

# **A G E N D A**

IDAHO TRANSPORTATION BOARD

October 17, 2019



## A G E N D A

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 .....4 8:05**

**Action Item 4. BOARD MEETING DATES .....10**  
November 21, 2019 – Boise  
December 12, 2019 – Boise

**Action Item 5. CONSENT CALENDAR .....13**  
OP       \_\_\_ Consultant agreements .....19  
OP       \_\_\_ Contracts for award .....25  
OP       \_\_\_ Contract for rejection.....42

**Information Item**

**6. INFORMATIONAL CALENDAR**  
OP       \_\_\_ Contract award information and current advertisements .....47  
OP       \_\_\_ Professional services agreements and term agreement work tasks report.....53  
OP       \_\_\_ Sign upgrades at public passive rail-highway crossings, statewide .....61  
OP       \_\_\_ Sponsorship of department programs annual report.....74  
ADM     \_\_\_ State FY20 financial statements .....76  
ADM     \_\_\_ Monthly report of federal formula program funding through September .....93A  
ADM     \_\_\_ Non-construction professional service contracts issued.....94

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



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

**Page #      Time\***

**Information Items**

**7. REPORT ON BOARD SUBCOMMITTEE ON ADJUSTMENTS  
TO THE STATE HIGHWAY SYSTEM - Vice Chairman Kempton** **8:10**

**8. DIRECTOR'S MONTHLY REPORT ON ACTIVITIES** **8:15**

**Action Item**

**9. AGENDA ITEMS**

ADM      \_\_\_\_\_ District 4 administration building revision and updates to FY21  
Collins      appropriation request (*resolution on page 99*) .....95 **8:55**

**Information Items**

ADM      \_\_\_\_\_ Best of the Best Innovate ITD! recognitions .....100 **9:05**  
McArthur/Legler

ADM      \_\_\_\_\_ Enterprise Risk Management annual update .....101 **9:25**  
McGrath

**10. BREAK** **9:40**

**11. EMPLOYEE SERVICE AWARDS**  
– Chairman Moad, Board Speaker **10:00**

**12. BREAK** **10:45**

**13. AGENDA ITEMS, continued**

**Action Items**

DIR      \_\_\_\_\_ Idaho Transportation Department Fiscal Year 2019 Annual Report draft .....103 **11:00**  
Trimboli

OP      \_\_\_\_\_ 2019 Federal Land Access Program update .....106 **11:10**  
Rindlisbacher

**Information Item**

OP      \_\_\_\_\_ FY19 State Highway System projects end of year statement .....108 **11:20**  
Wolfinger

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**Action Items**

	<b>14. EXECUTIVE SESSION</b> (working lunch; DMV conference room**) <b>11:30</b>
	PERSONNEL ISSUES [SECTION 74-206(a), (b)]
	LEGAL ISSUES [SECTION 74-206(c), (d), (f)]
	<b>15. AGENDA ITEMS, continued</b>
OP Pond	— Administrative settlement over \$200,000 .....110 <b>1:00</b> (resolution on page 113)
	<b>16. ADJOURNMENT</b> (estimated time) <b>1:10</b>

*\*\*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)

\*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.





October 17

1:45 PM

**Transportation Expansion and Congestion Mitigation (TECM) Program  
and Grant Anticipation Revenue Vehicle (GARVEE) Program  
Workshop**

**DISCUSSION ITEMS**

Page #

**1) Transportation Expansion and Congestion Mitigation (TECM) Program**

**a) TECM Background - 2017 Legislation**

**114**

*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**

**119**

*Joel Drake, Financial Planning and Analysis Manager*

i) 2019 Legislation (S1065, 2019 legislative session)

ii) TECM Funding / Projects Programmed in the FY20-26 ITIP

**132**

**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**

**134**

**b) Corridor/Project Update**

i) US-95

**137**

ii) I-84 (potential project savings)

**139**

iii) SH-16 (phasing options and refined costs)

**140**

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

September 12, 2019

Information Items. 1) Contract Awards and Advertisements. Key #19040 – SH-48, 4000 East and 4100 East Intersection Improvements, District 6. Low bidder: Depatco Inc. - \$868,670.

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 85<sup>th</sup> 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. WHEREAS, Idaho Transportation Department staff has presented two (2)  
ITB19-34 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.

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BILL MOAD, Chairman  
Idaho Transportation Board

Read and Approved

\_\_\_\_\_, 2019  
\_\_\_\_\_, Idaho

# BOARD MEETING DATES

**2019**

**November 21 – Boise**

**December 12 - Boise**

S M T W T F S	S M T W T F S	S M T W T F S	S M T W T F S
<b>January</b>	<b>February</b>	<b>March</b>	<b>April</b>
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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**

S M T W T F S	S M T W T F S	S M T W T F S	S M T W T F S
<b>January</b>	<b>February</b>	<b>March</b>	<b>April</b>
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“X” = holiday

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

## 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.



## **IDAHO TRANSPORTATION BOARD**

### **RESOLUTION FOR CONSENT ITEMS**

**Pages 19-46**

RES. NO.      WHEREAS, consent calendar items are to be routine, non-controversial, self-explanatory items that can be approved in one motion; and  
ITB19-35

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.



## Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date October 17, 2019Consent Item ☒ Information Item ☐ Amount of Presentation Time Needed \_\_\_\_\_

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

### Subject

REQUEST TO APPROVE CONSULTANT AGREEMENTS		
Key Number	District	Route Number

### Background Information

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

The size of the agreements listed was anticipated because of the complexity and magnitude of the associated construction projects. In many instances, the original intent is to solicit the consultant 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



## Board Agenda Item

ITD 2210 (Rev. 10-13)

### Board Action

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



**DATE:** September 24, 2019

**Program Number(s)** A010(005)

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

**Key Number(s)** 10005

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

**Program ID, County, Etc.** FY25 PLEASANT  
VIEW IC, KOOTENAI CO

**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

**Program Number(s)**P133260

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

**Key Number(s)**13476

**FROM:** Amy Revis, PE  
District 3 Engineer

**Program ID, County, Etc.**  
Half CFI Int Eagle Rd & SH44, Eagle, Ada County

**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

**Program Number(s)**I145580

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

**Key Number(s)**14002

**FROM:** Todd Hubbard, PE  
District 5 District Engineer

**Program ID, County, Etc.**I-15, ROSE RD IC,  
BINGHAM CO

**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 1<sup>st</sup>, 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

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

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

**Key Number(s)**19944, 20594

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

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

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

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

ITD 2210 (Rev. 10-13)

Meeting Date October 17,, 2019

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

Presenter's Name Dave Kuisti, P.E.	Presenter's Title Highways Construction & Operations	Initials DK	Reviewed By
Preparer's Name Dana Dietz, P.E.	Preparer's Title Contracts Engineer	Initials DD	

## Subject

Board Approval of Contract for Award		
Key Number	District	Route Number

## Background Information

### INFORMATION

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

Year to Date Bid Summary (10/1/18 to 9/30/19)					
Contracts Bid		Contracts Requiring Board Approval to Award		Contracts Requiring Board Approval to Reject	
ITD	Local	ITD	Local	ITD	Local
73	29	20	10	4	5

### ACTION

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

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

Contracts requiring Board Approval to Award -Justification received 8/27/19 to 9/30/19	
ITD	Local
5	1

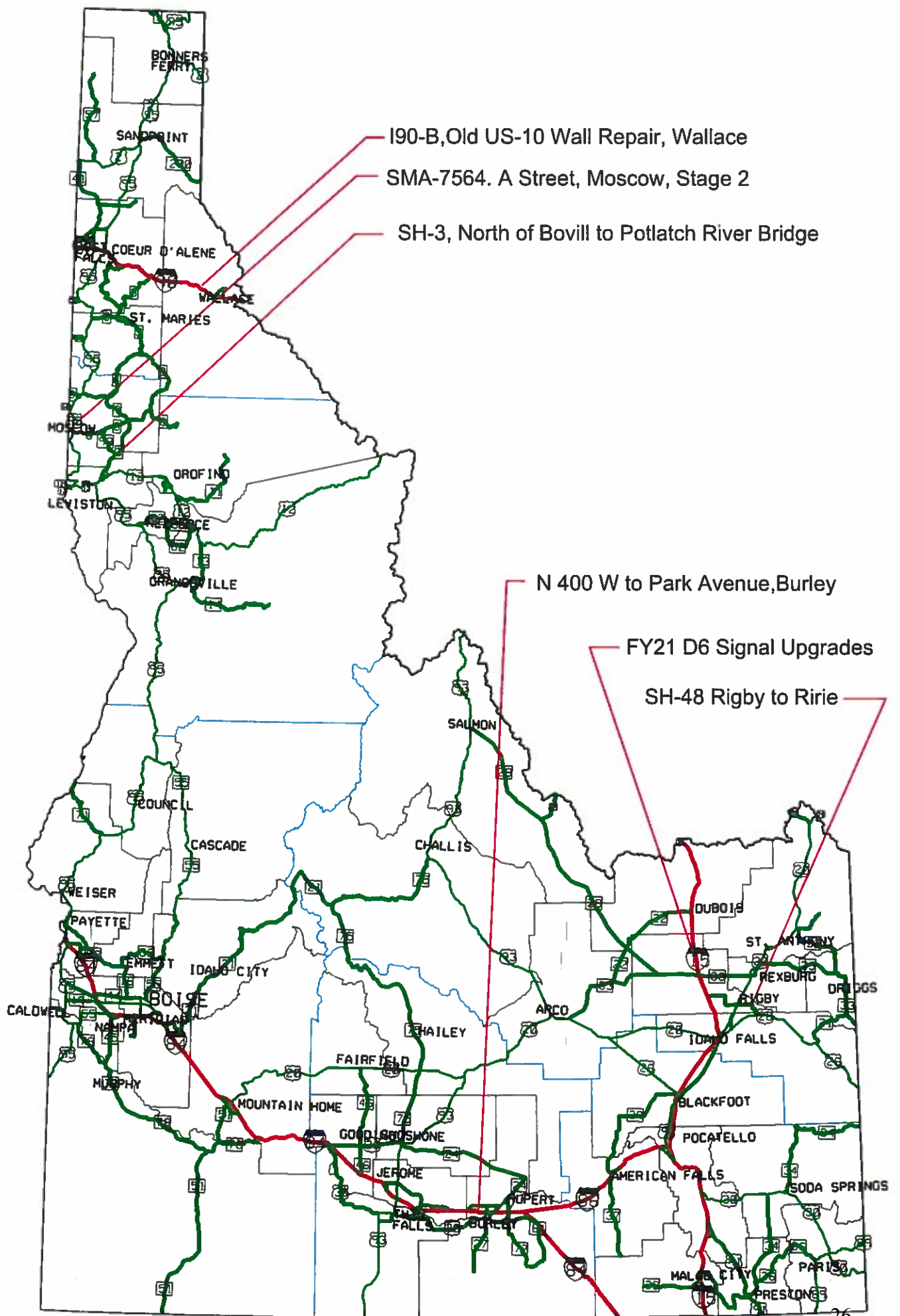
## Recommendations

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

## Board Action

☐ Approved    ☐ Deferred \_\_\_\_\_

☐ Other \_\_\_\_\_



## Monthly Status Report to the Board

### CONTRACT(S) FOR BOARD APPROVAL

District	Key No.	Route	Opening Date		No. of Bids	Eng. Est.	Low Bid	Net +/-
LHTAC (2)	<b>22160</b>	OFF SYS	8/20/2019		3	\$3,049,684.47	\$3,839,833.55	\$790,149.08
SMA-7564, A Street, Moscow, Stage 2						Federal		126%
Contractor: Motley-Motley Inc								
4	<b>19086</b>	US-30	8/27/2019		3	\$10,302,495.90	\$11,795,841.95	\$1,493,346.05
N 400 W to Parke Avenue, Burley						Federal		114%
Contractor: Western Construction Inc.								
6	<b>19879</b>	OFF SYS	9/10/2019		2	\$348,000.00	\$499,800.00	\$151,800.00
FY21 D6 Signal Upgrades						State		144%
Contractor: Mountain West Electric Inc								
2	<b>19673</b>	SH-3	9/10/2019		7	\$1,034,905.25	\$1,246,745.00	\$211,839.75
SH-3, North of Bovill, Potlatch River Bridge						State		120%
Contractor: Razz Construction Inc								
6	<b>19499</b>	SH-48	9/10/2019		5	\$605,363.56	\$714,405.48	\$109,041.92
SH-48, Rigby to Ririe						Federal		118%
Contractor: Geneva Rock Products Inc								
1	<b>18896</b>	I90-B	9/17/2019		4	\$1,437,663.65	\$1,895,923.60	\$458,259.95
I90-B, Old US-10 Wall Repair, Wallace						Federal		132%
Contractor: Clearwater Construction Inc DBA Clearwater Western								

DATE OF BID OPENING - AUGUST 20, 2019 - IDAHO FEDERAL AID FINANCED  
PROJECT

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

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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

9-27-19  
\_\_\_\_\_  
Date

**Local Highway Technical  
Assistance Council**

3330 Grace Street  
Boise, Idaho 83703

Phone 208.344.0565  
Fax 208.344.0789  
Toll Free 1.800.259.6841

www.lhtac.org



Gilbert Hofmeister  
Chairman

Todd Smith  
Vice Chairman

Robert (BJ) Berlin  
Secretary/Treasurer

Jeff R. Miles, P.E.  
Administrator

**Date:** September 20, 2019

**Project No.:** A022(160)

**To:** Dana Dietz, P.E.   
Contracts Engineer

**Key No.:** 22160

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

**Project Identification, County**  
A Street, Phase II, City of Moscow  
Latah County

**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:

Item	Description	Quant.	Unit	Engineers Estimate	Bid	Difference
615-491A	Curb & Gutter Ty 1	3645.0	FT	\$ 54,675.00	\$ 118,462.50	\$ 63,787.50
675-005A	Survey – 2 Person Crew	1.0	LS	\$ 60,000.00	\$ 128,520.00	\$ 68,520.00
S501-15A	Retaining Wall – Gravity Block	6620.0	SF	\$ 244,940.00	\$ 453,470.00	\$ 208,530.00
S901-06N	SP – Conc Block Steps	206.0	EACH	\$ 13,390.00	\$ 69,010.00	\$ 55,620.00
Z629-05A	Mobilization	1.0	LS	\$ 250,000.00	\$ 337,500.00	\$ 87,500.00
S600-45E	Water Line – 16" D.I. Water Line	915.0	FT	\$ 96,990.00	\$137,250.00	\$ 40,260.00
	<b>Total</b>			\$ 719,995.00	\$1,244,212.50	\$ 524,217.50
<b>% of Difference in Engineer's Estimate (\$790,149.08)</b>						<b>66.3%</b>

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

**Council Members**

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Mayor Mac Pooler  
City of Kellogg

Idaho Association of Highway Districts  
Commissioner Neal Gier  
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Idaho Association of Counties  
Commissioner Phil Lampert  
Benewah County

Ex-Officio Members  
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Association of Idaho Cities

Mayor Robert (BJ) Berlin  
City of Roberts

Commissioner Terry Werner  
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Gem County

Nick Veldhouse, Executive Director  
Idaho Association of Highway Districts

Mayor Diana Thomas  
City of Weiser

Commissioner Gilbert Hofmeister  
Power County Highway District

Commissioner Todd Smith  
Madison County

Seth Grigg, Executive Director  
Idaho Association of Counties

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



Heart of the Arts

Bill Lambert  
Mayor

Jim Boland  
Council President

Brandy Sullivan  
Council Vice-President

Art Bettge  
Council Member

Kathryn Bonzo  
Council Member

Gina Taruscio  
Council Member

Anne Zabala  
Council Member

Gary J. Riedner  
City Supervisor

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

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

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 Motley-Motley, 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 \$68.50/ft<sup>2</sup> 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 overage, 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 overage.

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

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

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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	\$11,795,841.95
KLOEPFER, INC. PAUL, ID	\$12,315,079.21
STAKER & PARSON COMPANIES dba IDAHO MATERIALS & CONSTRUCTION TWIN FALLS, ID	\$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 Services concurs  
with the recommendation.

  
DANA DIETZ P.E.

Contracts Engineer

9-26-19  
Date



## Department Memorandum

Idaho Transportation Department

**DATE:** 9/18/2019

**Program Number(s)**A019(086)

**TO:** Dana Dietz, PE  
Contract Engineer

**Key Number(s)**19086

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

**Program ID, County, Etc.** US 30, N 400 W to  
Parke Ave, Burley, Cassia County

*Jesse Barrus*

Digitally signed by Jesse Barrus  
Date: 2019.09.24 19:28:33  
+06'00'

**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:

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

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IDAHO Project No. A019(879)  
FY21 D6 Signal Upgrades  
Bonneville & Madison County, Key No. 19879

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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	\$499,800.00
WHEELER ELECTRIC, INC. IDAHO FALLS, ID	\$538,855.00

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



# Department Memorandum

Idaho Transportation Department

DATE: September 17, 2019

Program Number(s) A019(879)

TO: Dana Dietz P.E.

Key Number(s) 19879

FROM: Wade Allen, P.E.

Program ID, County, Etc.  
FY 21 D6 Signals Upgrade, Bonneville and  
Madison Counties

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.

Item	Description	Quantity	Estimated Unit Price	Bid Unit Price	\$ Difference
S904-05C	Traffic Signal Installation	1 LS	\$40,000.00	\$118,500.00	\$78,500.00
S904-05E	Traffic Signal Installation	1 LS	\$75,000.00	\$157,000.00	\$82,000.00
Total Difference from these Items					\$ 160,500.00
% 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 under estimated 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	\$1,246,745.00
CLEARWATER CONSTRUCTION, INC. dba CLEARWATER WESTERN BOISE, ID	\$1,319,000.00
N. A. DEGERSTROM, INC. SPOKANE VALLEY, WA	\$1,342,905.00
LARIVIERE, INC ATHOL, ID	\$1,366,320.00
BRAUN-JENSEN, INC. PAYETTE, ID	\$1,434,000.00
WESSLEN CONSTRUCTION, INC. SPOKANE VALLEY, WA	\$1,460,887.76
S & L UNDERGROUND, INC. BONNERS FERRY, ID	\$1,597,885.00

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

# Department Memorandum

## Idaho Transportation Department

**DATE:** September 23, 2019**Program Number(s)** P162220
**TO:** Dana Dietz, PE *DD*  
 Contract Engineer
**Key Number(s)** 19673
**FROM:** Doral J. Hoff, P.E. *DJH*  
*10/2* District 2 Engineer

**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:

Item	Description	Quantity	Estimated Unit Price	Bid Unit Price	\$ Difference
405-435A	Superpave HMA	204.00 Ton	\$300.00	\$415.00	\$23,460.00
Z629-05A	Mobilization	1.00 LS	\$94,082.00	\$250,000.00	\$155,918.00
Total Difference from these Items					\$ 179,378.00
% 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

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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**Program Number(s)** A019(499)**TO:** Dana Dietz, PE  
Contract Engineer**Key Number(s)** 19499**FROM:** Jason Minzghor  
District 6 Engineer**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:

Item	Description	Quantity	Estimated Unit Price	Bid Unit Price	\$ Difference
415-010A	Polymer Modified Emulsified Asphalt	289 TON	\$700.00	\$760.00	\$17,340.00
Z629-05A	Mobilization	1 LS	\$25,000.00	\$95,000.00	\$70,000.00
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	\$1,895,923.60
Razz Construction, Inc. Bellingham, WA	\$2,147,218.70
Clearwater Construction & Management, LLC. Spokane, WA	\$2,212,462.36
N.A. Degerstrom, Inc. Spokane Valley, WA	\$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

9-23-19

Date



Department Memorandum  
Idaho Transportation Department

ITD 0500 (Rev. 03-16)

DATE: September 19<sup>th</sup>, 2019

Program Number(s): A018(896)

TO: Dana Dietz, P.E. *DD*  
Contracts Engineer

Key Number(s): 18896

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

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 17<sup>th</sup>, 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:

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



# Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date October 17, 2019Consent Item ☒ Information Item ☐ Amount of Presentation Time Needed \_\_\_\_\_

Presenter's Name Dave Kuisti, PE	Presenter's Title Highways Construction & Operations	Initials DK	Reviewed By
Preparer's Name Dana Dietz, P.E.	Preparer's Title Contracts Engineer	Initials DD	

## Subject

Board Approval of Contracts to Rejection		
Key Number	District	Route Number

## Background Information

### INFORMATION

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

Year to Date Bid Summary (10/1/18 to 9/30/19)					
Contracts Bid		Contracts Requiring Board Approval to Award		Contracts Requiring Board Approval to Reject	
ITD	Local	ITD	Local	ITD	Local
73	29	20	10	4	5

### ACTION

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

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

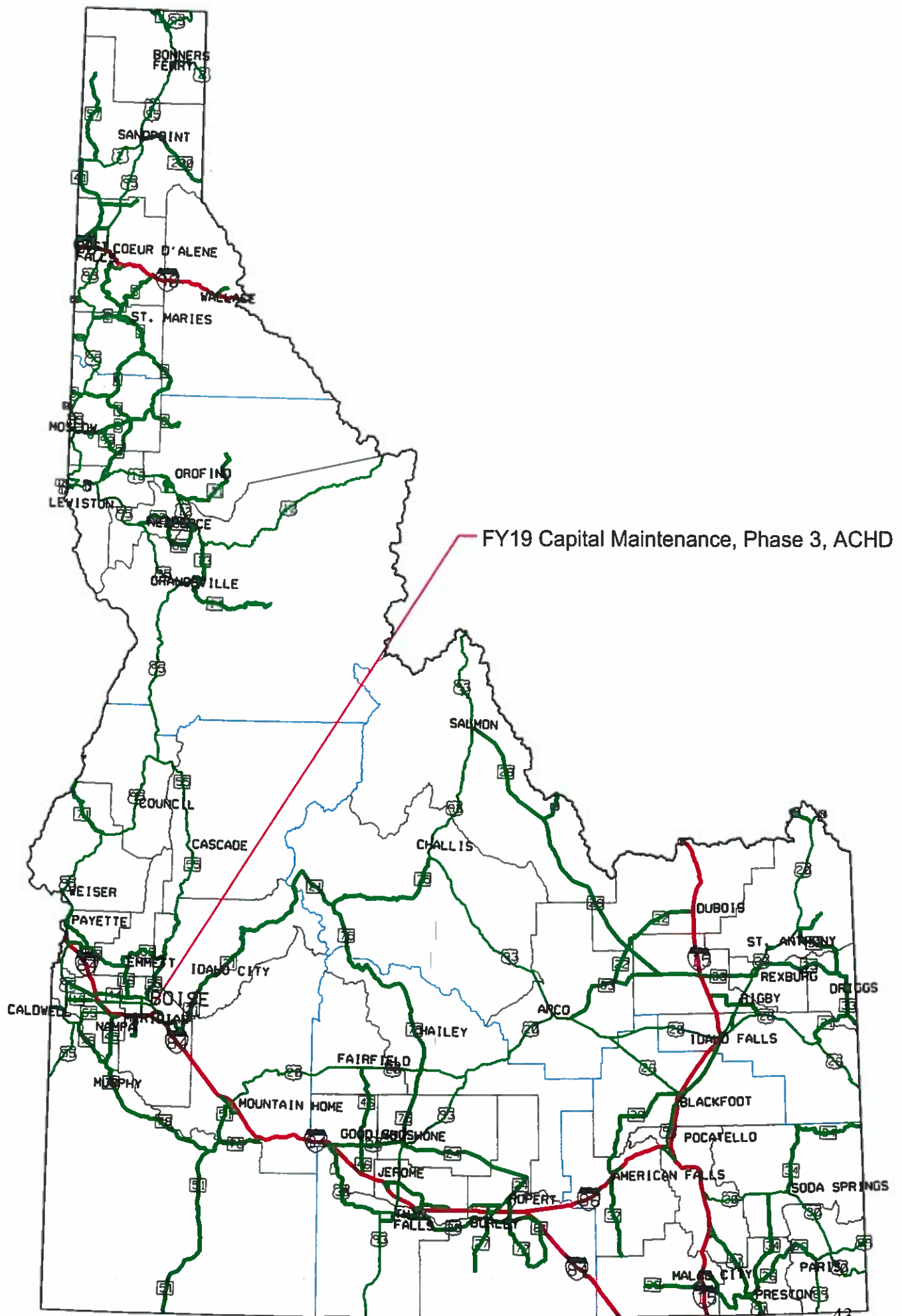
Contracts requiring Board Approval to Reject- Justification received 8/27/19 to 9/30/19	
ITD	Local
0	1

## Recommendations

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

## Board Action

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



## Monthly Status Report to the Board

### CONTRACT(S) FOR BOARD REJECTION

District	Key No.	Route	Opening Date		No. of Bids	Eng. Est.	Low Bid	Net +/-
ACHD(3)	20091	OFF SYS	9/17/2019		4	\$383,156.00	\$489,000.00	\$105,844.00
FY19 Capital Maintenance, Phase 3, ACHD						Federal		128%
Contractor: Sunroc Corporation								

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.

  
DANA DIETZ P.E.  
Contracts Engineer

9-26-19  
Date



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

**DATE:** 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



# Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date October 17, 2019

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

Presenter's Name Dave Kuisti, P.E.	Presenter's Title Highways Construction & Operations	Initials DK	Reviewed By
Preparer's Name Dana Dietz, P.E.	Preparer's Title Contracts Engineer	Initials DD	

## Subject

Contract Awards and Advertisements		
Key Number	District	Route Number

## Background Information

### INFORMATION

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

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

### **NOTE:**

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

Year to Date Bid Summary (10/1/18 to 9/30/19)					
Contracts Bid		Contracts Requiring Board Approval to Award		Contracts Requiring Board Approval to Reject	
ITD	Local	ITD	Local	ITD	Local
73	29	20	10	4	5

### RECENT ACTIONS

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

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

Contracts Requiring no action from the Board 8/27/19 to 9/30/19	
ITD	Local
6	1

### FUTURE ACTIONS

The Current Advertisement Report is attached.

## Recommendations

For Information Only.

## Board Action

☐ Approved    ☐ Deferred \_\_\_\_\_

☐ Other \_\_\_\_\_

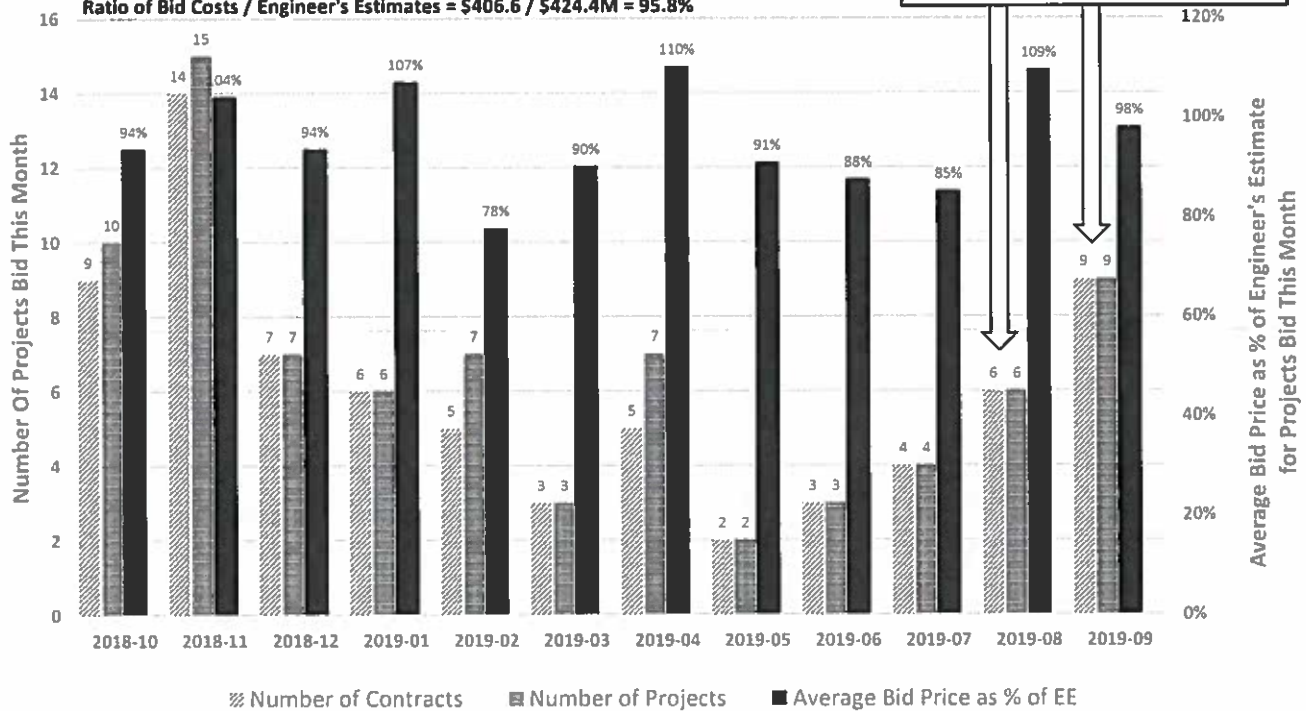


## FFY19 State Infrastructure Project Bid Results: YTD Summary By Cost 79 Projects YTD through September 30, 2019

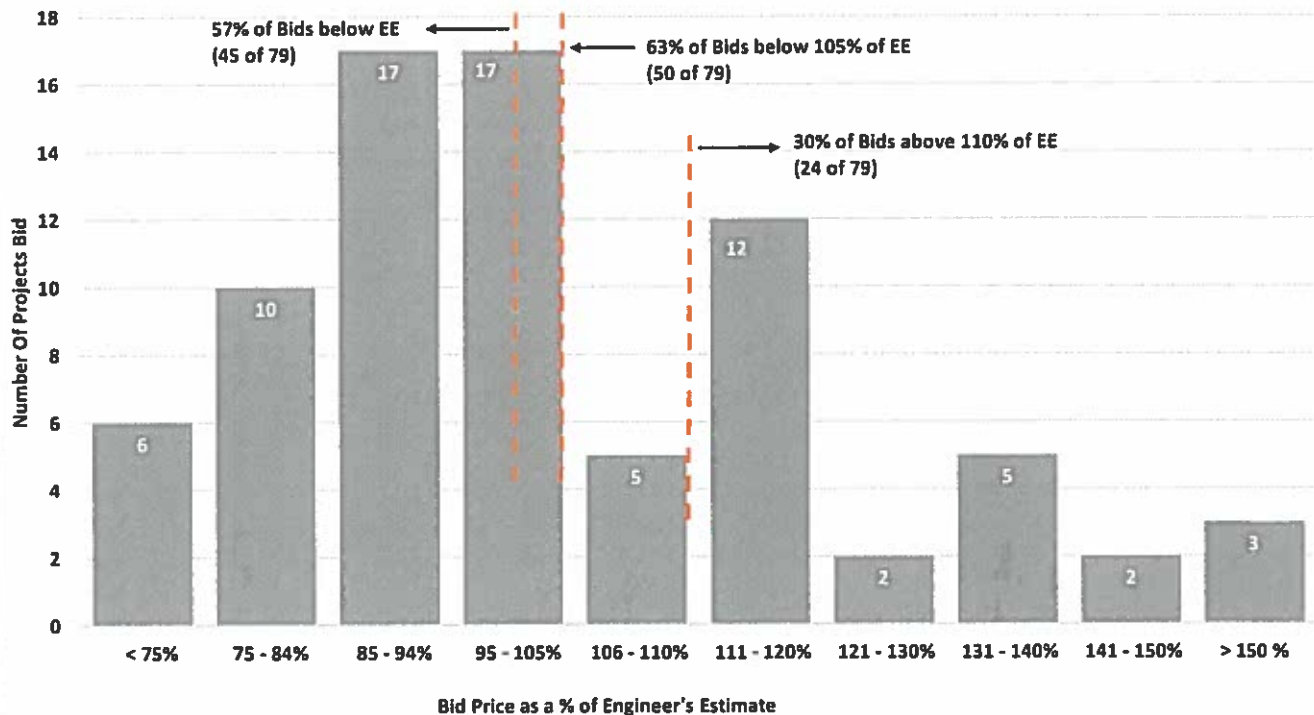
YTD Total for all 79 projects:

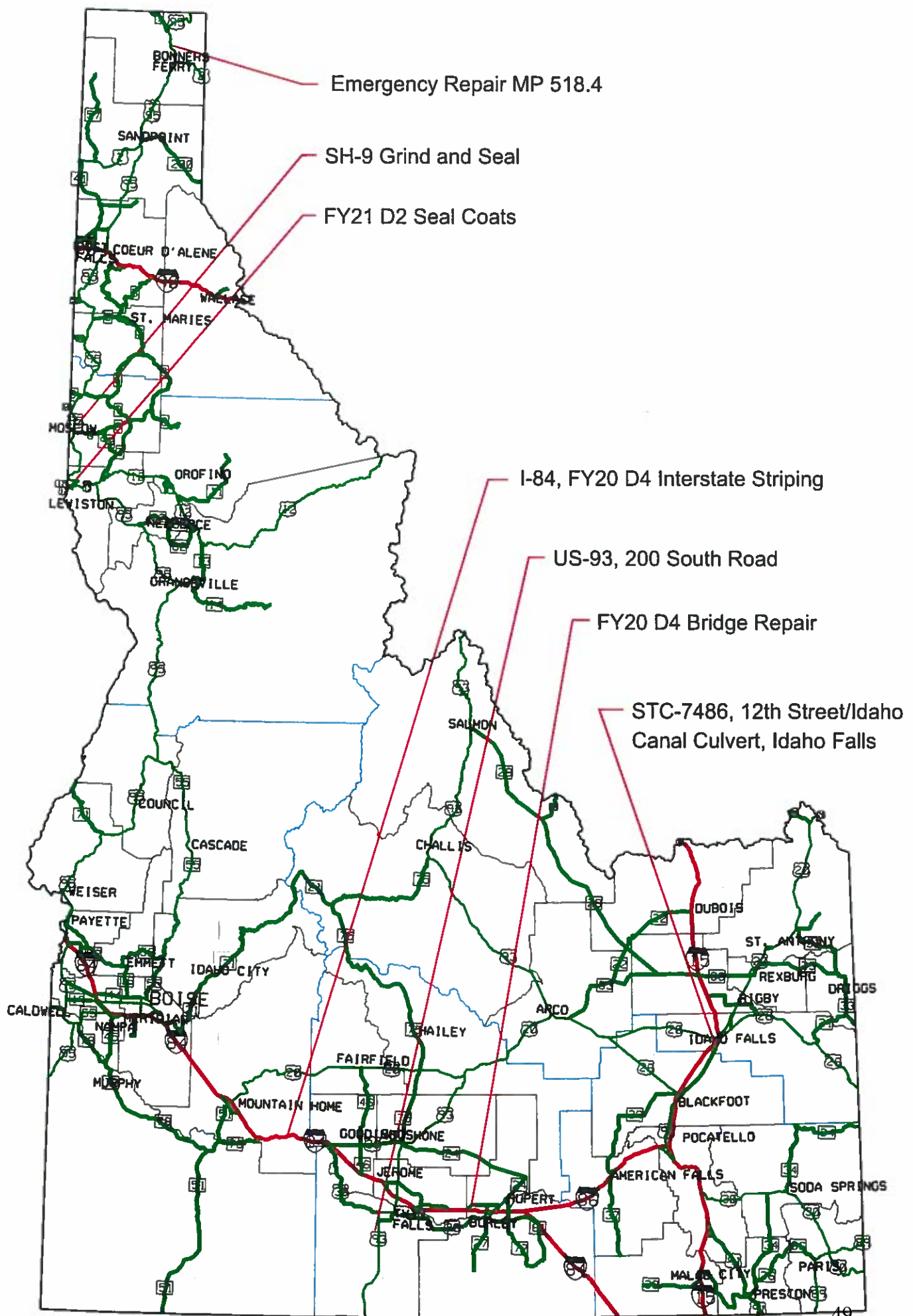
Ratio of Bid Costs / Engineer's Estimates = \$406.6 / \$424.4M = 95.8%

August bars reflect 2 additional projects bid after deadline for last months 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





## Monthly Status Report to the Board

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

District	Key No.	Route	Opening Date	No. of Bids	Eng. Est.	Low Bid	Net +/- % of EE
1	20341	US-95	8/27/20109	5	\$515,964.85 Federal	\$514,013.90	\$1,950.95 100%
Emergency Repair MP 518.4 Contractor: N A Degerstrom Inc							
4	18737	US-95	9/10/20109	2	\$7,270,113.05 State	\$6,785,831.00	(\$486,282.05) 93%
US-93, 200 South Road Contractor: Staker & Parson Companies DBA Idaho Materials Construction							
2	20265	US-95/US-12	9/10/20109	2	\$1,659,493.55 State	\$1,520,000.00	(\$139,493.55) 92%
FY21 D2 Sealcoats Contractor: Knife River Corporation-Mountain West							
LHTAC(6)	18995	OFF SYS	9/10/20109	3	\$1,182,536.67 Federal	\$1,193,457.38	\$10,920.71 101%
STC-7486, 12th Street/Idaho Canal Culvert, Idaho Falls Contractor: Cannon Builders Inc							
4	19413	I-84	9/24/20109	3	\$1,318,098.95 Federal	\$1,170,528.48	(\$147,570.47) 89%
FY20 D4 Bridge Repair Contractor: Coldwater Group Inc							
2	19857	SH-9	9/24/20109	3	\$1,917,459.39 State	\$1,490,000.00	(\$427,459.39) 78%
SH-9 Grind and Seal Contractor: Knife River Corporation-Mountain West							
4	21839	I-84	9/24/20109	2	\$399,896.00 State	\$353,059.00	(\$46,837.00) 78%
I-84, FY20 D4 Interstate Striping Contractor: Idaho Traffic Safety Inc							

## Monthly Contract Advertisement As of 9-30-2019

District	Key No.	Route	Bid Opening Date
4	19404	SH-75	10/1/2019
SH-75, Four Mile Bridge over Bid Wood River \$2,500,000 to \$5,000,000			Federal

District	Key No.	Route	Bid Opening Date
1	19851	SH-6	10/1/2019
SH-6, Benewah County Line to Santa Jct \$500,000 to \$1,000,000			State

District	Key No.	Route	Bid Opening Date
5	20115	Various	10/1/2019
FY21 D5 Revegetation \$0 to \$100,000			State

District	Key No.	Route	Bid Opening Date
1	19188	I-90	10/1/2019
I-90, Pennsylvania Avenue OPASS EB, CDA \$5,000,000 to \$10,000,000			Federal

District	Key No.	Route	Bid Opening Date
2	19595	US-95	10/8/2019
FY20 D2 Bridge Repair US-95 \$1,000,000 to \$2,500,000			Federal

District	Key No.	Route	Bid Opening Date
2	21805	I-84	10/8/2019
FY21 D4 Rest Area Seal Coats \$100,000 to \$500,000			State

District	Key No.	Route	Bid Opening Date
LHTAC(2)	13898	OFF SYS	10/22/2019
Little Bear Creek Bridge \$1,000,000 to \$2,500,000			Federal

District	Key No.	Route	Bid Opening Date
LHTAC(6)	13586	OFF SYS	10/22/2019
Idaho Falls Citywide Microsurfacing \$500,000 to \$1,000,000			Federal

District	Key No.	Route	Bid Opening Date
LHTAC(6)	14061	OFF SYS	10/22/2019
S 2nd West Street Bridge, St. Anthony \$500,000 to \$1,000,000			Federal

District	Key No.	Route	Bid Opening Date
3	01004	SH-55	Postponed
SH-55, Smith's Ferry to Round Valley \$500,000 to \$1,000,000			Federal



# Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date October 17, 2019

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

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

## Subject

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

## Background Information

### For all of ITD:

Consultant Services processed thirty-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

<i>Reason Consultant Needed</i>	<i>District</i>								<i>Total</i>
	1	2	3	4	5	6	HQ		
<b>Resources not Available</b>									
Design	2				2	1			5
Environmental		1	1			3			5
Public Involvement									
Geotechnical			2			1	1		4
Intelligent Transportation Systems							1		1
Surveying		1	1						2
Construction	2		2		2				6
Bridge	2		1				1		4
Local Public Agency Projects	3	0	2	0	0	0	0		5
<b>Total</b>	<b>9</b>	<b>2</b>	<b>9</b>	<b>0</b>	<b>4</b>	<b>5</b>	<b>3</b>		<b>32</b>



# Board Agenda Item

ITD 2210 (Rev. 10-13)

## For ITD District Projects:

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

## District 1

<i>Project</i>	<i>Reason Consultant Needed</i>	<i>Description</i>	<i>Selection Method</i>	<i>Consultant</i>	<i>Amount</i>
I-90, Old US-10 Wall Repair, Wallace	Resources not available: construction	Construction Engineering, Inspection, and Materials Testing Services: Year 1	Individual Project Solicitation	Ruen- Yeager & Associates	\$38,482
I-90, Bennett Bay Bridge Asset Plan	Resources not available: bridge	Asset Management Plan	Individual Project Solicitation	WSP USA	\$247,408
SH-41, Lancaster Rd to Boekel Rd, Rathdrum	Resources not available: design	Additional Utility Coordination Services	RFI from Term Agreement	T-O Engineers	Prev: \$249,323 <b>This: \$ 50,272</b> Total: \$299,595
US-2, BNSF Railroad Underpass, Sandpoint	Resources not available: design	Roadway Design, Phase II: Final Design through PS&E	RFI from Term Agreement	David Evans & Associates	Prev: \$245,800 <b>This: \$216,567</b> Total: \$462,367
I-90, Blue Creek Bay Bridge to Wolf Lodge, Kootenai Co	Resources not available: construction	Construction Inspection Staff Augmentation Services	Direct from Term Agreement	HDR Engineering	\$99,136
I-90, Wallace Viaduct Bridge Asset Plan	Resources not available: bridge	Asset Management Plan	Individual Project Solicitation	WSP USA	\$247,742

## District 2

<i>Project</i>	<i>Reason Consultant Needed</i>	<i>Description</i>	<i>Selection Method</i>	<i>Consultant</i>	<i>Amount</i>
SH-3, Curve Improvement, near Kooskia	Resources not available: environmental	Ethnographic Resources Study	Direct from Term Agreement	Nez Perce Tribe	\$44,200



## Board Agenda Item

ITD 2210 (Rev. 10-13)

US-95, Grangeville Truck Route Bypass Rd Turn Bay	Resources not available: surveying	Surveying Services	Direct from Term Agreement	T-O Engineers	\$43,239
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### District 3

<i>Project</i>	<i>Reason Consultant Needed</i>	<i>Description</i>	<i>Selection Method</i>	<i>Consultant</i>	<i>Amount</i>
I-84, Blacks Creek Rd Interchange, Ada County	Resources not available: construction	Engineer of Record Services	Individual Project Solicitation	H.W. Lochner	Prev: \$1,337,538 <b>This: \$ 178,861</b> Total: \$1,516,399  Board approved \$1.6M during August 2018 meeting
SH-21, South Fork Payette Bridge (Lowman), Boise Co	Resources not available: bridge	Technical Support & Review Services for Hydraulic Analysis	Direct from Term Agreement	Ayres Associates	\$90,031
I-84, Blacks Creek Rd Interchange, Ada County	Resources not available: construction	Construction Schedule Analysis & Surveying Services	Direct from Term Agreement	Horrocks Engineers	\$66,667
SH-55, State St to Payette River Bridge	Resources not available: geotechnical	Additional Ground Penetrating Radar Scan	Direct from Term Agreement	American Geotechnics	Prev: \$51,611 <b>This: \$ 6,925</b> Total: \$58,536
I-84, Ustick Rd to Middleton Rd Overpasses, Canyon Co	Resources not available: environmental	Additional Work Necessary to Complete Environmental Evaluation	Direct from Term Agreement	Horrocks Engineers	Prev: \$36,000 <b>This: \$21,678</b> Total: \$57,678
SH-16, I-84 to US-20/26, Ada and Canyon Cos	Resources not available: surveying	Right-of-Way Plan and Legal Description Reviews	Direct from Term Agreement	David Evans & Associates	\$40,531
I-84, Franklin Interchange to Karcher	Resources not available: geotechnical	On-Call Services: Materials	Direct from Term Agreement	American Geotechnics	\$30,000





## Board Agenda Item

ITD 2210 (Rev. 10-13)

Interchange, Canyon Co		Phase Report Reviews and other materials related reviews during design			
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### District 4

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

### District 5

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

### District 6

<i>Project</i>	<i>Reason Consultant Needed</i>	<i>Description</i>	<i>Selection Method</i>	<i>Consultant</i>	<i>Amount</i>
US-20, Sheep Falls to Island Park Lodge, Fremont Co	Resources not available: design	Phase 2: Alternatives Development through	Individual Project Solicitation	J-U-B Engineers	Prev: \$ 283,565 <b>This: \$2,905,675</b> Total: \$3,189,240



## Board Agenda Item

ITD 2210 (Rev. 10-13)

		Design Approval			Board approved \$3.2M during June 2019 meeting
State, FY18 D6 Asset Management	Resources not available: geotechnical	On-Call Geotechnical Services (Staff Augmentation)	Individual Project Solicitation	American Geotechnics	\$400,000
US-20, Junction SH-87 to Montana State Line (Targhee Pass) Ph 1	Resources not available: environmental	Add'l Services Related to Extensive Public Comments on the Draft Environmental Assessment	RFI from Term Agreement	Bio-West	Prev: \$399,400 <b>This: \$ 55,915</b> Total: \$455,315
State, I-15/US-20 Connector Study	Resources not available: environmental	Environmental Field Work and Surveying Services	Direct from Term Agreement	Horrocks Engineers	\$75,828
US-20, Intersection SH-47 Improvements, Ashton	Resources not available: environmental	Add'l Investigation of Soils for Contaminants	Direct from Term Agreement	Rocky Mt Environmental Associates	Prev: \$18,000 <b>This: \$13,036</b> Total: \$31,036

### Headquarters

Project	Reason Consultant Needed	Description	Selection Method	Consultant	Amount
State, FY19 State Highway System Bridge Inspection	Resources not available: bridge	Bridge Load Rating Services	Individual Project Solicitation	Parametrix	\$99,940
State, FY20 Intelligent Transportation Systems Operations	Resources not available: intelligent transportation systems	511 Traveler Information System Operations	Sole Source Selection	Castle Rock Associates	Prev: \$ 750,000 <b>This: \$ 740,327</b> Total: \$1,490,327
State, FY19 Traveler Information Services					Board approved \$2.4M during August 2019 meeting
State, FY19 Intelligent					



## Board Agenda Item

ITD 2210 (Rev. 10-13)

Transportation Systems					
Non-Project, HQ Central Lab Augmentation	Resources not available: geotechnical	Material Laboratory Testing & Project Documentation	Direct from Term Agreement	GeoTek	\$38,400

### Supplemental Agreements to Existing ITD Professional Service Agreements

<i>District</i>	<i>Project</i>	<i>Consultant</i>	<i>Original Agreement Date/Description</i>	<i>Supplemental Agreement Description</i>	<i>Total Agreement Amount</i>
1	D1 Central Lab Services, Assorted Projects	Allwest Testing & Engineering	5/19 Materials Sampling & Testing at ITD Facilities and Project Close-out Assistance	Sampling & Testing for an additional project	\$0 No cost. Able to perform the services within the original agreement amount
4	I-84, Kasota Interchange to Burley Interchange East Bound Lane, Minidoka Co	Stanley Consultants	1/19 Roadway Design, Ph II: Preliminary Design through PS&E	Add'l Pavement Design Analysis & Geotechnical Services	Prev: \$596,107 <b>This: \$ 26,746</b> Total: \$622,583
HQ	Off System, FY19 Local/Off System Bridge Inspection State, FY19 State Highway System Bridge Inspection	Forsgren Associates	4/19 Bridge Load Rating Services	Add'l Bridge Load Rating Services	Prev: \$242,710 <b>This: \$ 44,982</b> Total: \$287,692
HQ	Off System, FY19 Local/Off System Bridge Inspection State, FY19 State	HDR Engineering	4/19 Bridge Load Rating Services	Add'l Bridge Load Rating Services	Prev: \$203,875 <b>This: \$ 49,362</b> Total: \$253,237



## Board Agenda Item

ITD 2210 (Rev. 10-13)

	Highway System Bridge Inspection				
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### **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.

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



## Board Agenda Item

ITD 2210 (Rev. 10-13)

### Supplemental Agreements to Existing Local Professional Services Agreements

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

#### Recommendations

For Information Only

#### Board Action

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



# Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date October 17, 2019

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

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

## Subject

Sign Upgrades at Public Passive Rail-Highway Crossings, Statewide			
Key Number 22010	District ALL - Statewide	Route Number 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

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## Board Action

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

2012 version of 49-202. Next revision 2019.

~~strict the authority of the duly elected officials of an incorporated city acting in the capacity of a local authority to establish lower speed limits for 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, for the purpose of enhancing motorist and pedestrian safety.~~

~~(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 ..... \$21.00
- (j) For issuance of an assigned or replacement vehicle identification number (VIN) ..... \$18.00
- (k) For a vehicle identification number (VIN) inspection whether conducted by a city or county peace officer or any other peace officer or designated agent of the state of Idaho, per inspection ..... \$5.00
- (l) For all replacement registration stickers, each ..... \$2.00
- (m) For issuing letters of temporary vehicle clearance



to Idaho-based motor carriers ..... \$18.00  
 (n) For all sample license plates, each ..... \$21.00  
 (o) For filing release of liability statements ..... \$3.50  
 (p) For safety and insurance programs for each vehicle operated  
 by a motor carrier ..... \$3.00

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

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

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

(5) (a) The department shall pay three dollars (\$3.00) of the fee collected by a county assessor or other 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,



1 shall prescribe a uniform method of numbering certificates of title, and  
 2 shall maintain in the department indices for such certificates of title. All  
 3 indices shall be by motor or identification number and alphabetical by name  
 4 of the owner.

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

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

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

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

15 (b) The applicant has neglected or refused to furnish the department  
 16 with the information required in the appropriate form or reasonable ad-  
 17 ditional information required by the department; or

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

21 (11) The department or its authorized agents have the authority to re-  
 22 quest any person to submit to medical, vision, highway, or written examina-  
 23 tions, to protect the safety of the public upon the highways. The depart-  
 24 ment or its authorized agents may exercise such authority based upon evi-  
 25 dence which may include, but is not limited to, observations made.

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

27 (a) Which the department shall determine is unsafe or unfit to be oper-  
 28 ated or is not equipped as required by law;

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

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

34 (d) Whenever a motor carrier requests revocation, or whenever an inter-  
 35 state carrier's federal operating authority has been revoked;

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

40 (f) Identified by any city or county administering a program estab-  
 41 lished by ordinance for the inspection and readjustment of motor vehi-  
 42 cles (which program is part of an approved state implementation plan  
 43 adopted by both the state and federal governments under 42 U.S.C. sec-  
 44 tion 7410) as having failed to comply with an ordinance requiring motor  
 45 vehicle emission inspection and readjustment; provided that no vehicle  
 46 shall be identified to the department under this subsection (f) unless:

47 (i) The city or county certifies to the department that the owner  
 48 of the motor vehicle has been given notice and had the opportunity  
 49 for a hearing concerning compliance with the ordinance and has ex-

1           hausted all remedies and appeals from any determination made at  
2           such hearing; and

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

5           (13) The department shall not reregister or permit a vehicle to oper-  
6           ate on a special trip permit until all fees, penalties and interest have been  
7           paid.

8           (14) The department shall institute educational programs, demonstra-  
9           tions, exhibits and displays.

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

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

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

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

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

22          (20) The department shall place and maintain traffic-control devices,  
23          conforming to the board's manual and specifications, upon all state highways  
24          as it shall deem necessary to indicate and to carry out the provisions of this  
25          title or to regulate, warn, or guide traffic. No local authority shall place  
26          or maintain any traffic-control device upon any highway under the jurisdic-  
27          tion of the department except by the latter's permission, ~~except where the~~  
28          ~~duly elected officials of an incorporated city have established speed limits~~  
29          ~~lower than those set by the department on the portion of state highways, ex-~~  
30          ~~cluding controlled access and interstate highways, that pass through resi-~~  
31          ~~dential, urban or business districts within the jurisdiction of the incorpo-~~  
32          ~~rated city.~~ The placement and maintenance of such a traffic-control device  
33          by a local authority shall be made according to the board's manual and speci-  
34          fications for a uniform system of traffic-control devices.

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

42          (22) Whenever the department shall determine on the basis of an engi-  
43          neering and traffic investigation that slow speeds on any highway or part of  
44          a highway impede the normal and reasonable movement of traffic, the depart-  
45          ment may determine and declare a minimum speed limit below which no person  
46          shall drive a vehicle except when necessary for safe operation or in compli-  
47          ance with law, and that limit shall be effective when posted upon appropriate  
48          fixed or variable signs, ~~except in cases where the duly elected officials of~~  
49          ~~an incorporated city have established speed limits lower than those set by~~  
50          ~~the department on portions of state highways, excluding controlled access~~

1 and interstate highways, that pass through residential, urban or business  
2 districts within the jurisdiction of the incorporated city.

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

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

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

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

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

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

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

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

48 ~~SECTION 4. That Section 49-207, Idaho Code, be, and the same is hereby~~  
49 ~~amended to read as follows:~~



# Idaho Statutes

Current 2019  
w/modification/  
removal of (25)

Idaho Statutes are updated to the web July 1 following the legislative session.

## 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 all replacement registration stickers, each ..... \$2.00

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

(n) For all sample license plates, each ..... \$21.00

(o) For filing release of liability statements ..... \$3.50

(p) For safety and insurance programs for each vehicle operated by a motor carrier ..... \$3.00

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

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

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

(5) (a) The department shall pay three dollars (\$3.00) of the fee collected by a county assessor or other 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:

[49-202, added 1988, ch. 265, sec. 5, p. 572; am. 1989, ch. 88, sec. 13, p. 167; am. 1989, ch. 310, sec. 8, p. 779; am. 1990, ch. 45, sec. 12, p. 86; am. 1991, ch. 143, sec. 1, p. 337; am. 1991, ch. 214, sec. 1, p. 511; am. 1992, ch. 35, sec. 6, p. 109; am. 1992, ch. 115, sec. 5, p. 354; am. 1992, ch. 173, sec. 1, p. 542; am. 1993, ch. 299, sec. 2, p. 1101; am. 1994, ch. 315, sec. 1, p. 1001; am. 1995, ch. 116, sec. 26, p. 407; am. 1995, ch. 209, sec. 1, p. 710; am. 1996, ch. 271, sec. 1, p. 879; am. 1997, ch. 80, sec. 7, p. 181; am. 1997, ch. 155, sec. 3, p. 443; am. 1998, ch. 110, sec. 9, p. 387; am. 1999, ch. 81, sec. 4, p. 242; am. 1999, ch. 383, sec. 6, p. 1057; am. 2000, ch. 320, sec. 3, p. 1082; am. 2000, ch. 418, sec. 6,

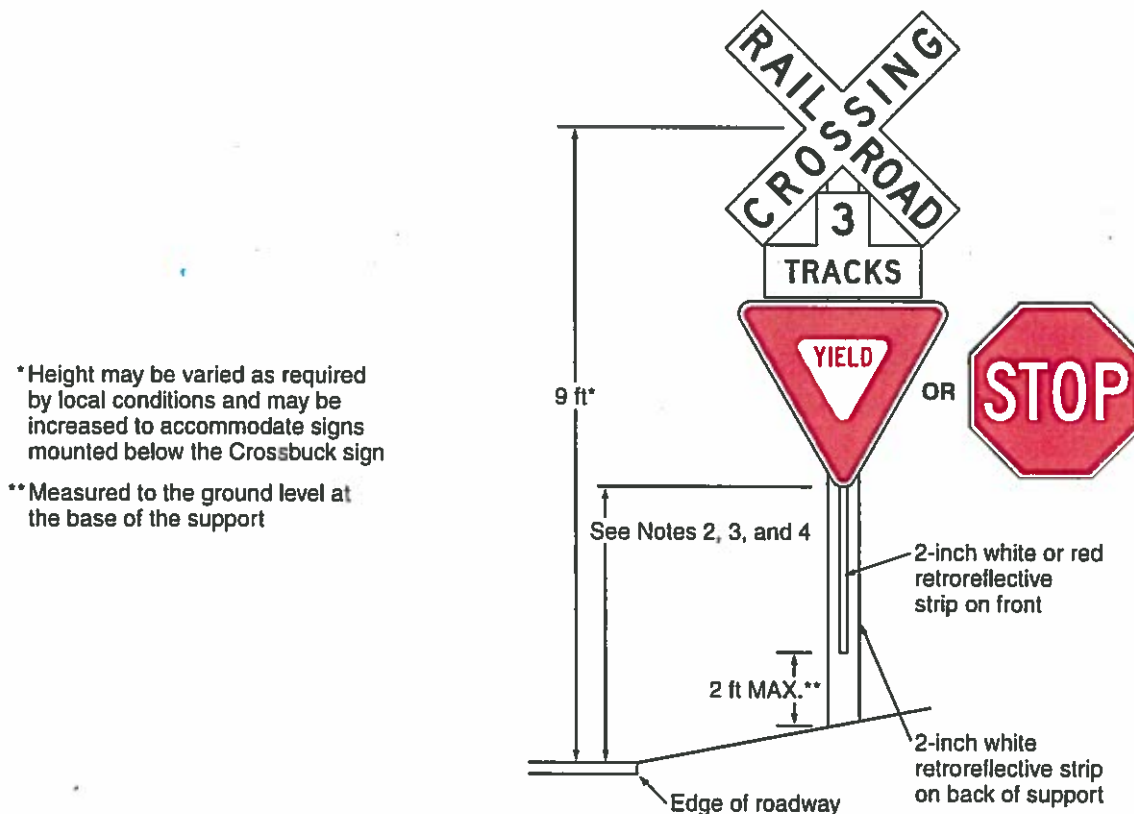


p. 1335; am. 2000, ch. 469, sec. 112, p. 1571; am. 2001, ch. 183, sec. 20, p. 629; am. 2004, ch. 234, sec. 1, p. 687; am. 2007, ch. 21, sec. 1, p. 34; am. 2008, ch. 55, sec. 1, p. 138; am. 2009, ch. 331, sec. 2, p. 947; am. 2012, ch. 325, sec. 3, p. 898; am. 2019, ch. 274, sec. 1, p. 803.]

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**



**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.

<sup>10</sup> 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.

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

- <sup>01</sup> 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.
- <sup>02</sup> 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.
- <sup>03</sup> 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.



## Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date October 17, 2019Consent Item ☐Information Item ☒Amount of Presentation Time Needed NA

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

### 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 \_\_\_\_\_



**BOARD POLICY 4041**

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 \_\_\_\_\_  
Jerry Whitehead  
Board Chairman

Date October 24, 2013



# Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date October 17, 2019

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

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

## Subject

State Fiscal Year 2020 Financial Statements		
Key Number	District	Route Number

## 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, vacancies 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

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## Board Agenda Item

ITD 2210 (Rev. 10-13)

### Board Action

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

User ID: kbentley  
 Report ID: AD-FN-GL-010  
 Run Date: 11 Sep 2019  
 % of Time  
 Remainin 83.33

# Idaho Transportation Department

SUMMARY OF RECEIPTS AND DISBURSEMENTS  
 STATE HIGHWAY ACCOUNT AND STATE AERONAUTICS FUND  
 BUDGET TO ACTUAL  
 FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDING 8/31/2019  
 (all amounts in '000)

Fiscal Year: 2020

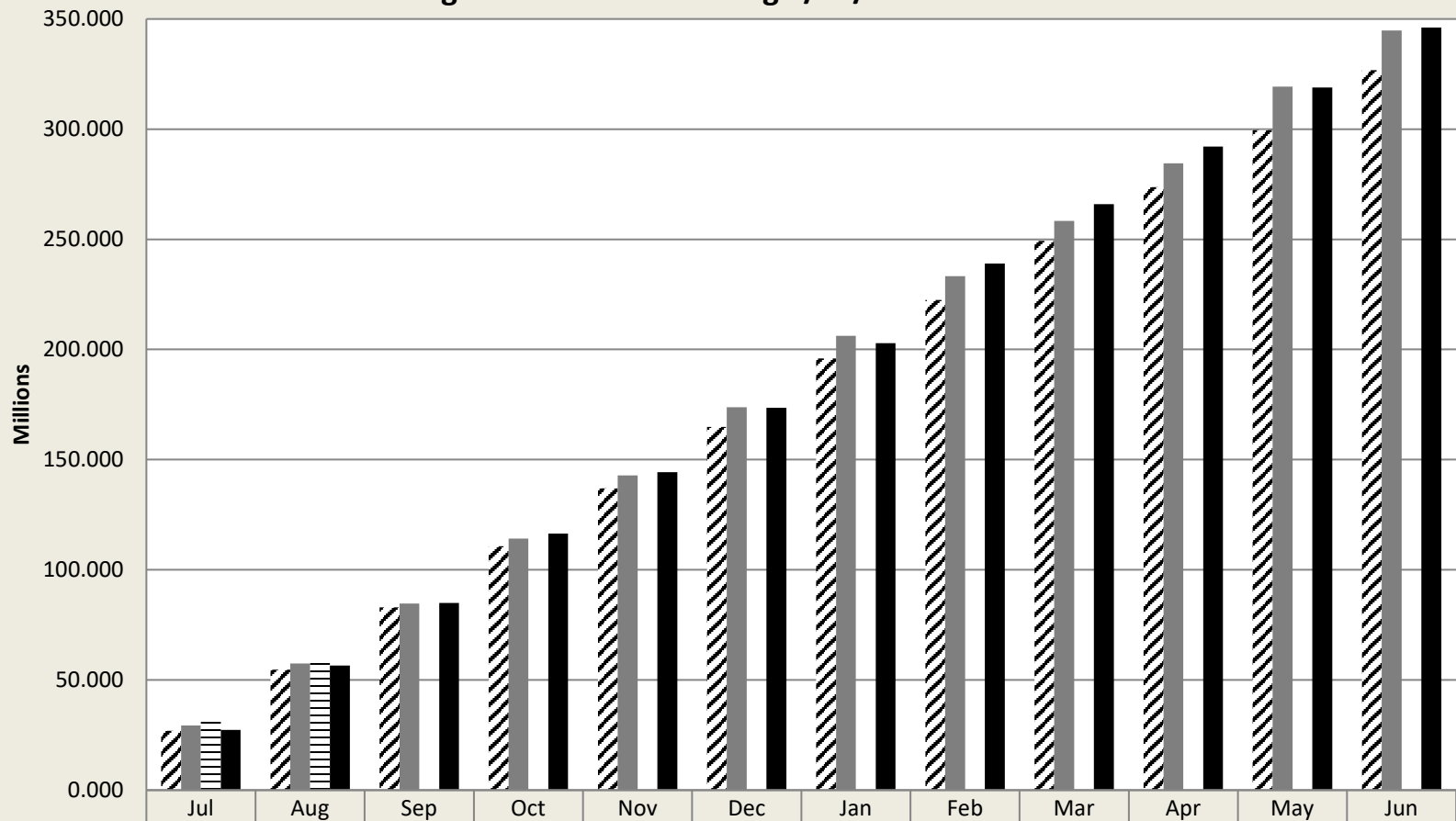
Funds Received					
	FY19 Actual YTD	FY20 Actual YTD	FY20 Forecast YTD	FY20 to FY19 Actual	FY 20 to Forecast
<b><u>State Highway Account</u></b>					
Federal Reimbursements	60,995	74,710	89,919	22.5%	-16.9%
State (Inc. H.D.A.)	57,454	60,074	56,487	4.6%	6.4%
Local	1,523	7,117	4,465	367.2%	59.4%
<b>Total State Highway Account:</b>	<b>119,973</b>	<b>141,901</b>	<b>150,872</b>	<b>18.3%</b>	<b>-5.9%</b>
<b><u>State Aeronautics Fund</u></b>					
Federal Reimbursements	23	65	35	179.1%	85.8%
State	538	679	539	26.3%	26.1%
<b>Total State Aeronautics Fund:</b>	<b>561</b>	<b>744</b>	<b>574</b>	<b>32.6%</b>	<b>29.8%</b>
<b>Total Fund Received:</b>	<b>120,534</b>	<b>142,645</b>	<b>151,445</b>	<b>18.3%</b>	<b>-5.8%</b>
Disbursements (includes Encumbrances)					
	FY19 Actual YTD	FY20 Actual YTD	FY20 Budget YTD	FY20 to FY19 Actual	FY 20 to Budget
Construction Payouts	106,755	115,601	139,465	8.3%	-17.1%
<b><u>Operations Expenses</u></b>					
Highways	38,213	39,956	44,696	4.6%	-10.6%
DMV	12,562	10,340	12,358	-17.7%	-16.3%
Administration	5,818	7,564	5,810	30.0%	30.2%
Facilities	100	1,190	399	1,084.0%	198.4%
Aeronautics	512	426	906	-16.9%	-53.0%
<b>Total Operations Expenses:</b>	<b>57,206</b>	<b>59,476</b>	<b>64,168</b>	<b>4.0%</b>	<b>-7.3%</b>
<b><u>Transfers</u></b>					
Operating	25	0	25	-100.0%	-100.0%
Debt Service	0	0	0	0.0%	0.0%
<b>Total Transfers:</b>	<b>25</b>	<b>0</b>	<b>25</b>	<b>-100.0%</b>	<b>-100.0%</b>
<b>Total Disbursements:</b>	<b>163,986</b>	<b>175,077</b>	<b>203,658</b>	<b>6.8%</b>	<b>-14.0%</b>
	FY19 Actual YTD	FY20 Actual YTD	FY20 Budget YTD	FY20 to FY19 Actual	FY 20 to Budget
<b><u>Expenditures by Type</u></b>					
Personnel	18,851	18,991	20,923	0.7%	-9.2%
Operating	29,287	27,367	30,743	-6.6%	-11.0%
Capital Outlay	6,618	10,473	8,965	58.2%	16.8%
Sub-Grantee	2,449	2,645	3,538	8.0%	-25.2%
<b>Totals Operations Expenses:</b>	<b>57,206</b>	<b>59,476</b>	<b>64,168</b>	<b>4.0%</b>	<b>-7.3%</b>
Contract Construction	106,755	115,601	139,465	8.3%	-17.1%
<b>Totals (excluding Transfers):</b>	<b>163,961</b>	<b>175,077</b>	<b>203,633</b>	<b>6.8%</b>	<b>-14.0%</b>

# State Highway Fund 0260

## Fiscal Year 2020

### State Revenue Source Forecast vs Actual

#### August - For Period Ending 8/31/2019



	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
FY18 Actual Revenue	27.003	54.686	82.976	110.644	136.997	164.897	195.901	222.483	249.311	273.673	299.623	326.714
FY19 Actual Revenue	29.298	57.454	84.752	114.108	142.878	173.775	206.239	233.249	258.362	284.523	319.267	344.728
FY20 Current	32.334	60.074										
FY20 Forecast	27.394	56.487	84.944	116.379	144.335	173.561	202.865	238.978	265.963	292.036	318.930	346.165

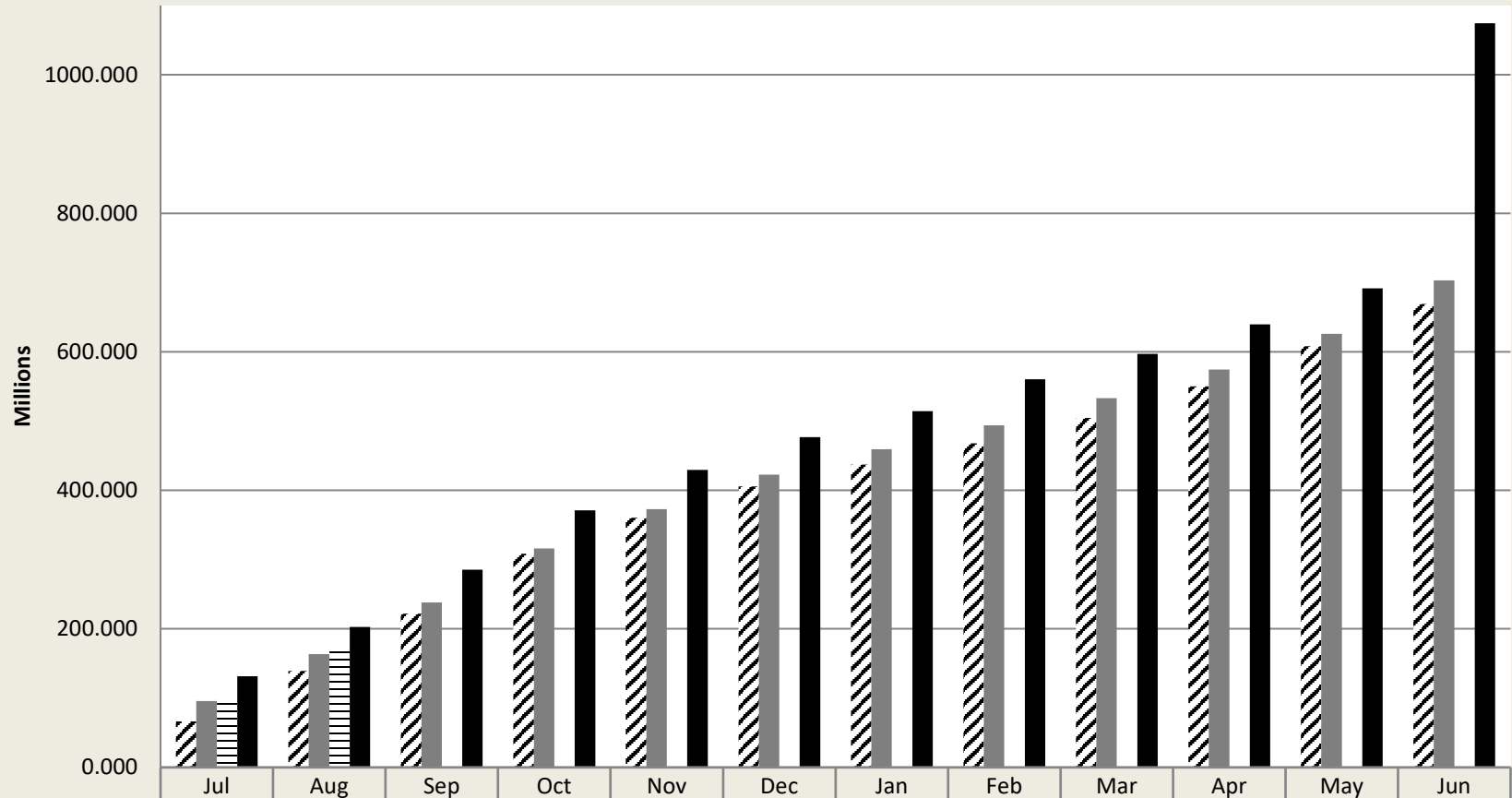


# State Highway Fund 0260

Fiscal Year 2020

Expenditures

August - For Period Ending 8/31/2019



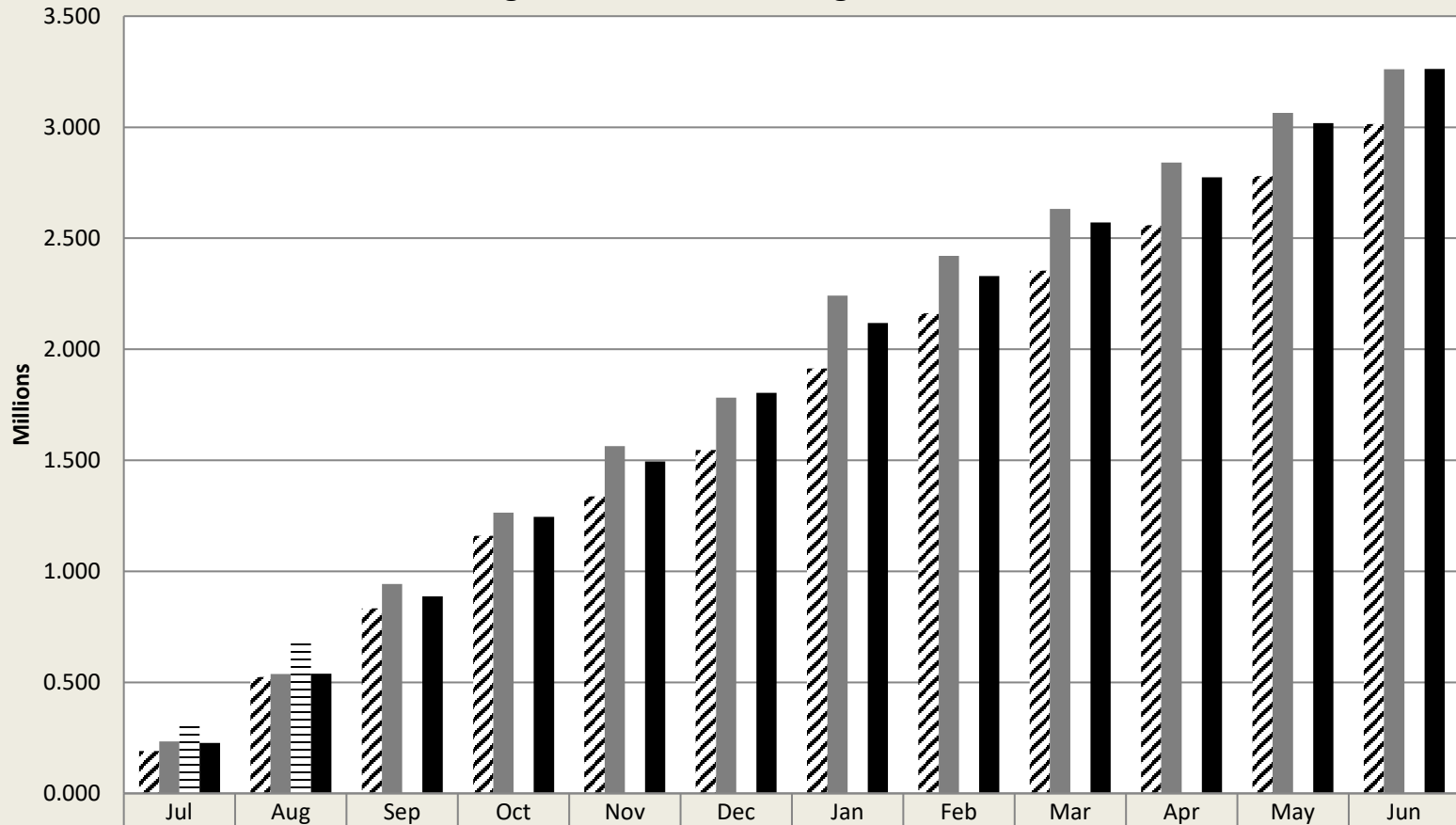
✓ FY18 Actual Expenditures	66.330	139.287	221.745	308.357	360.460	405.710	437.190	468.029	504.461	550.126	607.868	669.206
■ FY19 Actual Expenditures	95.849	163.446	238.100	316.163	372.747	422.734	459.444	493.898	533.081	574.555	626.054	703.065
= FY20 Current	100.532	174.652										
■ FY20 Forecast	131.408	202.727	285.518	371.300	429.558	476.739	514.183	560.533	597.052	639.427	691.629	1,074.122

# Aeronautics Fund 0221

Fiscal Year 2020

## State and Interagency Revenue Sources Forecast vs Actual

August - For Period Ending 8/31/2019



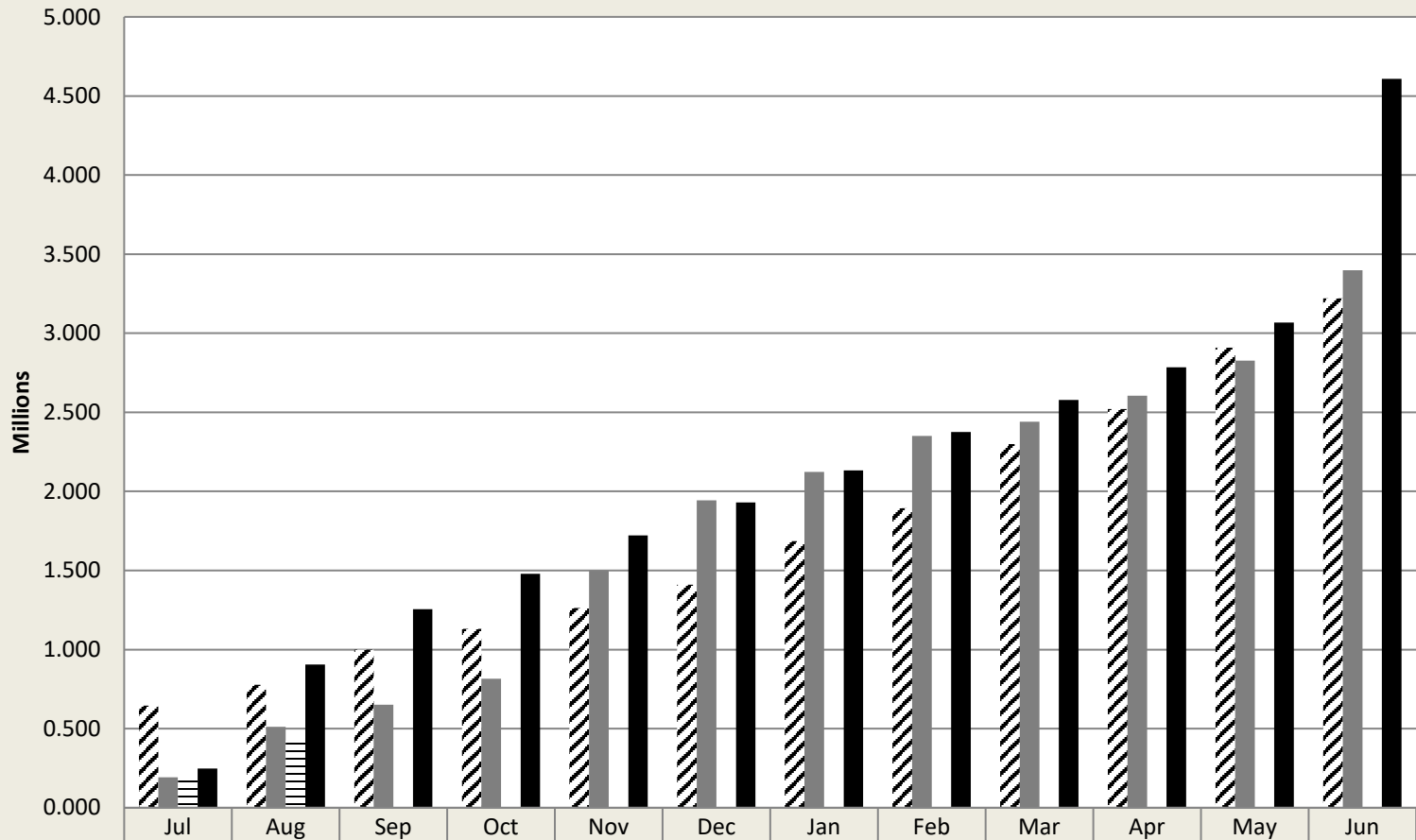
▨ FY18 Actual Revenue	0.191	0.524	0.834	1.159	1.338	1.546	1.913	2.162	2.354	2.558	2.780	3.015
■ FY19 Actual Revenue	0.234	0.538	0.943	1.265	1.563	1.782	2.242	2.421	2.631	2.840	3.064	3.261
□ FY20 Current	0.306	0.679										
■ FY20 Forecast	0.228	0.539	0.888	1.245	1.494	1.804	2.119	2.330	2.571	2.775	3.018	3.263

# Aeronautics Fund 0221

## Fiscal Year 2020

### Expenditures

#### August - For Period Ending 8/31/2019



FY18 Actual Expenditures	0.645	0.778	0.999	1.131	1.262	1.411	1.685	1.894	2.299	2.522	2.909	3.220
FY19 Actual Expenditures	0.193	0.512	0.652	0.816	1.498	1.943	2.124	2.351	2.441	2.604	2.826	3.398
FY20 Current	0.206	0.426										
FY20 Forecast	0.248	0.906	1.255	1.479	1.722	1.930	2.134	2.376	2.578	2.785	3.068	4.608

UserID: kbentley  
 Report ID: AD-FN-GL-002  
 Run Date: 11 Sep 2019

# Idaho Transportation Department

## OPERATING FUND BALANCE SHEET FOR THE PERIOD ENDED 8/31/2019

	State Aeronautics Fund 0221		State Highway Fund 0260		Transportation Expansion and Congestion Mitigation Fund 0269	
	Jul-19	Aug-19	Jul-19	Aug-19	Jul-19	Aug-19
<b>ASSETS</b>						
Cash on Hand (Change Fund)	0	0	5,845	5,845	0	0
Cash in Bank (Daily Operations)	2,318,558	2,359,252	64,377,141	55,913,997	42,900,041	42,097,450
Investments (Long Term: STO - Diversified Bond Fund)	845,263	846,712	137,963,130	138,202,566	0	0
Total Cash & Investments	3,163,821	3,205,965	202,346,115	194,122,408	42,900,041	42,097,450
Receivables - Other	0	0	1,242,243	1,195,534	0	0
- Due From Locals (Project Overruns)	25,759	0	2,262,497	2,581,449	0	0
- Inter Agency	16,396	45,507	57,585	15,820	0	0
Total Receivables	42,155	45,507	3,562,325	3,792,802	0	0
Inventory on Hand	0	0	19,156,856	21,492,612	0	0
<b>Total Assets:</b>	<b>3,205,976</b>	<b>3,251,471</b>	<b>225,065,296</b>	<b>219,407,822</b>	<b>42,900,041</b>	<b>42,097,450</b>
<b>LIABILITIES</b>						
Vouchers Payable	0	0	1,762	19,962	0	0
Sales Tax Payable	0	0	453	71,766	0	0
Deferred Revenue (Local Projects Match)	0	0	23,334,999	21,250,854	0	0
Accounts Receivable Overpayment	0	0	0	0	0	0
Contractor Retained % (In Lieu Of Performance Bond)	0	0	244,836	245,505	0	0
<b>Total Liabilities:</b>	<b>0</b>	<b>0</b>	<b>23,582,050</b>	<b>21,588,087</b>	<b>0</b>	<b>0</b>
<b>FUND BALANCE</b>						
Reserve for Encumbrance	441,413	293,292	62,012,933	62,849,133	0	0
Fund Balance	2,764,562	2,958,179	139,470,313	134,970,602	42,900,041	42,097,450
<b>Total Fund Balance:</b>	<b>3,205,976</b>	<b>3,251,471</b>	<b>201,483,246</b>	<b>197,819,735</b>	<b>42,900,041</b>	<b>42,097,450</b>
<b>Total Liabilities and Fund Balance</b>	<b>3,205,976</b>	<b>3,251,471</b>	<b>225,065,296</b>	<b>219,407,822</b>	<b>42,900,041</b>	<b>42,097,450</b>

UserID: kbentley  
 Report ID: AD-FN-GL-002  
 Run Date: 11 Sep 2019

# Idaho Transportation Department

## OPERATING FUND BALANCE SHEET FOR THE PERIOD ENDED 8/31/2019

	Strategic Initiatives Fund (State Share) 0270.02		Strategic Initiatives Fund (Local Share) 0270.05		Total Strategic Initiatives Fund 0270	
	Jul-19	Aug-19	Jul-19	Aug-19	Jul-19	Aug-19
<b>ASSETS</b>						
Cash on Hand (Change Fund)	0	0	0	0	0	0
Cash in Bank (Daily Operations)	40,429,939	38,171,499	48,341	48,288	40,478,280	38,219,787
Investments (Long Term: STO - Diversified Bond Fund)	0	0	0	0	0	0
Total Cash & Investments	40,429,939	38,171,499	48,341	48,288	40,478,280	38,219,787
Receivables - Other	0	0	0	0	0	0
- Due From Locals (Project Overruns)	0	0	0	0	0	0
- Inter Agency	0	0	0	0	0	0
Total Receivables	0	0	0	0	0	0
Inventory on Hand	0	0	0	0	0	0
<b>Total Assets:</b>	<b>40,429,939</b>	<b>38,171,499</b>	<b>48,341</b>	<b>48,288</b>	<b>40,478,280</b>	<b>38,219,787</b>
<b>LIABILITIES</b>						
Vouchers Payable	0	0	0	0	0	0
Sales Tax Payable	0	0	0	0	0	0
Deferred Revenue (Local Projects Match)	0	0	0	0	0	0
Accounts Receivable Overpayment	0	0	0	0	0	0
Contractor Retained % (In Lieu Of Performance Bond)	0	0	0	0	0	0
<b>Total Liabilities:</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>FUND BALANCE</b>						
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
<b>Total Fund Balance:</b>	<b>40,429,939</b>	<b>38,171,499</b>	<b>48,341</b>	<b>48,288</b>	<b>40,478,280</b>	<b>38,219,787</b>
<b>Total Liabilities and Fund Balance</b>	<b>40,429,939</b>	<b>38,171,499</b>	<b>48,341</b>	<b>48,288</b>	<b>40,478,280</b>	<b>38,219,787</b>

User ID: kbentley  
 Report ID: AD-FN-GL-003  
 Run Date: 11 Sep 2019  
 % of Time  
 Remaining: 83.3

# 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

Fiscal Year: 2020  
 Budget Fiscal Year: 2020  
 REVENUES

	Year to Date Allotment (A)	Year to Date Actual (B)	Current Month Activity (C)	Year to Date Encumbrance (D)	Variance Favorable / Unfavorable (E = A - B - D)	Percent Variance (F = E / A)	Annual Appropriation (G)	Appropriation Balance (H = G - B - D)	Percent Remaining (I = H / G)
<b>Federal Sources</b>									
FHWA - Highway	81,332,800	66,272,899	33,800,235	0	(15,059,901)	-18.52%	506,876,702	440,603,803	86.93 %
FHWA - Indirect Cost	6,020,000	5,580,653	2,550,691	0	(439,347)	-7.30%	25,000,000	19,419,347	77.68 %
Federal Transit Authority	1,900,000	2,225,191	1,352,229	0	325,191	17.12 %	14,483,600	12,258,409	84.64 %
NHTSA - Highway Safety	550,000	525,147	138,332	0	(24,853)	-4.52%	4,642,800	4,117,653	88.69 %
Other Federal Aid	116,666	106,044	5,072	0	(10,622)	-9.10%	3,940,000	3,833,956	97.31 %
<b>Total Federal Sources:</b>	<b>89,919,466</b>	<b>74,709,934</b>	<b>37,846,559</b>	<b>0</b>	<b>(15,209,532)</b>	<b>-16.91%</b>	<b>554,943,102</b>	<b>480,233,168</b>	<b>86.54 %</b>
<b>State Sources</b>									
Equipment Buy Back	0	0	0	0	0	0.00 %	8,328,900	8,328,900	100.00 %
Miscellaneous Revenues	5,490,676	5,825,436	2,972,326	0	334,759	6.10 %	31,647,851	25,822,416	81.59 %
<b>Total State Sources:</b>	<b>5,490,676</b>	<b>5,825,436</b>	<b>2,972,326</b>	<b>0</b>	<b>334,759</b>	<b>6.10 %</b>	<b>39,976,751</b>	<b>34,151,316</b>	<b>85.43 %</b>
<b>Local Sources</b>									
Match For Local Projects	4,465,400	7,109,303	1,665,582	0	2,643,903	59.21 %	36,651,278	29,541,975	80.60 %
Other Local Sources	0	7,500	0	0	7,500	0.00 %	0	(7,500)	0.00 %
<b>Total Local Sources:</b>	<b>4,465,400</b>	<b>7,116,803</b>	<b>1,665,582</b>	<b>0</b>	<b>2,651,403</b>	<b>59.38 %</b>	<b>36,651,278</b>	<b>29,534,475</b>	<b>80.58 %</b>
<b>TOTAL REVENUES:</b>	<b>99,875,542</b>	<b>87,652,173</b>	<b>42,484,467</b>	<b>0</b>	<b>(12,223,370)</b>	<b>-12.24%</b>	<b>631,571,131</b>	<b>543,918,959</b>	<b>86.12 %</b>
<b>TRANSFERS-IN</b>									
Highway Distribution Account	35,642,300	37,404,691	17,357,363	0	1,762,391	4.94 %	218,971,500	181,566,810	82.92 %
Fuel/Registration Direct	12,044,142	12,279,163	5,872,534	0	235,021	1.95 %	68,416,500	56,137,337	82.05 %
Ethanol Fuels Tax	3,309,600	3,389,313	1,538,330	0	79,713	2.41 %	18,800,000	15,410,687	81.97 %
Statutory	0	1,175,642	0	0	1,175,642	0.00 %	0	(1,175,642)	0.00 %
<b>TOTAL TRANSFERS-IN:</b>	<b>50,996,042</b>	<b>54,248,808</b>	<b>24,768,226</b>	<b>0</b>	<b>3,252,767</b>	<b>6.38 %</b>	<b>306,188,000</b>	<b>251,939,192</b>	<b>82.28 %</b>
<b>TOTAL REV AND TRANSFERS-IN:</b>	<b>150,871,584</b>	<b>141,900,981</b>	<b>67,252,693</b>	<b>0</b>	<b>(8,970,603)</b>	<b>-5.95%</b>	<b>937,759,131</b>	<b>795,858,151</b>	<b>84.87 %</b>

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# Idaho Transportation Department

## STATEMENT OF REVENUES AND EXPENDITURES

### BUDGET TO ACTUAL

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

Fund: 0260 State Highway Fund

Fiscal Year: 2020  
 Budget Fiscal Year: 2020  
 EXPENDITURES

	Year to Date Allotment	Year to Date Actual	Current Month Activity	Year to Date Encumbrance	Variance Favorable / Unfavorable	Percent Variance	Annual Appropriation	Appropriation Balance	Percent Remaining
	(A)	(B)	(C)	(D)	(E = A - B - D)	(F = E / A)	(G)	(H = G - B - D)	(I = H / G)
<b>Operations Expense</b>									
Permanent Staff Salaries	13,959,100	12,728,858	6,345,305	0	1,230,242	8.81 %	90,719,145	77,990,287	85.97 %
Board, Hourly, OT, Shift Diff	131,868	151,147	74,812	0	(19,279)	-14.62%	1,558,578	1,407,431	90.30 %
Fringe Benefits	6,629,406	5,934,039	2,921,422	0	695,367	10.49 %	41,482,177	35,548,138	85.69 %
In State Travel Expense	278,949	282,696	134,352	0	(3,747)	-1.34%	1,603,057	1,320,361	82.37 %
Out of State Travel Expense	76,048	69,735	38,374	0	6,313	8.30 %	350,480	280,745	80.10 %
Technology Operating Expense	10,119,023	2,392,928	1,470,625	8,780,066	(1,053,971)	-10.42%	24,542,669	13,369,675	54.48 %
Operating Expense	19,732,196	6,939,474	3,689,339	8,772,721	4,020,001	20.37 %	68,206,501	52,494,306	76.96 %
Technology Equipment Expense	631,900	149,956	148,514	573,328	(91,385)	-14.46%	2,305,500	1,582,215	68.63 %
Capital Equipment Expense	7,943,332	10,127	9,813	8,555,872	(622,668)	-7.84%	22,023,200	13,457,200	61.10 %
Capital Facilities Expense	389,597	64,616	64,331	1,118,687	(793,706)	-203.72%	6,014,597	4,831,294	80.33 %
Trustee & Benefit Payments	3,371,082	2,526,050	888,289	0	845,032	25.07 %	19,470,900	16,944,850	87.03 %
<b>Total Operations Expense:</b>	<b>63,262,501</b>	<b>31,249,627</b>	<b>15,785,174</b>	<b>27,800,675</b>	<b>4,212,199</b>	<b>6.66 %</b>	<b>278,276,804</b>	<b>219,226,502</b>	<b>78.78 %</b>
<b>Contract Construction</b>									
Technology Operating Expense	0	374,197	344,314	447,651	(821,848)	0.00 %	0	(821,848)	0.00 %
Operating Expense	2,210,000	477,234	246,601	336,479	1,396,287	63.18 %	17,994,003	17,180,290	95.48 %
Capital Projects	136,936,106	111,600,379	51,758,816	2,211,334	23,124,393	16.89 %	771,597,538	657,785,825	85.25 %
Trustee & Benefit Payments	318,800	154,200	64,372	0	164,600	51.63 %	6,253,502	6,099,302	97.53 %
<b>Total Contract Construction:</b>	<b>139,464,906</b>	<b>112,606,011</b>	<b>52,414,103</b>	<b>2,995,464</b>	<b>23,863,432</b>	<b>17.11 %</b>	<b>795,845,043</b>	<b>680,243,569</b>	<b>85.47 %</b>
<b>TOTAL EXPENDITURES:</b>	<b>202,727,407</b>	<b>143,855,638</b>	<b>68,199,277</b>	<b>30,796,139</b>	<b>28,075,631</b>	<b>13.85 %</b>	<b>1,074,121,847</b>	<b>899,470,071</b>	<b>83.74 %</b>
<b>TRANSFERS OUT</b>									
Statutory	25,000	0	0	0	25,000	100.00 %	25,000	25,000	100.00 %
Operating	0	0	0	0	0	0.00 %	57,527,200	57,527,200	100.00 %
<b>TOTAL TRANSFERS OUT:</b>	<b>25,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>25,000</b>	<b>100.00 %</b>	<b>57,552,200</b>	<b>57,552,200</b>	<b>100.00 %</b>
<b>TOTAL EXPD AND TRANSFERS OUT:</b>	<b>202,752,407</b>	<b>143,855,638</b>	<b>68,199,277</b>	<b>30,796,139</b>	<b>28,100,631</b>	<b>13.86 %</b>	<b>1,131,674,047</b>	<b>957,022,271</b>	<b>84.57 %</b>
<b>Net for Fiscal Year 2020:</b>	<b>(51,880,823)</b>	<b>(1,954,657)</b>	<b>(946,584)</b>		<b>19,130,028</b>		<b>(193,914,916)</b>	<b>(161,164,120)</b>	

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# Idaho Transportation Department

## STATEMENT OF REVENUES AND EXPENDITURES

### BUDGET TO ACTUAL

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

Fund: 0260 State Highway Fund

		Year to Date Allotment	Year to Date Actual	Current Month Activity	Year to Date Encumbrance	Variance Favorable / Unfavorable	Percent Variance	Annual Appropriation	Appropriation Balance	Percent Remaining
		(A)	(B)	(C)	(D)	(E = A - B - D)	(F = E / A)	(G)	(H = G - B - D)	(I = H / G)
Fiscal Year: 2020										
Budget Fiscal Year: 2020										
<b>Contract Construction</b>										
<b>Operating Expenditures</b>										
Operating Expenditures	Dedicated	200,000	65,285	42,974	57,607	77,108	38.55 %	5,942,604	5,819,712	97.93 %
Operating Expenditures	Federal	2,000,000	786,147	547,941	726,523	487,331	24.37 %	11,519,387	10,006,718	86.87 %
Operating Expenditures	Local	10,000	0	0	0	10,000	100.00 %	532,012	532,012	100.00 %
<b>Total Operating Expenditures</b>		<b>2,210,000</b>	<b>851,431</b>	<b>590,915</b>	<b>784,130</b>	<b>574,438</b>	<b>25.99 %</b>	<b>17,994,003</b>	<b>16,358,442</b>	<b>90.91 %</b>
<b>Capital Outlay</b>										
Capital Outlay	Dedicated	33,477,446	36,314,838	20,566,372	598,284	(3,435,676)	-10.26%	188,029,074	151,115,952	80.37 %
Capital Outlay	Federal	84,354,792	62,656,336	27,712,862	1,613,050	20,085,406	23.81 %	506,996,042	442,726,656	87.32 %
Capital Outlay	FICR	15,565,234	9,619,225	2,121,726	0	5,946,009	38.20 %	41,107,644	31,488,419	76.60 %
Capital Outlay	Local	3,538,634	3,009,980	1,357,856	0	528,654	14.94 %	35,464,778	32,454,798	91.51 %
<b>Total Capital Outlay</b>		<b>136,936,106</b>	<b>111,600,379</b>	<b>51,758,816</b>	<b>2,211,334</b>	<b>23,124,393</b>	<b>16.89 %</b>	<b>771,597,538</b>	<b>657,785,825</b>	<b>85.25 %</b>
<b>Trustee &amp; Benefit Payments</b>										
Trustee & Benefit Payments	Dedicated	80,000	0	0	0	80,000	100.00 %	2,420,042	2,420,042	100.00 %
Trustee & Benefit Payments	Federal	228,800	154,200	64,372	0	74,600	32.60 %	3,489,273	3,335,073	95.58 %
Trustee & Benefit Payments	Local	10,000	0	0	0	10,000	100.00 %	344,187	344,187	100.00 %
<b>Total Trustee &amp; Benefit Payments</b>		<b>318,800</b>	<b>154,200</b>	<b>64,372</b>	<b>0</b>	<b>164,600</b>	<b>51.63 %</b>	<b>6,253,502</b>	<b>6,099,302</b>	<b>97.53 %</b>
<b>Total Contract Construction:</b>		<b>139,464,906</b>	<b>112,606,011</b>	<b>52,414,103</b>	<b>2,995,464</b>	<b>23,863,431</b>	<b>17.11 %</b>	<b>795,845,043</b>	<b>680,243,569</b>	<b>85.47 %</b>



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# Idaho Transportation Department

## STATEMENT OF REVENUES AND EXPENDITURES

### BUDGET TO ACTUAL

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

Fund: 0269 Transportation Expansion and Congestion Mitigation Fund

Fiscal Year:	2020	Year to Date Allotment	Year to Date Actual	Current Month Activity	Year to Date Encumbrance	Variance Favorable / Unfavorable	Percent Variance	Annual Appropriation	Appropriation Balance	Percent Remaining
Budget Fiscal Year:	2020	(A)	(B)	(C)	(D)	(E = A - B - D)	(F = E / A)	(G)	(H = G - B - D)	(I = H / G)
<b>REVENUES</b>										
Miscellaneous Revenues		110,000	159,550	82,780	0	49,550	45.05 %	660,000	500,450	75.83 %
<b>TOTAL REVENUES:</b>		<b>110,000</b>	<b>159,550</b>	<b>82,780</b>	<b>0</b>	<b>49,550</b>	<b>45.05 %</b>	<b>660,000</b>	<b>500,450</b>	<b>75.83 %</b>
<b>TRANSFERS-IN</b>										
Cigarette Tax		0	0	0	0	0	0.00 %	4,330,169	4,330,169	100.00 %
Sales Tax		2,900,000	3,176,367	1,592,221	0	276,367	9.53 %	17,699,656	14,523,289	82.05 %
<b>TOTAL TRANSFERS-IN:</b>		<b>2,900,000</b>	<b>3,176,367</b>	<b>1,592,221</b>	<b>0</b>	<b>276,367</b>	<b>9.53 %</b>	<b>22,029,825</b>	<b>18,853,458</b>	<b>85.58 %</b>
<b>TOTAL REV AND TRANSFERS-IN:</b>		<b>3,010,000</b>	<b>3,335,917</b>	<b>1,675,001</b>	<b>0</b>	<b>325,917</b>	<b>10.83 %</b>	<b>22,689,825</b>	<b>19,353,908</b>	<b>85.30 %</b>
<b>EXPENDITURES</b>										
Contract Construction - Capital Projects		2,614,017	2,701,536	2,477,591	0	(87,519)	-3.35%	62,507,633	59,806,097	95.68 %
<b>TOTAL EXPENDITURES:</b>		<b>2,614,017</b>	<b>2,701,536</b>	<b>2,477,591</b>	<b>0</b>	<b>(87,519)</b>	<b>-3.35%</b>	<b>62,507,633</b>	<b>59,806,097</b>	<b>95.68 %</b>
<b>TOTAL EXPD AND TRANSFERS OUT:</b>		<b>2,614,017</b>	<b>2,701,536</b>	<b>2,477,591</b>	<b>0</b>	<b>(87,519)</b>	<b>-3.35%</b>	<b>62,507,633</b>	<b>59,806,097</b>	<b>95.68 %</b>
<b>Net for Fiscal Year 2020:</b>		<b>395,983</b>	<b>634,380</b>	<b>(802,591)</b>		<b>238,398</b>		<b>(39,817,808)</b>	<b>(40,452,189)</b>	

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# Idaho Transportation Department

## STATEMENT OF REVENUES AND EXPENDITURES

### BUDGET TO ACTUAL

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

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

	Year to Date Allotment	Year to Date Actual	Current Month Activity	Year to Date Encumbrance	Variance Favorable / Unfavorable	Percent Variance	Annual Appropriation	Appropriation Balance	Percent Remaining
Fiscal Year: 2020	(A)	(B)	(C)	(D)	(E = A - B - D)	(F = E / A)	(G)	(H = G - B - D)	(I = H / G)
Budget Fiscal Year: 2020									
<b>REVENUES</b>									
State Sources - Miscellaneous Revenues	231,100	174,321	86,149	0	(56,779)	-24.57%	862,300	687,979	79.78 %
<b>TOTAL REVENUES:</b>	<b>231,100</b>	<b>174,321</b>	<b>86,149</b>	<b>0</b>	<b>(56,779)</b>	<b>-24.57%</b>	<b>862,300</b>	<b>687,979</b>	<b>79.78 %</b>
<b>TOTAL REV AND TRANSFERS-IN:</b>	<b>231,100</b>	<b>174,321</b>	<b>86,149</b>	<b>0</b>	<b>(56,779)</b>	<b>-24.57%</b>	<b>862,300</b>	<b>687,979</b>	<b>79.78 %</b>
<b>EXPENDITURES</b>									
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 %
<b>TOTAL EXPENDITURES:</b>	<b>4,000,000</b>	<b>6,655,451</b>	<b>2,344,589</b>	<b>0</b>	<b>(2,655,451)</b>	<b>-66.39%</b>	<b>44,768,703</b>	<b>38,113,252</b>	<b>85.13 %</b>
<b>TOTAL EXPD AND TRANSFERS OUT:</b>	<b>4,000,000</b>	<b>6,655,451</b>	<b>2,344,589</b>	<b>0</b>	<b>(2,655,451)</b>	<b>-66.39%</b>	<b>44,768,703</b>	<b>38,113,252</b>	<b>85.13 %</b>
<b>Net for Fiscal Year 2020:</b>	<b>(3,768,900)</b>	<b>(6,481,130)</b>	<b>(2,258,440)</b>		<b>(2,712,230)</b>		<b>(43,906,403)</b>	<b>(37,425,273)</b>	

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# Idaho Transportation Department

## STATEMENT OF REVENUES AND EXPENDITURES

### BUDGET TO ACTUAL

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

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

	Year to Date Allotment	Year to Date Actual	Current Month Activity	Year to Date Encumbrance	Variance Favorable / Unfavorable	Percent Variance	Annual Appropriation	Appropriation Balance	Percent Remaining
Fiscal Year: 2020	(A)	(B)	(C)	(D)	(E = A - B - D)	(F = E / A)	(G)	(H = G - B - D)	(I = H / G)
Budget Fiscal Year: 2020									
<b>REVENUES</b>									
State Sources - Miscellaneous Revenues	0	110	(53)	0	110	0.00 %	0	(110)	0.00 %
<b>TOTAL REVENUES:</b>	<b>0</b>	<b>110</b>	<b>(53)</b>	<b>0</b>	<b>110</b>	<b>0.00 %</b>	<b>0</b>	<b>(110)</b>	<b>0.00 %</b>
<b>TOTAL REV AND TRANSFERS-IN:</b>	<b>0</b>	<b>110</b>	<b>(53)</b>	<b>0</b>	<b>110</b>	<b>0.00 %</b>	<b>0</b>	<b>(110)</b>	<b>0.00 %</b>
<b>EXPENDITURES</b>									
Contract Construction - Trustee & Benefit Payments	25,831	0	0	0	25,831	100.00 %	25,831	25,831	100.00 %
<b>TOTAL EXPENDITURES:</b>	<b>25,831</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>25,831</b>	<b>100.00 %</b>	<b>25,831</b>	<b>25,831</b>	<b>100.00 %</b>
<b>TOTAL EXPD AND TRANSFERS OUT:</b>	<b>25,831</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>25,831</b>	<b>100.00 %</b>	<b>25,831</b>	<b>25,831</b>	<b>100.00 %</b>
<b>Net for Fiscal Year 2020:</b>	<b>(25,831)</b>	<b>110</b>	<b>(53)</b>		<b>25,941</b>		<b>(25,831)</b>	<b>(25,941)</b>	

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# Idaho Transportation Department

## STATEMENT OF REVENUES AND EXPENDITURES

### BUDGET TO ACTUAL

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

Fund: 0374 GARVEE Capital Project Fund

	Year to Date Allotment	Year to Date Actual	Current Month Activity	Year to Date Encumbrance	Variance Favorable / Unfavorable	Percent Variance	Annual Appropriation	Appropriation Balance	Percent Remaining
	(A)	(B)	(C)	(D)	(E = A - B - D)	(F = E / A)	(G)	(H = G - B - D)	(I = H / G)
<b>Fiscal Year: 2020</b>									
<b>Budget Fiscal Year: 2020</b>									
<b>REVENUES</b>									
State Sources - Miscellaneous Revenues	0	4,292,264	2,526,394	0	4,292,264	0.00 %	0	(4,292,264)	0.00 %
<b>TOTAL REVENUES:</b>	<b>0</b>	<b>4,292,264</b>	<b>2,526,394</b>	<b>0</b>	<b>4,292,264</b>	<b>0.00 %</b>	<b>0</b>	<b>(4,292,264)</b>	<b>0.00 %</b>
<b>TOTAL REV AND TRANSFERS-IN:</b>	<b>0</b>	<b>4,292,264</b>	<b>2,526,394</b>	<b>0</b>	<b>4,292,264</b>	<b>0.00 %</b>	<b>0</b>	<b>(4,292,264)</b>	<b>0.00 %</b>
<b>EXPENDITURES</b>									
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 %
<b>TOTAL EXPENDITURES:</b>	<b>0</b>	<b>2,366,503</b>	<b>1,766,476</b>	<b>0</b>	<b>(2,366,502)</b>	<b>0.00 %</b>	<b>0</b>	<b>(2,366,502)</b>	<b>0.00 %</b>
<b>TRANSFERS OUT</b>									
Statutory	0	1,175,642	0	0	(1,175,642)	0.00 %	0	(1,175,642)	0.00 %
<b>TOTAL TRANSFERS OUT:</b>	<b>0</b>	<b>1,175,642</b>	<b>0</b>	<b>0</b>	<b>(1,175,642)</b>	<b>0.00 %</b>	<b>0</b>	<b>(1,175,642)</b>	<b>0.00 %</b>
<b>TOTAL EXPD AND TRANSFERS OUT:</b>	<b>0</b>	<b>3,542,145</b>	<b>1,766,476</b>	<b>0</b>	<b>(3,542,144)</b>	<b>0.00 %</b>	<b>0</b>	<b>(3,542,144)</b>	<b>0.00 %</b>
<b>Net for Fiscal Year 2020:</b>	<b>0</b>	<b>750,119</b>	<b>759,918</b>		<b>750,120</b>		<b>0</b>	<b>(750,120)</b>	

User ID: kbentley  
 Report ID: AD-FN-GL-003  
 Run Date: 11 Sep 2019  
 % of Time  
 Remaining: 83.3

# 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: 0375 GARVEE Debt Service Fund

	Year to Date Allotment	Year to Date Actual	Current Month Activity	Year to Date Encumbrance	Variance Favorable / Unfavorable	Percent Variance	Annual Appropriation	Appropriation Balance	Percent Remaining
	(A)	(B)	(C)	(D)	(E = A - B - D)	(F = E / A)	(G)	(H = G - B - D)	(I = H / G)
<b>Fiscal Year: 2020</b>									
<b>Budget Fiscal Year: 2020</b>									
<b>REVENUES</b>									
State Sources - Miscellaneous Revenues	0	37,383	15,498	0	37,383	0.00 %	0	(37,383)	0.00 %
<b>TOTAL REVENUES:</b>	<b>0</b>	<b>37,383</b>	<b>15,498</b>	<b>0</b>	<b>37,383</b>	<b>0.00 %</b>	<b>0</b>	<b>(37,383)</b>	<b>0.00 %</b>
<b>TRANSFERS-IN</b>									
Operating	0	2,842,729	1,598,109	0	2,842,729	0.00 %	0	(2,842,729)	0.00 %
<b>TOTAL TRANSFERS-IN:</b>	<b>0</b>	<b>2,842,729</b>	<b>1,598,109</b>	<b>0</b>	<b>2,842,729</b>	<b>0.00 %</b>	<b>0</b>	<b>(2,842,729)</b>	<b>0.00 %</b>
<b>TOTAL REV AND TRANSFERS-IN:</b>	<b>0</b>	<b>2,880,112</b>	<b>1,613,607</b>	<b>0</b>	<b>2,880,112</b>	<b>0.00 %</b>	<b>0</b>	<b>(2,880,112)</b>	<b>0.00 %</b>
<b>EXPENDITURES</b>									
Bond Principal / Interest	0	43,832,099	400,944	0	(43,832,099)	0.00 %	0	(43,832,099)	0.00 %
<b>TOTAL EXPENDITURES:</b>	<b>0</b>	<b>43,832,099</b>	<b>400,944</b>	<b>0</b>	<b>(43,832,099)</b>	<b>0.00 %</b>	<b>0</b>	<b>(43,832,099)</b>	<b>0.00 %</b>
<b>TOTAL EXPD AND TRANSFERS OUT:</b>	<b>0</b>	<b>43,832,099</b>	<b>400,944</b>	<b>0</b>	<b>(43,832,099)</b>	<b>0.00 %</b>	<b>0</b>	<b>(43,832,099)</b>	<b>0.00 %</b>
<b>Net for Fiscal Year 2020:</b>	<b>0</b>	<b>(40,951,987)</b>	<b>1,212,663</b>		<b>(40,951,987)</b>		<b>0</b>	<b>40,951,987</b>	

User ID: kbentley  
 Report ID: AD-FN-GL-003  
 Run Date: 11 Sep 2019  
 % of Time  
 Remaining: 83.3

# 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: 0221 State Aeronautics Fund

Fiscal Year:	2020	Year to Date Allotment	Year to Date Actual	Current Month Activity	Year to Date Encumbrance	Variance Favorable / Unfavorable	Percent Variance	Annual Appropriation	Appropriation Balance	Percent Remaining
Budget Fiscal Year:	2020	(A)	(B)	(C)	(D)	(E = A - B - D)	(F = E / A)	(G)	(H = G - B - D)	(I = H / G)
<b>REVENUES</b>										
Federal Sources - FAA		35,000	65,033	39,274	0	30,033	85.81 %	667,500	602,468	90.26 %
State Sources - Miscellaneous Revenues		20,569	20,578	9,027	0	9	0.04 %	362,500	341,922	94.32 %
Interagency Sources - Miscellaneous Revenues		51,800	104,008	69,940	0	52,208	100.79 %	250,000	145,992	58.40 %
<b>TOTAL REVENUES:</b>		<b>107,369</b>	<b>189,618</b>	<b>118,241</b>	<b>0</b>	<b>82,250</b>	<b>76.60 %</b>	<b>1,280,000</b>	<b>1,090,382</b>	<b>85.19 %</b>
<b>TRANSFERS-IN</b>										
Operating		466,220	554,672	294,748	0	88,452	18.97 %	2,650,000	2,095,328	79.07 %
<b>TOTAL TRANSFERS-IN:</b>		<b>466,220</b>	<b>554,672</b>	<b>294,748</b>	<b>0</b>	<b>88,452</b>	<b>18.97 %</b>	<b>2,650,000</b>	<b>2,095,328</b>	<b>79.07 %</b>
<b>TOTAL REV AND TRANSFERS-IN:</b>		<b>573,589</b>	<b>744,290</b>	<b>412,989</b>	<b>0</b>	<b>170,702</b>	<b>29.76 %</b>	<b>3,930,000</b>	<b>3,185,710</b>	<b>81.06 %</b>
<b>EXPENDITURES</b>										
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 %
<b>TOTAL EXPENDITURES:</b>		<b>905,763</b>	<b>416,535</b>	<b>215,651</b>	<b>9,121</b>	<b>480,107</b>	<b>53.01 %</b>	<b>4,608,111</b>	<b>4,182,455</b>	<b>90.76 %</b>
<b>TOTAL EXPD AND TRANSFERS OUT:</b>		<b>905,763</b>	<b>416,535</b>	<b>215,651</b>	<b>9,121</b>	<b>480,107</b>	<b>53.01 %</b>	<b>4,608,111</b>	<b>4,182,455</b>	<b>90.76 %</b>
<b>Net for Fiscal Year 2020:</b>		<b>(332,174)</b>	<b>327,755</b>	<b>197,338</b>		<b>650,809</b>		<b>(678,111)</b>	<b>(996,745)</b>	<sup>93</sup>



# Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date October 17, 2019

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

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

## Subject

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

## Background Information

Idaho received obligation authority through September 30<sup>th</sup> via an Appropriation Act signed on February 15, 2019. Official notice from the FHWA was received on March 11<sup>th</sup>. Notice of the receipt of \$19.9 million of FY 2019 *Highway Infrastructure General Funds* was received on March 18<sup>th</sup>. *Redistribution of Obligation Authority Not Used by Other States* was received on August 30<sup>th</sup> and totaled \$25.6 million. Obligation authority through the end of the year (365/365<sup>ths</sup>) 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



## Board Agenda Item

ITD 2210 (Rev. 10-13)

### Board Action

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





# Board Agenda Item

ITD 2210 (Rev. 10-13)

## Exhibit One Actual Formula Funding for FY2019

<b>Per FAST Tables – Total Year</b>	
Federal Aid Only	\$320,716
Including Match	\$344,374
<b>Per Apportionments – Total Year</b>	
Federal Aid Only	\$341,216
Including Match	\$366,387
<b>Obligation Limits through 9/30/2019</b>	
Federal Aid Only	\$334,095
Less prorated \$25M indirect costs w/Match	\$332,608

- 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

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

- Notes:
1. All dollars in Thousands.
  2. Allotments based on the FY 2019 Board Approved Program (Sky Blue Book).
  3. Funding amounts include match and reflect total formula funding available (excluding indirect costs).
  4. Data reflects both obligation and de-obligation activity (excluding indirect costs) as of September 30<sup>th</sup>.
  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



## Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date October 17, 2019Consent Item ☐Information Item ☒Amount of Presentation Time Needed Information Only

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

### Subject

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

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

### Background Information

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

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

### Recommendations

Information only

### Board Action

☐ Approved    ☐ Deferred \_\_\_\_\_

☐ Other \_\_\_\_\_



## Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date October 17, 2019Consent Item ☐ Information Item ☐ Amount of Presentation Time Needed 10

Presenter's Name Justin Collins	Presenter's Title Financial Manager - FP&A	Initials JC	Reviewed By
Preparer's Name Justin Collins	Preparer's Title Financial Manager - FP&A	Initials JC	

### Subject

District 4 Administration Building Revision and Updates to FY21 Appropriation Request		
Key Number	District	Route Number

### 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 25<sup>th</sup>.



# Board Agenda Item

ITD 2210 (Rev. 10-13)

The FY2021 Revision #1 Request carries these changes from the Original Request Submitted to DFM and LSO on August 30th:

FTP's	Spending Authority	
<b>1,651.0</b>	<b>\$753,979,200</b>	<b>FY21 Original Appropriation Request (08-30-19)</b>
	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
<b>0.0</b>	<b>\$11,473,100</b>	<b>Net Change</b>
<b>1,651.0</b>	<b>\$765,452,300</b>	<b>FY21 Proposed Revision #1 Request (10-25-19)</b>

## 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 \_\_\_\_\_

IDAHO TRANSPORTATION DEPARTMENT  
FY21 APPROPRIATION REQUEST REVISION #1 - October 2019 Board Meeting  
as of: 10-17-2019  
( \$ in millions, rounded )

		DRAFT Board Workshop Jun 20, 2019	October Board Meeting			Description of Change from August Board Meeting
			Original Request Aug 30,2019	October Proposed Rev #1 Oct 25,2019	\$ Change	
1	CASH, Beginning	7.7	30.1	30.1	-	
	Revenue					
2	Federal	340.4	339.9	349.2	9.3	Increase in Federal ER funding - Received notification on Sept 5, 2019
3	Fed - Obligated Unspent	40.0	40.0	40.0	-	
4	State	347.2	362.0	362.0	-	
5	Interagency	0.3	0.3	0.3	-	
6	Local	4.7	4.7	4.7	-	
7	TECM	22.0	25.5	25.5	-	
9	Pre-FY21 Funds	-	20.8	20.8	-	
8	Total Revenue	754.6	793.2	802.4	9.3	Increase in Federal ER Funding
9	Expenditures					
10	Personnel	138.1	139.8	139.8	-	
11	Operating	99.5	100.7	100.7	-	
12	Capital Facilities	16.1	16.1	4.5	(11.6)	Reduction on D4 building line item
13	Equipment	30.2	30.2	30.2	-	
14	Trustee & Benefits	22.8	24.1	24.1	-	
15	Contract Construction	386.1	443.1	466.3	23.2	Increase to Contract Construction + \$11.6M Revised D4 building line item to Construction + \$9.25M Additional ER Funding to Construction + \$2.3M Ending State Highway Account Cash moved to Construction per DFM guidance
16	Total Expenditures	692.7	754.0	765.5	11.6	Total increase in Expenditures
16	Anticipated Reversions	-	-	-	-	
17	Debt Service	66.5	66.5	66.5	-	
18	Total Program Funding	759.2	820.5	832.0	11.6	
20	CASH, Ending	3.1	2.9	0.6	(2.3)	Decrease to Ending Cash, moved to Contract Construction \$0.6M Total Ending Cash, FY21 \$0.0M State Highway Account \$0.6M Aero

IDAHO TRANSPORTATION DEPARTMENT  
October 2019 Board Meeting

**FY21 Appropriation Request - Proposed Revision #1 (10-25-19)**

		<u>Funding</u>	<u>FTE's</u>
1	<b>FY21 BASE</b>	\$ 639,273,700	1,651.0
2			
3	<b>Adjustments</b>		
4	Change In Benefit Costs	\$ 3,474,100	
5	Inflation / Workload Cost Increases (DMV and Hwy Ops)	\$ 3,886,300	
6	Change in Employee Compensation (1.0%)	\$ 1,155,000	
7	Annualization (DMV House Bill H0179)	\$ 135,200	
8	Replacement Equipment	\$ 29,674,900	
9	SWCAP (5% placeholder)	\$ 74,300	
10		\$ 38,399,800	
11			
12	<b>FY21 ADJUSTED BASE</b>	\$ 677,673,500	1,651.0
13			
14	<b>Line Items</b> (12 line items, by Division)		
15	Construction: Pre-FY20 funds - Emergency Relief, Federal, Local	\$ 73,890,000	
16	<del>Highway Operations: Operations Materials and Costs</del> (Converted to infl/cost increase)	\$ -	
17	Highway Operations: Geographic Info Systems (GIS) Integration (Phase 3)	\$ 1,635,000	
18	Highway Operations: Additional Equipment for Hwy Ops	\$ 454,400	
19	Highway Operations: Grant Mgmt Software Application	\$ 190,000	
20	Highway Operations: Federal Funding (FTA, NHTSA, & FHWA)	\$ 3,267,000	
21	Highway Operations: Intelligent Transportation System Replacement	\$ 2,754,700	
22	Motor Vehicles: DMV Equipment for County Offices	\$ 265,800	
23	Capital Facilities: District 4 Headquarters Building	\$ 860,000	
24	Administration: Cloud License Security Upgrade	\$ 1,270,000	
25	Administration: Information Technology Service Mgmt (TOM phase 3)	\$ 955,200	
26	Administration: LUMA Interface Plan	\$ 486,700	
27	Aeronautics: Increase to Idaho Airport Aid Program (IAAP)	\$ 1,750,000	
28			
29		\$ 87,778,800	
30			
31	<b>FY21 TOTAL APPROPRIATION</b>	\$ 765,452,300	1,651.0
32			
33	<b>GARVEE Bond Debt Service</b>	\$ 66,479,000	
34			
35	<b>FY21 TOTAL PROGRAM FUNDING</b>	\$ 831,931,300	1,651.0

RES. NO.

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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.



## Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date 10/17/2019

Consent Item ☐

Information Item ☐

Amount of Presentation Time Needed 20 minutes

Presenter's Name	Presenter's Title	Initials	Reviewed By
Charlene McArthur & Jake Legler	Chief Administrative Officer & District Executive	CM	LSS
Preparer's Name	Preparer's Title	Initials	
Niki Scurry	Executive Management Assistant	NS	

### Subject

Best of the Best Innovate ITD! Recognitions

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

### 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 \_\_\_\_\_





## Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date October 17, 2019

Consent Item ☐

Information Item ☐

Amount of Presentation Time Needed 15 minutes

Presenter's Name Travis McGrath	Presenter's Title Chief Operations Officer	Initials TM	Reviewed By LSS
Preparer's Name Michelle Yankovich	Preparer's Title Internal Review Manager	Initials MY	

### Subject

Enterprise Risk Management Annual Update to the Board		
Key Number	District	Route Number

### Background Information

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

### Recommendations

For information.



## Board Agenda Item

ITD 2210 (Rev. 10-13)

### Board Action

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



## Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date October 17, 2019Consent Item ☐Information Item ☒Amount of Presentation Time Needed 10 min

Presenter's Name Vincent Trimboli	Presenter's Title Public Affairs Manager	Initials VT	Reviewed By LSS
Preparer's Name Rik Hinton	Preparer's Title Program Specialist	Initials RH	

### Subject

Idaho Transportation Department FY 2019 Annual Report Draft		
Key Number	District	Route Number

### 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

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

• Ada	18.5%	• Bannock	16.5%	• Bonneville	17.5%
• Canyon	20.9%	• Kootenai	13.7%	• Twin Falls	11.6%

## 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

### — Governor's Task Force Findings — Annual, Ongoing State / Local Revenue Shortfall

(in millions, as of June 30, 2019)

Task Force Finding (2010)	Safety and Capacity		
	Maintenance	Capacity	Total
2014 Cigarette Tax*	-	\$4.7	\$4.7
2015 Revenue Increase**	113.2	-	113.2
2017 Congestion Mitigation***	-	\$19.8	\$19.8
<b>Total Ongoing Revenue Authorized</b>	<b>\$113.2</b>	<b>\$24.5</b>	<b>\$137.7</b>
<b>Remaining Annual Shortfall</b>	<b>\$148.8</b>	<b>\$256.5</b>	<b>\$405.3</b>

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

\*\*Fuel and registration

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

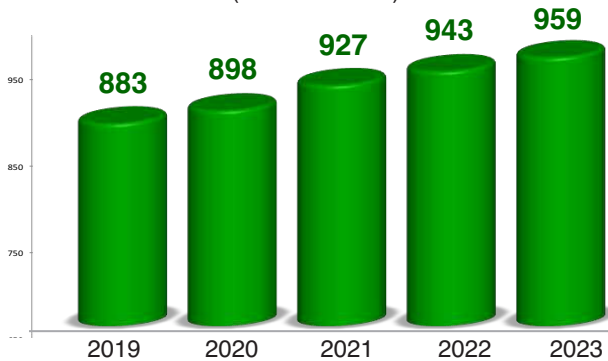
We want to hear from you. Do you like this report? Would you like to send us comments?

If so, go to: <https://apps.itd.idaho.gov/apps/WebCommentsV2> For more information, visit our website at [www.itd.idaho.gov](http://www.itd.idaho.gov)



### State-System Bridges More Than 50 Years Old

(2019 Forecast)



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

# MISSION Your Safety • Your Mobility Your Economic Opportunity



## Fiscal Year 2019 Annual Report

DRAFT






### Investing in Idaho's Future

- 86 Percent** **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.
- 32 Projects** **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.
- \$13 Million** **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

- 90 Percent** 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.
- \$21 Thousand** 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.
- \$1 Million** 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

	 Idaho Population	 Licensed Drivers	 Vehicle Registrations	 Annual Miles Driven	 Tons of Freight Moved
	6.1%	10.2 %	9.4 %	9.7%	4.13%
2019	1.75 Million*	1.27 Million	1.86 Million	17.71 Billion*	224.8 Million*
2015	1.65 Million	1.15 Million	1.70 Million	16.15 Billion*	215.5 Million*
	*As of July 1, 2019			*On State Highways	*On State Highways

### Table of Contents

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





## Accomplishments

**12**  
Months

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.

**25**  
Percent

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

**2**  
Awards

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

## Customer-Focused Performance Measures

Calendar Year ending Dec. 31	2015	2016	2017	2018
------------------------------	------	------	------	------

- **Five-Year Fatality Rate** (per 100 million vehicle miles) **1.19** **1.29** **1.33** **1.34**
- **Fatalities** **216** **252** **244** **233**
- **GOAL: Zero Deaths**
- **Days to Process Vehicle Titles** **5** **6** **4** **3**
- **GOAL: 6 days**
- **DMV Transactions Processed on the Internet** (in thousands) **266.3** **256.7** **287.5** **305.5**
- **GOAL: 312,000**
- **Percent of Bridges in Good Condition** **76%** **75%** **74%** **75\***
- **GOAL: 80% \***
- **Percent of Pavement in Good or Fair Condition** **85%** **85%** **88%** **91\***
- **GOAL: 80% \***

Fiscal Year ending June 30	2015	2016	2017	2018	2019
----------------------------	------	------	------	------	------

- **Percent of Time Highways Clear of Snow/Ice During Winter Storms** **73%** **79%** **74%** **85%** **86%**
- **GOAL: 73%**

\*The apparent increase in pavement condition reflects a change in FHWA reporting requirements.

## 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.

## 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)

	FY16	FY17	FY18	FY19
Authorized Staffing Level:	1,699	1,678	1,648	1,648

FUNDS RECEIVED*				
Federal Reimbursements	\$287.3	\$267.5	\$333.8	\$355.0
State	333.5	343.1	347.9	352.7
Local	10.8	5.2	4.0	10.4
Total Funds Received:	\$631.6	\$615.8	\$685.7	\$718.1

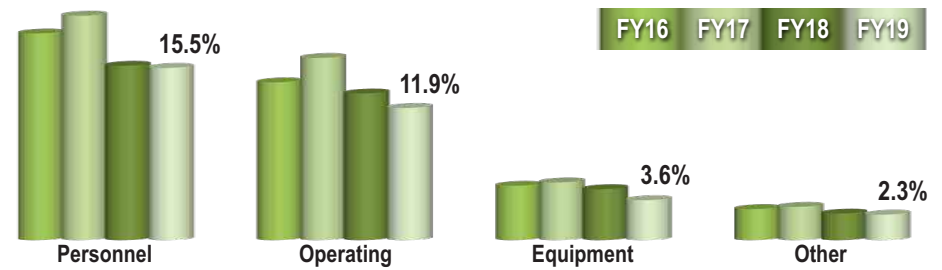
EXPENDITURES*				
Construction Payouts:	\$280.3	\$249.1	\$410.9	\$452.1
Operation Expenses:				
Highways	171.3	186.0	189.7	186.4
DMV	31.8	32.4	35.6	32.1
Administration	22.7	24.7	25.8	27.4
Facilities	2.8	3.4	7.2	3.5
Aeronautics	2.4	2.5	3.2	5.0
Total Operation Expenses:	231.0	249.0	261.5	254.4

Total Construction and Operating Expenditures:	511.3	498.1	672.4	706.5
--	-------	-------	-------	-------

\*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%)

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



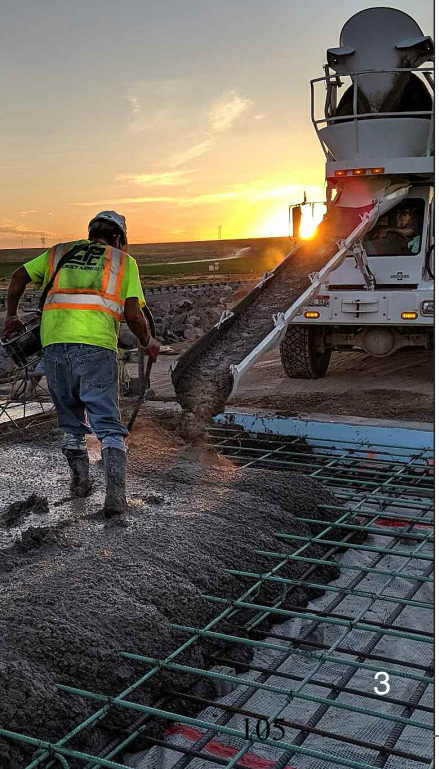
Construction payouts increased significantly in the last two years. FY18 and FY19 payouts are nearly 60 percent higher than the previous three-year average of \$277 million.



FY18 and FY19 TECM Fund receipts will be used as part of the state match on the \$90 million INFRA Grant awarded to Idaho.



ITD and the Idaho Housing and Finance Association issued \$141.5 million in bonds in May 2019.







## Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date October 17, 2019Consent Item ☐ Information Item ☐ Amount of Presentation Time Needed 10 Min

Presenter's Name Blake Rindlisbacher	Presenter's Title HDA/CE	Initials BR	Reviewed By
Preparer's Name Randy Gill	Preparer's Title PMO Manager	Initials rg	

### 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

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

Key #	Year	Project Name	FLMA Accessed	County	Amount Programmed
New	2023-24	Pine-Featherville Roadway Rehabilitation	Boise and Sawtooth National Forests	Elmore	\$ 4,623,190
New	2023-24	Yellowstone Trail Road Improvements – Segment 1, Part 2	BLM Wallace L. Forest Conservation Area (WFCA), Idaho Panhandle National Forest	Kootenai	\$ 5,879,760
New	2023-24	Bayhorse Bridge Replacement	Challis BLM Field Office, Salmon-Challis National Forest	Custer	\$ 4,794,046
New	2023-24	Dent Bridge Road Safety Improvements	Dworshak Reservoir, Nez-Perce Clearwater National Forest	Clearwater	\$ 7,815,764
New	2023-24	Riverside Road Improvement/Enhancement Project	Kootenai National Wildlife Refuge, Panhandle National Forest, Coeur d'Alene Field Office BLM	Boundary	\$ 2,705,000
New	2023-24	Indiana and Orchard Shared Roadway & Roundabout	Deer Flat National Wildlife Refuge	Canyon	\$ 3,237,600
New	2023-24	Forest Highway 9 Prichard to Murray Roadway Reconstruction Project	Panhandle National Forest	Shoshone	\$ 1,487,500
New	2023-24	Western Heritage Byway (Swan Falls Road) Safety and Facility Improvements to Morley Nelson Snake River Birds of Prey National Conservation Area	BLM Morley Nelson Snake River Birds of Prey National Conservation Area	Ada	\$ 5,393,708
New	2023-24	Mt. Idaho Grade Road Rehabilitation	Nez Perce-Clearwater National Forest	Idaho	\$ 2,983,500
New	2023-24	Idaho 55 / Banks Lowman Road Intersection Study	Boise National Forest	Boise	\$ 750,000
TOTAL AMOUNT PROGRAMMED (Includes Matching Funds. Total FLAP Amount Programmed = \$33,475,991)					\$ 39,670,068



# Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date October 17, 2019

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

Presenter's Name Brad Wolfinger	Presenter's Title ITIP PMO Project Manager	Initials BW	Reviewed By LSS
Preparer's Name Brad Wolfinger	Preparer's Title ITIP PMO - Project Manager	Initials BW	

## Subject

FY19 State Highway System Projects End of Year Statement		
Key Number	District	Route Number

## 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)





## Board Agenda Item

ITD 2210 (Rev. 10-13)

### 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:

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

5 added projects throughout the year:

District	Key No	Location
4	21838	I-84, FY19 D4 Interstate Striping
5	20314	Northgate Interchange
6	20757	SH-32, SH-33, and US-93 Fog Seal
6	20758	SH-33 & US-93 Mill and Inlay
6	20222	Sage Junction POE NB Weigh in Motion

### Project Delays or Undelivered Projects:

3 delayed projects:

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

### Recommendations

For information.

### Board Action

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



## Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date October 17, 2019Consent Item ☐Information Item ☐Amount of Presentation Time Needed 10 min

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

### Subject

Administrative Settlement over \$200,000.00		
Key Number 19944	District 3	Route Number 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

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



**BOARD POLICY 4005**  
**Page 1 of 2**

## **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.

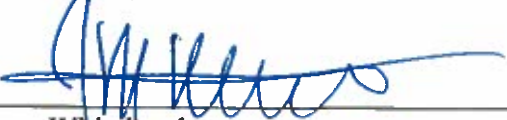
The Director or a delegate may authorize an administrative settlement for up to \$200,000 over the reviewed fair market value of properties appraised up to \$1,000,000. Administrative settlements for appraisals in excess of \$1,000,000 shall not exceed 20% of the reviewed fair market value of the property. 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](#), [Idaho Code 58-335A](#). Surplus property will be disposed of by the Department consistent with the provisions of [Idaho Code section 58-335A](#). Administrative Facilities will be disposed of consistent with the provisions of [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:



Jerry Whitehead  
Board Chairman

Date 12/14/16

RES. NO.      WHEREAS, the Idaho Transportation Department is acquiring right-  
ITB \_\_\_\_\_ 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)



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Board Policy 4079  
Page 1 of 2

## **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



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Board Policy 4079

Page 2 of 2

- 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.

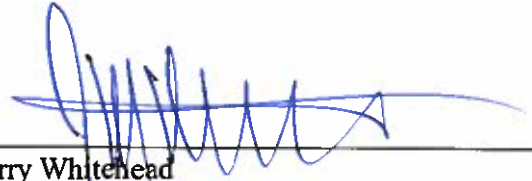
**Special Criteria for Strategic Initiatives Program Funds Contained in the Program pursuant to Idaho Code 40-719 and other new funds provided pursuant to 2015 Idaho Session Laws, Chapter 341 and as amended in 2017.**

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 11/16/17

  
Jerry Whitehead  
Board Chairman





**ADMINISTRATIVE POLICY 5079**

Page 1 of 2

**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).



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.

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**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).**

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 MITIGATION 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 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 transportation 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 expansion 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 transportation 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 established 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

1 transportation projects approved by the Idaho transportation board and re-  
 2 quired for bonds issued pursuant to this subsection in accordance with the  
 3 provisions of chapter 62, title 67, Idaho Code. If such bonds are issued,  
 4 moneys in the fund shall first be continuously appropriated and used for  
 5 repayment of said bonds in accordance with subsection (7) of this section.

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

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

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

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

17 (7) From moneys in the fund established in this section, there are  
 18 hereby continuously appropriated first such amounts as from time to time  
 19 shall be certified by the Idaho housing and finance association to the state  
 20 controller, the state treasurer, and the Idaho transportation board as  
 21 necessary for payment of principal, interest, and other amounts required  
 22 for transportation bonds or notes of the Idaho housing and finance associ-  
 23 ation in accordance with chapter 62, title 67, Idaho Code, that are issued  
 24 to finance improvements described in this section, which amounts shall not  
 25 exceed the amount received and transferred from section 63-3638(16), Idaho  
 26 Code, which amounts shall be transferred to the transportation expansion  
 27 and congestion mitigation program debt service fund established in section  
 28 40-721(2), Idaho Code.

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

32 40-721. TRANSPORTATION EXPANSION AND CONGESTION MITIGATION PROGRAM  
 33 CAPITAL PROJECT FUND -- TRANSPORTATION EXPANSION AND CONGESTION MITIGATION  
 34 PROGRAM DEBT SERVICE FUND. (1) There is hereby established in the state trea-  
 35 sury the transportation expansion and congestion mitigation program capital  
 36 project fund that shall include any draw by the Idaho transportation board of  
 37 proceeds from the transportation bonds or notes issued by the Idaho housing  
 38 and finance association in accordance with chapter 62, title 67, Idaho Code,  
 39 to finance improvements described in section 40-720, Idaho Code. Interest  
 40 earned on the investments of idle moneys in the transportation expansion  
 41 and congestion mitigation program capital project fund shall be paid to the  
 42 transportation expansion and congestion mitigation program capital project  
 43 fund. Disbursements from this fund shall be paid over as requested by the  
 44 Idaho transportation board and shall be made for projects in accordance with  
 45 section 40-720, Idaho Code. All moneys in the fund are hereby continuously  
 46 appropriated to the department.

47 (2) There is hereby established in the state treasury the transporta-  
 48 tion expansion and congestion mitigation program debt service fund for the  
 49 purpose of paying the principal, interest, and other amounts required for

1 transportation bonds or notes of the Idaho housing and finance association  
 2 in accordance with chapter 62, title 67, Idaho Code, issued to finance im-  
 3 provements described in section 40-720, Idaho Code. The fund shall include  
 4 amounts distributed pursuant to sections 40-720(7) and 63-3638(16), Idaho  
 5 Code, provided that such moneys distributed to the transportation expansion  
 6 and congestion mitigation program debt service fund pursuant to this subsec-  
 7 tion shall be used for payment of principal, interest, and other amounts re-  
 8 quired for transportation bonds or notes issued by the Idaho housing and fi-  
 9 nance association for improvements described in section 40-720, Idaho Code.  
 10 Interest earned on the investment of idle moneys in the transportation ex-  
 11 pansion and congestion mitigation program debt service fund shall be paid to  
 12 the transportation expansion and congestion mitigation program debt service  
 13 fund. From moneys within this fund, there are hereby continuously appropri-  
 14 ated such amounts as from time to time shall be certified by the Idaho housing  
 15 and finance association to the state controller, the state treasurer, and  
 16 the Idaho transportation board as necessary for payment of principal, in-  
 17 terest, and other amounts required for transportation bonds or notes of the  
 18 Idaho housing and finance association in accordance with chapter 62, title  
 19 67, Idaho Code, issued for improvements described in section 40-720, Idaho  
 20 Code, which amounts shall be paid over as directed by the association. Any  
 21 funds in excess of the amount necessary to meet the payment authorized in  
 22 this section shall be transferred to the transportation expansion and con-  
 23 gestion mitigation fund established in section 40-720, Idaho Code.

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

26 63-3638. SALES TAX -- DISTRIBUTION. All moneys collected under this  
 27 chapter, except as may otherwise be required in sections 63-3203 and  
 28 63-3709, Idaho Code, and except as provided in subsection (16) of this sec-  
 29 tion, shall be distributed by the state tax commission as follows:

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

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

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

40 (4) An amount equal to the sum required to be certified by the chair-  
 41 man of the Idaho housing and finance association to the state tax commis-  
 42 sion pursuant to section 67-6211, Idaho Code, in each year is continuously  
 43 appropriated and shall be paid to any capital reserve fund, established by  
 44 the Idaho housing and finance association pursuant to section 67-6211, Idaho  
 45 Code. Such amounts, if any, as may be appropriated hereunder to the capital  
 46 reserve fund of the Idaho housing and finance association shall be repaid for  
 47 distribution under the provisions of this section, subject to the provisions  
 48 of section 67-6215, Idaho Code, by the Idaho housing and finance associa-  
 49 tion, as soon as possible, from any moneys available therefor and in excess

1 of the amounts which the association determines will keep it self-support-  
2 ing.

3 (5) An amount equal to the sum required by the provisions of sections  
4 63-709 and 63-717, Idaho Code, after allowance for the amount appropriated  
5 by section 63-718(3), Idaho Code, is continuously appropriated and shall be  
6 paid as provided by sections 63-709 and 63-717, Idaho Code.

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

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

11 (8) For fiscal year 2011, and each fiscal year thereafter, four million  
12 one hundred thousand dollars (\$4,100,000), of which two million two hundred  
13 thousand dollars (\$2,200,000) shall be distributed to each of the forty-four  
14 (44) counties in equal amounts, and one million nine hundred thousand dol-  
15 lars (\$1,900,000) of which shall be distributed to the forty-four (44) coun-  
16 ties in the proportion that the population of the county bears to the popula-  
17 tion of the state. For fiscal year 2012, and for each fiscal year thereafter,  
18 the amount distributed pursuant to this subsection, shall be adjusted annu-  
19 ally by the state tax commission in accordance with the consumer price index  
20 for all urban consumers (CPI-U) as published by the U.S. department of la-  
21 bor, bureau of labor statistics, but in no fiscal year shall the total amount  
22 allocated for counties under this subsection, be less than four million one  
23 hundred thousand dollars (\$4,100,000). Any increase resulting from the ad-  
24 justment required in this section shall be distributed to each county in the  
25 proportion that the population of the county bears to the population of the  
26 state. Each county shall establish a special election fund to which shall be  
27 deposited all revenues received from the distribution pursuant to this sub-  
28 section. All such revenues shall be used exclusively to defray the costs as-  
29 sociated with conducting elections as required of county clerks by the pro-  
30 visions of section 34-1401, Idaho Code.

31 (9) One dollar (\$1.00) on each application for certificate of title  
32 or initial application for registration of a motor vehicle, snowmobile,  
33 all-terrain vehicle or other vehicle processed by the county assessor or the  
34 Idaho transportation department excepting those applications in which any  
35 sales or use taxes due have been previously collected by a retailer, shall be  
36 a fee for the services of the assessor of the county or the Idaho transporta-  
37 tion department in collecting such taxes, and shall be paid into the current  
38 expense fund of the county or state highway account established in section  
39 40-702, Idaho Code.

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

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

47 (i) Fifty percent (50%) of such amount shall be paid to the vari-  
48 ous cities, and each city shall be entitled to an amount in the pro-  
49 portion that the population of that city bears to the population of  
50 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 ~~foregone~~ 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 discontinued, 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 minus .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, provided 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 demonstration 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 exemptions pursuant to subsection (2) of section 63-602KK, Idaho Code, which amounts are continuously appropriated unless the legislature enacts a different 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 taxation 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 otherwise distributed in subsections (1) and (10) of this section, shall be distributed 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 distributed 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 subsection (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 corporate purposes and powers; provided, however, that the association shall provide 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 payment 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 revenues 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 resolutions 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 public or private sale, at such price or prices as the association shall determine.

(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 including 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 association;

(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 noteholders 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 association 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 default 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 holders 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 interest 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 certifications 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

1 such trust indenture may be treated as a part of the operating expenses of the  
 2 association. If the bonds shall be secured by a trust indenture, the bond-  
 3 holders shall have no authority to appoint a separate trustee to represent  
 4 them.

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

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

16 (k) The association shall not issue any bonds or notes to finance trans-  
 17 portation projects unless:

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

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

27 (3) the association and the Idaho transportation board have entered  
 28 into an agreement for the association to provide financing of the trans-  
 29 portation projects.

30 (l) The association shall not issue any bonds or notes to finance a de-  
 31 partment of labor project unless:

32 (1) the director of the department of labor has approved and rec-  
 33 ommended the department of labor project for financing through the  
 34 association pursuant to section 72-1346B, Idaho Code;

35 (2) the director of the department of labor has certified to the associ-  
 36 ation that sufficient funds are available to make the payments required  
 37 for the bonds or notes to be issued to finance the department of labor  
 38 project; and

39 (3) the association and the director of the department of labor have en-  
 40 tered into an agreement for the association to provide financing of the  
 41 department of labor project.

# TECM Funding: FY20-26 ITIP

	FY20	FY21	FY22	FY23	FY24	FY25	FY26	Total
Available Funding	24,499,000	27,143,600	25,951,700	26,184,700	26,242,500	26,328,400	26,328,400	182,678,300
Programmed	27,877,100	17,109,200	21,172,100	28,228,100	15,154,100	34,499,200	28,345,500	172,385,300
Under (Over) Programmed	(3,378,100)	10,034,400	4,779,600	(2,043,400)	11,088,400	(8,170,800)	(2,017,100)	10,293,000



# TECM Projects: FY20-26 ITIP

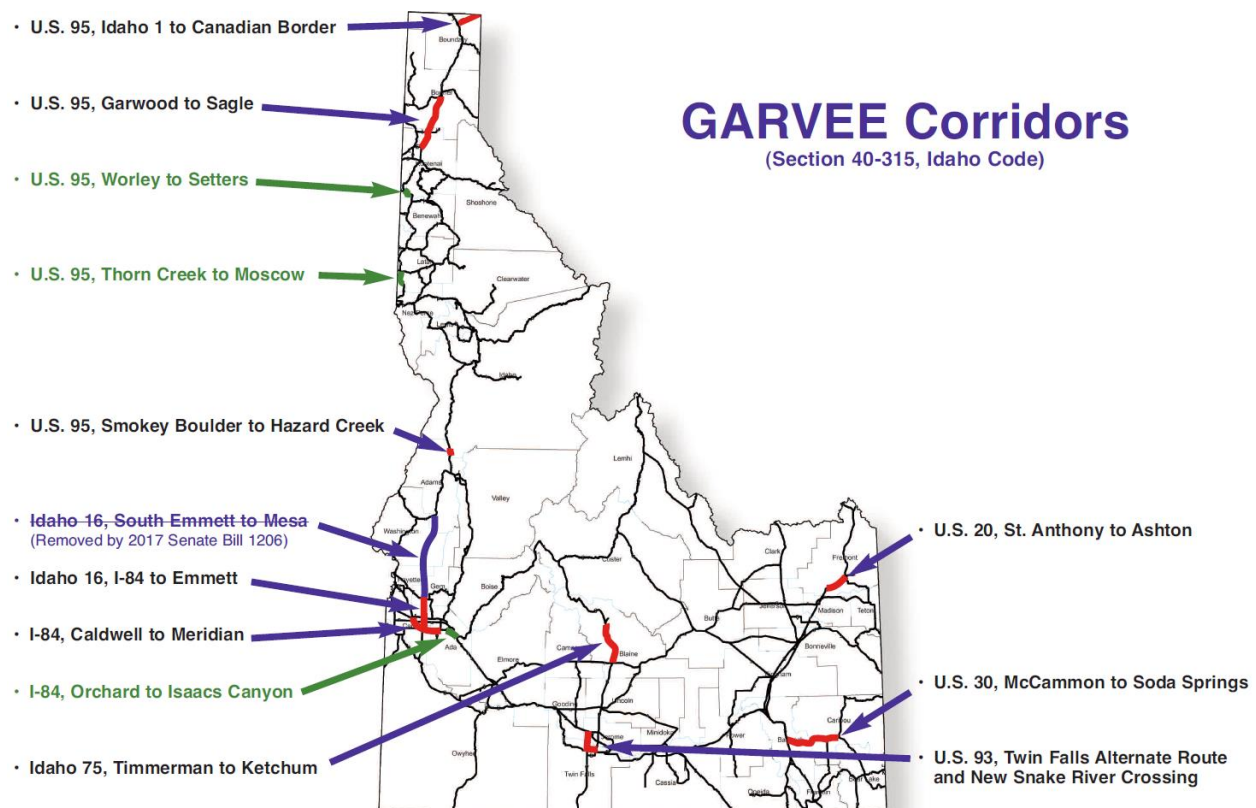
KeyNo	Location	District	ProgYr	FY20	FY21	FY22	FY23	FY24	FY25	FY26	Total
20350	US 95, GRANITE NORTH & FRONTAGE RDS, BONNER CO	1	2023				4,775,436				4,775,436
20453	I 90, ATLAS TO GOV'T WAY, COEUR D'ALENE	1	2026	110,000	510,000	364,140				11,295,409	12,279,549
20261	US 95, CULDESAC CANYON PASSING LN PH 2; LAPWAI CR BRIDGES	2	2020	7,712,220							7,712,220
20032	US 95, CULDESAC CANYON PASSING LN, PH 3, NEZ PERCE CO	2	2023	500,000			8,701,906				9,201,906
20395	US 95, CULDESAC CANYON PASSING LN PH 4, LEWIS CO	2	2024	700,000				8,118,241			8,818,241
20444	US 95, CULDESAC CANYON PASSING LN PH 5, NEZ PERCE CO	2	2026	200,000						7,477,718	7,677,718
20944	US 20/26, CHINDEN; LOCUST GROVE TO EAGLE	3	2020	9,000,000							9,000,000
20799	I 84, KARCHER IC TO NORTHSIDE BLVD	3	2020	-20,000							-20,000
20165	US 20/26, CHINDEN; I 84 TO MIDDLETON RD, CANYON CO	3	2022		14,688,000	20,808,000					35,496,000
20266	SH 44, INT SH-16 TO LINDER RD, ADA CO	3	2023	750,000			9,020,268				9,770,268
20367	US 20, PHYLLIS CANAL BR TO SH-16, ADA CO	3	2023				5,730,523				5,730,523
20574	SH 44, STAR RD TO SH-16, ADA CO	3	2024	500,000	1,020,000			7,035,809			8,555,809
21871	STATE, FREEZEOUT HILL S PASSING LN, EMMETT	3	2025	299,984	306,000				6,194,090		6,800,074
21867	SH 55, KARCHER RD; MIDWAY TO MIDDLETON, NAMPA	3	2025	374,927	483,162				3,794,539		4,652,628
18737	US 93, 200 SOUTH RD, JEROME CO	4	2020	6,450,000							6,450,000
20583	US 93, HOLLISTER NCL TO 3250 N, TWIN FALLS CO	4	2025		102,000				8,501,422		8,603,422
20033	SH 75, ELKHORN RD TO RIVER ST, KETCHUM	4	2026	1,000,000					11,261,624	9,572,381	21,834,005
20710	SH 33, TURN & PASSING LNS, TETON CO.	6	2025	300,000					4,747,547		5,047,547
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

# GARVEE Transportation Program

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 to 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 of 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





# **US-95 Granite North Safety Improvements**

## 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

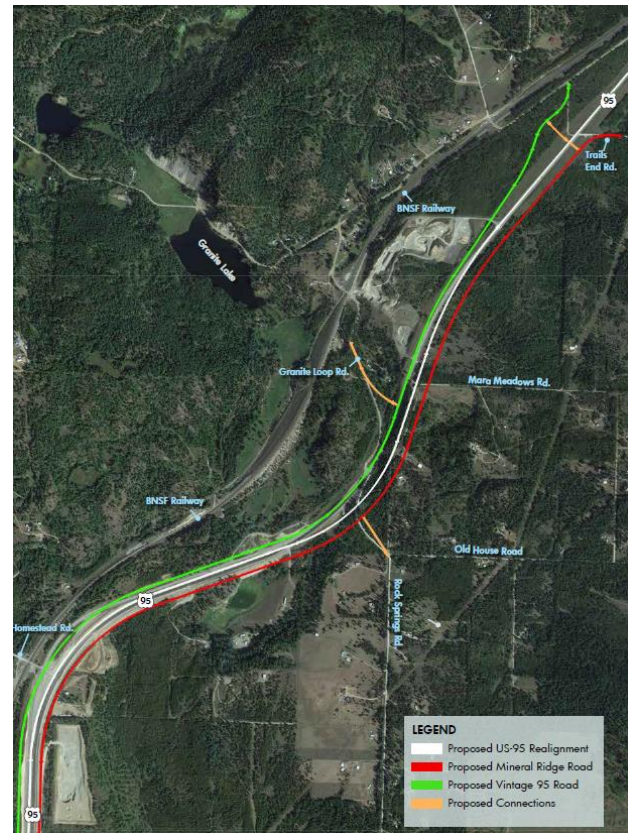
## Construction:

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:

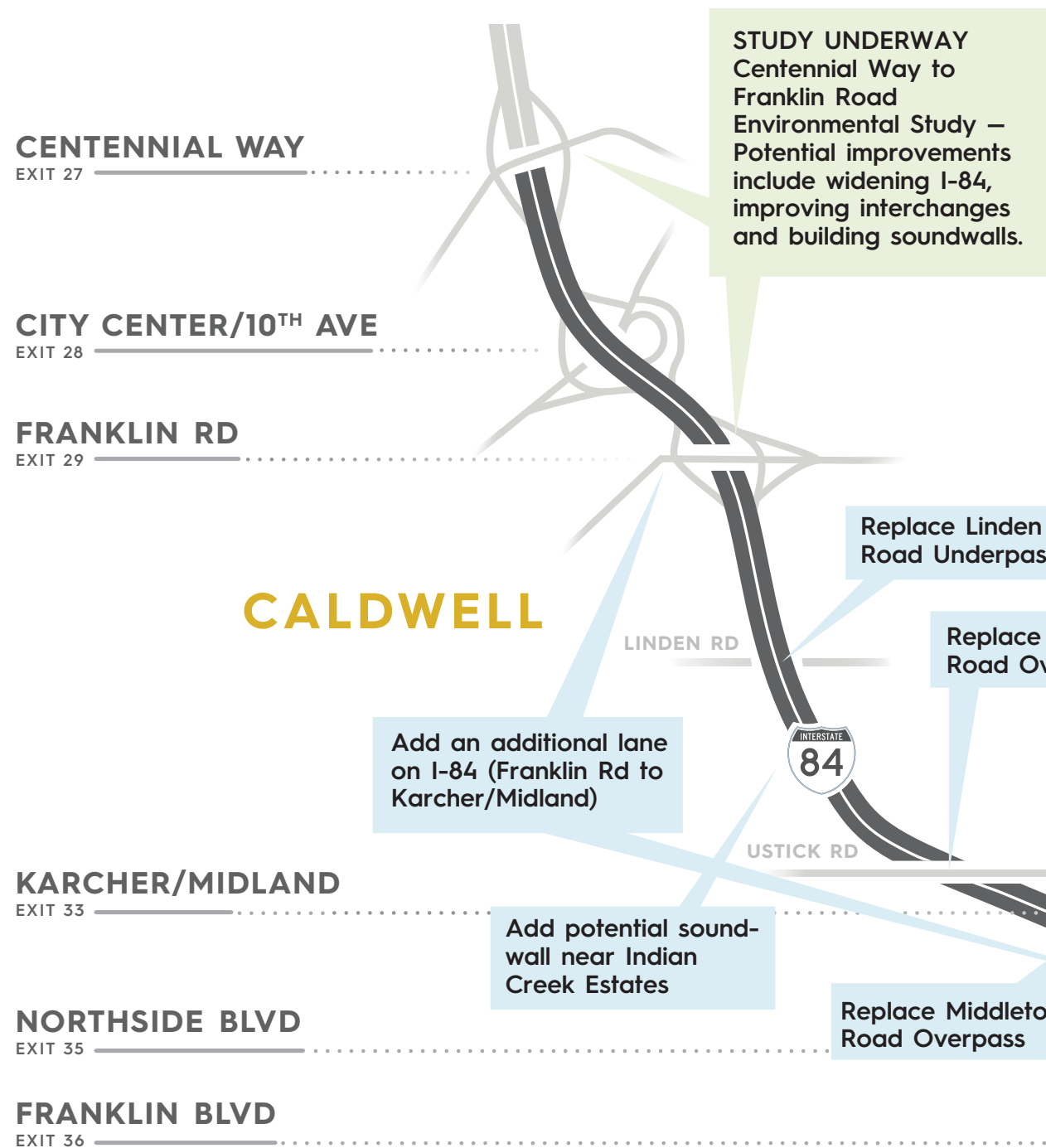
GARVEE, Bridge Restoration



# **US-95 & ID-53 IC GARWOOD ROAD UPRR BRIDGE FRONTAGE ROADS** An Idaho Transportation Department Project

# I-84 CORRIDOR

## CALDWELL >>>>> NAMPA



I-84 Corridor Cost Summary			
Project	Programmed Amount	Estimated Cost	Estimated Savings
<b>NAMPA &gt; Karcher/Midland to Franklin Blvd</b>			
	\$150.48M	\$128.94M	\$21.54M
<b>CALDWELL TO NAMPA &gt; Franklin Road to Karcher/Midland</b>			
	\$191.30M	\$186.16M	\$5.16M
<b>CALDWELL &gt; Centennial Way to Franklin Road*</b>			
<b>Centennial Way to Franklin Road</b>	NOT FUNDED	\$86M (FY19)**	-----
<b>Karcher/Midland Interchange</b>	NOT FUNDED	\$14M (FY19)***	-----

\* Improvements are forecasted to be needed between 2030 and 2035.

\*\* FY30 estimated costs = \$120M

\*\*\* FY30 estimated costs = \$20M



TO LEARN MORE:  
[ITDPROJECTS.ORG/84CORRIDOR](http://ITDPROJECTS.ORG/84CORRIDOR)  
 TEXT: 84CORRIDOR to 555888

E: 84CORRIDOR@ITD.IDAHO.GOV  
 P: (208) 334-8002  
 En español: (208) 334-8152



Your Safety • Your Mobility  
 Your Economic Opportunity



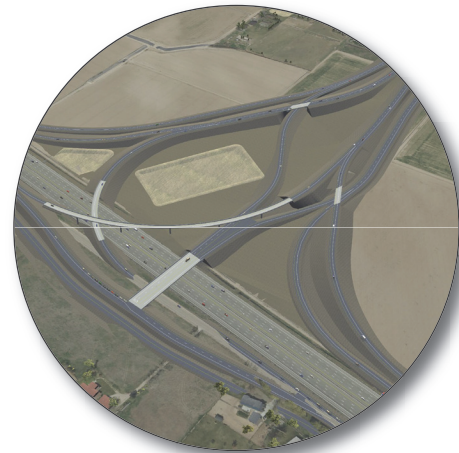
### LISTEN TO THE DRIVE IDAHO PODCAST

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

Available on Apple Podcast, Spotify or wherever you get your podcasts

Oct 2019

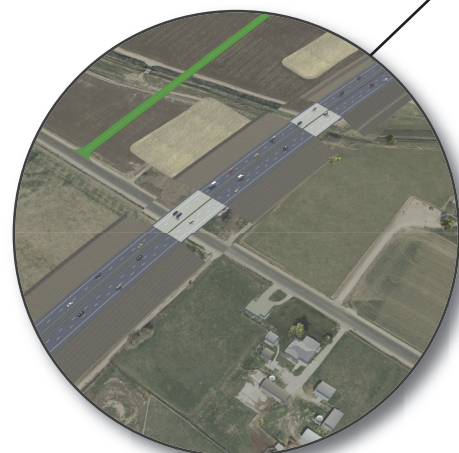




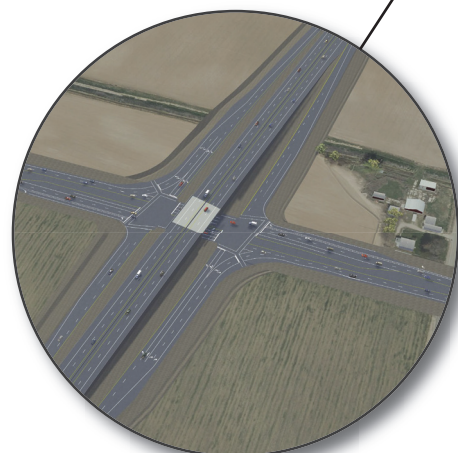
I-84 Franklin South



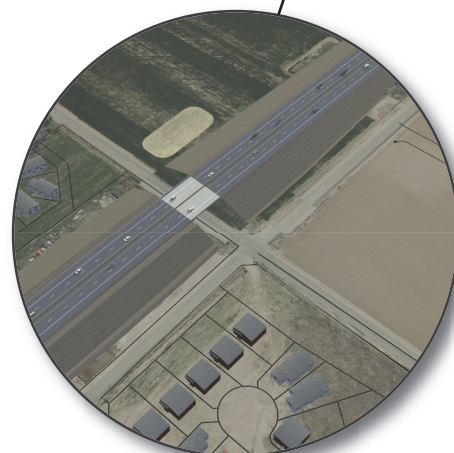
I-84 Franklin North



Cherry Lane Overpass



Ustick Interchange



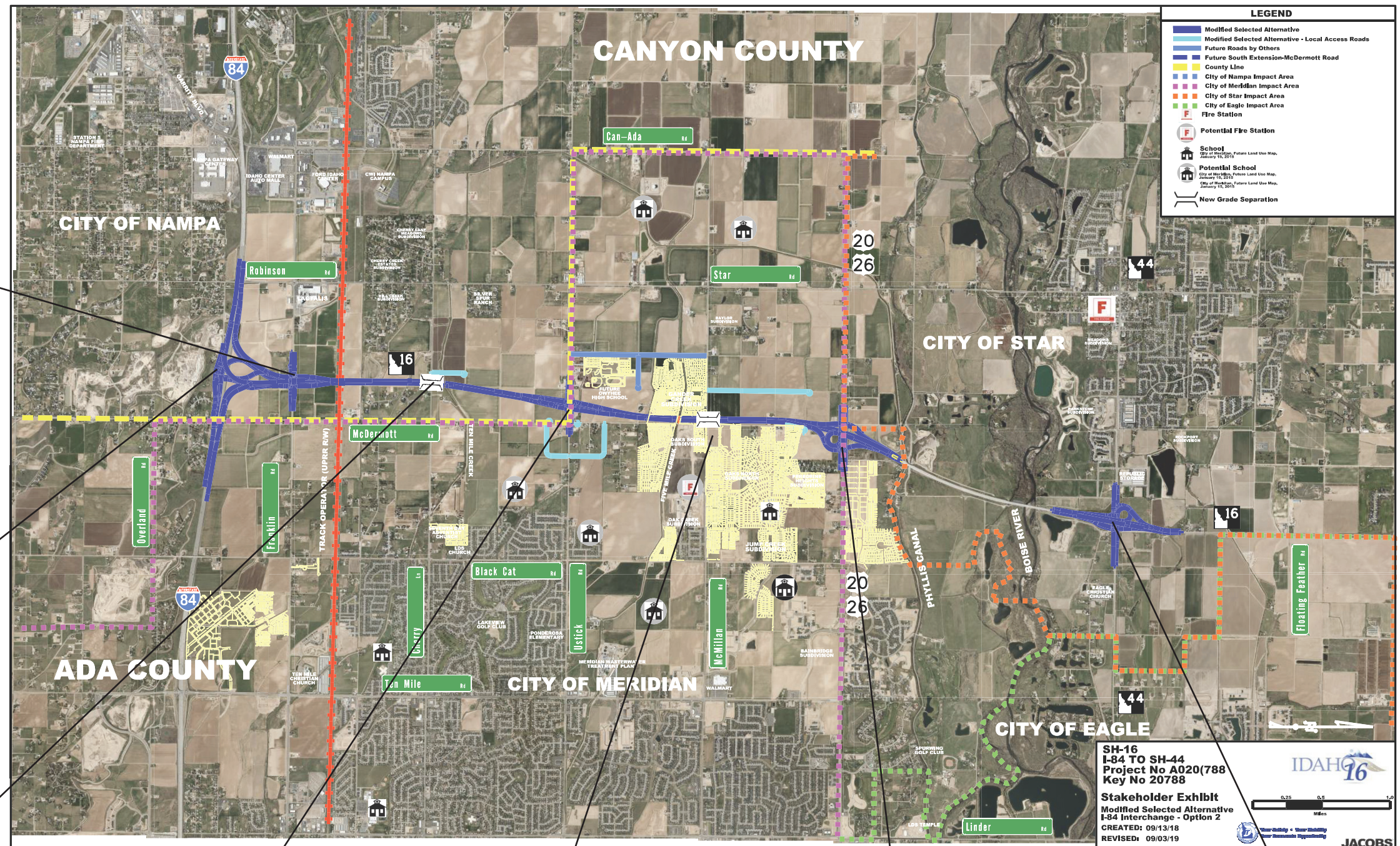
McMillan Overpass



US20/26 Interchange



SH44 Interchange





## Phase 1

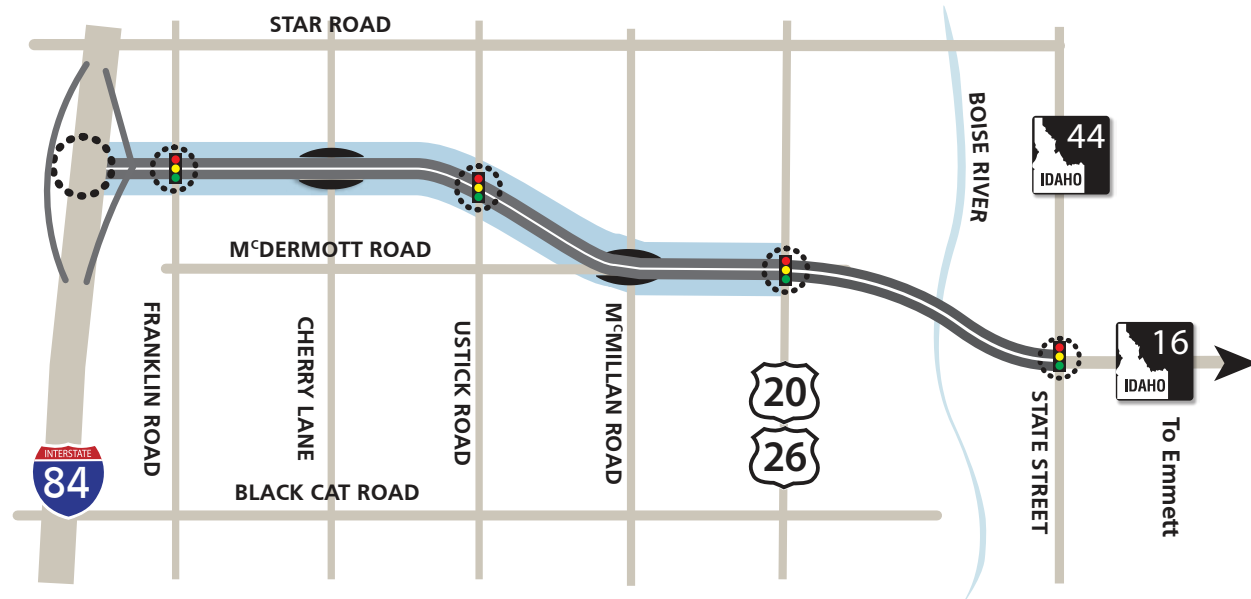


### Phase 1

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.

Invested \$102M for the Right-of-Way, Construction, and Project Development/Administration (Complete 2014).

## Phase 2



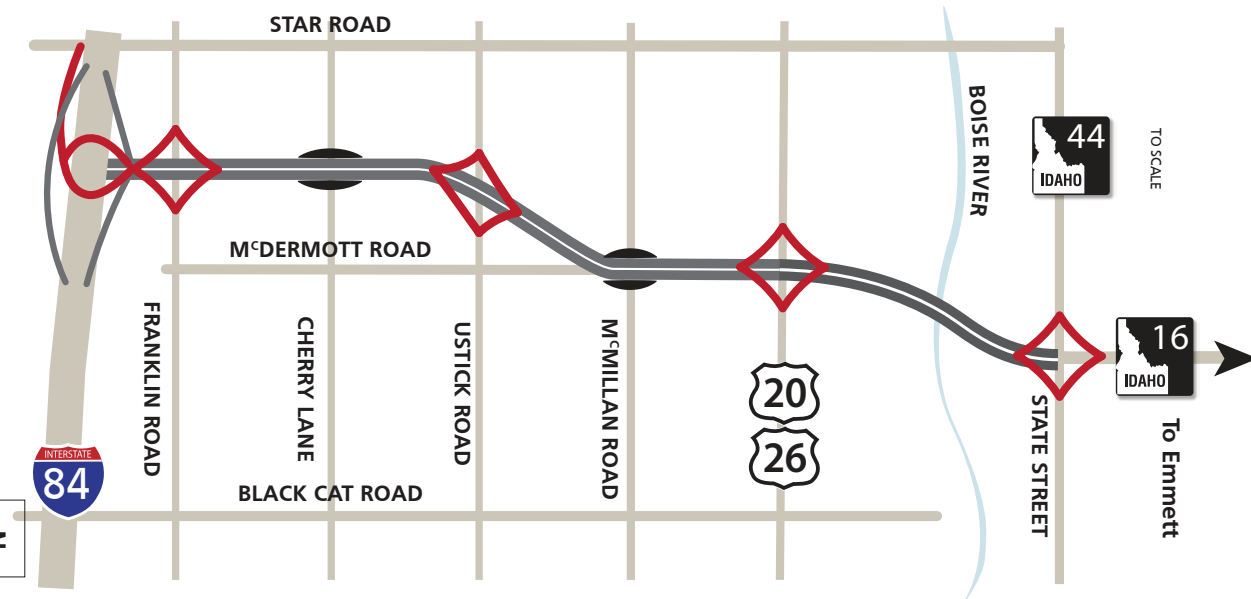
### Phase 2

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.

\$260-270M (2019 dollars) is estimated for the Right-of-Way, Construction, and Project Development/Administration.

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 programed and built as separate projects.

## Phase 3



### 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 programed 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)