is
hereby authorized to issue, from time to time, its negotiable notes and bonds
in conformity with the applicable provisions of the uniform commercial code
in such principal amount as the association shall determine to be necessary
for sufficient funds for achieving any of its corporate purposes, including
the payment of interest on notes and bonds of the association, establishment
of reserves to secure such notes and bonds, and all other expenditures of the
association incidental and necessary or convenient to carry out its corpo-
rate purposes and powers; provided, however, that the association shall pro-
vide in its resolution authorizing such bonds that all revenues received by
the association as a result of the issuance of such bonds shall be pledged
first to the payment of principal and interest on such bonds.

(a) The association shall have the power, from time to time, to issue:
(1) notes to renew notes and
(2) bonds to pay notes, including the interest thereon, and
(3) whenever it deems refunding expedient, to refund any bonds by the
issuance of new bonds, whether the bonds to be refunded have or have not
matured, and to issue bonds partly to refund bonds then outstanding and
partly for any of its corporate purposes.

The refunding bonds may be:
(1) exchanged for the bonds to be refunded or
(2) sold and the proceeds applied to the purchase, redemption or pay-
ment of such bonds.
(b) Except as may otherwise be expressly provided by the association,
every issue of its notes and bonds shall be payable exclusively from the rev-
enues or income of the association, including grants and contributions from
the United States of America, subject only to any agreements with the holders
of particular notes or bonds pledging any particular revenues.
(c) The notes and bonds shall be authorized by resolution or resolu-
tions of the association, shall bear such date or dates and shall mature at
such time or times as such resolution or resolutions may provide. The bonds
may be issued as serial bonds payable in annual installments or as term bonds
or as a combination thereof. The notes and bonds shall bear interest at such
rate or rates, be in such denominations, be in such form, either coupon or
registered, carry such registration privileges, be executed in such manner,
be payable in such medium of payment, at such place or places, and be subject
to such terms of redemption as such resolution or resolutions may provide.
The notes and bonds of the association may be sold by the association, at pub-
lic or private sale, at such price or prices as the association shall deter-
mine.

(d) Any resolution or resolutions authorizing any notes or bonds or any
issue thereof may contain provisions, which shall be a part of the contract
or contracts with the holders thereof, as to:
(1) pledging all or any part of the revenues to secure the payment of the
notes or bonds or of any issue thereof, subject to such agreements with
noteholders or bondholders as may then exist;
(2) pledging all or any part of the assets of the association includ-
ing mortgages and obligations securing the same, to secure the payment
of the notes or bonds or of any issue of notes or bonds, subject to such
agreements with noteholders or bondholders as may then exist;
(3) the use and disposition of the gross income from mortgages owned by
the association and payment of principal of mortgages owned by the asso-
ciation;
(4) the setting aside of reserves or sinking funds and the regulation
and disposition thereof;
(5) limitations on the purpose to which the proceeds of sale of notes or
bonds may be applied and pledging such proceeds to secure the payment of
the notes or bonds or of any issue thereof;
(6) limitations on the issuance of additional notes or bonds; the terms
upon which additional notes or bonds may be issued and secured; and the
refunding of outstanding or other notes or bonds;
(7) the procedure, if any, by which the terms of any contract with note-
holders or bondholders may be amended or abrogated, the amount of notes
or bonds the holders of which must consent thereto; and the manner in
which such consent may be given;
(8) limitations on the amount of moneys to be expended by the associa-
tion for operating expenses of the association;
(9) vesting in a trustee or trustees such property, rights, powers and
duties in trust as the association may determine, which may include any
or all of the rights, powers and duties of the trustee appointed by the
bondholders pursuant to this act; and limiting or abrogating the right
of the bondholders to appoint a trustee under this act, or limiting the
rights, powers and duties of such trustee;
(10) defining the acts or omissions to act which shall constitute a de-
fault in the obligations and duties of the association to the holders of
the notes or bonds and providing for the rights and remedies of the hold-
ers of the notes or bonds in the event of such default, including as a
matter of right the appointment of a receiver; provided, however, that
such rights and remedies shall not be inconsistent with the general laws
of the state and the other provisions of this act;
(11) pledging all or any part of funds allocated to the association
under Idaho law or other revenues or the proceeds of notes or bonds to
secure the payment of notes or bonds issued to finance transportation
projects, subject to such agreements with noteholders or bondholders as
may then exist;
(12) setting forth the provisions for any contracts relating to its
bonds or notes, including, without limitation, any investment or inter-
est rate contracts, or any contract providing for a credit enhancement,
including, but not limited to, letters of credit, bond insurance and
surety bonds provided by private financial institutions;
(13) setting forth the provisions for representations or certifica-
tions to be made by an officer of the association with respect to funds
to be allocated to the association for transportation projects and pro-
visions for the disbursements of the proceeds of the bonds or notes for payment of the costs of a transportation project, costs of issuance and other related costs;

(14) pledging all or any part of funds allocated to the association pursuant to section 72-1346B, Idaho Code, or the proceeds of notes or bonds to secure the payment of notes or bonds issued to finance a department of labor project, subject to such agreements with noteholders or bondholders as may then exist;

(15) setting forth the provisions for representations or certifications to be made by an officer of the association with respect to funds to be allocated to the association for a department of labor project and provisions for the disbursements of the proceeds of the bonds or notes for payment of the costs of a department of labor project, costs of issuance and other related costs;

(16) any other matters, of like or different character, which in any way affect the security or protection of the holders of the notes or bonds.

(e) Any pledge made by the association shall be valid and binding from the time when the pledge is made; the revenues, moneys or property so pledged and thereafter received by the association shall immediately be subject to the lien of such pledge without any physical delivery thereof or further act, and the lien of any such pledge shall be valid and binding as against all parties having claims of any kind in tort, contract or otherwise against the association, irrespective of whether such parties have notice thereof. Neither the resolution nor any other instrument by which a pledge is created need be recorded.

(f) Neither the commissioners of the association nor any other person executing such notes or bonds shall be subject to any personal liability or accountability by reason of the issuance thereof.

(g) The association, subject to such agreements with noteholders or bondholders as may then exist, shall have power out of any funds available therefor to purchase notes or bonds of the association, which shall thereupon be canceled, at a price not exceeding:

(1) if the notes or bonds are then redeemable, the redemption price then applicable plus accrued interest to the next interest payment thereon, or

(2) if the notes or bonds are not then redeemable, the redemption price applicable on the first date after such purchase upon which the notes or bonds become subject to redemption plus accrued interest to such date.

(h) In the discretion of the association, the bonds may be secured by a trust indenture by and between the association and a corporate trustee, which may be any trust company or bank having the power of a trust company in the state. Such trust indenture may contain such provisions for protecting and enforcing the rights and remedies of the bondholders as may be reasonable and proper and not in violation of law, including covenants setting forth the duties of the association in relation to the exercise of its corporate powers and the custody, safeguarding and application of all moneys. The association may provide by such trust indenture for the payment of the proceeds of the bonds and the revenues to the trustee under such trust indenture or other depository, and for the method of disbursement thereof, with such safeguards and restrictions as it may determine. All expenses incurred in carrying out
such trust indenture may be treated as a part of the operating expenses of the association. If the bonds shall be secured by a trust indenture, the bondholders shall have no authority to appoint a separate trustee to represent them.

(i) Whether or not the notes and bonds are of such form and character as to be negotiable instruments under the terms of the uniform commercial code, the notes and bonds are hereby made negotiable instruments within the meaning of and for all the purposes of the uniform commercial code, subject only to the provisions of the notes and bonds for registration.

(j) In case any of the commissioners or officers of the association whose signatures appear on any notes or bonds or coupons shall cease to be such commissioners or officers before the delivery of such notes or bonds, such signatures shall, nevertheless, be valid and sufficient for all purposes, the same as if such commissioners or officers had remained in office until such delivery.

(k) The association shall not issue any bonds or notes to finance transportation projects unless:

1) the Idaho transportation board has approved and recommended the transportation projects for financing through the association;

2) the Idaho transportation board has certified to the association that sufficient funds are available to make the payments required for the bonds or notes to be issued to finance the transportation projects and that the annual, total cumulative debt service and bond-related expenses on federally-funded highway project financing do not exceed the limits specified in section 40-315(3), Idaho Code, or has approved a resolution required under section 40-720(6), Idaho Code; and

3) the association and the Idaho transportation board have entered into an agreement for the association to provide financing of the transportation projects.

1) The association shall not issue any bonds or notes to finance a department of labor project unless:

1) the director of the department of labor has approved and recommended the department of labor project for financing through the association pursuant to section 72-1346B, Idaho Code;

2) the director of the department of labor has certified to the association that sufficient funds are available to make the payments required for the bonds or notes to be issued to finance the department of labor project; and

3) the association and the director of the department of labor have entered into an agreement for the association to provide financing of the department of labor project.
## TECM Funding: FY20-26 ITIP

<table>
<thead>
<tr>
<th></th>
<th>FY20</th>
<th>FY21</th>
<th>FY22</th>
<th>FY23</th>
<th>FY24</th>
<th>FY25</th>
<th>FY26</th>
<th>Total</th>
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<td>27,143,600</td>
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<td>26,184,700</td>
<td>26,242,500</td>
<td>26,328,400</td>
<td>26,328,400</td>
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<td>21,172,100</td>
<td>28,228,100</td>
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<td>Under (Over) Programmed</td>
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<td>10,034,400</td>
<td>4,779,600</td>
<td>(2,043,400)</td>
<td>11,088,400</td>
<td>(8,170,800)</td>
<td>(2,017,100)</td>
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## TECM Projects: FY20-26 ITIP

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<tr>
<th>KeyNo</th>
<th>Location</th>
<th>District</th>
<th>ProgYr</th>
<th>FY20</th>
<th>FY21</th>
<th>FY22</th>
<th>FY23</th>
<th>FY24</th>
<th>FY25</th>
<th>FY26</th>
<th>Total</th>
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<td>26350</td>
<td>US 95, GRANITE NORTH &amp; FRONTAGE RDs, BONNER CO</td>
<td>1</td>
<td>2023</td>
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<td>26351</td>
<td>I 90, ATLAS TO GOVT WAY, COEUR D'ALENE</td>
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<td>2026</td>
<td>110,000</td>
<td>510,000</td>
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<td>11,295,409</td>
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<td>2020</td>
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<td>7,712,220</td>
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<td>26302</td>
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<td>26944</td>
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<td>3</td>
<td>2020</td>
<td>9,000,000</td>
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<td></td>
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<td></td>
<td>9,000,000</td>
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<tr>
<td>27999</td>
<td>I 84, KARCHER IC TO NORTHSIDE BLVD</td>
<td>3</td>
<td>2020</td>
<td></td>
<td>-20,000</td>
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<td>27165</td>
<td>US 20/26, CHIDEN; I 84 TO MIDDLETON RD, CANYON CO</td>
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<td>2022</td>
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<td>750,000</td>
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<td>9,770,268</td>
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<td>27067</td>
<td>US 20, PHYLLIS CANAL BR TO SH-16, ADA CO</td>
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<td>5,730,523</td>
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<td>27574</td>
<td>SH 44, STAR RD TO SH-16, ADA CO</td>
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<td>21871</td>
<td>STATE, FREEZOUT HILL S PASSING LN, EMMETT</td>
<td>3</td>
<td>2025</td>
<td>299,984</td>
<td>306,000</td>
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<td>6,194,090</td>
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<td>6,800,074</td>
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<td>21867</td>
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<td>374,927</td>
<td>483,162</td>
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<td>18737</td>
<td>US 93, 200 SOUTH RD, JEROME CO</td>
<td>4</td>
<td>2020</td>
<td></td>
<td></td>
<td>6,450,000</td>
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<td>6,450,000</td>
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<td>20583</td>
<td>US 93, HOLLISTER NCL TO 3250 N, TWIN FALLS CO</td>
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<td>2025</td>
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<td>102,000</td>
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<td>8,501,422</td>
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<td>8,603,422</td>
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<td>20033</td>
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<td>4</td>
<td>2026</td>
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<td>1,000,000</td>
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<td>20710</td>
<td>SH 33, TURN &amp; PASSING LNS, TETON CO.</td>
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<td>2025</td>
<td>300,000</td>
<td></td>
<td></td>
<td>4,747,547</td>
<td></td>
<td></td>
<td>5,047,547</td>
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</table>

| Total | 27,877,131 | 17,109,162 | 21,172,140 | 28,228,133 | 15,154,050 | 34,499,223 | 28,345,508 | 172,385,347 |
In 2005, the enabling legislation for the Grant Anticipation Revenue Vehicle (GARVEE) bonds was signed into law (Title 40-315). This allowed the Idaho Transportation Department to enter into agreements with the Idaho Housing and Finance Association (IHFA) to issue bonds for federal highway transportation projects. GARVEE financing allows Idaho to sell bonds and use the proceeds to build highway projects. The bonds will be paid back with future federal highway dollars.

The statute included a list of 13 corridors eligible for improvements paid for with bond proceeds:

- US-95 SH-1 to Canadian border
- US-95 Garwood to Sagle
- US-95 Worley to Setters
- US-95 Thorn Creek to Moscow
- US-95 Smokey Boulder to Hazard Creek
- SH-16 Ext South Emmett to Mesa with connection to SH-55
- SH-16 Ext I-84 to South Emmett
- I-84 Caldwell to Meridian
- I-84 Orchard to Isaacs Canyon
- US-93 Twin Falls alternate route and new Snake River crossing
- SH-75 Timmerman to Ketchum
- US-20 St. Anthony to Ashton
- US-30 McCammon to Soda Springs
From 2006 through 2011, the Idaho Legislature authorized the sale of $840 million in Grant Anticipation Revenue Vehicle (GARVEE) bonds to finance work in six GARVEE corridors:

- 2006 (FY07) - $200 million
- 2007 (FY08) - $250 million
- 2008 (FY09) - $134 million
- 2009 (FY10) - $82 million
- 2010 (FY11) - $12 million
- 2011 (FY12) - $162 million

Multiple bond series were issued as projects were ready to utilize the funds. A total of $858 million bonds were issued, each series shown here includes interest earnings:

- 2006 A - $214.6 million
- 2008 A - $182.0 million
- 2009 A - $180.9 million
- 2010 A1 & 2010 A2 - $84.8 million (2010 A1 are "regular" GARVEE bonds, while 2010 A2 are Build America Bonds)
- 2011 A - $75.9 million
- 2012 A - $38.4 million
- 2014 A - $81.5 million

The Idaho Transportation Board also allocated $81 million Federal-aid funds to the GARVEE Program to complete critical work and to apply to long lead time items such as right of way settlements or final payments. The total program value being managed through the GARVEE Program Management team was $938 million.

Three of the original GARVEE corridors have been completed – either with GARVEE financing or with other revenue streams:

- US-95, Worley to Setters
- US-95, Thorn Creek to Moscow
- I-84, Orchard to Isaacs Canyon
CURRENT GARVEE PROGRAM:

In 2017, an additional $300 million GARVEE authorization was approved by the Legislature (Senate Bill S1206). This bill also amended the list of eligible corridors to exclude the Idaho 16, South Emmett to Mesa (Indian Valley) route, leaving 12 authorized corridors. The Idaho Transportation Board approved investing in three or the corridors that were also the focus of the original GARVEE Program:

- US-95, Garwood to Sagle
- I-84, Caldwell to Meridian
- ID-16, I-84 to Emmett

The projects being funded with this additional authorization, which were chosen for their anticipated benefits toward safety, mobility and/or economic opportunity, are:

- US-95, Garwood to Sagle
  - SH-53 Interchange and Realignment of SH-53
  - Garwood Road Grade Separation and Frontage Roads
  - Granite Hill
- I-84, Caldwell to Meridian
  - Karcher/ Midland Interchange to Franklin Blvd Interchange (now funded by INFRA grant)
  - Franklin Road Interchange (Caldwell) to Karcher/Midland Interchange
- ID-16, I-84 to Emmett
  - Right-of-way Preservation

The first bond series of the $300 million authorized in 2017 was sold in May 2019 with an interest rate of 3.26 percent. The total $141.6 million bond sale included:

- $64.0 million for U.S. 95, Garwood to Sagle design, right-of-way and construction
- $50.5 million for Idaho 16, I-84 to Idaho 44 right-of-way preservation
- $27.1 million for design, right-of-way and construction on I-84

Similar to the first GARVEE Program, there are additional federal, state and grant funds being used to complete these high-priority improvements. The total program value being managed through the GARVEE Program Management team for this set of projects is $530 million.
US-95 Garwood to Sagle Corridor GARVEE-Funded Projects

Source: Amy Schroeder, ITD Transportation Program Manager (2019 10)
Design:
Bid-Ready by December

Public Meetings:
Open House 2018
Property Owner Contacts Ongoing

Environmental Re-Evaluation:
Submitted & Being Reviewed

Right-of-Way Acquisition:
24 Parcels
Offers Being Made Winter 2019

Construction:
Summer 2020
2-3 year construction duration

Funding:
GARVEE, Freight, Capacity

Design: (2 Packages)
KN 20794 - New Interchange & RR Bridge
KN 20795 - Garwood GS & Frontage Rds

Public Meetings:
Open House 2018
Property Owner Contacts Ongoing

Environmental Re-Evaluation:
Complete

Right-of-Way Acquisition:
KN 20794 – 17 Parcels
KN 20795 - 18 Parcels

Construction:
KN 20794 - Interchange underway
KN 20795 - Summer 2020

Funding:
GARVEE, Bridge Restoration

Source: Amy Schroeder, ITD Transportation Program Manager (2019 10)
**I-84 Corridor Cost Summary**

<table>
<thead>
<tr>
<th>Project</th>
<th>Programmed Amount</th>
<th>Estimated Cost</th>
<th>Estimated Savings</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>NAMPA &gt; Karcher/Midland to Franklin Blvd</strong></td>
<td>$150.48M</td>
<td>$128.94M</td>
<td>$21.54M</td>
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<tr>
<td><strong>Caldwell TO NAMPA &gt; Franklin Road to Karcher/Midland</strong></td>
<td>$191.30M</td>
<td>$186.16M</td>
<td>$5.16M</td>
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<tr>
<td><strong>Caldwell &gt; Centennial Way to Franklin Road</strong>*</td>
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<td></td>
<td></td>
</tr>
<tr>
<td>Centennial Way to Franklin Road</td>
<td>NOT FUNDED</td>
<td>$86M (FY19)**</td>
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</tr>
<tr>
<td>Karcher/Midland Interchange</td>
<td>NOT FUNDED</td>
<td>$14M (FY19)**</td>
<td>------</td>
</tr>
</tbody>
</table>

* Improvements are forecasted to be needed between 2030 and 2035.
** FY30 estimated costs = $120M
*** FY30 estimated costs = $20M

---

**STUDY UNDERWAY**

Centennial Way to Franklin Road

Environmental Study – Potential improvements include widening I-84, improving interchanges and building soundwalls.

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**LISTEN TO THE DRIVE IDAHO PODCAST**

Hear the latest discussions about I-84 improvements in Canyon County.

Available on Apple Podcast, Spotify or wherever you get your podcasts
Phase 1
Constructed 2 miles of new four-lane expressway connecting US 20/26 and Idaho 44. This phase of Idaho 16 provided a 1,730-foot-long bridge over the Boise River, as well as bridges over the Phyllis Canal and Joplin Road, in combination with multiple local access roads connecting properties divided by the new limited access corridor. At-grade signalized intersections at US 20/26 and Idaho 44 provide access until the remainder of the corridor is complete.

Phase 2
Connects I-84 and US 20/26 with 5 miles of new four-lane limited access highway. This phase of Idaho 16 provides for an interim facility with an interchange at I-84 and at-grade signalized intersections at Franklin Road, Ustick Road, and US 20/26, connecting on to ID 44. The new interim Idaho 16 will cross over the east/west local roads Cherry Lane, McMillan Road, and the railroad.
Opportunities to split Phase 2 into three separate projects, allowing Idaho 16 to extend and provide connections to east/west routes. Each of these could be programmed and built as separate projects.

Phase 3
Completes the interchanges at I-84, Franklin Road, Ustick Road, US 20/26, and Idaho 44, including the addition of auxiliary lanes, based on need and available funding. Each interchange could be programmed and built as separate projects.
$185M (2019 Dollars) is estimated for the Construction and Project Development/Administration.
Phase 3 completes the ultimate build and results in a fully functioning expressway.

Idaho 16
A 7-mile limited expressway corridor providing a new north/south route in the rapidly growing area between Ada and Canyon Counties, connecting I-84 to SH-16, and accommodating more than 60,000 drivers a day.

Purpose & Need
Regional Growth, Future Travel Demands, Mobility, Delays to Motorists, Mobility and Safety

Idaho 16 Facilities
- Four general purpose travel lanes
- System to system interchange access at I-84
- Idaho 16 access by interchanges at Franklin Road, Ustick Road, US 20/26, and Idaho 44
- Idaho 16 grade-separated bridges over existing local east/west routes at Cherry Road and McMillan Road
- Auxiliary lanes as needed, such as between Franklin Road and Ustick Road near design year of 2045

Achievements to Date
- 2006-2011 Environmental Study: Cleared the corridor for future development ($7.6M)
- 2014 Phase 1: New highway extension connecting US 20/26 (Chinden) and ID-44 (State Street including a new Boise River bridge crossing in west Treasure Valley ($102M)
- 2018 – Present: Advancing development of project, reductions in impacts, preparing for right-of-way preservation ($8M)
- 2020 – future: Right-of-way acquisition and other project opportunities ($90.2M)