

A G E N D A

IDAHO TRANSPORTATION BOARD

November 21, 2019



A G E N D A

Training, Orientation, and Regular Meeting of the
Idaho Transportation Board

November 20, 2019

Idaho Transportation Department
Room 209
3311 West State Street
Boise, Idaho

Information Items	Time*
<u>Training and Orientation</u>	
a. Overview on Idaho Code: the Board's authority	2:00
b. Delegated authority from the Division of Purchasing	2:45
c. 2019 legislative outreach and 2020 Board tours	3:00
d. Topics for meeting with Local Highway Technical Assistance Council members	3:20
e. Board meetings: items presented on regular basis and advisory board interaction	3:40

November 21, 2019

Idaho Transportation Department
Auditorium
3311 West State Street
Boise, Idaho

KEY:

ADM = Administration

CD = Chief Deputy

DIR = Director

HR = Human Resources

OP = Operations

	Page	Time*
Action Item 1. CALL MEETING TO ORDER		8:00
Information Item		
2. EXECUTIVE SESSION (Motor Vehicles' conference room)		8:01
PERSONNEL ISSUES [SECTION 74-206(a), (b)]		
LEGAL ISSUES [SECTION 74-206(c), (d), (f)]		
Information Item		
3. SAFETY SHARE: Emergency Preparedness Coordinator Murphy		9:15
Action Item 4. BOARD MINUTES – October 17, 2019	4	

*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.



November 21, 2019

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		<u>November 21, 2019</u>	Page #	Time*
		Idaho Transportation Department 3311 West State Street Boise, Idaho		
Action Item	5. BOARD MEETING DATES	December 12, 2019 – Boise January 22, 2020 – Boise February 19, 2020 – Boise	13	
Action Item	6. CONSENT CALENDAR		15	9:20
ADM	___	Certification of receipts and disbursements	16	
DIR	___	FY19 Annual Report	17A	
OP	___	Add Competitive Highway Bridge Program grant for eight bridge projects in FY21	18	
OP	___	Add Midland Boulevard Railroad Crossing, Nampa to FY20	20	
OP	___	Consultant agreement	21	
Information Items				
	7. INFORMATIONAL CALENDAR			
OP	___	Contract award information and current advertisements	23	
OP	___	Professional services agreements and term agreement work tasks report	28	
OP	___	Annual report, Rail-Highway Crossing Program	35	
ADM	___	State FY20 financial statements	49	
ADM	___	Monthly report of federal formula program funding through October	67	
ADM	___	Status: FY21 appropriation request	69	
ADM	___	Non-construction professional service contracts issued	73	
	8. REPORT ON BOARD SUBCOMMITTEE ON ADJUSTMENTS TO THE STATE HIGHWAY SYSTEM - Vice Chairman Kempton			9:25
	9. DIRECTOR'S MONTHLY REPORT ON ACTIVITIES			9:30
	10. AGENDA ITEMS			
CD	___	Dealer Advisory Board annual report	74	10:00
Duran/Petersen				
Action Item				
CD	___	Economic Hardship permit applications	79	10:15
Roberts		(resolution on page 85)		

*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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November 21, 2019
Idaho Transportation Department
3311 West State Street
Boise, Idaho

Page **Time***
#

11. BREAK **10:35**

12. AGENDA ITEMS, continued

Information Items

HR	—	Annual report on Human Resources, Training, and Fair Employment.....	86	10:50
Williams				
OP	—	Child Passenger safety.....	87	11:20
Tomlinson/Wills				
OP	—	Research Program annual report and overview of ITD's State Planning and Research Programs.....	88	11:40
Parrish				
ADM	—	FY20 Rescission of contract authority	89	11:55
Drake				

13. ADJOURNMENT (estimated time) **12:05**

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

REGULAR MEETING OF THE IDAHO TRANSPORTATION BOARD

October 17, 2019

The Idaho Transportation Board convened at 8:00 AM on Thursday, October 17, 2019 at the Idaho Transportation Department in Boise, Idaho. The following principals were present:

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

Safety Share. Senior Transportation Planner Cecilia Awusie said national teen driver week is October 20-26. Youthful drivers are overrepresented in traffic crashes. She provided tips on how parents and adults can help teen drivers, including by being good role models when driving and having conversations about engaged, safe driving.

Board Minutes. Member DeLorenzo made a motion to approve the minutes of the regular Board meeting held on September 11-12, 2019 as submitted. Member Vassar seconded the motion and it passed unopposed.

Board Meeting Dates. The following meeting dates and locations were scheduled:
November 21, 2019 – Boise
December 12, 2019 – Boise
January 22, 2020 – Boise

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

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

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

NOW THEREFORE BE IT RESOLVED, that the Board approves the consultant agreements, contracts for award, and a contract for rejection.

1) Request to Approve Consultant Agreements. In accordance with Board Policy 4001 Authority to Sign Contracts, Agreements, and Grants and Requirement to Report Certain Contracts, staff requests approval to exceed the \$1 million agreement limit for the following

October 17, 2019

projects: key #10005 – FY25 Pleasant Valley Interchange, Kootenai County, District 1 for a supplemental agreement and engineer of record services with HDR Engineering for \$700,000, bringing the total to \$3,100,000; key #13476 – Half Continuous Flow Intersection Intersection of Eagle Road and SH-44, Ada County, District 3 for a supplemental agreement of \$40,000 for a total of \$1,040,000; key #14002 – I-15, Rose Road Interchange, Bingham County, District 5 for a supplemental agreement of \$300,000 bringing the total to \$1,100,000; and keys #19944 and #20594 – US-20/26, Locust Grove to Eagle Road, Ada County and US-20/26, Linder Road to Locust Grove Road, Ada County, District 3 for an agreement for construction engineering and inspection services of approximately \$2,025,000.

2) Contracts for Award. The low bids on the following projects were more than ten percent over the engineer's estimate, requiring justification. The Curb & Gutter Type 1, Survey – 2 Person Crew, Retaining Wall – Gravity Block, Special – Concrete Block Steps, Mobilization, and Water Line – 16" D.I. Water Line items account for the main difference between the engineer's estimate and low bid on key #22160 – SMA-7564, A Street, Moscow, Stage 2. The project is in a residential area with retaining walls and other conditions that will confine the construction site. Some of the items are specialty items, which are hard to estimate. 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. The City of Moscow and the Local Highway Technical Assistance Council recommend awarding the project. Low bidder: Motley-Motley Inc. - \$3,839,834.

The majority of difference between the low bid and engineer's estimate on key #19086 – US-30, North 400 West to Parke Avenue, Burley, District 4, was in the Granular Subbase, ¾" Aggregate Type B for Base, and Superpave Hot Mix Asphalt Special-5 items. This was the second time the project was advertised. The low bid was higher than the previous advertisement, which is likely an indication of how quickly construction costs are increasing. Staff does not believe re-advertising the project again would lead to significant cost savings, and recommends awarding the contract. Low bidder: Western Construction Inc. - \$11,795,842.

The two Traffic Signal Installation items accounted for most of the difference between the engineer's estimate and low bid on key #19879 – FY21 District 6 Signal Upgrades. Because these two bid items were Lump Sum and unique work, staff could not use past bid history to determine the engineer's estimate. The current high market pricing for labor and materials for electrical work should have been considered. Funds have been identified to cover the additional cost, and due to the close range in pricing between bids and the healthy economy, staff recommends awarding the contract. Low bidder: Mountain West Electric Inc. - \$499,800.

The main difference between the engineer's estimate and low bid on key #19673 – SH-3, North of Bovill, Potlatch River Bridge, District 2, were in the Superpave Hot Mix Asphalt and Mobilization items. This was a re-bid of a previously rejected low bid. The paving item was hard to estimate because of the low quantity and remote nature of the project. The District does not believe re-advertising the project will result in lower bids and recommends awarding the project. Low bidder: Razz Construction Inc. - \$1,246,745.

The main difference between the engineer's estimate and low bid on key #19499 – SH-48, Rigby to Ririe, District 6, was in the Polymer Modified Emulsified Asphalt and Mobilization items. Staff acknowledges it should have considered the increase in oil prices. Also, the designer failed to update the Mobilization item. The District does not believe re-advertising the project will result in lower bids, so recommends awarding the contract. Low bidder: Geneva Rock Products Inc. - \$714,405.

The Removal of Miscellaneous Items, Dewatering Foundation, Special Bridge Rubble Retaining Wall Repair (Vegetation Removal), and Special Bridge Rubble Retaining Wall Repair (Joint Repair) accounted for the main variance between the engineer's estimate and low bid on key #18896 – I-90B, Old US-10 Wall Repair, Wallace, District 1. The majority of work on this project is specialty, requiring a lot of handwork, and special equipment, which presumably increased the costs. The District does not believe re-advertising the project will result in lower bids, so recommends awarding the contract. Low bidder: Clearwater Construction Inc. DBA Clearwater Western - \$1,895,924.

3) Contract for Rejection. The low bid on key #20091 – FY19 Capital Maintenance, Phase 3, Ada County Highway District (ACHD), was more than ten percent over the engineer's estimate, requiring justification. ACHD discovered significant errors during the bidding process. It recommends rejecting the bids, correcting the bid package, and re-advertising the project. Low bidder: Sunroc Corporation - \$489,000.

Information Items. 1) Contract Awards and Advertisements. Key #20341 – US-95, Emergency Repair Milepost 518.4, District 1. Low bidder: N A Degerstrom Inc. - \$514,014.

Key #18737 – US-93, 200 South Road, District 4. Low bidder: Staker & Parson Companies DBA Idaho Materials Construction – \$6,785,831.

Key #20265 – US-95/US-12, FY21 District 2 Sealcoats. Low bidder: Knife River Corporation – Mountain West - \$1,520,000.

Key #18995 – STC-7846, 12th Street/Idaho Canal Culvert, Idaho Falls. Low bidder: Cannon Builders Inc. - \$1,193,457.

Key #19413 – I-84, FY20 District 4 Bridge Repair. Low bidder: Coldwater Group Inc. - \$1,170,528.

Key #19857 - SH-9, Grind and Seal, District 2. Low bidder: Knife River Corporation – Mountain West - \$1,490,000.

Key #21839 – I-84, FY20 District 4 Interstate Striping. Low bidder: Idaho Traffic Safety Inc. - \$353,059.

The list of projects currently being advertised was provided.

2) Professional Services Agreements and Term Agreement Work Tasks Report. From August 23 through September 26, 32 new professional services agreements and work tasks were processed, totaling \$6,895,113. Six supplemental agreements to existing professional services agreements were processed during this period in the amount of \$287,827.

3) Sign Upgrades at Public Passive Rail-Highway Crossings, Statewide. The 2009 Manual on Uniform Traffic Control Devices (MUTCD) requires all public passive rail-highway crossings nationwide to have uniform signage in place by December 31, 2019. Because the MUTCD states that a yield sign shall be the default traffic control device at passive grade crossings unless an engineering study is performed that determines a stop sign is appropriate, ITD is working with the respective railroads to change the current stop signs to yield signs. The IdaShield signs will be removed as part of this project.

4) Sponsorship of Department Programs. There are no sponsorship agreements at this time.

5) State FY20 Financial Statements. Revenues to the State Highway Account from all state sources were ahead of projections by 6.4% through August. Receipts from the Highway Distribution Account were 4.9% or \$1.7 million more than forecast. State revenues to the State Aeronautics Fund were ahead of projections by 26%, or \$140,000. Expenditures were within planned budgets. Personnel costs had savings of \$1.9 million or 9.2% due to reserves for horizontal career path increases, vacancies, and timing between a position becoming vacant and being filled. Contract construction cash expenditures of \$112.6 million through August exceeded any from the past three years.

The balance of the long term investments was \$138.2 million at the end of August. These funds are obligated against construction projects and encumbrances. The long term investments plus the cash balance of \$55.9 million is \$20.8 million less than the end of June. Expenditures in the Strategic Initiatives Program Fund were \$6.6 million. Deposits into the Transportation Expansion and Congestion Mitigation Fund were \$3.2 million year-to-date.

6) Monthly Reporting of Federal Formula Program Funding through September. 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. The entire \$332.6 million allotted has been expended.

7) Non-Construction Professional Service Contracts Issued by Business and Support Management (BSM). The BSM Section did not execute any professional service agreements during the previous month.

Board Subcommittee on Adjustments to the State Highway System Report. Vice Chairman Kempton said the referenced subcommittee met yesterday. District 3 will pursue exchanging SH-55 in the city of McCall for Deinhard Lane and Boydstun Street. District 4 is negotiating with stakeholders to relinquish the SH-75 Spur in the cities of Ketchum and Sun Valley. In District 6, Jefferson County is not interested in accepting SH-48 at this time; negotiations are continuing to relinquish SH-33 in the city of Rexburg; and staff will pursue relinquishing the SH-75 Spur in Challis.

Director's Monthly Report on Activities. Director Ness reported that the Department won two American Association of State Highway and Transportation Officials' Presidents Awards at the annual meeting last month. A US-12 project in District 2 and a US-95 project in District 3 won the environmental and research awards, respectively. The state will receive a \$6.2 million federal grant for rural bridges. The U.S. Department of Transportation announced a new innovative rural program to provide funding for transportation in rural areas, mainly to address the high rate of fatalities.

Director Ness reported on other activities, including Child Passenger Safety Awareness Week; the Division of Motor Vehicles' leadership conference; the Department's Leadership Summit; a campaign to promote the Star Card driver's license; and completion of the District 3 I-84, Karcher Overpass and District 2 US-12 and 21st Street intersection projects ahead of schedule. He also recognized staff for innovations and exemplary customer service.

Chairman Moad thanked Director Ness for the report.

District 4 Administration Building Revision and Updates to FY21 Appropriation Request. Financial Manager – Financial Planning and Analysis (FM-FP&A) Justin Collins proposed several revisions to the FY21 appropriation request. The main change reduces the \$12.5 million request for a new District 4 administrative building to \$860,000 for improvements to the existing facility in Shoshone. The approximate \$11.6 million difference is being re-directed to contract construction. The intent is to make some safety and accessibility improvements to the existing building while providing additional time to work with the interested parties on co-locating at a site in Jerome County. Some of the other appropriation revisions include a \$75,000 decrease for statewide cost allocation, and increasing the construction program due to a \$9.25 million receipt of federal emergency relief funds, \$6.2 million due to the receipt of a federal grant for bridge projects, and \$1.2 million from private funds for two Sales Tax Anticipation Revenue projects.

Vice Chairman Kempton expressed concern with expending funds on the District 4 administration building when the intent is to construct a new facility soon.

DAG Allen informed the Board that the Military Division is ready to proceed with its facility at the I-84 and US-93 site in Jerome County. To accommodate the Military Division, he believes the options are to either declare some of the Department's property as surplus and transfer the land to the Military Division or enter into a long-term lease.

Member Vassar also expressed concern with funding \$860,000 for improvements to the existing facility now because of the plans to construct a new facility.

FM-FP&A Collins said the office building in Shoshone is inadequate and it is not known when a new facility will be constructed.

Member DeLorenzo acknowledged the deficiencies in the current building; however, she is also concerned with expending \$860,000 for improvements when the intent is to construct a new building. She suggested expending a lesser amount now for critical improvements.

Chairman Moad referenced resolution ITB18-32 that authorized the Department to work with the Department of Correction and Military Division on the feasibility of collocating with and sharing costs for a new facility with those agencies. He does not support dedicating \$860,000 to improve the office building in Shoshone. However, noting that employees' safety and comfort need to be addressed, he asked how facility needs are generally dealt with. Chief Deputy Stokes responded that there is a capital facilities budget. He acknowledged that the critical District 4 Office improvements could be funded through the capital facilities program.

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

RES. NO. WHEREAS, the FY2021 Idaho Transportation Department Budget Request will
ITB19-36 be prepared in accordance with instructions in the Division of Financial
Management's Budget Development Manual; and

WHEREAS, the Idaho Transportation 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 of \$12.5 million be completely removed; 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 #516, 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.

Chairman Moad recognized Representative Muffy Davis.

Best of the Best Innovate ITD! Recognitions. Chief Administrative Officer Char McArthur summarized the Department's efforts to foster an innovative culture. A concerted effort is made to recognize, track, and share the innovations. Jake Legler, Bridge Engineer and Innovations Steward, reported on the year's best innovations in seven categories: safety, mobility, economic opportunity, cost savings, time savings, customer service, and employee development.

Chairman Moad thanked staff for the report on innovations.

Employee Service Awards. The Board participated in the Employee Service Awards. Chairman Moad provided remarks on behalf of the Board. The District 1 Bridge Crew of TJ Gibson, Tim Moon, and Dylan Mitchem received the Maintenance Crew of the Year Award. The Safety Team of the Year award was presented to the Equipment Operator Training Program consisting of Mike Stowell, Chris Cunningham, and Amanda Regnier.

Enterprise Risk Management (ERM) Annual Update. Chief Operations Officer (COO) Travis McGrath said ERM is a process to identify and address threats that may interfere with the Department achieving its objectives. The risks identified earlier were reassessed recently. Currently, there are eight very high risks and one very high opportunity. Staff will continue to mitigate the risks, and monitor the effectiveness in reducing or eliminating the risk.

Chairman Moad thanked COO McGrath for the update on ERM.

FY19 Annual Report Draft. Public Affairs Manager (PAM) Vince Trimboli presented the draft FY19 Annual Report. Idaho Code requires a report on the financial condition and management of the Department. Some of the information included in the document is innovations, returns on investment, growth rates, accomplishments, performance measures, revenue, and expenditures. Chief Deputy Stokes added that revisions to the report are planned before the final document is presented for approval next month.

Chairman Moad thanked PAM Trimboli for the presentation.

Federal Land Access Program (FLAP) Update. Blake Rindlisbacher, Chief Engineer (CE)/Highway Development Administrator, said FLAP was established to improve the transportation infrastructure owned and maintained by a number of federal agencies with land and natural resource management responsibilities. Approximately \$15 million is available annually for projects that provide access to, are adjacent to, or are located within federal lands with priority given to projects accessing high-use recreation sites or federal economic generators. He presented a list of candidate projects for inclusion in the FY23-24 Idaho Transportation Investment Program (ITIP), as recommended by the Idaho Programming Decision Committee.

Chairman Moad thanked Chief Engineer Rindlisbacher for the update.

FY19 State Highway System Projects End of Year Statement. ITIP Program Management Office Project Manager Brad Wolfinger said \$258,124,900 in federal funds and \$195,963,200 in state funds were obligated in FY19. Twelve Bridge, Pavement, Safety and Capacity Program projects were advanced, three were delayed, and five were added to the Program. Sixty-one contracts were awarded for construction projects. Funds were also obligated for project development, right-of-way acquisition, and utility work.

Chairman Moad noted the delay of the US-95, Thorn Creek to Moscow project. CE Rindlisbacher said the next step is to secure an environmental permit. The regulatory agency has some concerns regarding wetlands, so staff is working with the Federal Highway Administration on the permit because the environmental documents have been approved.

Chairman Moad thanked Project Manager Wolfinger for the report.

Executive Session on Personnel Issues. Member Vassar made a motion to meet in executive session at 11:35 AM to discuss personnel issues as authorized in Idaho Code Section 74-206(a) and (b) and legal issues as authorized in Idaho Code Section 74-206(c) and (f). Member Horsch seconded the motion and it passed 6-0 by individual roll call vote.

The discussions on personnel matters related to the filling of positions and the performance of an employee. The discussions on legal matters related to acquiring real property and pending litigation.

The Board came out of executive session at 1:20 PM.

Administrative Settlement over \$200,000. Right-of-Way Program Manager Justin Pond requested an administrative settlement in excess of \$200,000 for the US-20/26, Locust Grove to Eagle project, key #19944.

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

RES. NO. WHEREAS, the Idaho Transportation Department is acquiring right-of-way along
ITB19-37 US-20/26 (Chinden Boulevard) for project #A019(944), key #19944; and

WHEREAS, the 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 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.

WHEREUPON, the Idaho Transportation Board's regular monthly meeting adjourned at 1:22 PM; however, the Board met informally to discuss the Transportation Expansion and Congestion Mitigation (TECM) Program and Grant Anticipation Revenue Vehicle (GARVEE) Program.

Workshop. Staff summarized the TECM legislation, which provides funding from sales and cigarette taxes to expand the state highway system and address and mitigate congestion. Legislation in 2019 authorized the Board to bond against the TECM funds and established a \$15 million a year minimum amount. Strategies and options for bonding were discussed.

GARVEE Program Manager Amy Schroeder also provided an update on the active GARVEE corridors. The US-95, Granite North safety improvements should be under construction by next summer. Portions of I-84 between Nampa and Caldwell are under construction, and savings of approximately \$26 million are expected. The SH-16, I-84 to US-20/26 alignment is being refined and efforts are continuing on acquiring right-of-way.

WHEREUPON, the workshop ended at 4:05 PM.

BILL MOAD, Chairman
Idaho Transportation Board

Read and Approved
_____, 2019
_____, Idaho

BOARD MEETING DATES

2020

January 22 - Boise
February 19 - Boise
March 18 - Boise
April 22-23 - District 2*
May _____ - District ____
June _____ - District ____

July _____ - District ____
August _____ - District ____
September _____ - District ____
October _____ - Boise
November _____ - Boise
December _____ - Boise

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January	February	March	April
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May	June	July	August
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September	October	November	December
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*Revisit due to a new conflict for the Director.

"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/Transportation Builders' Association (ARTBA) exec. 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 19-24: AASHTO National Transportation Advanced Leadership Institute, Washington, DC

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 Assoc. State Highway/Trans. Officials annual mtg, 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 15-21

RES. NO. WHEREAS, consent calendar items are to be routine, non-controversial, self-explanatory items that can be approved in one motion; and
ITB19-38

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

NOW THEREFORE BE IT RESOLVED, that the Board approves the certification of receipts and disbursements; the FY19 Annual Report; the addition of the Competitive Highway Bridge Program grant for eight bridge projects in FY21; the addition of the Midland Boulevard Railroad Crossing, Nampa project; and a consultant agreement.



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date November 21, 2019Consent Item ☒Information Item ☐Amount of Presentation Time Needed Consent Item

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

Subject

CERTIFICATION OF RECEIPTS AND DISBURSEMENTS		
Key Number	District	Route Number

Background Information

The attached certification is submitted for Board approval in conformance with the requirements of Section 40-708, Idaho Code. This section states:

I.C. 40-708 (2) "All moneys apportioned to the board, counties or highway districts, and cities from the proceeds from the imposition of tax on fuels and from any tax or fee for the registration or operation of motor vehicles for general highway construction and maintenance, bridge and culvert moneys, shall be accounted for as to the actual expenditure to the state controller, as dedicated funds by a certification of the governing unit receiving, budgeting and expending those dedicated funds."

Recommendations

Approve and sign for certification

Board Action

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

**STATE OF IDAHO
IDAHO TRANSPORTATION DEPARTMENT
STATE HIGHWAY FUND
CERTIFICATION OF RECEIPTS AND DISBURSEMENTS CASH BASIS
JULY 1, 2018 - JUNE 30, 2019**

Cash Balance - July 1, 2018 \$81,669,000

Receipts

Transfer From Highway Distribution Account	\$ 218,075,400	
Miscellaneous Receipts	<u>\$ 108,694,500</u>	
Total State Receipts	\$ 326,769,900	
Federal Aid - Formula	\$ 355,295,100	
Transfers In - Ethanol Exemption Elimination	\$ 18,503,000	
Transfers In - Cigarette Tax	\$ -	
Transfers In - Direct Investment Pool	\$ 30,000,000	
City & County Contributions	<u>\$ 16,367,400</u>	
Total Receipts		\$ 746,935,400

Disbursements

Expenditures - Fund 0260	\$ 695,782,800	
Transfers Out - To Long Term Investment Fund	\$ 2,270,400	
Transfers Out - To Local Highway Trust Fund	\$ -	
Transfers Out - To Local Highway Distribution Fund	\$ -	
Transfers Out - Garvee Capital Fund	\$ -	
Transfers Out - Garvee Debt Service Fund - Fed	\$ 54,070,000	
Transfers Out - Garvee Debt Service Fund - State	\$ -	
Transfers Out - Department of Commerce	<u>\$ 25,000</u>	
Total Disbursements		\$ 752,148,200
Net Change in Cash Balance		\$ (5,212,800)

Cash Balance - June 30, 2019 \$ 76,456,200

Prepared By:

Certified:

David Tolman, Controller
Idaho Transportation Department

Bill Moad
Chairman, Idaho Transportation Board



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date November 21, 2019

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

Presenter's Name Vincent Trimboli	Presenter's Title Office of Communications Manager	Initials VT	Reviewed By
Preparer's Name Rik Hinton	Preparer's Title Program Specialist	Initials RH	

Subject

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

Background Information

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

At the Board meeting on October 17, 2019, the board was provided with a draft of the department's Fiscal Year 2019 Annual Report for review and comment.

Minor changes were made after the board meeting.

- On page 1, the word "Innovation" was removed from the second heading, which now reads "Savings and Efficiency Improvements." The first item in this section addressing Ultra-High-Strength Concrete was updated to list the Bear River Bridge as a specific example with \$100,000 savings.
- In the table at the bottom of page 1, the asterisks were updated and centered at the bottom of the table.

The attached report is simplified into four pages:

Page 1: Addresses growth rates, innovations and return on investment.

Page 2: Reports on ITD's accomplishments and customer focused performance measures.

Page 3: Reports on ITD's revenue, expenditures, strategic initiatives funds and GARVEE program.

Page 4: Reports on what ITD is focusing on for the future.

Recommendations

Approve the Idaho Transportation Department's Fiscal Year 2019 Annual 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.

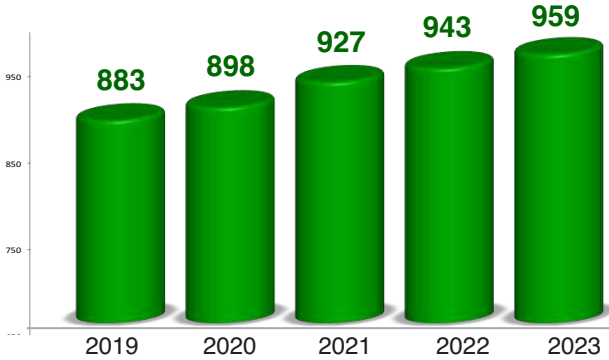
Infrastructure and Funding Needs

— Governor’s Task Force Findings — Annual, Ongoing State / Local Revenue Shortfall (in millions, as of June 30, 2019)

	Maintenance	Safety and Capacity	Total
Task Force Finding (2010)	\$262.0	\$281.0	\$543.0
2014 Cigarette Tax*	-	\$4.7	\$4.7
2015 Revenue Increase**	113.2	-	113.2
2017 Congestion Mitigation***	-	\$19.8	\$19.8
Total Ongoing Revenue Authorized	\$113.2	\$24.5	\$137.7
Remaining Annual Shortfall	\$148.8	\$256.5	\$405.3

*\$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

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

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.

Savings and Efficiency Improvements

- \$100 Thousand** ITD developed a new type of high-strength concrete to link bridge girders for accelerated bridge construction. The new concrete mix saved \$100,000 on the Bear River Bridge west of Preston.
- \$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

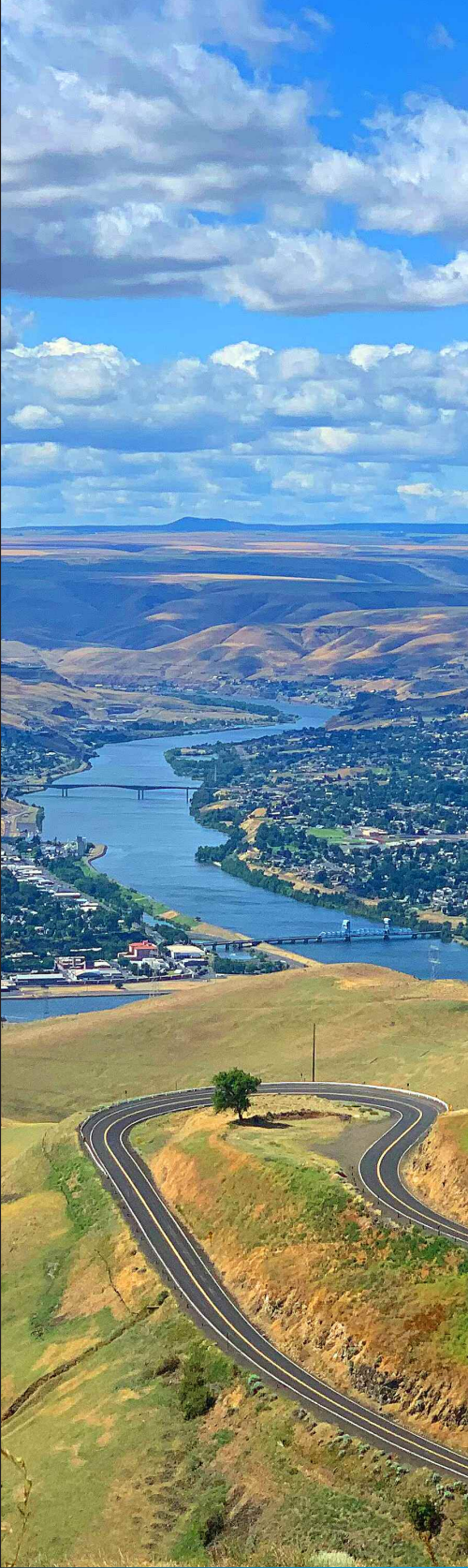


Table of Contents

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

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



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 GOAL: Zero Deaths	216	252	244	233
• Days to Process Vehicle Titles GOAL: 6 days	5	6	4	3
• DMV Transactions Processed on the Internet (in thousands) GOAL: 312,000	266.3	256.7	287.5	305.5
• Percent of Bridges in Good Condition GOAL: 80% *	76%	75%	74%	75*
• Percent of Pavement in Good or Fair Condition GOAL: 80% *	85%	85%	88%	91*



Fiscal Year ending June 30	2015	2016	2017	2018	2019
• Percent of Time Highways Clear of Snow/Ice During Winter Storms GOAL: 73%	73%	79%	74%	85%	86%

*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

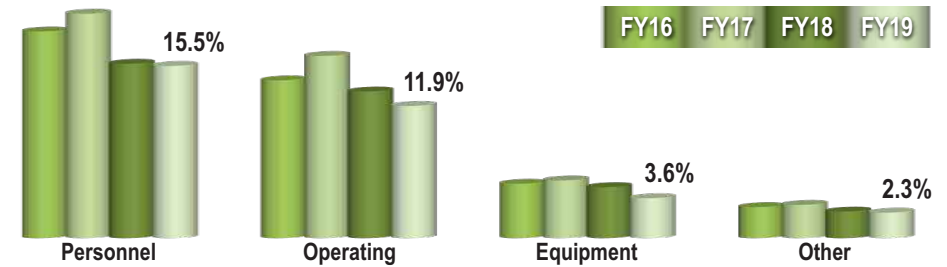
Total Construction and Operating Expenditures:	511.3	498.1	672.4	706.5
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*State Highway Account and Aeronautics Fund

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 PROGRAM FUND	FY16	FY17	FY18	FY19
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 November 21, 2019Consent Item ☒Information Item ☐

Amount of Presentation Time Needed _____

Presenter's Name Blake Rindlisbacher	Presenter's Title Chief Engineer	Initials	Reviewed By LSS
Preparer's Name Jeff Miles	Preparer's Title LHTAC Administrator	Initials	

Subject

Add the Competitive Highway Bridge Program (CHBP) Grant for eight bridge projects in FY 2021 of the approved FY 2019–2026 ITIP.

Key Number several	District 3,4,5,6	Route Number
-----------------------	---------------------	--------------

Background Information

The purpose of this consent item is to request approval to add eight local bridge projects for the Local Highway Technical Assistance Council (LHTAC) to the program, per policy 5011 *Idaho Transportation Investment Program* (ITIP).

On August 29, 2019 USDOT announced awards for 20 projects in 18 states, including Idaho. Congress funded the CHBP grant program in the Consolidated Appropriations Act of 2018, from the U.S. Treasury's General Fund. Idaho received \$6,289,000 to replace eight local bridges in poor condition, support the economy and improve the connectivity of local roads in southern Idaho. The funds must be used for bridge replacement or rehabilitation projects on public roads that leverage the efficiencies associated with "bundling" at least two highway bridge projects into a single contract.

The use of Geosynthetic Reinforced Soil Integrated Bridge System in the construction of these bridges will support the early success of this innovative technology in Idaho and continue to improve its cost-effectiveness on future projects.

The total cost of the eight bridge replacements is \$8,287,827. The funding breakout includes the CHBP grant \$6,289,000, other Federal-aid \$1,338,937, local jurisdiction required match of 7.34% \$559,891 and an LHTAC contribution of \$100,000.

Four of the eight bridges are in Metropolitan Planning Organization (MPO) areas. Each of the affected MPOs have been contacted and are working to get the specific projects added to their Transportation Improvement Programs (TIP) in FY 2021. None of those projects will be added to the ITIP until the MPOs have successfully updated their TIP. Staff requests that the projects not in the MPO areas be added to the ITIP now and the others follow as each MPO is able to update their TIP.

Recommendations

Approve the addition of eight bridge projects at a combined cost of \$8,287,827 to FY 2021 of the approved FY2019-2025 ITIP. This will utilize the Competitive Highway Bridge Program (CHBP) Grant received in August 2019 for \$6,289,000.

Board Action

☐ Approved ☐ Deferred _____
☐ Other _____

Bridge List
Competitive Highway Bridge Program Grant
Prepared: 11/4/2019

Key Number	NBIS#	CN Year	District	Location	Segment Code	Milepost	Year Built	SR	MPO	County	Sponsor	Total Project Cost
ORN22593	27590	FY 2021	3	S. 4TH AVENUE, INDIAN CREEK BR, CALDWELL <i>This bridge is in a very deteriorated state and load ratings are too low for what is needed for the volume of travel. This bridge is in the middle of the business region and has a high rate of traffic volume. It is one of the main connections across downtown Caldwell. And, it is a crucial access point for all emergency services.</i>	000318	100.413	1935	39.9	COMPASS	Canyon	City of Caldwell	\$ 1,577,040
ORN22594	28270	FY 2021	3	NORTH FORK BOULDER CREEK BR, OWYHEE CO <i>This bridge is a one-lane bridge but functions for two-lane travel. The narrow width makes it a safety hazard for travelers. The bridge is on a main route that connects the community of Oreana to Jordan Valley. Truck traffic comprises a significant portion of the daily traffic, as it is used significantly to transport cattle and hay. It is also provides firefighting access to the area.</i>	000355	119.812	1935	33.0	n/a	Owyhee	Owyhee County	\$ 693,943
ORN22595	25000	FY 2021	4	LITTLE WOOD RIVER BR, SHOSHONE HD <i>This bridge is a one-lane bridge but functions for two-lane travel contributing to safety concerns. This bridge is in a remote region of the state which makes the functionality of it ever more important.</i>	002243	102.465	1962	27.1	n/a	Lincoln	Shoshone Highway District	\$ 985,673
ORN22596	25390	FY 2021	4	4200 NORTH ROAD, DEEP CREEK BR, BUHL HD <i>This bridge is a prestressed concrete bridge and is deteriorated. Schools rely on this bridge to get local children to school, to transport farming equipment, and crop harvests. This route is also heavily used to access the nearby waste transfer station. The bridge has been deemed functionally obsolete.</i>	000497	101.491	1953	40.0	n/a	Twin Falls	Buhl Highway District	\$ 883,743
ORN22597	21375	FY 2021	5	W CARSON ST, PORTNEUF RIVER BR, POCATELLO <i>The bridge is one of the few locations to cross the Portneuf River that bisects Pocatello. Due to the bridge location it is frequently used by the community to access Old Town. A new Subdivision was established in the North Western area of Carson so the vehicle traffic will begin to grow on the bridge. The Portneuf Greenway path crosses the bridge with a high traffic volume of pedestrians and bikes.</i>	003300	000.014	1950	49.5	BTPO	Bannock	City of Pocatello	\$ 1,529,590
ORN22598	22253	FY 2021	5	ST CHARLES CREEK BR, BEAR LAKE CO <i>This timber crib has significant scour issues and the timber bridge deck is bowed. It is one of the smallest bridges in span and width in this bundle. This bridge provides the main access to the town of St. Charles and to Bear Lake and it also provides access to a popular tourist attraction - Minnetonka Cave. Agriculture and recreation/tourism are major industries in Bear Lake County.</i>	007111	100.053	1950	23.0	n/a	Bear Lake	Bear Lake County	\$ 640,342
ORN22599	31090	FY 2021	6	E 121TH S, IDAHO CANAL BR, BONNEVILLE CO <i>This bridge spans an irrigation canal and is used mainly for agricultural uses. Currently there is a high use by farmers and their heavy farming equipment.</i>	006076	100.985	1953	35.0	BMPO	Bonneville	Bonneville County	\$ 809,932
22431	31335	FY 2021	6	S HIGBEE DR, BUTTE ARM CANAL BR, IDAHO FALLS <i>This corridor provides direct access to the College of Eastern Idaho and the Grand Teton Mall. The current reduced load limit on this bridge causes school buses, postal service, and waste management services to use adjacent roadways, contributing to the congestion in this area. There are two elementary schools within one mile that are forced to take alternate routes. Pedestrian safety is also a concern with the current railing and sidewalk.</i>	000848	100.852	1957	35.8	BMPO	Bonneville	City of Idaho Falls	\$ 1,167,564
NBIS#-National Bridge Inventory System Number SR-Sufficiency Rating											Total Combined Project Cost	\$ 8,287,827



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date November 21, 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 Barbara Waite	Preparer's Title Railroad/Utility Manager	Initials BW	

Subject

Add Midland Blvd RRX, Nampa to FY 2020 of the approved FY2019 - 2026 ITIP

Key Number 22034	District 3	Route Number STC-8233
---------------------	---------------	--------------------------

Background Information

The purpose of this consent item is to request the approval of an addition of **STC-8233, Midland Blvd RRX, Nampa** to FY 2020 of the approved FY2019 - 2026 ITIP at a cost of \$70,000.

This pilot project was established in collaboration with Idaho Operation Lifesaver, City of Nampa and Union Pacific Railroad. Scope of the project is to install a center/median barrier on Midland Blvd. at this active (lights and gates in-place) railroad crossing. Approximately 150 feet of curbing will be installed on both sides of the tracks along the centerline of the Midland Blvd. The curbing will serve as an additional safety feature to deter motorists from driving around lowered gates. The project was scheduled for FY 2019 and coordination efforts caused the project to be delayed to FY 2020.

In compliance with Board Policy 4085 and Administrative Policy 5085, cost savings from two Rail-Highway Crossing Program (RHCP) projects Academy Rd BVR, RRX Greenleaf (Key 19461) and NW 16th ST INPR RRX, Fruitland (Key 20256) will fund the project in FY 2020. The project, including design, construction, inspection, etc. will cost approximately \$70,000.

The COMPASS Transportation Improvement Program will be modified in mid-November, 2019. Staff requests the addition of this project be made to the program as detailed.

Recommendations

Approve the addition of **STC-8233, Midland Blvd RRX, Nampa** to FY 2020 of the approved FY2019 - 2026 ITIP at a cost of \$70,000.

Board Action

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



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date November 21, 2019

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

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

Subject

REQUEST TO APPROVE CONSULTANT AGREEMENTS		
Key Number	District	Route Number

Background Information

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

The size of the agreements listed was anticipated because of the complexity and magnitude of the associated construction projects. In many instances, the original intent is to solicit the consultant 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 22154 –I-84, Ustick & Middleton Rd Overpasses, Canyon County (District 3) – for construction engineering and inspection services (CEI) of approximately \$1.6M

Board Action

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



DATE: October 7, 2019

Program Number(s)A022(154)

TO: Monica Crider, PE
Contracting Services Engineer

Key Number(s)22154

FROM: Amy Revis, PE
District 3 Engineer

Program ID, County, Etc.I-84, Ustick Rd &
Middleton Rd Overpasses, Canyon Co

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

The purpose of this project is to reconstruct the Notus Canal structure and the Ustick and Middleton Road bridges over I-84. The project will replace the existing five span structures with two span structures that will allow additional travel lanes to be constructed on I-84. The Notus Canal bridge is a three span structure anticipated to be reconstructed as a single span crossing the canal.

The Request for Proposals (RFP) is currently underway, thus no consultant has been selected as of this meeting. Current residency inspectors will be committed to other projects during the time these services are needed.

This board item is to request approval to exceed \$1.0 M for professional services on this project up to an estimated \$1.6 million to cover the full CE&I costs. This project is expected to begin around March 2020. Currently, \$1.2 million has been scheduled for these services. It is anticipated that an additional \$400K could be needed, contingent on final design changes that may increase the project costs. If the full \$1.6M is required, the funding shortfall will come from GARVEE funds which has been discussed with the GARVEE Program Manager.



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date November 21, 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 LSS
Preparer's Name Dana Dietz, P.E.	Preparer's Title Contracts Engineer	Initials DD	

Subject

Contract Awards and Advertisements		
Key Number	District	Route Number

Background Information

INFORMATION

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

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

NOTE:

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

Year to Date Bid Summary 10/01/19 to 11/04/19					
Contracts Bid		Contracts Requiring Board Approval to Award		Contracts Requiring Board Approval to Reject	
ITD	Local	ITD	Local	ITD	Local
7	2	0	0	1	0

RECENT ACTIONS

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

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

Contracts Requiring no action from the Board 10/01/19 to 11/04/19	
ITD	Local
6	0

FUTURE ACTIONS

The Current Advertisement Report is attached.

Recommendations

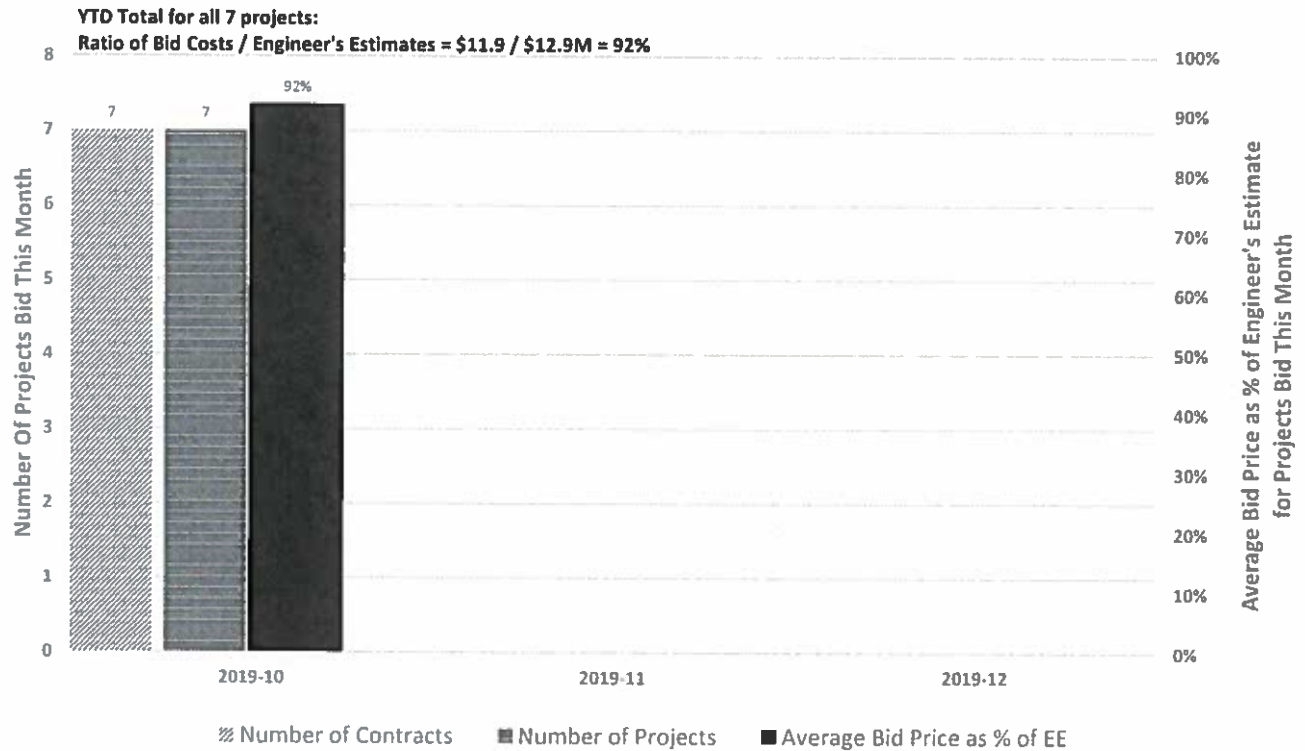
For Information Only.

Board Action

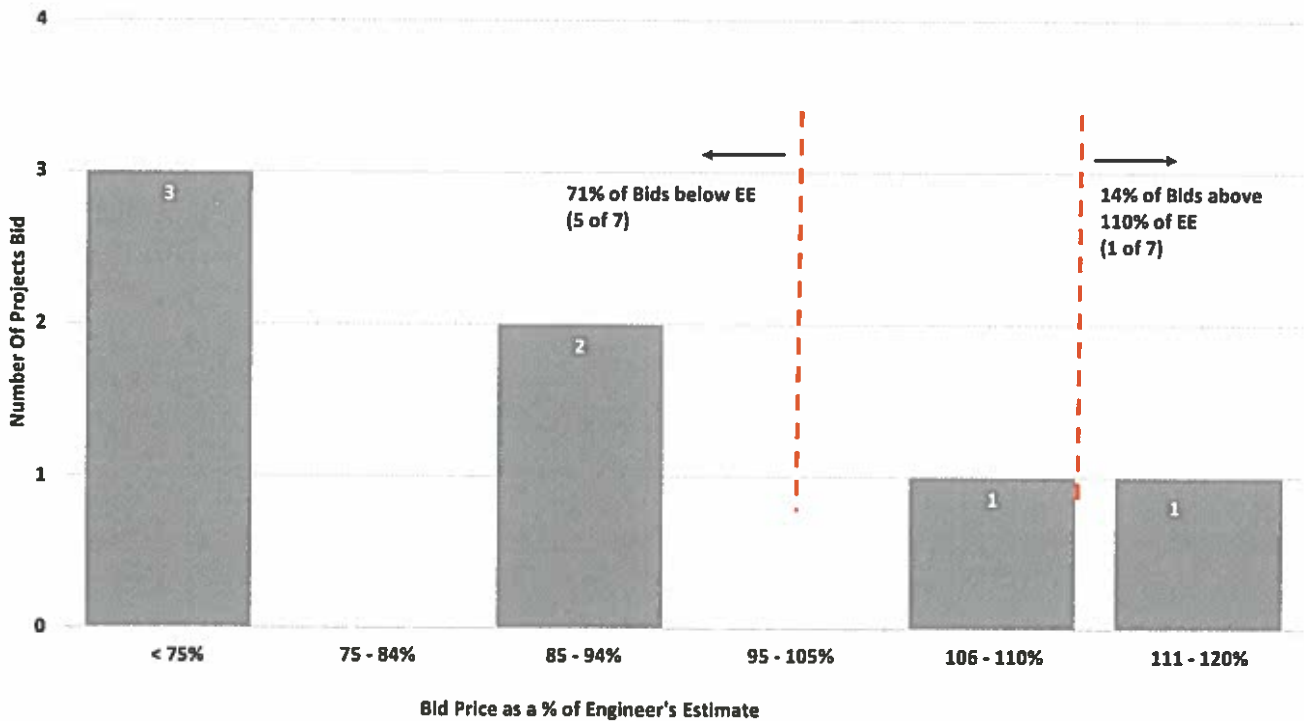
☐ Approved ☐ Deferred _____

☐ Other _____

FFY20 State Infrastructure Project Bid Results: YTD Summary By Cost 7 Projects YTD through October 31, 2019



FFY20 State Infrastructure Project Bid Results: YTD Summary By Project Count 7 Projects YTD through October 31, 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	19188	I-90	10/1/2019	3	\$6,912,191.42	\$6,476,215.00	(\$438,976.42)
I-90, Pennsylvania Ave Overpass, East Bound CDA					Federal		94%
Contractor: N A Degerstrom Inc							

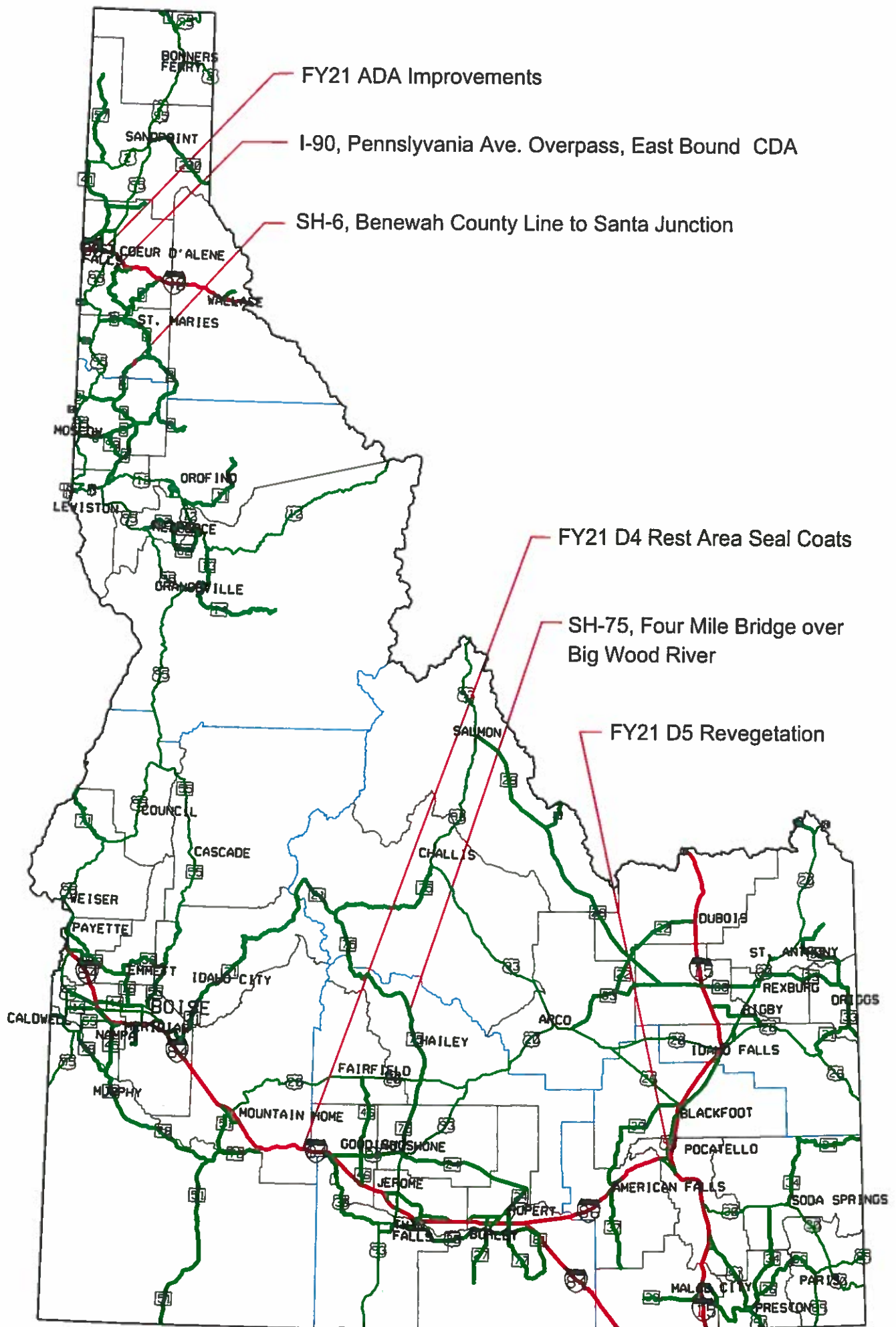
District	Key No.	Route	Opening Date	No. of Bids	Eng. Est.	Low Bid	Net +/-
							% of EE
1	19851	SH-6	10/1/2019	3	\$989,081.50	\$727,727.00	(\$261,354.50)
SH-6, Benewah County Line to Santa Junction					State		74%
Contractor: Central Washington Asphalt Inc							

District	Key No.	Route	Opening Date	No. of Bids	Eng. Est.	Low Bid	Net +/-
							% of EE
5	20115	VARIOUS	10/1/2019	2	\$99,999.90	\$106,560.00	\$6,560.10
FY21 D5 Revegetation					State		107%
Contractor: Snake River Reclamation LLC							

District	Key No.	Route	Opening Date	No. of Bids	Eng. Est.	Low Bid	Net +/-
							% of EE
4	19404	SH-75	10/8/2019	3	\$2,570,451.63	\$2,236,031.96	(\$334,419.67)
SH-75, Four Mile Bridge over Big Wood River					Federal		87%
Contractor: Cannon Builders Inc							

District	Key No.	Route	Opening Date	No. of Bids	Eng. Est.	Low Bid	Net +/-
							% of EE
4	21805	I-84	10/8/2019	2	\$473,593.50	\$319,242.44	(\$154,351.06)
FY21 D4 Rest Area Seal Coats					State		68%
Contractor: Emery Inc							

District	Key No.	Route	Opening Date	No. of Bids	Eng. Est.	Low Bid	Net +/-
							% of EE
1	20048	OFF SYS	10/29/2019	3	\$507,552.00	\$376,566.00	(\$130,986.00)
FY21 ADA Improvements					State		74%
Contractor: LaRiviere Inc							



Monthly Contract Advertisement As of 11-04-2019

District	Key No.	Route	Bid Opening Date
2	20233/19826	US-95	11/19/2019
US-95 Webb Rd to Aspen Ln/Cul De Sac to Mission Creek \$2,500,000 to \$5,000,000			Federal

District	Key No.	Route	Bid Opening Date
6	20222/19858	I-15 / SH-33	11/19/2019
Sage Jct POE Weight in Motion I-15 and SH-33 \$500,000 to \$1,000,000			Federal

District	Key No.	Route	Bid Opening Date
3	19944	US 20/26	11/19/2019
US 20/26 Chinden Blvd; Locust Grove to Eagle \$10,000,000 to \$15,000,000			State

District	Key No.	Route	Bid Opening Date
4	19130/20040	US-93	11/26/2019
US 93, Jones Rd to Silver Creek Bridge \$5,000,000 to \$10,000,000			Federal

District	Key No.	Route	Bid Opening Date
4	20180	SH-74 / US-93	11/26/2019
SH-74, US-93 Twin Falls County \$100,000 to \$500,000			State

District	Key No.	Route	Bid Opening Date
3	01004	SH-55	Postponed
SH-55, Smith's Ferry to Round Valley \$15,000,000 to \$25,000,000			Federal



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date November 21, 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 nineteen (19) new professional services agreements and work tasks totaling **\$3,030,276** and six (6) supplemental agreements to existing professional services agreements totaling **\$438,733** from September 27, 2019 through October 31, 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		
Resources not Available									
Design									
Environmental	1								1
Public Involvement									
Geotechnical		1		1			1		3
Traffic									
Surveying	1		2						3
Construction		1	2	2	1				6
Bridge			1						1
Study	2	2		1					5
Local Public Agency Projects	0	0	3	1	0	1	0		5
Total	4	4	8	5	1	1	1		24



Board Agenda Item

ITD 2210 (Rev. 10-13)

For ITD District Projects:

Nineteen (19) new professional services agreements and work tasks were processed during this period totaling **\$2,572,361**. Four (4) supplemental agreements totaling **\$386,724** were processed.

District 1

<i>Project</i>	<i>Reason Consultant Needed</i>	<i>Description</i>	<i>Selection Method</i>	<i>Consultant</i>	<i>Amount</i>
US-2, Moyie Bridge Asset Plan	Resources not available: Study	Asset Management Plan	Individual Project Solicitation	David Evans & Associates	\$194,805
State, Kootenai County Traffic Management Center	Resources not available: Study	Traffic Management Center Feasibility Study	RFI from Term Agreement	Kapsch TrafficCom USA	\$169,102
SH-200, McGhee to Kootenai St, Bonner Co	Resources not available: Environmental	Cultural Resource Investigation	Direct from Term Agreement	Robert Lee Sappington	\$5,292
SH-1, Milepost 1.9 Culvert Repair, Boundary Co	Resources not available: Surveying	Surveying Services	Direct from Term Agreement	Glahe & Associates	\$7,129

District 2

<i>Project</i>	<i>Reason Consultant Needed</i>	<i>Description</i>	<i>Selection Method</i>	<i>Consultant</i>	<i>Amount</i>
US-95, Lapwai Creek Bridge, Lewis Co US-95, Culdesac Canyon Passing Lane, Ph 2; Lapwai Creek Bridges	Resources not available: Construction	Inspection of Rock Blasting Operations	RFI from Term Agreement	Explosive Services	\$40,000
SH-13, Mount Idaho Rd to Top of Harster Grade, Idaho Co	Resources not available: Geotechnical	Materials Investigation & Reporting	Direct from Term Agreement	American Geotechnics	\$93,593



Board Agenda Item

ITD 2210 (Rev. 10-13)

US-95, Freeze Rd to Beplate Rd Passing Lanes, Latah Co	Resources not available: Surveying	Location & Boundary Surveying	Direct from Term Agreement	Welch Comer & Associates	\$59,070
SH-13, Mount Idaho Rd to Top of Harster Grade, Idaho Co	Resources not available: Surveying	Surveying & Mapping	Direct from Term Agreement	HMH	\$49,993

District 3

<i>Project</i>	<i>Reason Consultant Needed</i>	<i>Description</i>	<i>Selection Method</i>	<i>Consultant</i>	<i>Amount</i>
SH-21, S Fork Payette Bridge (Lowman), Boise Co	Resources not available: Surveying	Seismic Refraction Survey	Minor Agreement Procedures	Sage Earth Science	\$5,457
SH-55, Little Goose Creek Bridge, Adams Co	Resources not available: Bridge	Bridge Design, Phase 1: Complete Type, Size & Layout and Concept Design	Individual Project Solicitation	Horrocks Engineers	\$412,562
US-20, SH 16 to Linder Rd, Ada Co	Resources not available: Construction	Construction Engineering, Inspection, Sampling & Testing Services	Individual Project Solicitation	Keller Associates	\$977,040
SH-55, Payette River Bridge, Horseshoe Bend	Resources not available: Construction	Engineer of Record Services	RFI from Term Agreement	Forsgren Associates	\$21,266
US-20, Broadway Bridge, Boise	Resources not available: Surveying	Surveying Services	Direct from Term Agreement	T-O Engineers	\$28,253



Board Agenda Item

ITD 2210 (Rev. 10-13)

District 4

<i>Project</i>	<i>Reason Consultant Needed</i>	<i>Description</i>	<i>Selection Method</i>	<i>Consultant</i>	<i>Amount</i>
US-93, 200 South Rd, Jerome Co	Resources not available: Construction	Construction Engineering, Inspection, & Material Testing Services: Year 1	Individual Project Solicitation	HDR Engineering	\$160,668
US-93, 200 South Rd, Jerome Co	Resources not available: Construction	Engineer of Record Services	RFI from Term Agreement	Keller Associates	\$31,094
State, FY19 D4 Urban Highway Analysis	Resources not available: Study	Origin-Destination Study	RFI from Term Agreement	Kittelson & Associates	\$207,782
SH-75, Main St, Hailey	Resources not available: Geotechnical	Add'l Borings & Ground Penetrating Radar and Materials Report Revision	Direct from Term Agreement	American Geotechnics	Prev: \$64,200 This: \$ 5,227 Total: \$69,427

District 5

<i>Project</i>	<i>Reason Consultant Needed</i>	<i>Description</i>	<i>Selection Method</i>	<i>Consultant</i>	<i>Amount</i>
SH-39, Sheep Trail to Hoff, Bingham Co	Resources not available: Construction	Additional Testing & Inspection Services	RFI from Term Agreement	Material Testing & Inspection	Prev: \$267,400 This: \$ 73,066 Total: \$340,466
SH-38, 50 South St, Malad					
US-30, Georgetown Summit to Nounan Rd, Bear Lake Co					



Board Agenda Item

ITD 2210 (Rev. 10-13)

District 6

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

Headquarters

<i>Project</i>	<i>Reason Consultant Needed</i>	<i>Description</i>	<i>Selection Method</i>	<i>Consultant</i>	<i>Amount</i>
State, Density Testing with Ground Penetrating Radar	Resources not available: Geotechnical	Dielectric Profiling System Support	Direct from Term Agreement	Materials Testing & Inspection	\$30,962

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>
3	SH-44, Half Continuous Flow Intersection Eagle Rd & SH-44, Eagle	Horrocks Engineers	3/18 Roadway design, Phase II: completion of design through PS&E	Partial redesign of ped/bike pathway and adjacent wall/slope, and additional support in obtaining floodplain development permit	Prev: \$808,548 This: \$ 38,733 Total: \$847,281
4	US-93, Shoshone to Marley Rd, Lincoln Co	Parametrix	7/17 Roadway design through PS&E	Re-designing approach to the highway	Prev: \$402,500 This: \$ 37,245 Total: \$439,745
5	I-15, Rose Rd Interchange, Bingham County	Materials Testing & Inspection	12/18 Construction Testing and Inspection Services	Additional materials sampling & testing services	Prev: \$ 710,000 This: \$ 292,827 Total: \$1,002,827 Board approved \$1.1M during October 2019 meeting



Board Agenda Item

ITD 2210 (Rev. 10-13)

HQ	Offsystem, FY19 Local/Offsystem Bridge Inspection	AI Engineers	7/19 Bridge Load Rating	Additional bridge load ratings	Prev: \$251,229 This: \$ 17,919 Total: \$269,148
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For Local Public Agency Projects:

Five (5) new professional services agreements totaling **\$457,915** were processed during this period. Two (2) supplemental agreements totaling **\$52,009** were processed.

<i>Project</i>	<i>Sponsor</i>	<i>Description</i>	<i>Selection Method</i>	<i>Consultant</i>	<i>Amount</i>
Local, FY19 Capital Maintenance, Ph 2	Ada County Highway District	Environmental Re-evaluation	Local Project RFI from Term Agreement	Six Mile Engineering	Prev: \$222,216 This: \$ 6,776 Total: \$228,992
Offsystem, Eastside Dr Bridge	Valley County	Bridge & Roadway Design, Phase 1: Type, Size, & Layout Report	Individual Project Solicitation	Keller Associates	\$160,960
Offsystem, Mission St; South City Limits to Deinhard Ln	City of McCall	Phase 1: Design services through preliminary design	Individual Project Solicitation	Forsgren Associates	\$228,140
Offsystem, Adams Gulch Rd, Big Wood River Bridge	Blaine County	Complete Letter of Map Revision (LOMR)	Local Project RFI from Term Agreement	Keller Associates	\$42,713
STC-7486, 12 th St / Idaho Canal Bridge	City of Idaho Falls	Engineer of Record Services	Local Project RFI from Term Agreement	HDR Engineering	\$19,326

Supplemental Agreements to Existing Local Professional Services Agreements

<i>District</i>	<i>Project</i>	<i>Consultant</i>	<i>Original Agreement Date/Description</i>	<i>Supplemental Agreement Description</i>	<i>Total Agreement Amount</i>
1	STC-5743, Kidd Island Rd, Kootenai Co	J-U-B Engineers	12/11 Roadway design services through PS&E	Design services necessary to reduce project length	Prev: \$667,014 This: \$ 27,602 Total: \$694,616



Board Agenda Item

ITD 2210 (Rev. 10-13)

3	Local, FY21 Capital Maintenance, Ph.1	Parametrix	7/19 Roadway design services	Analysis & design of additional pedestrian ramps	Prev:\$380,130 This: \$ 24,407 Total: \$404,537
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Recommendations

For Information Only

Board Action

☐ Approved ☐ Deferred _____

☐ Other _____



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date November 21, 2019Consent Item ☐ Information Item ☒ Amount of Presentation Time Needed _____

Presenter's Name Monica Crider	Presenter's Title Contracting Services Engineer	Initials MC	Reviewed By LSS
Preparer's Name Barbara Waite	Preparer's Title Railroad/Utility Manager	Initials BW	

Subject

Annual report, Rail-Highway Crossing Program 2019		
Key Number	District	Route Number

Background Information

Board Policy 4085 specifies a report be made to the Board annually on the status of the State Railroad Grade Crossing Protection Fund (Fund), which receives an annual allotment of \$250,000 in accordance with Idaho Code 63-2412(c) and 62-304. This Fund provides money and match for projects in the *Rail-Highway Crossing Program*. Projects in this program are incorporated into Idaho Transportation Improvement Program. The goal of this program is to reduce the number and severity of vehicle-train collisions at public rail-highway crossings, which is in alignment with the Idaho Transportation Department's Strategic Plan's mission of "Your Safety" by providing the safest transportation system possible through reductions in serious injuries and fatalities. The Fund also provides \$25,000 to support public education and safety programs which promote awareness of public safety at railroad grade crossings.

Additional information is available in the attached Highway Safety Improvement Program – IDAHO RAILWAY-HIGHWAY CROSSING PROGRAM, 2019 ANNUAL REPORT.

Recommendations

For information.

Board Action

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



IDAHO

RAILWAY-HIGHWAY CROSSINGS PROGRAM 2019 ANNUAL REPORT



U.S. Department of Transportation
Federal Highway Administration

Photo source: Montana Department of Transportation

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Disclaimer

Protection of Data from Discovery Admission into Evidence

23 U.S.C. 148(h)(4) states “Notwithstanding any other provision of law, reports, surveys, schedules, lists, or data compiled or collected for any purpose relating to this section [HSIP], shall not be subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location identified or addressed in the reports, surveys, schedules, lists, or other data.”

23 U.S.C. 409 states “Notwithstanding any other provision of law, reports, surveys, schedules, lists, or data compiled or collected for the purpose of identifying, evaluating, or planning the safety enhancement of potential accident sites, hazardous roadway conditions, or railway-highway crossings, pursuant to sections 130, 144, and 148 of this title or for the purpose of developing any highway safety construction improvement project which may be implemented utilizing Federal-aid highway funds shall not be subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location mentioned or addressed in such reports, surveys, schedules, lists, or data.”

Executive Summary

A comprehensive approach to safety of a transportation system, whether used by “vehicles and pedestrians” or “trains and freight,” including the 4Es has proven to be the best way to achieve significant reductions in fatalities and injuries. The elements of the 4Es are engineering, education, enforcement, and emergency medical services (EMS).

The 4Es principle is used at locations where railroad systems and public road systems intersect one another, called public rail-highway crossings (Crossings). These Crossings are engineered with safety as a goal in accordance with AASHTO standards and delineated in accordance with the Manual of Uniform Traffic Control Devices (MUTCD) as adopted by Idaho. Twelve (12) railroad companies operate in Idaho with 1,468 Crossings, of which 1,212 are at-grade. Over the years and when sufficient funding is available, grade separation structures have been constructed to eliminate vehicle-train collisions. The remaining at-grade crossings are made safer by installing signage and delineation in accordance with the MUTCD and in compliance with FHWA and Federal Railroad Administration (FRA) public crossing safety requirements. With use of Federal Section 130 and State Rail Protection Account funds, the number of active at-grade crossings throughout the state continues to increase.

Since the late 1990's, Idaho Transportation Department (ITD) has had experimental approval from FHWA to display an object marker sign, called an IdaShield. The IdaShield signs, providing enhanced visibility to users especially in low-light/night driving conditions, have been co-located on the railroad's crossbuck post at all public passive crossings throughout Idaho for 20+ years. Per FHWA directive of October 11, 2017, no new or replacement IdaShield signs have been installed since that date. Any remaining IdaShield signs will be removed in conjunction with the installation of standardized crossbuck signage per the MUTCD requirement by December 31, 2019. The Idaho Legislature passed legislation in early 2019 that requires YIELD signs at public passive crossings rather than the previous requirement of mandatory STOP signs. YIELD signs will be in place by December 31, 2019.

A summary of rail-highway crossings in Idaho and their safety devices are shown on page 4 of this report.

Educating motorist and pedestrians in the safe use at Crossings is provided by various entities including Idaho Operation Lifesaver (IOL). Education provided by IOL stresses that trains cannot turn left or right to avoid an object on the track and emphasizes the long distances required to stop a train (typically a combination of locomotives and rail cars) can be a mile or more depending upon train speed and total train weight. ITD supports IOL's educational activities through an annual State funded grant and membership on the IOL Board of Directors.

IOL works with law enforcement and railroad owners on numerous activities, such as: the Officer On A Train program, railroad right-of-way trespass violations and awareness, Adopt a Crossing program, short-length television and radio Public Service Announcements, etc. IOL uses a priceless tool -- Volunteers, who:

- Make presentations to schools, trucking firms, and other interested parties
- Operate informational booths at regional fairs, city safety events, and other public events.

Introduction

Title 23 of United States Code (USC) Section 130 provides funding to States annually for the elimination of hazards at railway-highway crossings. One of the requirements of 23 USC 130 is that States must submit an annual report on the progress and effectiveness of implementing the program. The report shall include, but not be limited to, the number of projects undertaken, their distribution by cost range, road system, nature of treatment, and subsequent crash experience at improved locations.

Program Structure

Reporting period for railway-highway crossing program funding.

Federal Fiscal Year

Describe how funds are distributed and administered in the State.

Describe how funds are distributed and administered in the State.

Several years ago a team was established to nominate, prioritize and manage rail-highway safety projects. This team, under the direction of the ITD Railroad/Utility Manager, is referred to the ROAST - Rail Operations And Safety Team. Each of the six ITD districts are represented on the ROAST along with ITD Design/Traffic Engineer, ITD Safety Manager, Idaho Operation Lifesaver, Idaho Public Utilities Commission representatives and an FHWA representative, with input and suggestions from local agencies and rail companies. Meetings, conference calls and group emails are held to discuss and schedule rail-highway safety projects. Field diagnostic reviews are completed as needed which include pertinent stakeholders, i.e. ROAST member(s), law enforcement, railroad personnel, road authority personnel, etc.
--

Describe the method(s) used for project selection.

The ROAST (Rail Operation And Safety Team) is responsible for nominating, analyzing, selecting and prioritizing Grade Crossing projects in the Rail-Highway Crossing Safety Program.

FRA's Web Accident Prediction System (WBAPS) and, when sufficient data is available, a computerized Benefit Cost Ratio analysis program are being used to assist ROAST with setting project priorities for the Rail-Highway Crossing Safety programs.

Describe the method(s) used to measure effectiveness (in terms of reducing fatalities and serious injuries) of the projects and program.

The Idaho Transportation Department tracks crashes at rail-highway crossings utilizing ITD created software called WebCARS (Web -based C rash A nalysis R eporting S ystem). This software is used to analyze Before and After crash data at each individual rail-highway crossing safety improvement project location and Statewide at all rail-highway crossings.

Describe any noteworthy efforts the State has used to effectively deliver a successful program.

2019 Idaho Railway-Highway Crossing Program

ITD makes a concerted statewide team effort (via the ROAST) by meeting and/or conference calling quarterly to discuss programmed and proposed projects, address any potential project delay /advancement issues and make necessary adjustments to the programs. ITD includes outreach to the Local Highway Technical Assistance Council (LHTAC) for potential safety rail improvement projects on public off-system roadways. ITD frequently partners (cost sharing, labor donations, etc.) with railroad companies and local road authorities in an effort to maximize ITD's allotted Federal Section 130 and State Rail Protection Fund monies.

ITD has a statewide Railroad/Utility Manager whose responsibilities include management of the Rail-Highway Crossing (safety) Program.

ITD collaborated with Idaho Operation Lifesaver and local road jurisdictions in late 2018 on a pilot project to enhance pedestrian safety at selected passive crossings. With this State funded project special decals were installed on sidewalks crossings the railroad tracks with heavy pedestrian traffic. The 3' x 3' thermo-plastic decals read "See Tracks? Think Train" and are targeted to alert pedestrians who are walking and looking down at their phones. The decals were installed by ITD Striping Crews at ten locations in districts 1, 3 and 5. Following installation, local law enforcement and volunteers monitored the locations for effectiveness. Awareness of the decal by pedestrians was observed shortly after installations. The decals are relatively inexpensive, costing approximately \$3,500 for twenty decals.

Describe the status of data acquisition and analysis efforts (including inventory and other efforts utilizing the two percent funding allowance)

ITD is partnering with a fellow state agency, the Idaho Public Utilities Commission, to accomplish the inventory data collection.

Input the number of crossings and program emphasis areas by crossing type.

CROSSING TYPE	NUMBER OF CROSSINGS
At-Grade Active Warning Devices	364
At-Grade Passive Warning Devices	865
Grade-Separated RR Under Road	86
Grade-Separated RR Over Road	153
Non-Motorized Active Warning Devices	
Non-Motorized Passive Warning Devices	

Provide the specific program emphasis area, and if necessary a discussion of significant variations from previous reports.

Current proposed projects have an emphasis on improving safety at higher priority rail-highway crossings, with the majority being on off-system/local roads.

2019 Idaho Railway-Highway Crossing Program

Describe the overall Section 130 Program effectiveness, any evaluation results, and how the results are used to improve the Section 130 Program.

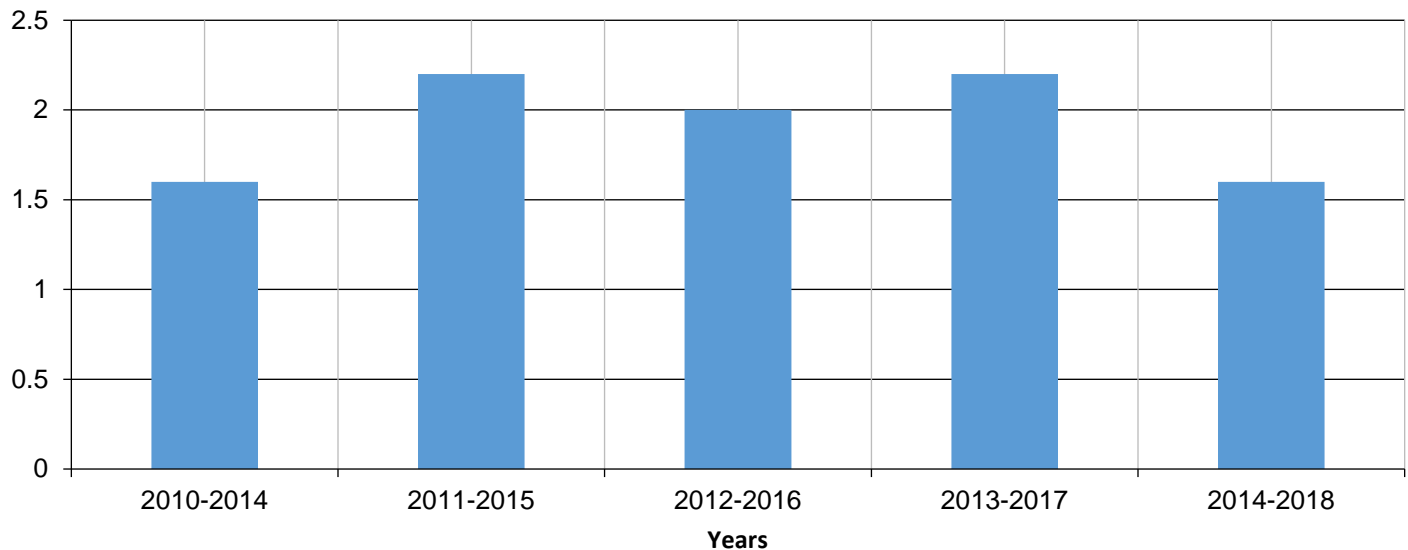
ITD would like to be able to close some of the higher incident rail-highway crossings. Increasing the \$7500 crossing closure incentive amount for the local jurisdictions would likely encourage cooperation and support from those local jurisdictions and communities.

Idaho is fortunate to have a low number of incidents and fatalities at rail-highway crossings. With utilization of the Section 130 funds and Idaho's Railroad Protection Fund, Idaho continues to see a decrease of incidents at the crossings where safety features have been installed.

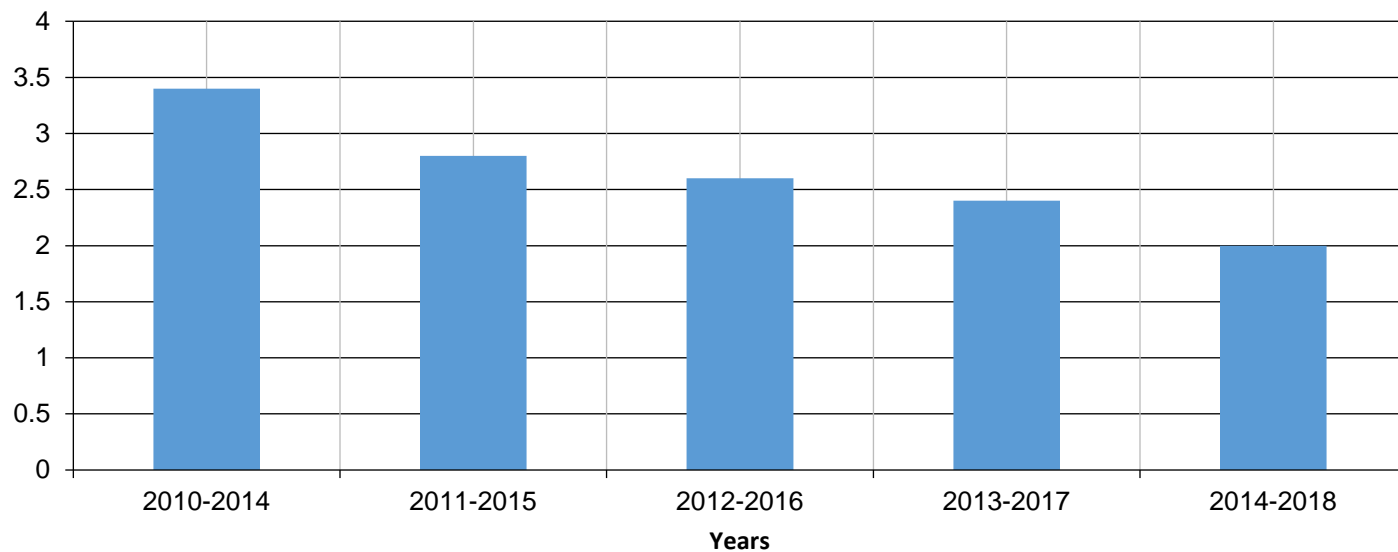
Input data on a variety of performance measures.

PERFORMANCE MEASURE	2010-2014 (5-yr avg)	2011-2015 (5-yr avg)	2012-2016 (5-yr avg)	2013-2017 (5-yr avg)	2014-2018 (5-yr avg)
Fatalities	1.60	2.20	2.00	2.20	1.60
Serious Injuries	3.40	2.80	2.60	2.40	2.00

**Fatalities at Railway-Highway Crossings
5-yr avg. Performance Measure Data**



Serious Injuries at Railway-Highway Crossings 5-yr avg. Performance Measure Data



Project Metrics

List the projects obligated using RHCP funds for the reporting period.

PROJECT NUMBER	LOCATION	USDOT CROSSING NUMBER	LAND USE/AR E A TYPE	FUNCTIONAL CLASS	PROJECT TYPE	CROSSING TYPE	SECTION 130 FUNDS (\$)	NON-SECTION 130 FUNDING TYPE	TOTAL PROJECT COST (\$)
18863	Offsys, Kootenai St UPRR RRX, Bonner Cnty	662544F	Rural	Minor Collector	Active Grade Crossing Equipment Installation/Up grade	At-Grade Passive Warning Devices	261000	State	270000
19833	Offsys, Colburn-Culver UPRR RRX, Bonner Cnty	662557B	Rural	Minor Collector	Active Grade Crossing Equipment Installation/Up grade	At-Grade Passive Warning Devices	383000	State	425000
20610	Offsys, District 2 Rd UPRR RRX, Boundary County	662670U	Rural	Major Collector	Active Grade Crossing Equipment Installation/Up grade	At-Grade Passive Warning Devices	288000	State	320000
22034	STC-8233, Midland Blvd UPRR RRX, Nampa, Canyon County	819363K	Urban	Minor Arterial	Crossing Approach Improvements	At-Grade Active Warning Devices	45000	State	50000
20410	STC-6862, A2 Hwy/2nd St/Kilgor e Rd UPRR RRX	812387A	Rural	Principal Arterial-Other	Crossing Approach Improvements	At-Grade Passive Warning Devices	224000	State	250000
22299	US26B, Surface Repair EIRR RRX,	812141C	Rural	Principal Arterial-Other	Crossing Approach Improvements	At-Grade Passive Warning Devices	90000	State	99000

2019 Idaho Railway-Highway Crossing Program

PROJE CT NUMBE R	LOCATI ON	USDOT CROSSI NG NUMBE R	LAND USE/AR EA TYPE	FUNCTION AL CLASS	PROJECT TYPE	CROSSI NG TYPE	SECTI ON 130 FUNDS (\$)	NON- SECTI ON 130 FUNDI NG TYPE	TOTAL PROJE CT COST (\$)
	Bonnevill e County								

Enter the crash data that is used to measure project effectiveness for both the before and after period.

PROJECT NUMBER	LOCATION	USDOT CROSSING NUMBER	LAND USE/AR EA TYPE	FUNCTION AL CLASS	PROJECT TYPE	CROSSING TYPE	SECTION 130 FUNDS (\$)	NON- SECTION 130 FUNDING TYPE	TOTAL PROJECT COST (\$)	BEFORE CRASH DATA (YEARS)	FATAL INJURY [K] (BEFORE)	SUSPECTED SERIOUS INJURY [A] (BEFORE)	ALL INJURY CRASHES [K + A + B + C] (BEFORE)	NO APPARENT INJURY [O] (BEFORE)	TOTAL ALL CRASHES [K + A + B + C + O + U] (BEFORE)	AFTER CRASH DATA (YEARS)	FATAL INJURY [K] (AFTER)	SUSPECTED SERIOUS INJURY [A] (AFTER)	ALL INJURY CRASHES [K + A + B + C] (AFTER)	NO APPARENT INJURY [O] (AFTER)	TOTAL ALL CRASHES [K + A + B + C + O + U] (AFTER)
12983	SMA-7635, McGuire Rd RRX	095914L	Urban	Minor Arterial	Active Grade Crossing Equipment Installation/Upgrade	At-Grade Passive Warning Devices	525000		525000	3	0	0	0	0	0	3	0	0	0	0	0
12360	STC-3845, S Orchard Access	819324U	Rural	Major Collector	Active Grade Crossing Equipment Installation/Upgrade	At-Grade Passive Warning Devices	494000		494000	3	0	0	0	1	1	3	0	0	0	0	0
13581	SH-33, RRX, Newdale	812193M	Rural	Minor Arterial	Active Grade Crossing Equipment Installation/Upgrade	At-Grade Passive Warning Devices	261000		261000	3	0	0	0	0	0	3	0	0	0	0	0
12984	Offsys, Homestead Rd RRX, Near Post Falls	058855M	Rural	Minor Collector	Active Grade Crossing Equipment Installation/Upgrade	At-Grade Passive Warning Devices		State	260000	3	0	0	0	0	0	3	0	0	0	0	0
14372	Offsys, Elmira Road RRX, Bonner Co	058708A	Rural	Minor Collector	Active Grade Crossing Equipment Installation/Upgrade	At-Grade Passive Warning Devices	231000		231000	3	1	0	0	0	1	3	0	0	0	0	0

Optional Attachments

Glossary

5 year rolling average	means the average of five individuals, consecutive annual points of data (e.g. annual fatality rate).
Emphasis area	means a highway safety priority in a State's SHSP, identified through a data-driven, collaborative process.
HMVMT	means hundred million vehicle miles traveled.
Performance measure	means indicators that enable decision-makers and other stakeholders to monitor changes in system condition and performance against established visions, goals, and objectives.
Transfer	means, in accordance with provisions of 23 U.S.C. 126, a State may transfer from an apportionment under section 104(b) not to exceed 50 percent of the amount apportioned for the fiscal year to any other apportionment of the State under that section.



Board Agenda Item

ITD 2210 (Rev. 10-13)

Board Action

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

User ID: kbentley
 Report ID: AD-FN-GL-010
 Run Date: 7 Oct 2019
 % of Time
 Remainin 75

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 9/30/2019
 (all amounts in '000)

Fiscal Year: 2020

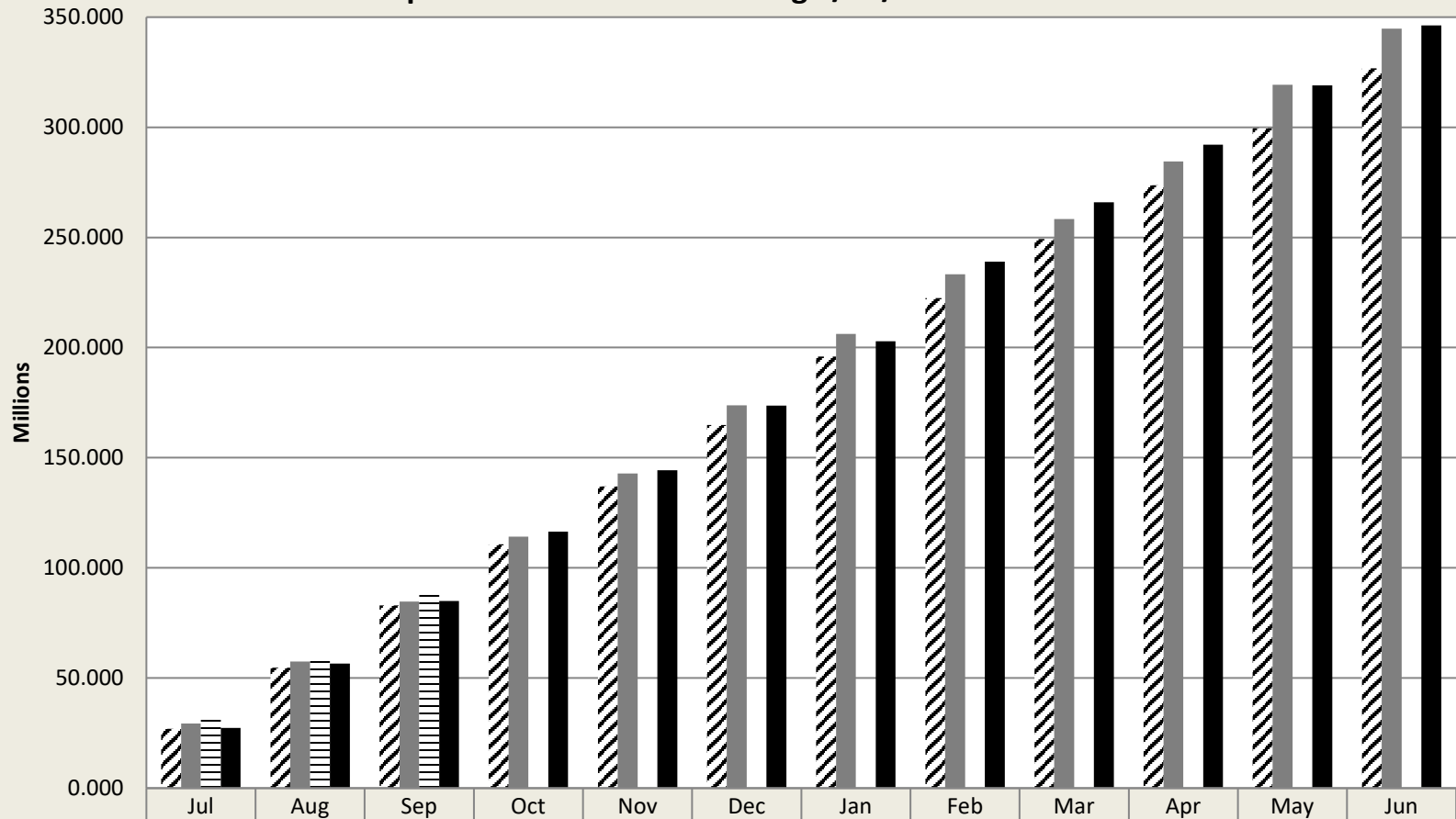
Funds Received					
	FY19 Actual YTD	FY20 Actual YTD	FY20 Forecast YTD	FY20 to FY19 Actual	FY 20 to Forecast
<u>State Highway Account</u>					
Federal Reimbursements	91,043	110,846	144,400	21.8%	-23.2%
State (Inc. H.D.A.)	84,752	89,748	84,985	5.9%	5.6%
Local	2,160	8,446	6,761	291.1%	24.9%
Total State Highway Account:	177,955	209,040	236,146	17.5%	-11.5%
<u>State Aeronautics Fund</u>					
Federal Reimbursements	48	65	65	36.0%	0.0%
State	943	1,033	888	9.6%	16.3%
Total State Aeronautics Fund:	990	1,098	953	10.8%	15.2%
Total Fund Received:	178,945	210,137	237,098	17.4%	-11.4%
Disbursements (includes Encumbrances)					
	FY19 Actual YTD	FY20 Actual YTD	FY20 Budget YTD	FY20 to FY19 Actual	FY 20 to Budget
Construction Payouts	164,177	178,147	205,950	8.5%	-13.5%
<u>Operations Expenses</u>					
Highways	51,776	52,231	60,030	0.9%	-13.0%
DMV	14,397	13,279	14,638	-7.8%	-9.3%
Administration	7,562	9,760	8,852	29.1%	10.3%
Facilities	189	1,762	399	833.2%	342.1%
Aeronautics	652	1,047	1,255	60.6%	-16.6%
Total Operations Expenses:	74,576	78,080	85,173	4.7%	-8.3%
<u>Transfers</u>					
Operating	25	0	0	-100.0%	0.0%
Debt Service	0	0	0	0.0%	0.0%
Total Transfers:	25	0		-100.0%	0.0%
Total Disbursements:	238,777	256,227	291,123	7.3%	-12.0%
	FY19 Actual YTD	FY20 Actual YTD	FY20 Budget YTD	FY20 to FY19 Actual	FY 20 to Budget
<u>Expenditures by Type</u>					
Personnel	28,267	28,482	31,395	0.8%	-9.3%
Operating	35,770	33,244	38,414	-7.1%	-13.5%
Capital Outlay	6,943	12,215	10,117	75.9%	20.7%
Sub-Grantee	3,595	4,139	5,247	15.1%	-21.1%
Totals Operations Expenses:	74,576	78,080	85,173	4.7%	-8.3%
Contract Construction	164,177	178,147	205,950	8.5%	-13.5%
Totals (excluding Transfers):	238,752	256,227	291,123	7.3%	-12.0%

State Highway Fund 0260

Fiscal Year 2020

State Revenue Source Forecast vs Actual

September - For Period Ending 9/30/2019



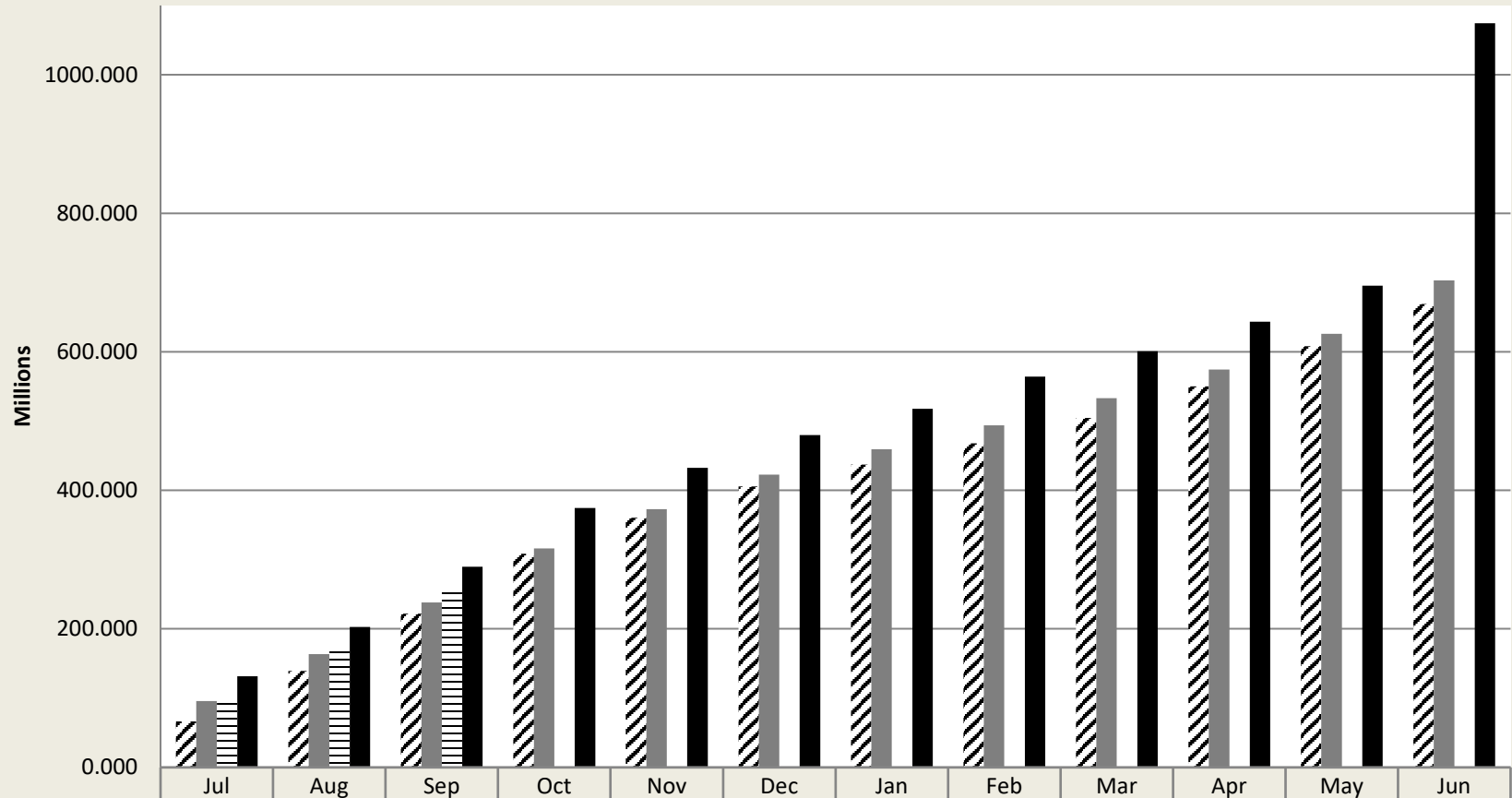
	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
▨ FY18 Actual Revenue	27.003	54.686	82.976	110.644	136.997	164.897	195.901	222.483	249.311	273.673	299.623	326.714
■ FY19 Actual Revenue	29.298	57.454	84.752	114.108	142.878	173.775	206.239	233.249	258.362	284.523	319.267	344.728
□ FY20 Current	32.334	60.074	89.748									
■ FY20 Forecast	27.394	56.487	84.985	116.420	144.376	173.602	202.906	239.019	266.004	292.077	318.971	346.206

State Highway Fund 0260

Fiscal Year 2020

Expenditures

September - For Period Ending 9/30/2019



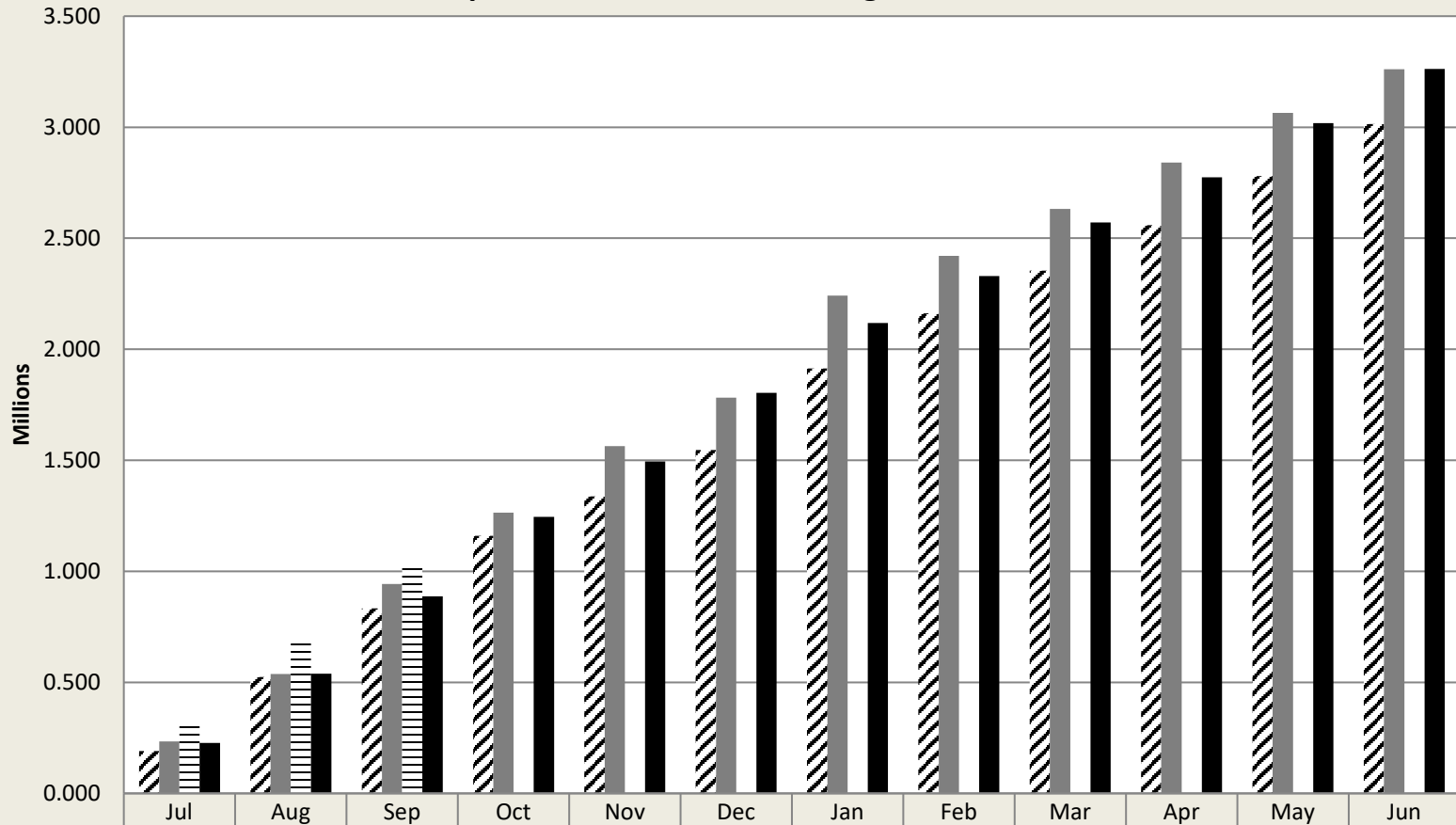
	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
✓ FY18 Actual Expenditures	66.330	139.287	221.745	308.357	360.460	405.710	437.190	468.029	504.461	550.126	607.868	669.206
■ FY19 Actual Expenditures	95.849	163.446	238.100	316.163	372.747	422.734	459.444	493.898	533.081	574.555	626.054	703.065
= FY20 Current	100.532	174.652	255.180									
■ FY20 Forecast	131.408	202.727	289.868	374.306	432.646	479.988	517.894	564.295	600.768	643.294	695.585	1,074.163

Aeronautics Fund 0221

Fiscal Year 2020

State and Interagency Revenue Sources Forecast vs Actual

September - For Period Ending 9/30/2019



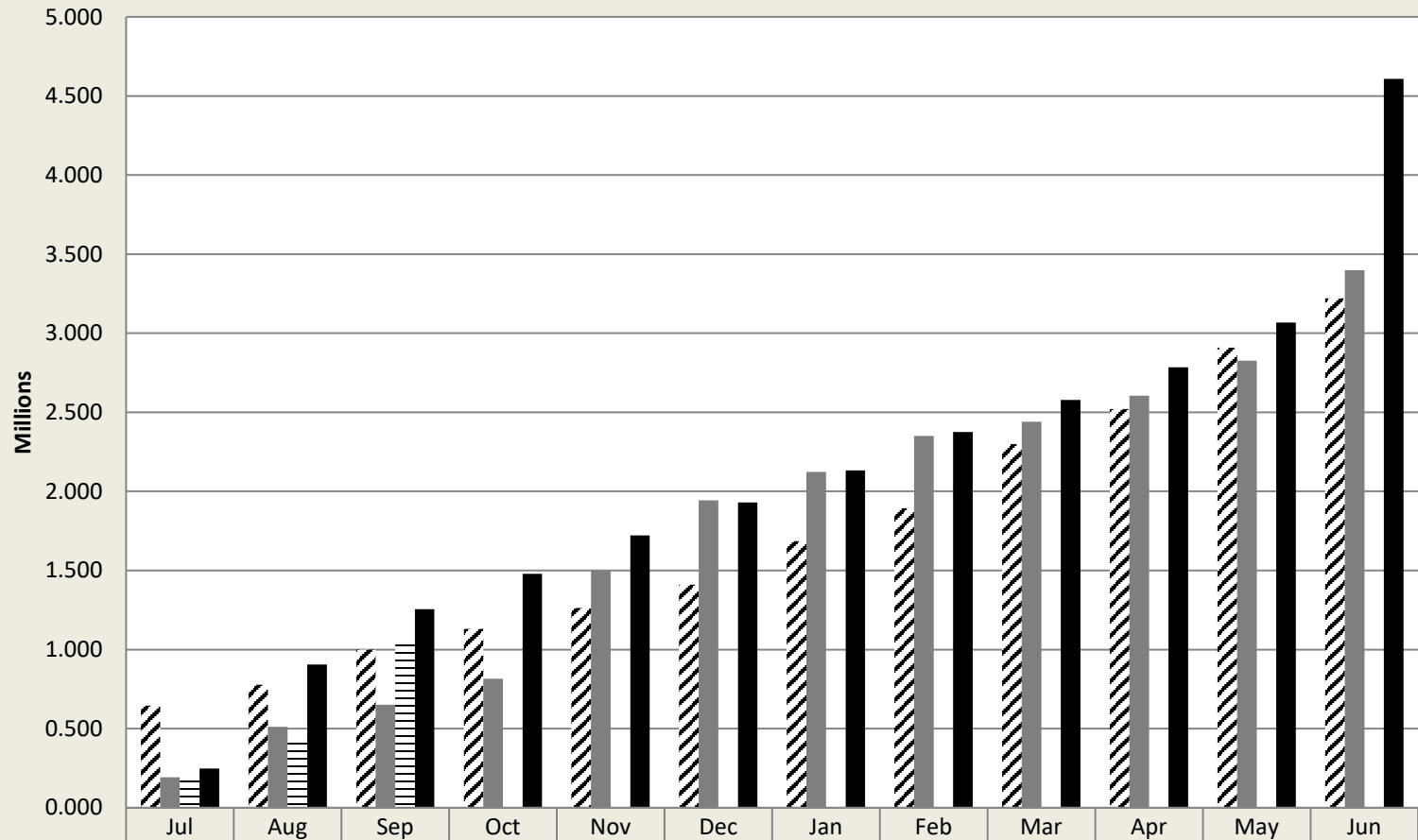
▨ FY18 Actual Revenue	0.191	0.524	0.834	1.159	1.338	1.546	1.913	2.162	2.354	2.558	2.780	3.015
■ FY19 Actual Revenue	0.234	0.538	0.943	1.265	1.563	1.782	2.242	2.421	2.631	2.840	3.064	3.261
□ FY20 Current	0.306	0.679	1.033									
■ FY20 Forecast	0.228	0.539	0.888	1.245	1.494	1.804	2.119	2.330	2.571	2.775	3.018	3.263

Aeronautics Fund 0221

Fiscal Year 2020

Expenditures

September - For Period Ending 9/30/2019



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	1.047									
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

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 Run Date: 07 Oct 2019

Idaho Transportation Department

OPERATING FUND BALANCE SHEET FOR THE PERIOD ENDED 9/30/2019

	State Aeronautics Fund 0221		State Highway Fund 0260		Transportation Expansion and Congestion Mitigation Fund 0269	
	Aug-19	Sep-19	Aug-19	Sep-19	Aug-19	Sep-19
ASSETS						
Cash on Hand (Change Fund)	0	0	5,845	5,845	0	0
Cash in Bank (Daily Operations)	2,359,252	2,383,975	55,913,997	39,854,452	42,097,450	42,687,625
Investments (Long Term: STO - Diversified Bond Fund)	846,712	848,175	138,202,566	138,444,253	0	0
Total Cash & Investments	3,205,965	3,232,150	194,122,408	178,304,551	42,097,450	42,687,625
Receivables - Other	0	0	1,195,534	1,560,260	0	0
- Due From Locals (Project Overruns)	0	0	2,581,449	1,783,311	0	0
- Inter Agency	45,507	16,981	15,820	561	0	0
Total Receivables	45,507	16,981	3,792,802	3,344,132	0	0
Inventory on Hand	0	0	21,492,612	23,083,137	0	0
Total Assets:	3,251,471	3,249,131	219,407,822	204,731,819	42,097,450	42,687,625
LIABILITIES						
Vouchers Payable	0	0	19,962	2,592	0	0
Sales Tax Payable	0	0	71,766	1,914	0	0
Deferred Revenue (Local Projects Match)	0	0	21,250,854	21,132,638	0	0
Accounts Receivable Overpayment	0	0	0	0	0	0
Contractor Retained % (In Lieu Of Performance Bond)	0	0	245,505	255,123	0	0
Total Liabilities:	0	0	21,588,087	21,392,267	0	0
FUND BALANCE						
Reserve for Encumbrance	293,292	559,133	62,849,133	60,018,329	0	0
Fund Balance	2,958,179	2,689,998	134,970,602	123,321,224	42,097,450	42,687,625
Total Fund Balance:	3,251,471	3,249,131	197,819,735	183,339,553	42,097,450	42,687,625
Total Liabilities and Fund Balance	3,251,471	3,249,131	219,407,822	204,731,819	42,097,450	42,687,625

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Idaho Transportation Department

OPERATING FUND BALANCE SHEET FOR THE PERIOD ENDED 9/30/2019

	Strategic Initiatives Fund (State Share) 0270.02		Strategic Initiatives Fund (Local Share) 0270.05		Total Strategic Initiatives Fund 0270	
	Aug-19	Sep-19	Aug-19	Sep-19	Aug-19	Sep-19
ASSETS						
Cash on Hand (Change Fund)	0	0	0	0	0	0
Cash in Bank (Daily Operations)	38,171,499	36,378,955	48,288	48,387	38,219,787	36,427,343
Investments (Long Term: STO - Diversified Bond Fund)	0	0	0	0	0	0
Total Cash & Investments	38,171,499	36,378,955	48,288	48,387	38,219,787	36,427,343
Receivables - Other	0	0	0	0	0	0
- Due From Locals (Project Overruns)	0	0	0	0	0	0
- Inter Agency	0	0	0	0	0	0
Total Receivables	0	0	0	0	0	0
Inventory on Hand	0	0	0	0	0	0
Total Assets:	38,171,499	36,378,955	48,288	48,387	38,219,787	36,427,343
LIABILITIES						
Vouchers Payable	0	0	0	0	0	0
Sales Tax Payable	0	0	0	0	0	0
Deferred Revenue (Local Projects Match)	0	0	0	0	0	0
Accounts Receivable Overpayment	0	0	0	0	0	0
Contractor Retained % (In Lieu Of Performance Bond)	0	0	0	0	0	0
Total Liabilities:	0	0	0	0	0	0
FUND BALANCE						
Reserve for Encumbrance	0	0	0	0	0	0
Fund Balance	38,171,499	36,378,955	48,288	48,387	38,219,787	36,427,343
Total Fund Balance:	38,171,499	36,378,955	48,288	48,387	38,219,787	36,427,343
Total Liabilities and Fund Balance	38,171,499	36,378,955	48,288	48,387	38,219,787	36,427,343

User ID: kbentley
 Report ID: AD-FN-GL-003
 Run Date: 07 Oct 2019
 % of Time
 Remaining: 75.0

Idaho Transportation Department

STATEMENT OF REVENUES AND EXPENDITURES

BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 9/30/2019

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)
Federal Sources									
FHWA - Highway	130,778,500	99,126,693	32,853,794	0	(31,651,807)	-24.20%	506,876,702	407,750,009	80.44 %
FHWA - Indirect Cost	9,776,400	8,319,475	2,738,822	0	(1,456,925)	-14.90%	25,000,000	16,680,525	66.72 %
Federal Transit Authority	2,900,000	2,225,191	0	0	(674,809)	-23.27%	14,483,600	12,258,409	84.64 %
NHTSA - Highway Safety	750,000	713,835	188,688	0	(36,165)	-4.82%	4,642,800	3,928,965	84.62 %
Other Federal Aid	194,999	460,435	354,392	0	265,436	136.12 %	3,940,000	3,479,565	88.31 %
Total Federal Sources:	144,399,899	110,845,630	36,135,696	0	(33,554,270)	-23.24%	554,943,102	444,097,473	80.03 %
State Sources									
Equipment Buy Back	0	0	0	0	0	0.00 %	8,328,900	8,328,900	100.00 %
Miscellaneous Revenues	8,207,793	8,983,813	3,158,377	0	776,020	9.45 %	31,688,798	22,704,985	71.65 %
Total State Sources:	8,207,793	8,983,813	3,158,377	0	776,020	9.45 %	40,017,698	31,033,885	77.55 %
Local Sources									
Match For Local Projects	6,760,800	8,438,577	1,329,274	0	1,677,777	24.82 %	36,651,278	28,212,701	76.98 %
Other Local Sources	0	7,500	0	0	7,500	0.00 %	0	(7,500)	0.00 %
Total Local Sources:	6,760,800	8,446,077	1,329,274	0	1,685,277	24.93 %	36,651,278	28,205,201	76.96 %
TOTAL REVENUES:	159,368,492	128,275,520	40,623,347	0	(31,092,973)	-19.51%	631,612,078	503,336,559	79.69 %
TRANSFERS-IN									
Highway Distribution Account	53,627,500	55,896,525	18,491,834	0	2,269,025	4.23 %	218,971,500	163,074,975	74.47 %
Fuel/Registration Direct	18,159,547	18,594,451	6,315,288	0	434,904	2.39 %	68,416,500	49,822,049	72.82 %
Ethanol Fuels Tax	4,990,000	5,097,398	1,708,085	0	107,398	2.15 %	18,800,000	13,702,602	72.89 %
Statutory	0	1,175,642	0	0	1,175,642	0.00 %	0	(1,175,642)	0.00 %
TOTAL TRANSFERS-IN:	76,777,047	80,764,016	26,515,208	0	3,986,969	5.19 %	306,188,000	225,423,984	73.62 %
TOTAL REV AND TRANSFERS-IN:	236,145,539	209,039,536	67,138,555	0	(27,106,004)	-11.48%	937,800,078	728,760,543	77.71 %

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 Remaining: 75.0

Idaho Transportation Department

STATEMENT OF REVENUES AND EXPENDITURES

BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 9/30/2019

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)
Operations Expense									
Permanent Staff Salaries	20,937,550	19,098,580	6,369,722	0	1,838,970	8.78 %	90,719,145	71,620,565	78.95 %
Board, Hourly, OT, Shift Diff	209,302	208,855	57,708	0	447	0.21 %	1,558,578	1,349,723	86.60 %
Fringe Benefits	9,943,859	8,909,631	2,975,592	0	1,034,228	10.40 %	41,482,177	32,572,546	78.52 %
In State Travel Expense	419,958	409,297	126,601	0	10,661	2.54 %	1,646,607	1,237,310	75.14 %
Out of State Travel Expense	113,319	90,436	20,701	0	22,883	20.19 %	350,480	260,044	74.20 %
Technology Operating Expense	11,795,567	3,837,000	1,444,072	9,130,722	(1,172,155)	-9.94%	24,777,069	11,809,347	47.66 %
Operating Expense	25,492,790	11,472,239	4,532,766	7,804,550	6,216,001	24.38 %	67,969,498	48,692,709	71.64 %
Technology Equipment Expense	1,127,900	742,402	592,446	78,700	306,798	27.20 %	2,222,340	1,401,238	63.05 %
Capital Equipment Expense	8,566,248	27,776	17,649	9,311,433	(772,961)	-9.02%	22,286,360	12,947,151	58.09 %
Capital Facilities Expense	389,597	615,388	550,773	1,123,603	(1,349,394)	-346.36%	5,834,597	4,095,606	70.20 %
Capital Projects	0	0	0	315,904	(315,904)	0.00 %	0	(315,904)	0.00 %
Trustee & Benefit Payments	4,922,016	3,856,573	1,330,522	0	1,065,443	21.65 %	19,470,900	15,614,327	80.19 %
Total Operations Expense:	83,918,106	49,268,178	18,018,551	27,764,912	6,885,017	8.20 %	278,317,751	201,284,662	72.32 %
Contract Construction									
In State Travel Expense	0	143	143	0	(143)	0.00 %	0	(143)	0.00 %
Technology Operating Expense	0	486,625	112,428	344,188	(830,813)	0.00 %	0	(830,813)	0.00 %
Operating Expense	2,815,000	656,277	179,042	220,489	1,938,235	68.85 %	17,994,003	17,117,238	95.13 %
Capital Projects	202,708,099	173,495,979	61,895,600	2,715,213	26,496,907	13.07 %	771,597,538	595,386,346	77.16 %
Trustee & Benefit Payments	427,200	227,783	73,583	0	199,417	46.68 %	6,253,502	6,025,719	96.36 %
Total Contract Construction:	205,950,299	174,866,807	62,260,796	3,279,890	27,803,603	13.50 %	795,845,043	617,698,347	77.62 %
TOTAL EXPENDITURES:	289,868,405	224,134,985	80,279,347	31,044,802	34,688,620	11.97 %	1,074,162,794	818,983,009	76.24 %
TRANSFERS OUT									
Operating	0	0	0	0	0	0.00 %	57,527,200	57,527,200	100.00 %
TOTAL TRANSFERS OUT:	0	0	0	0	0	0.00 %	57,527,200	57,527,200	100.00 %
TOTAL EXPD AND TRANSFERS OUT:	289,868,405	224,134,985	80,279,347	31,044,802	34,688,620	11.97 %	1,131,689,994	876,510,209	77.45 %
Net for Fiscal Year 2020:	(53,722,866)	(15,095,449)	(13,140,792)		7,582,616		(193,889,916)	(147,749,666)	

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 Remaining: 75.0

Idaho Transportation Department

STATEMENT OF REVENUES AND EXPENDITURES

BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 9/30/2019

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									
Contract Construction										
Operating Expenditures										
Operating Expenditures	Dedicated	300,000	87,763	22,478	41,479	170,758	56.92 %	5,942,604	5,813,362	97.83 %
Operating Expenditures	Federal	2,500,000	1,055,087	268,940	523,198	921,715	36.87 %	11,519,387	9,941,102	86.30 %
Operating Expenditures	Local	15,000	51	51	0	14,949	99.66 %	532,012	531,961	99.99 %
Total Operating Expenditures		2,815,000	1,142,902	291,470	564,677	1,107,421	39.34 %	17,994,003	16,286,425	90.51 %
In State Travel Expense										
In State Travel Expense	Dedicated	0	143	143	0	(143)	0.00 %	0	(143)	0.00 %
Total In State Travel Expense		0	143	143	0	(143)	0.00 %	0	(143)	0.00 %
Capital Outlay										
Capital Outlay	Dedicated	48,226,216	60,222,800	23,907,962	598,569	(12,595,152)	-26.12%	188,029,074	127,207,706	67.65 %
Capital Outlay	Federal	127,419,953	97,962,071	35,305,735	1,616,644	27,841,238	21.85 %	506,996,042	407,417,327	80.36 %
Capital Outlay	FICR	22,774,738	8,817,339	(801,886)	500,000	13,457,399	59.09 %	41,107,644	31,790,305	77.33 %
Capital Outlay	Local	4,287,192	6,493,769	3,483,789	0	(2,206,577)	-51.47%	35,464,778	28,971,009	81.69 %
Total Capital Outlay		202,708,099	173,495,979	61,895,600	2,715,213	26,496,907	13.07 %	771,597,538	595,386,346	77.16 %
Trustee & Benefit Payments										
Trustee & Benefit Payments	Dedicated	120,000	48	48	0	119,952	99.96 %	2,420,042	2,419,994	100.00 %
Trustee & Benefit Payments	Federal	292,200	221,128	66,928	0	71,072	24.32 %	3,489,273	3,268,145	93.66 %
Trustee & Benefit Payments	Local	15,000	6,607	6,607	0	8,393	55.95 %	344,187	337,580	98.08 %
Total Trustee & Benefit Payments		427,200	227,783	73,583	0	199,417	46.68 %	6,253,502	6,025,719	96.36 %
Total Contract Construction:		205,950,299	174,866,807	62,260,796	3,279,890	27,803,603	13.50 %	795,845,043	617,698,347	77.62 %

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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 9/30/2019

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)
REVENUES										
Miscellaneous Revenues		165,000	245,849	86,300	0	80,849	49.00 %	660,000	414,151	62.75 %
TOTAL REVENUES:		165,000	245,849	86,300	0	80,849	49.00 %	660,000	414,151	62.75 %
TRANSFERS-IN										
Cigarette Tax		0	0	0	0	0	0.00 %	4,330,169	4,330,169	100.00 %
Sales Tax		4,350,000	4,758,340	1,581,973	0	408,340	9.39 %	17,699,656	12,941,316	73.12 %
TOTAL TRANSFERS-IN:		4,350,000	4,758,340	1,581,973	0	408,340	9.39 %	22,029,825	17,271,485	78.40 %
TOTAL REV AND TRANSFERS-IN:		4,515,000	5,004,190	1,668,273	0	489,189	10.83 %	22,689,825	17,685,636	77.95 %
EXPENDITURES										
Contract Construction - Capital Projects		4,728,034	3,779,634	1,078,097	0	948,400	20.06 %	62,507,633	58,727,999	93.95 %
TOTAL EXPENDITURES:		4,728,034	3,779,634	1,078,097	0	948,400	20.06 %	62,507,633	58,727,999	93.95 %
TOTAL EXPD AND TRANSFERS OUT:		4,728,034	3,779,634	1,078,097	0	948,400	20.06 %	62,507,633	58,727,999	93.95 %
Net for Fiscal Year 2020:		(213,034)	1,224,556	590,175		1,437,589		(39,817,808)	(41,042,363)	

User ID: kbentley
 Report ID: AD-FN-GL-003
 Run Date: 07 Oct 2019
 % of Time
 Remaining: 75.0

Idaho Transportation Department

STATEMENT OF REVENUES AND EXPENDITURES

BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 9/30/2019

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									
REVENUES									
State Sources - Miscellaneous Revenues	324,300	254,971	80,650	0	(69,329)	-21.38%	862,300	607,329	70.43 %
TOTAL REVENUES:	324,300	254,971	80,650	0	(69,329)	-21.38%	862,300	607,329	70.43 %
TOTAL REV AND TRANSFERS-IN:	324,300	254,971	80,650	0	(69,329)	-21.38%	862,300	607,329	70.43 %
EXPENDITURES									
Contract Construction - Capital Projects	6,000,000	8,528,644	1,873,193	0	(2,528,644)	-42.14%	44,768,703	36,240,059	80.95 %
TOTAL EXPENDITURES:	6,000,000	8,528,644	1,873,193	0	(2,528,644)	-42.14%	44,768,703	36,240,059	80.95 %
TOTAL EXPD AND TRANSFERS OUT:	6,000,000	8,528,644	1,873,193	0	(2,528,644)	-42.14%	44,768,703	36,240,059	80.95 %
Net for Fiscal Year 2020:	(5,675,700)	(8,273,674)	(1,792,543)		(2,597,973)		(43,906,403)	(35,632,730)	

User ID: kbentley
 Report ID: AD-FN-GL-003
 Run Date: 07 Oct 2019
 % of Time
 Remaining: 75.0

Idaho Transportation Department

STATEMENT OF REVENUES AND EXPENDITURES

BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 9/30/2019

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									
REVENUES									
State Sources - Miscellaneous Revenues	0	209	99	0	209	0.00 %	0	(209)	0.00 %
TOTAL REVENUES:	0	209	99	0	209	0.00 %	0	(209)	0.00 %
TOTAL REV AND TRANSFERS-IN:	0	209	99	0	209	0.00 %	0	(209)	0.00 %
EXPENDITURES									
Contract Construction - Trustee & Benefit Payments	25,831	0	0	0	25,831	100.00 %	25,831	25,831	100.00 %
TOTAL EXPENDITURES:	25,831	0	0	0	25,831	100.00 %	25,831	25,831	100.00 %
TOTAL EXPD AND TRANSFERS OUT:	25,831	0	0	0	25,831	100.00 %	25,831	25,831	100.00 %
Net for Fiscal Year 2020:	(25,831)	209	99		26,040		(25,831)	(26,040)	

User ID: kbentley
 Report ID: AD-FN-GL-003
 Run Date: 07 Oct 2019
 % of Time
 Remaining: 75.0

Idaho Transportation Department

STATEMENT OF REVENUES AND EXPENDITURES

BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 9/30/2019

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)
Fiscal Year: 2020									
Budget Fiscal Year: 2020									
REVENUES									
State Sources - Miscellaneous Revenues	0	6,370,636	2,078,372	0	6,370,636	0.00 %	0	(6,370,636)	0.00 %
TOTAL REVENUES:	0	6,370,636	2,078,372	0	6,370,636	0.00 %	0	(6,370,636)	0.00 %
TOTAL REV AND TRANSFERS-IN:	0	6,370,636	2,078,372	0	6,370,636	0.00 %	0	(6,370,636)	0.00 %
EXPENDITURES									
Operating Expenditures	0	22,862	14,435	0	(22,862)	0.00 %	0	(22,862)	0.00 %
Capital Projects	0	5,181,931	2,823,855	0	(5,181,931)	0.00 %	0	(5,181,931)	0.00 %
TOTAL EXPENDITURES:	0	5,204,792	2,838,290	0	(5,204,793)	0.00 %	0	(5,204,793)	0.00 %
TRANSFERS OUT									
Statutory	0	1,175,642	0	0	(1,175,642)	0.00 %	0	(1,175,642)	0.00 %
TOTAL TRANSFERS OUT:	0	1,175,642	0	0	(1,175,642)	0.00 %	0	(1,175,642)	0.00 %
TOTAL EXPD AND TRANSFERS OUT:	0	6,380,435	2,838,290	0	(6,380,435)	0.00 %	0	(6,380,435)	0.00 %
Net for Fiscal Year 2020:	0	(9,799)	(759,918)		(9,799)		0	9,799	

User ID: kbentley
 Report ID: AD-FN-GL-003
 Run Date: 07 Oct 2019
 % of Time
 Remaining: 75.0

Idaho Transportation Department

STATEMENT OF REVENUES AND EXPENDITURES

BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 9/30/2019

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)
Fiscal Year: 2020									
Budget Fiscal Year: 2020									
REVENUES									
State Sources - Miscellaneous Revenues	0	44,335	6,952	0	44,335	0.00 %	0	(44,335)	0.00 %
TOTAL REVENUES:	0	44,335	6,952	0	44,335	0.00 %	0	(44,335)	0.00 %
TRANSFERS-IN									
Operating	0	4,334,395	1,491,665	0	4,334,395	0.00 %	0	(4,334,395)	0.00 %
TOTAL TRANSFERS-IN:	0	4,334,395	1,491,665	0	4,334,395	0.00 %	0	(4,334,395)	0.00 %
TOTAL REV AND TRANSFERS-IN:	0	4,378,729	1,498,617	0	4,378,730	0.00 %	0	(4,378,730)	0.00 %
EXPENDITURES									
Bond Principal / Interest	0	44,233,043	400,944	0	(44,233,043)	0.00 %	0	(44,233,043)	0.00 %
TOTAL EXPENDITURES:	0	44,233,043	400,944	0	(44,233,043)	0.00 %	0	(44,233,043)	0.00 %
TOTAL EXPD AND TRANSFERS OUT:	0	44,233,043	400,944	0	(44,233,043)	0.00 %	0	(44,233,043)	0.00 %
Net for Fiscal Year 2020:	0	(39,854,313)	1,097,674		(39,854,313)		0	39,854,313	

User ID: kbentley
 Report ID: AD-FN-GL-003
 Run Date: 07 Oct 2019
 % of Time
 Remaining: 75.0

Idaho Transportation Department

STATEMENT OF REVENUES AND EXPENDITURES

BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 9/30/2019

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)
REVENUES										
Federal Sources - FAA		65,000	65,033	0	0	33	0.05 %	667,500	602,468	90.26 %
State Sources - Miscellaneous Revenues		29,407	31,747	11,169	0	2,340	7.96 %	362,500	330,753	91.24 %
Interagency Sources - Miscellaneous Revenues		82,700	109,171	5,163	0	26,471	32.01 %	250,000	140,829	56.33 %
TOTAL REVENUES:		177,107	205,950	16,332	0	28,844	16.29 %	1,280,000	1,074,050	83.91 %
TRANSFERS-IN										
Operating		775,495	891,674	337,002	0	116,179	14.98 %	2,650,000	1,758,326	66.35 %
TOTAL TRANSFERS-IN:		775,495	891,674	337,002	0	116,179	14.98 %	2,650,000	1,758,326	66.35 %
TOTAL REV AND TRANSFERS-IN:		952,602	1,097,624	353,334	0	145,023	15.22 %	3,930,000	2,832,376	72.07 %
EXPENDITURES										
Permanent Staff Salaries		183,600	152,577	50,951	0	31,023	16.90 %	796,788	644,211	80.85 %
Board, Hourly, OT, Shift Diff		34,500	36,432	11,821	0	(1,932)	-5.60%	57,900	21,468	37.08 %
Fringe Benefits		86,361	75,697	24,982	0	10,664	12.35 %	350,912	275,215	78.43 %
In State Travel Expense		19,055	29,043	8,745	0	(9,988)	-52.42%	59,246	30,203	50.98 %
Out of State Travel Expense		5,376	5,015	4,418	0	361	6.72 %	17,800	12,785	71.83 %
Technology Operating Expense		9,852	6,821	1,711	4,171	(1,140)	-11.57%	46,257	35,265	76.24 %
Operating Expense		558,139	128,643	33,960	326,417	103,079	18.47 %	1,156,697	701,637	60.66 %
Technology Equipment Expense		0	0	0	0	0	0.00 %	9,600	9,600	100.00 %
Capital Equipment Expense		33,000	0	0	0	33,000	100.00 %	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		324,999	282,355	163,460	0	42,644	13.12 %	2,029,911	1,747,556	86.09 %
TOTAL EXPENDITURES:		1,254,882	716,583	300,048	330,588	207,711	16.55 %	4,608,111	3,560,940	77.28 %
TOTAL EXPD AND TRANSFERS OUT:		1,254,882	716,583	300,048	330,588	207,711	16.55 %	4,608,111	3,560,940	77.28 %
Net for Fiscal Year 2020:		(302,280)	381,041	53,286		352,734		(678,111)	(728,564)	66



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date November 21, 2019Consent Item ☐ Information Item ☒ Amount of Presentation Time Needed _____

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

Subject

Monthly Reporting of Federal Formula Program Funding Through October 2019		
Key Number	District	Route Number
N/A	N/A	N/A

Background Information

Idaho received obligation authority through November 21st via a continuing resolution signed on October 10, 2019. Obligation authority through November 21st (52/365^{ths}) is \$44.2 million which corresponds to \$44.3 million with match after a reduction for prorated indirect costs. This includes \$936,200 of *Highway Infrastructure General Funds* carried over from last year in the Transportation Management Area.

Idaho has received apportionments via notices through October 1, 2019 of \$315.7 million. This includes the carryover of \$936,200 of *Highway Infrastructure General Funds* from last year. Currently, obligation authority is 14.0% of apportionments.

The exhibits on the following page summarize these amounts and show allotments and remaining funds by program through October 31, 2019.

Recommendations

For Information

Board Action

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



Board Agenda Item

ITD 2210 (Rev. 10-13)

Exhibit One Actual Formula Funding for FY2020

Per FAST Tables – Total Year	
Federal Aid Only	\$317,314
Including Match	\$344,009
Per Apportionments – Total Year	
Federal Aid Only	\$315,743
Including Match	\$342,306
Obligation Limits through 11/21/2019	
Federal Aid Only	\$44,185
Less prorated \$25M indirect costs w/Match	\$44,260

- Notes:
1. All dollars in Thousands
 2. 'Approved Program' amounts from the FY 2020 Board Approved Program (Sky Blue Book).
 3. Apportionment and Obligation Authority amounts reflect available funds via federal notices received through November 1, 2019.

Exhibit Two Allotments of Available Formula Funding w/Match and Amount Remaining

Program	Allotted Program Funding through 11/21/2019	Program Funding Remaining as of 10/31/2019
All Other SHS Program	\$23,237	\$9,377
GARVEE Formula Debt Service*	\$10,500	\$10,500
State Planning and Research*	\$1,007	(\$3)
Metropolitan Planning*	\$270	(\$21)
Railroad Crossings	\$298	\$348
Transportation Alternatives (Urban/Rural)	\$533	\$563
Recreational Trails	\$230	\$230
STBG - Local Urban	\$1,175	\$1,176
STBG - Transportation Mgt. Area	\$2,480	\$2,480
Transportation Alternatives (TMA)	\$64	\$64
STBG – Local Rural	\$1,987	\$1,543
Local Bridge	\$731	(\$9)
Off System Bridge	\$548	(\$1,298)
Local Safety	\$1,201	\$625
Total (excluding indirect costs)	\$44,260	\$25,574

- Notes:
1. All dollars in Thousands.
 2. Allotments based on the FY 2020 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) through October 31st.
 5. Advanced construction conversions of \$51.8 million are outstanding for FY 2020.
- * These programs are provided 100% Obligation Authority. Other programs are reduced accordingly.



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date November 21, 2019

Consent Item ☐

Information Item ☒

Amount of Presentation Time Needed _____

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

Subject

Status: FY2021 Appropriation Request		
Key Number	District	Route Number

Background Information

The department's FY21 Appropriation Request Rev #1 was submitted to the Division of Financial Management (DFM) and the Legislative Services Office (LSO) on October 25, 2019.

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

FTP's	Spending Authority	
1,651.0	\$753,979,200	FY21 Original Appropriation Request (08-30-19)
	25,000	Moved \$25K Annual Payment to Dept. of Commerce for Gateway Visitors Center to Line Item
	(955,200)	Removed Information Technology Service Mgmt. (Tom phase 3) Line Item
	(1,200)	Update Compensation Rates for H0179 FTEs in DMV
	(75,700)	Update Statewide Cost Allocation (SWCAP) - Received from DFM 9-26-19
	(12,500,000)	Revise District 4 Headquarters Building Line Item
	12,500,000	Increase to Construction Line Item: From D4 Headquarters Building
	29,232,800	Increase to Construction Line Item (non-state funds): + \$9.25M Additional Federal ER Funding awards received 9-5-19 + \$6.35M Awarded Bridge Grant + \$13.5M STAR Projects + \$0.1M Local Match
	3,255,200	Increase to Construction Line Item (state funds): + \$2.3M Remove CEC Reserve from the State Highway Account Cash Balance + \$0.96M Removed Information Technology Service Mgmt. (Tom phase 3)
0.0	\$31,480,900	Net Change
1,651.0	\$785,460,100	FY21 Appropriation Request Revision #1 (10-25-19)



Board Agenda Item

ITD 2210 (Rev. 10-13)

Summary values carried in the FY21 Appropriation Request (Revision #1 – 10-25-19)

\$ 639,273,700	FY21 Base
<u>38,399,800</u>	Base Adjustments
\$ 677,673,500	Adjusted FY21 Base
<u>107,786,600</u>	Line Items
\$ 785,460,100	Total FY21 Spending Authority
66,479,000	Debt Service
<u>\$ 851,939,100</u>	FY21 Total Program Funding

Exhibits

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

Recommendations

Information Item for the Board

Board Action

☐ Approved ☐ Deferred _____

☐ Other _____

IDAHO TRANSPORTATION DEPARTMENT
FY21 APPROPRIATION REQUEST REVISION #1 - November 2019 Board Meeting
as of: 10-25-2019
(\$ in millions, rounded)

		DRAFT Board Workshop Jun 20, 2019	October Board Meeting				Description of Change from August Board Meeting
			Original Request Aug 30,2019	FY21 Appropriation Rev #1 Oct 25,2019		\$ Change	
1	CASH, Beginning	7.7	30.1	30.1		-	
	Revenue						
2	Federal	340.4	339.9	355.4		15.5	Increase in Federal ER funding & Bridge Grant + \$9.25M Additional ER Funding + \$6.35 Bridge Grant
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	18.3		13.6	Increase to Local and Private funding: + \$13.5M Private funding from STAR projects + \$0.1M Local Match on Federal funding
7	TECM	22.0	25.5	25.5		-	
9	Pre-FY21 Funds	-	20.8	20.8		-	
8	Total Revenue	754.6	793.2	822.4		29.2	Increase in Federal, Local, and Private funding
9	Expenditures						
10	Personnel	138.1	139.8	139.8		-	
11	Operating	99.5	100.7	99.7		(1.0)	Removal of Tom phase 3 line item
12	Capital Facilities	16.1	16.1	3.6		(12.5)	Removal of D4 HQ 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	488.0		45.0	Increase to Contract Construction + \$12.5M Removed D4 HQ 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 + \$6.35M Bridge Grant + \$13.5M STAR Projects + \$0.1M Local Match + \$0.96M Removed Tom phase 3 line item
16	Total Expenditures	692.7	754.0	785.5		31.5	Total increase in Expenditures
16	Anticipated Reversions	-	-	-		-	
17	Debt Service	66.5	66.5	66.5		-	
18	Total Program Funding	759.2	820.5	851.9		31.5	
20	CASH, Ending		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
November 2019 Board Meeting

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

		<u>Funding</u>	<u>FTE's</u>
1	FY21 BASE	\$ 639,273,700	1,651.0
2			
3	Adjustments		
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	Statewide Cost Allocation (SWCAP)	\$ 74,300	
10		\$ 38,399,800	
11			
12	FY21 ADJUSTED BASE	\$ 677,673,500	1,651.0
13			
14	Line Items (11 line items, by Division)		
15	Construction: Appropriation of Available Funds	\$ 95,688,000	
16	Annual Payment to Dept. of Commerce for Gateway Visitor Centers	\$ 25,000	
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	Administration: Cloud License Security Upgrade	\$ 1,270,000	
24	Administration: LUMA Interface Plan	\$ 486,700	
25	Aeronautics: Increase to Idaho Airport Aid Program (IAAP)	\$ 1,750,000	
26			
27		\$ 107,786,600	
28			
29	FY21 TOTAL APPROPRIATION	\$ 785,460,100	1,651.0
30			
31	GARVEE Bond Debt Service	\$ 66,479,000	
32			
33	FY21 TOTAL PROGRAM FUNDING	\$ 851,939,100	1,651.0



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date November 21, 2019Consent Item ☐Information Item ☒Information
Amount of Presentation Time Needed 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 & Support Management

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

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

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

Recommendations

Information only

Board Action

☐ Approved ☐ Deferred _____

☐ Other _____



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date 11/21/19Consent Item ☐ Information Item ☐ Amount of Presentation Time Needed 15 Minutes

Presenter's Name Grant Petersen	Presenter's Title Dealer Advisory Board Chairman	Initials GP	Reviewed By AG
Preparer's Name Brian Duran	Preparer's Title Dealer Operations Program Sup	Initials BD	

Subject

Dealer Advisory Board Annual Report to ITD Board		
Key Number	District	Route Number

Background Information

Per Administrative Policy 5040, the Dealer Advisory Board reports annually to the Idaho Transportation Board about the past year's accomplishments, needs, and problems.

Recommendations

This report is just for Board Information

Board Action

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



BOARD POLICY 4040
Page 1 of 1

DEALER ADVISORY BOARD ACTIVITIES

Purpose

The purpose of this policy is to document that the Department can ask the assistance of the Dealer Advisory Board regarding vehicle dealer and salesmen administrative procedures.

Legal Authority

Idaho Code 49-1602(7) – Department shall provide regular meetings of the Dealer Advisory Board.

Idaho Code 49-1602(9) – Department shall consider recommendations of the advisory board concerning the licensing of motor vehicle dealers and salespersons.

Idaho Code 49-1602(10) – Department shall require the attendance of 1 to 3 members of the advisory board at hearings conducted under the dealers and salesmen licensing provisions.

Idaho Code 49-1603 – Establishment of Dealer Advisory Board – number of members, terms, compensation and meeting dates.

Idaho Code 49-1608C – Establishes creation of the Idaho Consumer Asset Recovery (ICAR) fund and authorization and guidelines for setting fees.

Idaho Code 49-1610 – Establishes a right of action for persons who are defrauded by a dealer or one of the dealer's salespersons.

Idaho Code 49-1618 – Denial or revocation of a license requires a hearing.

Idaho Code authorizes the Idaho Transportation Department to request the advice and assistance of the Dealer Advisory Board in the administration of all vehicle dealer and salesmen regulations, vehicle titling policies, and other such procedures that may affect the orderly operation of all vehicle dealerships regulated by the Department.

The Department Director or a designee is authorized to determine which items must be reviewed by the Dealer Advisory Board and shall schedule regular meetings accordingly.

Approved by the Board on:

Signed
Jerry Whitehead
Board Chairman

Date: October 24, 2013



DEALER ADVISORY BOARD ACTIVITIES

Purpose

This policy implements Board Policy 4040 concerning the activities of the Dealer Advisory Board.

Legal Authority

Idaho Code 49-1602(7) – Department shall provide regular meetings of the Dealer Advisory Board.

Idaho Code 49-1602(9) – Department shall consider recommendations of the advisory board concerning the licensing of motor vehicle dealers and salespersons.

Idaho Code 49-1602(10) – Department shall require the attendance of 1 to 3 members of the advisory board at hearings conducted under the dealers and salesmen licensing provisions.

Idaho Code 49-1603 – Establishment of dealer advisory board – number of members, terms, compensation and meeting dates.

Idaho Code 49-1608C – Establishes the “board” which administers the Idaho Consumer Asset Recovery (ICAR) fund and is comprised of the director of the Idaho Transportation Department and Dealer Advisory Board or their designee (s).

Idaho Code 49-1610 – Establishes a right of action for persons who are defrauded by a dealer or one of the dealer’s salespersons.

Idaho Code 49-1618 – Denial or revocation of a license requires a hearing.

All Department activities concerning the Dealer Advisory Board shall be the responsibility of the Division of Motor Vehicles Administrator or a designee.

In order to give proper consideration to items concerning dealers and salesmen licensing activities, the Idaho Transportation Department requests the Dealer Advisory Board to function in the following manner:

- Review Department policies and regulations affecting Title 49, Chapter 16, Idaho Code, as they affect Idaho vehicle dealerships and the licensing of vehicle salesmen and make recommendations for the Division of Motor Vehicles Administrator to consider in adopting Board and/or Administrative Policies and regulations.
- Advise the Division of Motor Vehicles concerning needs for activities involving Title 49, Chapter 16, Idaho Code.
- Advise the Division of Motor Vehicles Administrator concerning proposed legislation pertaining to Title 49, Chapters 5 and 16, Idaho Code, regarding dealers and salesman regulated activities.

- Inform the Division of Motor Vehicles Administrator about issues and problems relating to the licensing of vehicle dealers and salesmen.
- Address issues or problems brought before the board by the Division of Motor Vehicles, or as requested by members of the dealership community or who have a valid interest in the dealer and salesman business, policies or regulations.
- Report annually to the Idaho Transportation Board on activities, accomplishments, needs and problems faced by Idaho licensed vehicle dealers and salesmen.
- Attend administrative hearings on dealer and salesman revocation, suspension, cancellation, or denial activities as requested.
- Review the findings of the Department Hearing Officer on all vehicle license revocation hearings and make recommendation to the Director or a designee regarding appropriate action as requested.

Meetings of the Dealer Advisory Board may be called by the Transportation Board, Department Director, or the Division of Motor Vehicles Administrator.

Signed
Brian W. Ness
Director

Date November 15, 2013

State of Idaho
Idaho Transportation Department
DAB and ICAR Report Out

1. State of the dealer industry
 - a. Dealer / County / ITD workshops
 - i. Established a stronger relationship with the counties
 - ii. Established a communications plan moving forward
 - iii. Establishing dealer support teams in each district
 - b. Dealer reporting
 - i. New reports available to dealers soon
 - c. Dealer communications
 - i. First dealer newsletter coming in November
 - ii. RCET participation
2. Trends
 - a. Title turnaround times decreasing
 - b. Dealer title errors decreasing
3. ICAR
 - a. First payout awarded
 - b. ICAR Fee suspended
4. Board membership
 - a. Board member Scott Reynolds resigned



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date 11/21/2019

Consent Item ☐ Information Item ☐ Amount of Presentation Time Needed 20

Presenter's Name Craig Roberts	Presenter's Title Motor Vehicle Program Supervisor	Initials CR	Reviewed By
Preparer's Name Craig Roberts	Preparer's Title Motor Vehicle Program Supervisor	Initials CR	

Subject

Economic Hardship Permit Applications		
Key Number	District 3	Route Number SH-52

Background Information

IDAPA 39.03.03.630.04 authorizes the Board to render a decision on truck permits for certain conditions that fall outside normal requirements. These applications are for emergencies and/or economic hardships that exceed required restrictions on designated routes in Idaho.

DMV coordinates with district offices regarding the issuance of these permits to assess the roadway conditions.

The Board has the authority to issue these permits in accordance with the referenced rule.

The loads being hauled are cattle from a ranch on a restricted route that limits the off-track to 5.50. The off-track of the applicant vehicles are between 6.27 and 7.21. They will be transporting the loads on SH 52 from MP 7.5 to MP 11.33. At which point the carriers will use local roads to continue their trips.

Without the hardship permits the rancher will have to find a different means of transporting the cattle. The current contracted carriers all use 53' trailers which cannot meet the off-track for this restricted route.

Recommendations

Staff recommends approval of the requested permits included. Resolution on page 85.

Board Action

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

From: [David Dansereau](#)
To: [Craig Roberts](#)
Cc: [Janet Gregory](#)
Subject: RE: Economic Hardship permit applications in D3
Date: Tuesday, October 15, 2019 7:52:35 AM
Attachments: [Hardship Applicants.docx](#)
[image001.png](#)

Craig,

I have reviewing this request and approve this. The area in question is rather narrow but the traffic volume is low and this is an agricultural type area.

Thanks

David Dansereau
Idaho Transportation Department
D3 Maintenance Coordinator
Office (208) 334-8348
Cell (208) 830-3608

From: Craig Roberts <Craig.Roberts@itd.idaho.gov>
Sent: Tuesday, October 15, 2019 6:55 AM
To: David Dansereau <David.Dansereau@itd.idaho.gov>
Subject: Economic Hardship permit applications in D3

Good morning Dave,

We have 20 applicants for the economic hardship permit and these will be going before the Board on November 21 for approval. I need to receive the districts opinion on these applications. All of these are going to the same location SH 52 between MP 7.5 and MP 11.33. the attached sheet has the length and off-track listed. I had called Friday and left a message and would like to discuss these with you when you have time.

Just let me know what works for you.

thanks

Craig Roberts
MVPS Compliance Supervisor – Special Permits
Craig.roberts@itd.idaho.gov
208.334.8292
208.803.1154

ITD_Line-center



These are the vehicles applying for a hardship permit that will allow travel on SH 52 from MP 7.5 to MP 11.33.

Company	Unit #	Make	Year	Length	Off-track
NW Beef Ex.	24	PTRB	2003	71'	7.08
NW Beef Ex.	30	PTRB	2001	71'	7.08
LJH Construct.	29	PTRB	2003	76'	7.21
LJH Construct.	24	PTRB	2000	76	7.21
NW Beef Ex.	33	PTRB	2003	71'	7.08
NW Beef Ex.	35	PTRB	2002	71'	7.08
NW Beef Ex.	40	PTRB	2007	76'6"	7.21
NW Beef Ex.	41	PTRB	2003	71'	7.08
NW Beef Ex.	49	PTRB	2013	71'6"	7.21
NW Beef Ex.	300	PTRB	2013	71'6"	7.21
NW Beef Ex.	301	PTRB	2016	71'6"	7.21
NW Beef Ex.	302	PTRB	2018	71'6"	7.21
NW Beef Ex.	303	PTRB	2018	71'6"	7.21
Hancock Truck.	55	WSTR	2007	71'	6.27
RD Hancock	1958	WSTR	2019	71'	6.27
XXX Livestock	4	PTRB	2005	71'	7.08
Mulhorn Cattle	100	KW	2001	71'6"	7.21
McGinn Bros.	62	PTRB	2005	71'	7.21
McGinn Bros.	21	PTRB	2000	71	6.27
Zane Condie	15	PTRB	2007	74'4"	6.27

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**IDAPA 39
TITLE 03
CHAPTER 03**

**39.03.03 – RULES GOVERNING SPECIAL PERMITS –
GENERAL CONDITIONS AND REQUIREMENTS**

000. LEGAL AUTHORITY.

This rule, governing the movement of vehicles or loads that are in excess of the sizes or weights allowed by Sections 49-1001, 49-1002 or 49-1010, Idaho Code, is adopted under the authority of Sections 40-312, 49-201, 49-1001, 49-1004, and 49-1005 Idaho Code. (7-1-19)

001. TITLE AND SCOPE.

01. Title. This rule is titled IDAPA 39.03.03, “Rules Governing Special Permits – General Conditions and Requirements,” IDAPA 39, Title 03, Chapter 03. (7-1-19)

02. Scope. This rule states the general conditions and requirements for special permits. (7-1-19)

002. WRITTEN INTERPRETATIONS.

There are no written interpretations for this chapter. (7-1-19)

003. ADMINISTRATIVE APPEALS.

Administrative appeals under this chapter will be governed by the rules of administrative procedure of the attorney general, IDAPA 04.11.01, “Idaho Rules of Administrative Procedure of the Attorney General.” (7-1-19)

004. INCORPORATION BY REFERENCE.

There are no documents incorporated by reference in this chapter. (7-1-19)

005. OFFICE – OFFICE HOURS – MAILING AND STREET ADDRESS – PHONE NUMBERS.

01. Street and Mailing Address. The Idaho Transportation Department maintains a central office in Boise at 3311 W. State Street with a mailing address of PO Box 7129, Boise, ID 83707-1129. (7-1-19)

02. Office Hours. Daily office hours are 7:30 a.m. to 5:00 p.m. except Saturday, Sunday, and state holidays. (7-1-19)

03. Telephone and FAX Numbers. The central office may be contacted during office hours by phone at 208-334-8420, 1-800-622-7133, or by fax at 208-334-8419. (7-1-19)

006. PUBLIC RECORDS ACT COMPLIANCE.

All records associated with this chapter are subject to and in compliance with the Idaho Public Records Act, as set forth in Title 74, Chapter 1, Idaho Code. (7-1-19)

007. – 009. (RESERVED)

010. DEFINITIONS.

Refer to IDAPA 39.03.01, “Rules Governing Definitions Regarding Special Permits,” for definitions of the terms used in this rule. (7-1-19)

01. Loaded Truck. A truck or truck combination equipped with VLS axles shall be considered to be hauling a load when VLS axles need to be fully deployed to reduce loads on fixed axles and groups of axles that would otherwise exceed legally prescribed weight limits as set forth in Section 49-1001, Idaho Code. (7-1-19)

011. – 049. (RESERVED)

050. SAFETY INSPECTION REQUIREMENTS FOR PERMITTED VEHICLES AND/OR LOADS.

01. Inspections. All vehicles, tractors, trailers, and dolly converters operating under the authority of a special permit issued by the Department must have a valid annual inspection at the time a permit is issued. The inspection shall be completed in compliance with 49 CFR Part 396.17. (7-1-19)

02. Inspectors. Inspectors completing required annual inspections shall meet the certifications requirement in 49 CFR 396.19 and brake inspector qualification in 49 CFR 396.25. (7-1-19)

03. Drivers. All drivers shall meet the special training requirements for Longer Combination Vehicles as outlined in 49 CFR Part 380. (7-1-19)

04. Motor Carriers. By applying for a special permit, motor carriers self-certify that they have performed inspections as set forth in 49 CFR Part 396.17. (7-1-19)

05. Exemption. Oversize vehicles and/or loads operating under an exemption outlined in Section 67-2901B (2), Idaho Code, are exempt from this safety inspection requirement. (7-1-19)

051. – 059. (RESERVED)

060. BRAKES.

Brakes shall meet the Federal Motor Carrier Safety Regulations and shall be maintained to the Federal Motor Vehicle Safety Standards No. 121 in effect at the time the commercial motor vehicle was manufactured. (7-1-19)

061. – 069. (RESERVED)

070. LIGHTING REQUIREMENTS FOR LOADS TRAVELING AFTER DARK.

Those over dimensional vehicles and/or loads traveling during hours of darkness shall be required to display lights to mark the extremities of the vehicle and/or loads and shall be in addition to those clearance lights required on legal size vehicles when traveling at night. (7-1-19)

01. Standards for Lights on Oversize Vehicles and/or Loads. (7-1-19)

a. Lights are required on those vehicles traveling sunset to sunrise. (7-1-19)

b. The lights must be visible from a minimum of five hundred (500) feet. (7-1-19)

c. The lights may be flashing or steady burning. (7-1-19)

d. The color of the lights shall be as follows: (7-1-19)

i. Lights visible from the front of the oversized vehicle and/or loads and the extremities in the middle or near the front of the oversized vehicle and/or load shall be amber. (7-1-19)

ii. Lights visible from the back of the oversized vehicle and/or load and the extremities near the back of the oversized vehicle and/or load shall be red. (7-1-19)

02. Standards for Lights on Rear Overhang. Lights are required when rear overhang exceeds the end of the trailer by four (4') feet or more. (7-1-19)

a. If the overhang is two (2') feet wide or less, only one (1) light is required on the end of the overhang. (7-1-19)

b. If the overhang is over two (2') feet wide, two (2) lights are required on the end of the overhang to show the maximum width of the overhang. (7-1-19)

071. – 079. (RESERVED)

080. FLAGGING REQUIREMENTS FOR OVERSIZE VEHICLES AND/OR LOADS.

Warning flags for oversize vehicles and/or loads, excluding extra-length vehicle combinations, shall be marked by warning flags meeting the following: (7-1-19)

01. Warning Flags. Warning flags are required on all overwidth vehicles and/or loads, and when the rear overhang exceeds the end of the trailer by four (4') feet or more. (7-1-19)

02. Size. Minimum size of flags is eighteen (18") inches by eighteen (18") inches. (7-1-19)

03. Color. Red or fluorescent orange. (7-1-19)

04. Placement of Flags. On overwidth vehicles and/or loads flags shall be placed at the four (4) corners and/or extremities of the vehicle and/or load as follows: (7-1-19)

a. Front. Fastened to each front corner of the oversized vehicle and/or load if it exceeds legal width. (7-1-19)

b. Rear. Fastened to each rear corner of the oversized vehicle and/or load if it exceeds legal width. (7-1-19)

c. Side. Fastened to mark any extremity, when extremity is wider than the front or the rear of the vehicle and/or load. (7-1-19)

d. Overhang. If the overhang is two (2') feet wide or less, only one (1) flag is required on the end of the overhang. If the overhang is over two (2') feet wide, two (2) flags are required on the end of the overhang to show the maximum width of the overhang. (7-1-19)

081. – 089. (RESERVED)

090. SIGN REQUIREMENTS FOR VEHICLES COMBINATIONS INCLUSIVE OF LOAD.

Refer to IDAPA39.03.05, "Rules Governing Special Permits – Oversize Non-Reducible," for conditions in this rule. (7-1-19)

091. –099. (RESERVED)

100. RESPONSIBILITY OF ISSUING AUTHORITY.

01. Primary Concerns. The primary concern of the Department, in the issuance of special permits, shall be the safety and convenience of the general public and the preservation of the highway system. (7-1-19)

02. Permit Issuance. The Department shall, in each case, predicate the issuance of a special permit on a reasonable determination of the necessity and feasibility of the proposed movement. (7-1-19)

101. –199. (RESERVED)

200. AUTHORITY TO ISSUE PERMITS.

The authority to issue permits on state highways is described in Subsection 200.01. Subsection 200.02 describes the Department's authority to issue special permits on local jurisdiction highways pursuant to an agreement between the Department and the local highway jurisdictions. (7-1-19)

01. Special Permit. The special permit authority of the Department shall cover travel on state highways only and special permits issued by the Department shall be valid only on completed sections of state highway, described on the permit by route number or otherwise. The right to use county highways or city streets is neither granted nor implied. The special permit authority of the Department shall include those sections of state highways within corporate limits of cities and towns, but will not include sections of state highways intersecting with local highways, when travel is occurring on the local highway(s). Contractors hauling loads within the limits of state highway construction projects do not require special permits, but the loads must comply with the weight limits specified in the state highway contract. (7-1-19)

02. Authority. Special permit authority agreed to by the Department and local highway jurisdiction shall include travel on the local jurisdiction's highways under the rules of this title, IDAPA 39.03.03, "Rules Governing Special Permits – General Conditions and Requirements." (7-1-19)

201. – 299. (RESERVED)

300. OFFICES FOR ISSUANCE OF SPECIAL PERMITS.

The Department shall maintain a centralized special permit office at the Department Headquarters, making permits available electronically at the following listed office and Ports of Entry throughout the State. Permits will be available Monday through Friday, state holidays excluded, from 7:30 a.m. to 5 p.m. Mountain Time. Special permits can also be obtained online at itd.idaho.gov or by phone. (7-1-19)

- 01. Headquarters.**
Idaho Transportation Department
Special Permit Office
P.O. Box 7129
3311 West State Street
Boise, Idaho 83707-1129
(208) 334-8420 (7-1-19)
- 02. Huetter Port of Entry, District One.**
Mile Post 8.5 I-90
Coeur d'Alene, Idaho 838145
(208) 769-1551 (7-1-19)
- 03. Lewiston Port of Entry, District Two.**
33443 US Hwy 95
Lewiston, Idaho 83501-0837
(208) 799-4824 (7-1-19)
- 04. East Boise Port of Entry, District Three.**
Mile Post 66.5 I-84 EB
Boise, Idaho 83634
(208) 334-3272 (7-1-19)
- 05. Cotterell Port of Entry, District Four.**
Mile Post 229 I-84 EB
Cotterell, Idaho 8323
(208) 349-5650 (7-1-19)
- 06. Inkom Port of Entry, District Five.**
Mile Post 59 I-15 NB
Inkom, Idaho 83245
(208) 775-3322 (7-1-19)
- 07. Sage Junction Port of Entry, District Six.**
2452 E 1500 N
Terreton, Idaho 83450
(208) 228-3636 (7-1-19)

301. – 399. (RESERVED)

400. INSURANCE OR BOND FOR EXTRAORDINARY HAZARD.

Evidence of insurance or the posting of a bond shall be required when necessary because of loads creating an extraordinary hazard to the traveling public or to protect the public investment when a load presents an extraordinary hazard to the highway system. In such cases of extraordinary hazard to the roadway or structures, the Department

may require the posting of a cash bond in such amount as to cover the maximum damage that could be expected to occur to the highway with the permittee also required to reimburse the Department for any engineering required to ascertain the extent of damages, if any, occurring to the roadway during the movement of the excessive load.

(7-1-19)

401. – 449. (RESERVED)

450. RESPONSIBILITY OF PERMITTEE.

01. General Responsibilities. The permittee shall determine and declare the gross weight, distribution of weight, and the dimensions of the vehicle and load and shall submit all other required information before issuance of the permit. The acceptance of a special permit by the permittee is his agreement that the vehicle and load covered by the permit can and will be moved in compliance with the terms and limitations set forth in the permit. When a permit has been accepted by the permittee, such action shall be deemed an unequivocal assurance that he has complied, or will comply with all operating, licensing, and financial responsibility requirements.

(7-1-19)

02. Permit to Be Carried in Vehicle.

(7-1-19)

a. The special permit must be carried or available electronically in the vehicle to which it refers during the time of movement and shall upon demand be delivered for inspection to any peace officer or authorized agent of the Idaho Transportation Board or any officer or employee charged with the care and protection of the public highways.

(7-1-19)

b. When the route of the permitted vehicle will not pass in the vicinity of a state operated transceiver station, the applicant may complete Form ITD-216, APPLICATION FOR SPECIAL PERMIT NUMBER, and provide pertinent information by telephone to the special permit office. If the special permit office approves the application, a special permit number will be assigned to complete the Form ITD-216. Form ITD-216 will serve as evidence of intent to obtain the special permit and will be honored by law enforcement subject to the officer checking with the special permit office. The applicant must qualify for this procedure by obtaining a permit fee account number. The special permit office will complete the Special Permit Form ITD-216 and charge the fee to the applicant's permit fee account number.

(7-1-19)

03. Certification Load Is Non-Reducible. Upon application, the permittee must certify that steps have been taken to reduce the dimensions, the weight of vehicle, or the load, or all three, concerned in the permit to legal limitations or, if that is impractical, to reduce the excess to a minimum.

(7-1-19)

04. Basic Limitations Shall Not Be Exceeded. Special permits shall not be issued for vehicles or loads in excess of the maximum limitations of size or weight or that otherwise exceed the limitations for loads as set forth in these rules unless exception is made by the Transportation Board, or as otherwise provided herein.

(7-1-19)

05. Hazardous Travel Conditions Restrictions. Extreme caution in the operation of a special-permitted vehicle shall be exercised when hazardous conditions exist. The driver of a permitted vehicle is responsible for checking the conditions of the permitted route before travel. The movement of vehicles or loads operating on valid permits shall automatically become invalid en route when:

(7-1-19)

a. The Idaho Transportation Department, Idaho State Police, or other law enforcement office determines and provides public notice by any available means that a hazardous road condition exists.

(7-1-19)

b. The driver reasonably knows that hazardous road conditions exist along route.

(7-1-19)

c. Whenever a road is marked "Difficult" on 511 or as having a hazardous condition.

(7-1-19)

d. Hazardous road conditions may include, but are not limited to:

(7-1-19)

i. Loss of traction on roadways due to ice, snow, frost, excessive water, or mud;

(7-1-19)

ii. Whenever a roadway is under conditions of wind over forty (40) mph;

(7-1-19)

- iii. Visibility is less than five hundred (500) feet due to snow, rain, smoke, dust, or fog; (7-1-19)
- iv. Whenever a roadway becomes obstructed due to snow, water, mud, rocks, or other debris; or (7-1-19)
- v. Whenever a roadway is subject to a natural disaster or emergency. (7-1-19)

06. Delaying Movement. Enforcement personnel responsible for any section of highway shall carry out enforcement action for violations involving special permit operations and may delay movements. (7-1-19)

451. – 499. (RESERVED)

500. ALLOWABLE TOLERANCE, LEGAL OR PERMITTED SIZE LIMITS.

01. Determination of Vehicular Dimensions. Determination of vehicular length and/or width as defined by Idaho Code or by Board rule shall be exclusive of those external devices or appurtenances whose function is related to safe and efficient operation. (7-1-19)

02. Appurtenances. Rearview mirrors, turn signal lamps, splash and spray suppressant devices; awnings on recreational vehicles, load induced tire bulge, and other noncargo carrying appurtenances shall be excluded from the calculation of allowable width. Front mounted refrigeration units, energy conservation devices, bolsters, mechanical fastening devices, hydraulic lift gates, external front mounted side curtain rollers, and other noncargo carrying appurtenances or devices shall be excluded from a determination of allowable length. (7-1-19)

03. Other Appurtenances. Other appurtenances not listed above may not extend beyond three (3) inches on each side or end of a vehicle or load. Other appurtenances may include, but shall not be limited to, clearance lights, door handles, handholds, window fasteners, door and window trim, moldings, and load securement devices. (7-1-19)

501. – 509. (RESERVED)

510. DROMEDARY TRACTORS.

A truck tractor containing a dromedary box, deck, or plate in legal operation on or before December 1, 1982, shall be authorized to continue to operate, notwithstanding its cargo carrying capacity, throughout its useful life. Proof of such legal operation on December 1, 1982, shall rest upon the operator of the equipment. (7-1-19)

511. – 519. (RESERVED)

520. LOAD OVERHANG.

The overhang or extension of a load shall not extend beyond the limits as set forth in Section 49-1010, Idaho Code. (7-1-19)

521. – 599. (RESERVED)

600. GENERAL.

A special permit, in writing, shall be required for any movement on any completed section of highway under the jurisdiction of the Department by any vehicle or vehicles with reducible or non-reducible loads that exceed the allowable weights or sizes established in Sections 49-1001, 49-1002 and 49-1010, Idaho Code. (7-1-19)

601. – 619. (RESERVED)

620. COMPLIANCE WITH OTHER LAWS AND ORDINANCES.

The special permit will be effective only insofar as the Department has authority for its issue and does not release the permittee from complying with other existing laws, local ordinances or resolutions which may govern the movement. (7-1-19)

621. – 629. (RESERVED)

630. WAIVER OF LIMITATIONS FOR EMERGENCY MOVEMENTS.

Notwithstanding other provisions of these rules, the Idaho Transportation Board may waive existing permit policy limitations in the event of an emergency, subject to such limitations or special requirements as the Board may impose. (7-1-19)

01. Military Emergency Affecting National Security. Any movement by or for a military or other government agency which is in excess of permit policy maximum limits of weight or size or which is otherwise outside established rules must be certified as a military necessity involving national security before receiving any special consideration to provide any waiver of normal permit rules. Certification of military necessity must be made by an official designated as having such authority by the Department of Defense Directory, issued by the Office of the Chief of Transportation, Department of Army. All applications for military emergency movements must be channeled through the Special Permit Office, Idaho Transportation Department. (7-1-19)

02. Emergencies Endangering the Public Health, Safety, or Welfare Including but Not Limited to Fire, Flood, or Earthquake. During an emergency endangering the public health, safety or welfare, there may be an urgent and immediate need for equipment and it will not be in the public interest to require that a special permit be in the vehicle prior to an over legal movement. Verbal approval to proceed without a special permit in the vehicle may be obtained from the Special Permit Office or an Idaho Port-of-Entry. Once the emergency movement is completed, formal application for a Special Permit must be submitted to the Special Permit Office. (7-1-19)

03. Emergency Movement of Implements of Husbandry. It shall be considered an emergency when an implement of husbandry being operated on an official state holiday or a weekend breaks down and a dealer brings replacement equipment to the farmer that exceeds legal height, length, and weight. Verbal approval to proceed without a special permit in the vehicle may be obtained from the Special Permit on-call staff. That verbal authorization may include escort vehicle requirements based on the route of travel and dimensions of load. Once the emergency movement is completed, the permittee shall make formal application for a permit to the Special Permit Office on the first working day after the occurrence. (7-1-19)

04. Economic Emergencies. When a circumstance occurs in which an economic hardship is expected to result due to the application of existing rules or limitations, the Transportation Board may consider a petition for the temporary waiver of those rules or limitations which are perceived as being the cause of such economic hardship. (7-1-19)

631. – 699. (RESERVED)

700. SPRING BREAKUP SEASON TYPE OF LOAD RESTRICTIONS.

Depending upon the type of road construction, the amount of moisture, temperature conditions, and severity of frost heaves and breakup, routes or sections of routes will be posted for restricted loadings to one (1) of the following categories as required to protect the roadway and in the interests of public safety: (7-1-19)

- 01. Legal Weight. Maximum of legal allowable weight; (7-1-19)
- 02. 16,000 Pounds. Maximum of sixteen thousand (16,000) pounds on any axle; (7-1-19)
- 03. 14,000 Pounds. Maximum of fourteen thousand (14,000) pounds on any axle; and (7-1-19)
- 04. 12,000 Pounds. Maximum of twelve thousand (12,000) pounds on any axle. (7-1-19)

701. – 709. (RESERVED)

710. WEIGHT LIMITS BASED ON TIRE SIZES.

In administering load limits based on tire sizes or width of tires, credit for tubed tires will be based on the manufacturer's width marked on the tire; for example, a ten point zero-zero by twenty-four (10.00 x 24) tire will be given credit for ten (10") inches of tire width. Tubeless tires will be given credit for the width of the conventional tubed tires that they replace. (7-1-19)

711. – 719. (RESERVED)

720. WIDTH LIMITATION ON TWO LANE ROAD.

A spring breakup weight restriction to less than legal weight shall automatically place a restriction on width allowed by special permit. On any section of highway restricted to less than legal weight, the maximum width by special permit shall be restricted to twelve feet six (12'6") inches during the period of the weight restriction. (7-1-19)

721. – 729. (RESERVED)

730. SPEED RESTRICTIONS.

On those sections of highways which are posted for a maximum of legal loads, or to less than legal loads, trucks and buses with a gross weight of ten thousand (10,000) pounds or more will be restricted in critical areas to a maximum speed of thirty (30) miles per hour. Restricted speed zones will be marked by red and green markers. A red marker will mean speed is restricted to thirty (30) miles per hour and a green marker will mean that legal speed may be resumed. These markers will generally be attached to existing highway sign posts and when properly used will afford protection to the highway subgrade and surface as well as speeding the flow of traffic. (7-1-19)

731. – 739. (RESERVED)

740. SPECIAL PERMIT POLICY DURING SPRING BREAKUP.

01. Suspended Weight Limits. Normal overweight special permit limits will be suspended on all highways in the area when seasonal load and speed restrictions are imposed. (7-1-19)

02. Weight Restrictions. Spring breakup weight restrictions are primarily concerned with limiting the weight imposed on the highway by individual axles rather than the total gross weight of vehicles or vehicle combination. It will therefore be permissible to issue special permits that exceed legal allowable total gross load for a vehicle combination subject to these conditions: (7-1-19)

- a.** Minimum tire width is ten (10") inches or larger. (7-1-19)
- b.** Maximum axle weight on single axle having two (2) single wheels shall not exceed ten thousand (10,000) pounds. (7-1-19)
- c.** Maximum axle weight on single axle having four (4) or more tires shall not exceed fourteen thousand (14,000) pounds. (7-1-19)
- d.** Permits for nonreducible loads only. (7-1-19)

741. – 749. (RESERVED)

750. LEGAL WEIGHT LIMITS MAINTAINED ON CERTAIN HIGHWAYS.

The policy of the Department will be to maintain legal load limits on the Interstate highway system and arterials serving through state traffic or connecting major terminals, unless conditions are such that severe breakup will result. (7-1-19)

751. – 759. (RESERVED)

760. ENFORCEMENT OF POSTED WEIGHT AND/OR SPEED RESTRICTIONS.

The Districts will sign and mark affected state highways the day before the weight and/or speed restrictions are in effect. The weight and/or speed restrictions will be enforced the day after the Districts sign and mark a state highway. (7-1-19)

761. – 769. (RESERVED)

770. TEMPORARY SUSPENSION OF POSTED WEIGHT AND SPEED RESTRICTIONS.

01. Why Required. Spring breakup restrictions are required because of a seasonal characteristic in which freeze/thaw cycles occur, making the roadway unstable and reducing its load-bearing capability. The load-bearing capacity may be temporarily restored by a freeze-up of the pavement after a section has been posted for load and speed restrictions. (7-1-19)

02. Temporary Waiver of Spring Breakup. District Engineers may provide a temporary waiver of the spring breakup restrictions by posting GREEN markers on the speed limit signs, and on other signs, if appropriate, within a section of highway posted for reduced loads. (7-1-19)

771. – 779. (RESERVED)

780. SPECIAL ALLOWANCES FOR EMERGENCY AND CRITICAL SERVICE VEHICLES.

District Engineers may allow exceptions to the spring breakup weight restrictions for emergency and critical service vehicle(s), ie. fire trucks, heating fuel trucks, and other such service vehicles that are critical to the health and safety of the public. Documentation of special allowance shall be in writing from the District Engineer and must be carried in the vehicle. (7-1-19)

781. – 799. (RESERVED)

800. SPECIAL PERMIT FEES COSTS TO BE BORNE BY PERMITTEE.

The movement of oversize or overweight vehicles or vehicles with special loads is a privilege not accorded every user of the highway. Administrative cost incurred in the processing, issuance and enforcement of special permits shall be borne by such permittees and not by the general traveling public through expenditure of highway user funds. Special permits issued for non-reducible, overweight vehicles and/or loads will be charged a road use fee as set forth in Section 49-1004(2), Idaho Code. Tax supported agencies are required to obtain special permits if their loads exceed the sizes or weights stated in Idaho Code, but they are exempt from paying fees for the permits. (7-1-19)

801. – 909. (RESERVED)

910. PAYMENT OF SPECIAL PERMIT FEES.

01. Payment of Fees. The Idaho Constitution prohibits the state from extending credit to any individual, corporation, municipality, or association. Permit fees are collectible at the time of issuance. (7-1-19)

02. Refund. Permit fees are not refundable once they have been processed into the Department's accounting system, unless the permittee contacts the Special Permit Office no more than two (2) working days (during office hours) following the start date of the special permit or the Department issued the special permit in error. (7-1-19)

03. Permit Costs. Special permit fees listed below are intended to cover cost of administration and are subject to periodic change depending on costs incurred in processing, issuance, and enforcement of special permit rules. (7-1-19)

04. Current Schedule of Fees. Periodic changes to the fee schedule will be subject to legislative review and approval procedures in accordance with Chapter 52, Title 67, Idaho Code, Administrative Procedure Act. (7-1-19)

a. Oversize only, single trip, thirty dollars (\$30). (7-1-19)

b. Oversize only, two (2) trips, thirty six dollars (\$36). (7-1-19)

c. Oversize single trip exceeding sixteen (16') feet wide, or sixteen (16') feet high or one hundred ten (110') feet long, thirty-three dollars (\$33). (7-1-19)

d. Reducible Loads, annual, twelve (12) consecutive months: Cylindrical hay bales, two (2) wide, Multiple width loads of kiln stacked lumber, reducible loads, up to and including fifteen (15') feet high, Disabled

Vehicle, forty-five dollars (\$45). (7-1-19)

e. Oversize Non-Reducible, annual, twelve (12) consecutive months: Manufactured homes, modular building and office trailers; Farm tractors exceeding nine (9') feet width on Interstate and implements of husbandry; Oversize/Overweight Snowplow; Multiple width loads of crane booms; Multiple width loads of conveyer units; East port/Canadian Weight; forty five dollars (\$45). (7-1-19)

f. Extra Length/Weight (reducible) annual, twelve (12) consecutive months, authority to exceed eighty thousand (80,000) lbs. on reducible loads up to one hundred twenty nine thousand (129,000) pounds, or exceeding the length limits imposed in Section 49-1010, Idaho Code, forty five dollars (\$45). (7-1-19)

g. Overweight/Oversize or Overweight only (non-reducible) single trip, thirty-three dollars (\$33). (7-1-19)

h. Overweight/Oversize or Overweight only (non-reducible), two (2) trips, thirty-three dollars (\$33). (7-1-19)

i. Overweight/Oversize (non-reducible) single trip, exceeding sixteen (16') feet wide, or sixteen (16') feet high or one hundred ten (110') feet long, thirty- three dollars (\$33). (7-1-19)

j. Overweight/Oversize (non-reducible) two (2) trips within seven (7) days, exceeding sixteen (16') feet wide, or sixteen (16') feet high or one hundred ten (110') feet long, thirty-three dollars (\$33). (7-1-19)

k. Overweight/Oversize (non-reducible) annual permit fee for twelve (12) consecutive months, one hundred twenty-eight dollars (\$128). (7-1-19)

l. Fee for reissuance or transfers, fifteen dollars (\$15). (7-1-19)

m. Annual special permits purchased online will be five dollars (\$5) less than the listed price. (7-1-19)

05. Additional Fees. The Department may require reimbursement of actual costs incurred for extraordinary services provided, incidental and necessary to the planning and/or movement of loads that require a special permit moving under the requirements of a traffic control plan. (7-1-19)

911. – 949. (RESERVED)

950. REVOCATION OF PERMIT FOR NON-COMPLIANCE WITH THE LIMITATIONS OR PROVISIONS OF THE PERMIT.

01. Disqualification of Permits. The permit shall become invalid and the cited vehicle may be disqualified for reissuance of permits if convicted of the following: (7-1-19)

a. The vehicle combination does not satisfy the requirements of Federal Motor Carrier Safety Regulations Part 393. (7-1-19)

b. The vehicle combination violates permitting conditions (other than weight) for the following: (7-1-19)

i. Failure to travel on Extra Length or Up to 129,000 Pound designated routes. (7-1-19)

ii. Failure to properly display required flags and/or signs. (7-1-19)

iii. Failure to provide required number of pilot cars and/or proper placement. (7-1-19)

iv. Failure to provide required lighting for travel during hours of darkness. (7-1-19)

v. Failure to travel during the hours of operation as specified on the permit. (7-1-19)

vi. Failure to comply with wind velocity requirements when moving manufactured housing, office trailers, and modular buildings. (7-1-19)

vii. Failure to comply when travel conditions become hazardous. Hazardous conditions include, but are not limited to, ice, snow or frost; or when visibility is restricted to less than five hundred (500) feet. (7-1-19)

c. The vehicle combination violates weight limits under Section 49-1001 (1)(2) and (9), Idaho Code. (7-1-19)

i. Violating weight limits for single, tandem, tridem, quad, or other type axle groups by more than fifteen percent (15%). (7-1-19)

ii. Violating gross or bridge weight allowances by more than seven percent (7%). (7-1-19)

d. The motor carrier has violated an Out-of-Service order by the Federal Motor Carrier Safety Administration as described in Part 386 (386.73) of the Federal Motor Carrier Safety Regulations. (7-1-19)

02. Permit Revocation Process. A copy of the judgment of conviction from the court and the special permit authorizing operation must be provided to the Permit Office by enforcement personnel. Paperwork will be reviewed for compliance with the provisions of this rule and, if met, notification will be sent to the company informing them of the pending revocation that will occur within ten (10) days of the letter being issued. (7-1-19)

03. Disqualification Periods. When a permit has become invalid, the vehicle identified on the invalidated permit may be disqualified for reapplication for permit for a period of thirty (30) days after the first violation, for a period of six (6) months after the second violation, and for a period of one (1) year after the third violation. (7-1-19)

04. Penalties. In addition to revocation of permits as authorized in this rule, the permittee shall be subject to all applicable penalties provided by law with regard to the provisions violated. (7-1-19)

951. – 979. (RESERVED)

980. PERMITTEE RESPONSIBLE FOR INJURY TO PERSONS OR PROPERTY.

The permittee shall assume all responsibility for injury to persons or damage to public or private property caused directly or indirectly by the transportation of a vehicle or vehicle and load under special permit; and he shall hold harmless the Department and all its officers, agents, employees, and servants from all suits, claims, damages or proceedings, of any kind, as a direct or indirect result of the transportation of the vehicle or vehicle with a load that requires a special permit. (7-1-19)

981. – 999. (RESERVED)

Res. No. WHEREAS, the Idaho Transportation Board has authority to approve requested economic hardship petitions: and

WHEREAS, the Department has collected and presented said petitions for travel on SH 52 from MP 7.5 to MP 11.33 to the Idaho Transportation Board; and

WHEREAS, these existing rules or limitations do result in an economic hardship.

NOW THEREFORE BE IT RESOLVED, that the Idaho Transportation Board approves the economic hardship petitions submitted for approval on SH 52.

Board Agenda ItemMeeting Date November 21, 2019Amount of Time Needed for Presentation 30 min

Presenter's Name Brenda Williams, CHRO	Presenter's Title Chief HR Officer/HR Leaders	Initials	Reviewed By LSS
Preparer's Name Brenda Williams/HR Leaders	Preparer's Title CHRO	Initials	

Subject

Annual Report on Human Resources, Training, and Fair Employment Practices		
Route Number	Project Number	Key Number
District	Location	

Background Information

This is the annual report to the Board on Human Resources, Training, Safety, Equal Employment Opportunity, and Disadvantaged Business Enterprise per policy 5020 and 5056.

The HR division supports the department by providing full service consultation and services in the areas of recruitment, employee relations, leave management, safety, compensation, benefits, training and development, equal employment opportunity, and disadvantaged business enterprise. The division also offers organizational development and change management services. HR's overarching mission is to support the department in attracting and retaining a talented, productive workforce.

The presentation will cover the strategic initiatives HR has undertaken over the last year as well as provide an overview of program area workforce support activities.

Recommendations

Information only

Board Action

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



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date November 21, 2019Consent Item ☐ Information Item ☐ Amount of Presentation Time Needed 20 minutes

Presenter's Name Kyle Wills	Presenter's Title Boise PD/ OP Committee Chair	Initials KW	Reviewed By LSS
Preparer's Name John Tomlinson/Kyle Wills	Preparer's Title HSM, Boise PD	Initials KW	

Subject

Child Passenger Safety		
Key Number	District	Route Number

Background Information

Boise Police Department's Cpl. Kyle Wills became a certified child passenger safety technician in 1997, and an instructor in 2001. He is currently serving as the Occupant Protection Committee Chairman, and has for many years. He is also the chair of the Idaho Law Enforcement Liaison program. He will be talking about the child passenger safety program, and give an overview of the stages for children as they grow in age and size. He will also give background on what the OP Committee is doing, highlighting the growth of this program since a statewide coordinator position has been funded by the Office of Highway Safety for the last two years.

Recommendations

For information.

Board Action

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



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date November 21, 2019Consent Item ☐Information Item ☐Amount of Presentation Time Needed 15 minutes

Presenter's Name Ned Parrish	Presenter's Title Research Program Manager	Initials NP	Reviewed By LSS
Preparer's Name Ned Parrish	Preparer's Title Research Program Manager	Initials NP	MC

Subject

Research Annual Report Update and Overview of ITD's State Planning and Research (SPR) Programs		
Key Number N/A	District N/A	Route Number N/A

Background Information

The Research Program Manager will give an informational presentation about programs funded with State Planning and Research (SPR) funds at ITD. The presentation will provide an overview of State Planning and Research funds and describe the programs and activities supported with this funding. Planning units supported in whole or in part with SPR funds include Planning Services, Geographic Information Systems (GIS), Highway Data, Freight Planning, and Financial Planning and Analysis. The presentation will also include a brief overview of the Research Program, summarizing program efforts and accomplishments over the past year, and outlining planned research projects in FY20.

Recommendations

For information.

Board Action

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



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date November 21, 2019

Consent Item ☐

Information Item ☐

Amount of Presentation Time Needed 10 minutes

Presenter's Name Joel Drake	Presenter's Title Financial Manager - FP&A	Initials jd	Reviewed By
Preparer's Name Colleen Wonacott	Preparer's Title Financial Specialist, Sr. - FP&A	Initials cw	

Subject

FY20 Rescission of Federal Contract Authority		
Key Number	District	Route Number

Background Information

Rescission of unused federal Contract Authority was scheduled almost four years ago, when the FAST Act was enacted in December 2015. In July 2020, the Rescission will remove \$7.6B nationally from the balance of unobligated Contract Authority for FHWA programs funded by the Federal Highway Trust Fund. The reduction to each state is based on the state's proportion of unobligated Contract Authority that existed nationwide on September 30, 2019.

Definitions

Contract Authority (CA) (also known as "Apportionments") refers to the annual program levels established in the multi-year congressional authorization of DOT programs.

Obligation Authority (OA) limits the amount of CA that can be obligated ("real dollars") in a given fiscal year. OA levels are set through annual congressional appropriations, and the OA amounts are typically less than the annual CA level authorized for each year. This situation results in a balance of unobligated CA that carries over to subsequent years and accumulates to a larger and larger balance of unused CA over time.

Idaho's Rescission - July 2020

Idaho received the total amount for our Rescission via email from FHWA on November 4, 2019: \$43.7M Idaho's Rescission of Contract Authority (unobligated Apportionments):

\$30.9M (71%) from unobligated CA balances as of 09-30-19

\$12.8M (29%) from current year, FY20 CA apportionments

Specific breakdown of Idaho's Rescission by Program and Fund Source is pending. We anticipate receiving a formal FHWA Notice that will supply those details around November 13th.

Rescission Does NOT Impact

Moneys Available for Obligation during FY20

There will be no reduction in the amount of Obligation Authority that Idaho will be allowed to obligate on projects during FY20.

Projects currently Programmed

There will be no Local or ITD projects removed from the ITIP due to the Rescission.



Board Agenda Item

ITD 2210 (Rev. 10-13)

Rescission DOES Impact

Flexibility

Flexibility for transferring Contract Authority between FHWA programs will be reduced due to the partial rescission of cumulative unobligated CA balances that existed on September 30, 2019.

Targeting

The need to properly align and target Obligation Authority is heightened for FY20. OA made available through Congressional action (appropriation) in early FY20, and additional OA through FHWA administrative action ("August Redistribution"), will have to be targeted on projects that fit within Contract Authority remaining in each federal funding category. For FY20, this means a heavier emphasis on obligating projects funded in the federal Safety and Rail-Highway Crossing programs when using OA received from the August 2020 Redistribution.

Net Impact of the FY20 Rescission

By leveraging remaining CA flexibility and targeting projects to optimize use of August 2020 Redistribution, we anticipate no material impact on FY20 projects currently programmed for ITD or our local partners.

Recommendations

Information Item for the Board - No Resolution or Action Requested

Board Action

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