

A G E N D A

IDAHO TRANSPORTATION BOARD

February 19, 2020



A G E N D A

Regular Meeting of the Idaho Transportation Board

February 19, 2020

Idaho Transportation Department
Auditorium
3311 West State Street
Boise, Idaho

KEY:

ADM = Administration

CD = Chief Deputy

DIR = Director

OP = Operations

		Page	Time*
Action Item	1. CALL MEETING TO ORDER		8:00
Information Item			
	2. SAFETY/SECURITY SHARE: Chief Administrative Officer McArthur		
Action Item	3. ELECTION OF VICE CHAIRMAN		8:05
Action Item	4. BOARD MINUTES – January 22, 2020	4	
Action Item	5. 2020 BOARD MEETING DATES	12	
	March 18 – Boise		
	April 15-16 – District 2		
	May 20-21 – District 5		
Action Item	6. CONSENT CALENDAR	13	8:10
OP	Delay OffSystem, Ruby Creek #2 Bridge	14	
OP	Anderson Environmental Consulting LLC individual task agreement		
	extension	16	
OP	TO Engineers individual task agreement extension	17	
OP	Consultant agreement	18	
OP	Contracts for award	20	
Information Item			
	7. INFORMATIONAL CALENDAR		
OP	Contract award information and current advertisements	29	
OP	Professional services agreements and term agreement work tasks report.....	34	
ADM	Monthly report of federal formula program funding through January.....	39	

*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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3311 West State Street
Boise, Idaho

Page # **Time***

Information Items

8. BOARD SUBCOMMITTEE REPORT

129,000 Pound Truck Routes – Member Horsch

9. DIRECTOR’S MONTHLY REPORT ON ACTIVITIES **8:15**

10. LEGISLATIVE UPDATE: Governmental Affairs Manager McCarty **8:45**

11. AGENDA ITEMS

OP _____ Local Highway Rural Investment Program annual report.....41 **9:05**
Crider/Kral

OP _____ Historical Highway Marker Program Spring 2020 update.....43 **9:25**
Kriegl

Action Item

OP _____ Add I-84, Snake River Rest Area Repair to the Program44A **9:40**
Lakey/Pirc
(Resolution on page 44C)

12. BREAK **9:50**

13. AGENDA ITEMS, continued

Action Item

ADM _____ Distribution of the FY20 Further Consolidated Appropriations Act,
Drake Formula Bridge Replacement and Rehabilitation Program Funds45 **10:05**
(Resolution on page 47)

Information Item

ADM _____ State FY20 financial statements: mid-year report.....48 **10:15**
Tolman

Action Item

DIR _____ 2020 ITD Omnibus Rulemaking notices72 **10:25**
Hobdey-Sanchez
(Resolution on page 78)

Information Items

DIR _____ Office of Communication annual report79 **10:35**
Trimboli

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14. AGENDA ITEMS, continued

Information Item

CD _____ Division of Motor Vehicles' update80 **11:05**
Gonzalez

Action Item

CD _____ Idaho 16, I-84 to SH-44 corridor design refinements82 **11:20**
Schroeder

Information Items

15. EXECUTIVE SESSION (Motor Vehicles' conference room) **11:50**

PERSONNEL ISSUES [SECTION 74-206(a), (b)]

LEGAL ISSUES [SECTION 74-206(c), (d), (f)]

16. ADJOURNMENT (estimated time) **12:30**

*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

January 22, 2020

The Idaho Transportation Board convened at 8:30 AM on Wednesday, January 22, 2020 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/Security Share. Chief Operations Officer (COO) Travis McGrath stressed the importance of railroad safety. A train grazed the back of an ITD snowplow. Fortunately the driver was not seriously hurt. He is following up with measures to prevent future incidents.

Chairman Moad thanked COO McGrath for the safety message.

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

February 19, 2020 – Boise

March 18, 2020 – Boise

April 15-16, 2020 – District 2

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

Consent Items. Vice Chairman Kempton asked for more information on the consultant agreement for the Bridge Bundling Projects. Local Highway Technical Assistance Council (LHTAC) Deputy Administrator Laila Kral responded that the intent is for one consultant to design eight similar bridges under one contract. This process should be faster and more efficient.

Vice Chairman Kempton 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-
ITB20-01 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.

January 22, 2020

NOW THEREFORE BE IT RESOLVED, that the Board approves the Trucking Advisory Council membership appointments; the addition of the State Transportation Innovations Council Incentive Grant to the Program; the state institution road improvement project; and a consultant agreement.

1) Trucking Advisory Council (TAC) Membership Appointments. Staff recommends re-appointing Wally Burchak and Dave McNabb to represent Districts 2 and 5, respectively on the TAC. The incumbents' terms would run from January 2020 to December 31, 2022.

2) Add FY19 State Transportation Innovation Councils (STIC) Incentive Grant to the Approved FY20-26 Idaho Transportation Investment Program (ITIP). LHTAC received a \$100,000 STIC grant for the Local, Bridge Repair and Bundling Workshops project, key #22616. The total cost is \$125,000 due to a 20% local match. The project will be added to FY20 of the ITIP.

3) State Institution Road Improvement Project. In accordance with Idaho Code 40-310(14), Board Policy 4045 State Institution Road Improvement allocates \$30,000 annually for the construction, alteration, repair, or maintenance of roadways in, through, or around the grounds of state institutions. The Division of Public Works requests funds for improvements to the Old Penitentiary Road. The Board approved \$30,000 for this project last year. Due to the \$1.8 million cost of the project, the Division of Public Works is requesting additional funding for this project in FY21. The Division will receive the funds and administer or cause to be administered the improvements. Governor Little supports this recommendation.

4) Request to Approve Consultant Agreement. 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 keys #22595, #22596, #22593, #22594, #22597, #22598, #22599, and #22431 – Bridge Bundling Projects in Districts 3, 4, 5, and 6 for design services and engineer of record services in the estimated amount of \$1,950,000.

Information Items. 1) Contract Awards and Advertisements. Keys #19130 and #20040 – US-93, Jones Road to Silver Creek Bridge, District 4. Low bidder: Western Construction Inc. - \$4,646,465.

Key #20180 – SH-74, Junction US-93, District 4. Low bidder: Staker & Parson Companies DBA Idaho Materials Construction – \$206,916.

Keys #20233 and #19826 – US-95, Webb Road to Aspen Lane and Cul-de-sac to Mission Creek Road, District 2. Low bidder: Poe Asphalt Paving Inc. - \$2,588,806.

Key #20203 – I-84, Eisenman Interchange to Milepost 70 and Milepost 82 to Mountain Home, District 3. Low bidder: Kloefer Inc. - \$1,676,930.

Key #19863 – SH-75, Old US-93 to Richfield, District 4. Low bidder: Western Construction Inc. - \$3,131,000.

Key #20474 – East Canyon Road Striping, Eastside Highway District #3. Low bidder: Western Construction Inc. - \$400,000.

Key #20795 – US-95, Garwood Road Grade Separation and Frontage Road, District 1. Low bidder: Apollo Inc. - \$11,235,040.

Key #13486 – STP-8423, Colorado and Holly Signal/Pedestrian Improvements, Nampa. Low bidder: Hawkeye Builders Inc. - \$972,100.

Key #19946 – SH-24, Minidoka to County Line, District 4. Low bidder: Knife River Corporation - Mountain West - \$512,000.

Key #20170 – SH-81, Declo to Burley, District 4. Low bidder: Western Construction Inc. - \$5,697,000.

Key #20133 – SH-25, Tiger Drive to Junction US-93, District 4. Low bidder: Staker & Parson Companies DBA Idaho Materials Construction - \$2,494,494.

The list of projects currently being advertised was provided.

2) Professional Services Agreements and Term Agreement Work Tasks Report. From November 22 through December 31, 2019, 25 new professional services agreements and work tasks were processed, totaling \$4,806,635. Four supplemental agreements to existing professional services agreements were processed during this period in the amount of \$497,972.

3) Semi-Annual Report on Administrative Settlements for Right-of-Way Acquisitions. From July 1 through December 31, 2019, staff processed 95 parcels. Of those, 45 parcels included administrative settlements totaling \$1,547,476.

5) State FY20 Financial Statements through November. Revenues to the State Highway Account from all state sources were ahead of projections by 4%. Receipts from the Highway Distribution Account were 3% or \$2.7 million more than forecast. State revenues to the State Aeronautics Fund were ahead of projections by 2.5%, or \$37,000. Expenditures were within planned budgets. Personnel costs had savings of \$5.6 million or 9.9% due to reserves for horizontal career path increases, vacancies, and timing between a position becoming vacant and being filled. Contract construction cash expenditures of \$267.8 million exceeded any from the past three years.

A transfer of \$30 million was made from the long-term investments to the cash balance to ensure the continued payouts of construction is not constrained. The balance of the long-term investments was \$109.1 million and the cash balance was \$60.9 million at the end of November. Expenditures in the Strategic Initiatives Program Fund were \$15 million. No additional funds, other than interest earned on the cash balance, are coming into this fund due to the expiration of the law effective May 31, 2019 that required the transfer. Deposits into the Transportation Expansion and Congestion Mitigation Fund were \$7.7 million year-to-date.

6) Monthly Reporting of Federal Formula Program Funding through December. Idaho received obligation authority through December 20 via a continuing resolution. Obligation authority is \$65.8 million, which corresponds to \$65.9 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. An appropriations act was signed in December; however, Idaho had not received official notice from the Federal Highway Administration. Idaho has received apportionments via notices through December 20, 2019 of \$316.3 million, including the carryover of \$936,200 of Highway Infrastructure General Funds. Obligation authority is currently 20.8% of apportionments. Of the \$65.9 million allotted, \$23 million remains.

7) Annual Report on Status of State-Owned Dwellings. Information on the ITD-owned dwellings, including the fair rental value, rental status, and monthly rental fee was provided. The Department owns 3 stick-framed houses, 16 manufactured homes, 6 bunkhouses, 2 apartments at Johnson Creek and Cavanaugh Bay Air Strips, and 19 trailer pads with employee-owned housing on 11. Additionally, it owns nine trailer pads and three houses at rest area locations throughout the state.

Board Subcommittee Reports. Member DeLorenzo said the Audit Subcommittee met earlier this month with staff and legislative auditors for the close-out of two previous legislative reviews. There was one finding in each. The Financial Report Audit finding related to a reporting issue and staff will modify vendor contracts to ensure the reporting requirement is met in the future. The Management Review finding identified a process issue regarding employee access to the accounting system. The Department started changing that process last fall when it was made aware of this discrepancy. ~~Member Vassar added that staff is also looking into granting leave when employees are on travel status to ensure the proper protocol is followed.~~

Vice Chairman Kempton reported on yesterday's Subcommittee on State Highway System Adjustments' meeting. Staff provided a tracking sheet of the routes under consideration. Three relinquishment or realignment requests in Districts 2 and 6 were reviewed. Some process adjustments were discussed and Administrative Policy 5061 State Highway System Adjustments is being revised.

The Subcommittee on 129,000 Pound Truck Routes also met yesterday, according to Member Horsch. Staff presented the analyses and written comments received on portions of SH-75 and US-93 in District 6. Because the verbal comments submitted at the two public hearings held in December had not been transcribed yet, the Subcommittee tabled the route requests and will act on them after it receives those comments.

Chairman Moad thanked the Subcommittee chairs for the reports.

Director's Monthly Report on Activities. Director Ness said he was scheduled to be out of town this week, but due to a personal matter, did not travel. He reported that the Department's FY20 supplemental budget request has not been presented to the Joint Finance and Appropriations Committee (JFAC) yet. A presentation to the House Transportation and Defense and Senate Transportation Committees and the JFAC budget hearing are both scheduled next

week. Two Governor's Executive Orders have been issued to reduce regulations and to increase transparency. In conclusion, he thanked the maintenance crews for their efforts.

Chairman Moad thanked Director Ness for the report.

Legislative Report. Governmental Affairs Manager Mollie McCarty said the Senate Transportation Committee has reviewed and approved the Department's rule changes. The rules will be presented to the House Transportation Committee soon. All five of ITD's legislative proposals have been introduced and approved for printing. Some of the legislative proposals staff is monitoring relate to distracted driving and transportation funding. She also mentioned Chairman Moad's confirmation hearing yesterday and the Senate Transportation Committee's intent to vote on the appointment tomorrow.

Chairman Moad thanked Governmental Affairs Manager McCarty for the update.

Status: FY21 Appropriation Request – Governor's Recommendation. Financial Manager (FM) – Financial Planning and Analysis Justin Collins summarized the Governor's recommendation for the FY21 appropriation. The main changes increase change in employee compensation from 1% to 2%, an increase of \$1,110,300, and an increase of \$3,056,600 in contract construction due to the removal and reduction of health and variable benefit costs. No changes were recommended to the FY20 supplemental request.

There was some discussion on the need to replace the District 4 Office building. Chairman Moad mentioned the plan to address the urgent deficiencies in the current building until a new facility can be constructed. Member DeLorenzo expressed concern with housing employees in the existing building and supports requesting funding for a new facility next year. Member Vassar mentioned the potential to co-locate with other entities and doesn't want to lose that opportunity. Chairman Moad said a phased approach may be needed, including starting with a lease agreement with other agencies. He thanked FM Collins for the appropriation update.

Statewide Rural Seat Belt Campaign. From 2014 to 2018, 450 people killed in motor vehicle crashes in Idaho were unrestrained, according to Highway Safety Manager John Tomlinson. Additionally, of those killed, 82% were on rural roads. The statewide seat belt usage rate for all vehicles is 85.7%. He presented a new campaign focusing on seat belt use. It will target rural Idaho and drivers between the ages of 18 and 34. He added that the campaign is an expansion of the Shift program: Drive Well Idaho!

Program Management Office (PMO) Update. PMO Manager Randy Gill said the Office's purpose is to improve and enhance the ITIP delivery by managing it; providing project management leadership, training, and support; and providing statewide delivery support. Some of the expected outcomes are more stability in the ITIP, more consistent bids, statewide standard operating procedures, statewide balancing of available funds, and improved statewide bid and award timing. Improvements have been noted in some categories, but PMO Gill said more work needs to be done.

Chairman Moad thanked PMO Gill for the update.

Delegation: MacArthur Eld. Mr. Eld said he is interested in the Historical Marker Sign Program, which he believes is important to the state's economy. He traveled throughout the state and took pictures of the signs to make into calendars. He presented 2020 calendars to the Board.

Chairman Moad thanked Mr. Eld for the calendars and for his interest in this program.

Bid Justification: SH-55, Smith's Ferry to Round Valley, District 3. District 3 Engineering Manager (EM) Jason Brinkman said ~~the low bids~~ on key #1004 – SH-55, Smith's Ferry to Round Valley, Valley County, were opened on November 26, 2019. The low bid was more than ten percent over the engineer's estimate, requiring justification and Board approval. This stretch of highway between Boise and McCall is in a narrow canyon where geometrics are so bad and width so diminutive, that guardrail cannot be provided on the roadway. This high-accident section needs to be realigned, widened, and straightened by blasting rock and building retaining walls.

EM Brinkman said the low bid was \$25,693,421, or 137% of the engineer's estimate. He noted the two bids received were remarkably similar to each other in spite of their significant monetary deviation from the engineer's estimate. In staff's review of the bids, it appears the Excavation, Temporary Rockfall Barrier, and Mobilization items accounted for the majority of difference between the low bid and engineer's estimate. Some of the reasons the Excavation item was bid higher appear to be due to the long haul distance, harder rock, complicated blasting sequences, and mandatory seasonal shutdowns twice a year. He admitted that the engineer's estimate severely underestimated the Temporary Rockfall Barrier item. The Mobilization item should have been estimated higher due to the seasonal shutdowns, the large and specialized equipment needed, the multiple and specialty operations, and the environmental restrictions.

The low bid is responsible, so EM Brinkman recommends awarding the contract to M.A. DeAtley Construction. He added that the District will find the additional funds needed.

Member Vassar referenced a letter dated January 21, 2020, that the Board received this morning from Knife River Corporation. It researched and bid the project and believes there are design and schedule concerns and constraints that could be improved to lessen the cost and project duration. It encouraged the Board to reject the bids and re-advertise the project. In response to Member Vassar's questions, EM Brinkman acknowledged receipt of the letter. Staff considered re-designing the project, but he does not believe substantial changes could be made to justify rejecting and re-bidding the project.

Vice Chairman Kempton noted that the two bids were close, within approximately \$3 million of each other. Member Thompson added that it appears the two qualified contractors seemed to understand the project and its difficulties. Member DeLorenzo emphasized the need to improve this stretch of SH-55 and expressed support for staff's recommendation.

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

RES. NO. WHEREAS, the bids for Project No. DHP-NH-1568(001), SH-55, Smith's Ferry
ITB20-02 to Round Valley, Valley County, key #01004, were opened on November 26,
2019 for construction starting fall 2020; and

WHEREAS, the low bid was more than 110% of the engineer's estimate, requiring justification and Idaho Transportation Board approval; and

WHEREAS, the amount of the overrun is substantial, and warrants specific discussion rather than simple inclusion in the normal consent calendar; and

WHEREAS, the District 3 Engineer has provided justification for the bid, committed to securing the necessary funding to move forward with construction, and recommended award of the contract.

NOW THEREFORE BE IT RESOLVED, that the Board has determined that it is in the best interest of the public to proceed with award of Project No. DHP-NH-1568(001), SH-55, Smith's Ferry to Round Valley, Valley County, key #01004, at 137% of the engineer's estimate to the apparent low bidder: M.A. DeAtley Construction, in the amount of \$25,693,420.95.

Chairman Moad thanked EM Brinkman for the presentation.

Revisions to Administrative Policy 5552 Employee Shift Duration and Fatigue Management. COO McGrath said an interim Fatigue Management Policy was implemented in November 2017 to identify and manage risk due to fatigue. It was introduced as an interim policy to provide time to determine if the policy met ITD's needs. Due to a series of heavy winter storms that hit most of the state last winter, he is recommending revisions to the policy based on employee feedback. The key changes relate to allowable single-shift durations, extended workweek durations, and unforeseen or emergency situations. Supervisors and employees have a shared responsibility to identify and mitigate fatigue risk. He added that the policy applies to all employees except pilots, as they are governed by federal requirements. He requested concurrence to the revisions.

Without objection, the Board concurred to revisions to Administrative Policy 5552 Employee Shift Duration and Fatigue Management.

Executive Session on Personnel and Legal Issues. Member DeLorenzo made a motion to meet in executive session at 11:12 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 legal matters related to operations and acquiring real property.

The Board came out of executive session at 12:08 PM.

Informal Luncheon with the Aeronautics Advisory Board (AAB). The Board members met informally with the AAB members during lunch. Some of the items of discussion included opportunities for the Division to work with highways, such as on the potential realignment of SH-55 in McCall due to the proximity of the airport; the status of relocating the Burley and Hailey airports; funding; and the importance of training for the pilots.

Division of Aeronautics' Annual Report. The AAB members reported on efforts to implement the new navigation system that will track aircraft via satellite. Overall, Idaho's aviation industry saw some growth last year, although fire-related activity was down. The use of drones is continuing to escalate and will presumably impact revenue. AAB Chairman Rodger Sorensen said he is retiring from the board, and he introduced Member Mark Sweeney as the new chairman. He appreciated the opportunity to serve on the AAB.

The Board expressed appreciation to AAB Chairman Sorensen for his 20 years of service.

Aeronautics Administrator (AA) Jeff Marker summarized the Division's activities. The flight time of the King Air decreased from 239.7 hours in 2018 to 193.1 hours last year and the number of passengers decreased from 1,056 to 896; however, the Kodiak transported 525 passengers in 2019 and recorded 225.7 hours of flight. The annual Aviation Career Academy was held to promote careers in the aviation industry. Staff continued efforts on leading the state on the use and oversight of drones and will be requesting a budget line item for an additional pilot to oversee drones. The airport aid program has a base budget of \$1 million; however, there is a line item requesting an additional \$1.75 million for capital improvements. Other activities included updating the 10-year old Airport System Plan/Airport Economic Impact Analysis, maintaining the 31 state-owned airstrips, conducting the annual aviation Safety Stand Down, and participating in 45 search and rescue events. There were 31 aviation accidents with 4 fatalities.

AA Marker added that construction has started on the new hangar and offices and the Division is expected to move in August.

Chairman Moad thanked the AAB members for their service and the members and AA Marker for the informative report.

Executive Session on Personnel and Legal Issues. Member DeLorenzo made a motion to meet in executive session at 2:10 PM 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 (f). Member Horsch seconded the motion and it passed 6-0 by individual roll call vote.

The discussions on legal matters related to operations. The discussion on personnel matters related to the hiring of a public officer and the performance of employees.

The Board came out of executive session at 3:00 PM.

WHEREUPON, the Idaho Transportation Board's regular monthly meeting officially adjourned at 3:00 PM.

BILL MOAD, Chairman
Idaho Transportation Board

Read and Approved
_____, 2020
Boise, Idaho

BOARD MEETING DATES

2020

March 18 – Boise
 April 15-16 – District 2
 May 20-21 - District 5
 June 16-17 - District 3
 July 15-16 - District 6

August 19-20 - District 1
 September 15-16 - District 4
 October 14-15 - Boise
 November _____ - Boise
 December _____ - Boise

2020

S M T W T F S	S M T W T F S	S M T W T F S	S M T W T F S
January	February	March	April
1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31	1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29	1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31	1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30
May	June	July	August
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September	October	November	December
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“X” = holiday

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

Other dates of interest:

February 25-28: American Association of State Highway and Transportation Officials’
 (AASHTO) legislative briefing, Washington, DC

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



IDAHO TRANSPORTATION BOARD

RESOLUTION FOR CONSENT ITEMS

Pages 14-28

RES. NO. ITB20-03 WHEREAS, consent calendar items are to be routine, non-controversial, self-explanatory items that can be approved in one motion; and

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

NOW THEREFORE BE IT RESOLVED, that the Board approves the delay of OffSystem, Ruby Creek Bridge project from the Idaho Transportation Investment Program; Anderson Environmental Consulting LLC individual task agreement extension; TO Engineers individual task agreement extension; a consultant agreement; and contracts for award.



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date February 19, 2020Consent 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

Delay Offsys, Ruby Cr #2 Br, Boundary Co in the approved FY 2020 - 2026 ITIP		
Key Number 19046	District 1	Route Number Offsys

Background Information

The purpose of this consent item is to request the delay of **Offsys, Ruby Cr #2 Br, Boundary Co** from FY 2020 to FY 2021 of the program, at the request of the Local Highway Technical Assistance Council (LHTAC), per policy 5011 *Idaho Transportation Investment Program (ITIP)*.

LHTAC has been receiving bids well over the engineers estimate on projects. Moving forward, LHTAC is anticipating this trend to be continuing and they are asking Sponsors to delay projects so available funds can be used to cover the higher than anticipated bids and allow for projects to be awarded.

The sponsor, Boundary County, concurs with delaying the Ruby Cr #2 Br for a year, with the understanding it could be longer. Boundary County would like to request that as soon as funds are available that this bridge project will move up to the bidding process.

The total project cost for Ruby Creek #2 Bridge is \$1.5 million. The design phase has been obligated at \$524,000. The project construction to delay is \$944,000.

Staff requests that the project be delayed in the program.

Recommendations

Approve the delay of the **Offsys, Ruby Cr #2 Br, Boundary Co** to FY 2021 of the program at a cost of \$944,000 and authorize staff to adjust the ITIP accordingly.

Board Action

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

Sponsor Agreement

From: Renee Nelson <rnelson@boundarycountyid.org>
Sent: Monday, December 23, 2019 12:18 PM
To: Dan Coonce <DCoonce@lhtac.org>
Cc: 'Boundary Commissioners' <commissioners@boundarycountyid.org>; Randy Morris <rmorris@boundarycountyid.org>
Subject: RE: 19046-Ruby Creek #2 Bridge-State and Local Agreement for Construction-Signature Needed

Dan,

Boundary County will concur with delaying the Ruby Creek Br #2 for a year, with the understanding it could be longer. Boundary County would like to request that as soon as funds are available that this bridge project will move up to the bidding process.

Boundary County has also contacted ITD Bridge to see if there is any confirmation that the bridge repairs completed will allow this delay to happen without any restrictions. ITD has replied to us that it is on a 12 month inspection cycle, and asked Boundary County to monitor in between inspections and let them know if we have any concerns. Boundary County will coordinate these inspections with an engineering firm to help the bridge to remain open without any restrictions.

Hopefully all will remain intact until the new bridge is constructed.

Please let me know if we need to do anything further.

Thanks,
Renee



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date February 19, 2020

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

Presenter's Name	Presenter's Title	Initials	Reviewed By
Doral J. Hoff	District Engineer	DJH	MC
Preparer's Name	Preparer's Title	Initials	LSS
Curtis J. Arnzen	D2 Design/Construction A Engr.	CJA	

Subject

Anderson Environmental Consulting LLC Individual Task Agreement Extension		
Key Number	District	Route Number
09294	2	US-95

Background Information

The purpose of this Board Agenda Item is to request approval to exceed the consultant individual task agreement limit of \$500,000 for consultants selected from the term agreement list set by Board Policy 4001 for Anderson Environmental on the US95, Thorncreek to Moscow Project, Key No. 09294.

US-95, Thorncreek to Moscow, Key No. 09294, is a controversial project with intense environmental scrutiny by the public and regulatory agencies. This has greatly impacted the environmental delivery schedule and lead to many additional services and review periods, thus adding more costs to Anderson Environmental's services than originally anticipated.

Anderson Environmental was hired in 2012 from the term agreement list to write the Environmental Impact Statement (EIS) and 404 Permit application for this project. Their services have been used consistently since then to assist in navigating through the environmental process and deliver an approved EIS. The US Army Corps of Engineers has recently requested extensive changes to the project's 404 Permitting application that will require more services from Anderson Environmental. Anderson Environmental has extensive institutional knowledge of the project and would be extremely difficult to replace with another consultant.

Additional services by Anderson Environmental are estimated at \$200,000 for a total of \$700,000. The cost of this additional work will be covered by development funds that have already been obligated within the project.

Recommendations

Approve request for Anderson Environmental to exceed the consultant individual task agreement limit of \$500,000 for consultants selected from the term agreement list, up to \$700,000.

Board Action

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



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date February 19, 2020

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

Presenter's Name	Presenter's Title	Initials	Reviewed By
Jeff Miles	LHTAC Administrator	JM	MC
Preparer's Name	Preparer's Title	Initials	LSS
Amanda LaMott	LHTAC Safety/TAP Engineer	AL	

Subject

TO Engineers Individual Task Agreement Extension		
Key Number	District	Route Number
20841	3	SH55, BIKE/PED BRIDGE OVER BOISE RIVER, EAGLE

Background Information

The purpose of this Board Agenda Item is to request approval to exceed the consultant individual task agreement limit of \$500,000 for consultants selected from the term agreement list set by Board Policy 4001 for TO Engineers on the SH-55 Bike/Ped Bridge over the Boise River, Project No. A020(841), Key No. 20841. The city of Eagle is the local sponsor.

TO Engineers was initially selected from the term agreement list with a RFI to do the design through PS&E. At that time it was expected that the total design costs would be less than \$500,000. Shortly after TO Engineers was selected, it was determined that the original concept and preferred alternative were not feasible. Final negotiations resulted in a phased agreement since the original scope of the project had changed. TO Engineers was contracted to do the preliminary design with an agreement of \$252,000.

It is important for TO Engineers to continue the work that they started because contracting the remaining work to another firm would increase the costs of the project since another firm would repeat some of the work initially done.

Final negotiations of the second phase of design have not occurred but it is expected that the total design fee for the second phase of the bike/pedestrian bridge will be \$398,000. The consultant will also be needed for a post award consultant agreement for engineer of record tasks. The estimated cost of that agreement is \$100,000, resulting in a project total of an estimated amount of \$750,000.

Any additional funds needed to finish the design of this bike/pedestrian bridge will be provided by the local sponsor or from program offsets.

Recommendations

Approve request for TO Engineers to exceed the consultant individual task agreement limit of \$500,000 for consultants selected from the term agreement list, up to \$750,000.

Board Action

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



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date February 19, 2020

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 MC
Preparer's Name Holly McClure	Preparer's Title Grants/Contracts Program Specialist	Initials HM	LSS

Subject

REQUEST TO APPROVE CONSULTANT AGREEMENT

Key Number 20513	District 2	Route Number US95
---------------------	---------------	----------------------

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 sheet for additional detail)

- Key No. 20513, Clearwater River Memorial Bridge – for completion of design services and engineer of record services for a total estimated amount of \$3,000,000

Board Action

☐ Approved ☐ Deferred _____

☐ Other _____



DATE: February 3, 2020

Program Number(s)A020(513)

TO: Monica Crider, PE
Contracting Services Engineer

Key Number(s)20513

FROM: Doral J. Hoff
District Engineer

Program ID, County, Etc.Clearwater River
Memorial Bridge

RE: Request to exceed professional services agreement amount of \$1,000,000 - Design and Engineer of Record Services

The Clearwater Memorial Bridge is a 1,352' long, 12 span bridge built in 1949 that spans the Clearwater River in Lewiston, Idaho. It does not meet modern roadway width standards and restricts commercial traffic. The above-mentioned Project proposes to replace the superstructure of Clearwater Memorial Bridge with a new superstructure that meets modern roadway width standards and bridge load ratings. Delivery of the project will require a complicated engineering analysis of the existing piers and foundations, a complicated environmental document, including the modification of a historic structure, cultural work near the Nez Perce reservation, the placement of rip rap in waters that contain endangered species, the possibility of three different permits from the USACE, and a US Coast Guard Permit.

In December 2018, District 2 hired a consultant team through the RFP process and has recently completed a preliminary design and scoping phase that included a geotechnical investigation from a barge, numerous stakeholder meetings, a public meeting, and a feasibility study for about \$950,000. The estimated amount of money required to deliver the project for advertisement using the same team is estimated to be an additional \$1,300,000. Since the project has risk associated with the extensive permitting and environmental work, the District believes an additional \$250,000 may be needed for supplemental agreements bringing the total request to about 2.5 million dollars for this agreement. The total estimated construction cost is currently \$21 million dollars. The source of funding for the requested development work will be a combination of funds that are currently scheduled and funds that will be scheduled in the next programming cycle.

The consultant will also be needed for a post award consultant agreement for Engineer of Record tasks. The estimated cost of the agreement is \$500,000, resulting in a project total of an estimated amount of \$3,000,000.



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date February 19, 2020Consent 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

Board Approval of Contracts for Award

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

Background Information

INFORMATION

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

Year to Date Bid Summary (10/1/19 to 2/3/20)					
Contracts Bid		Contracts Requiring Board Approval to Award		Contracts Requiring Board Approval to Reject	
ITD	Local	ITD	Local	ITD	Local
22	6	2	3	1	0

ACTION

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

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

Contracts requiring Board Approval to Award -Justification received 1/7/20 to 2/3/20	
ITD	Local
1	1

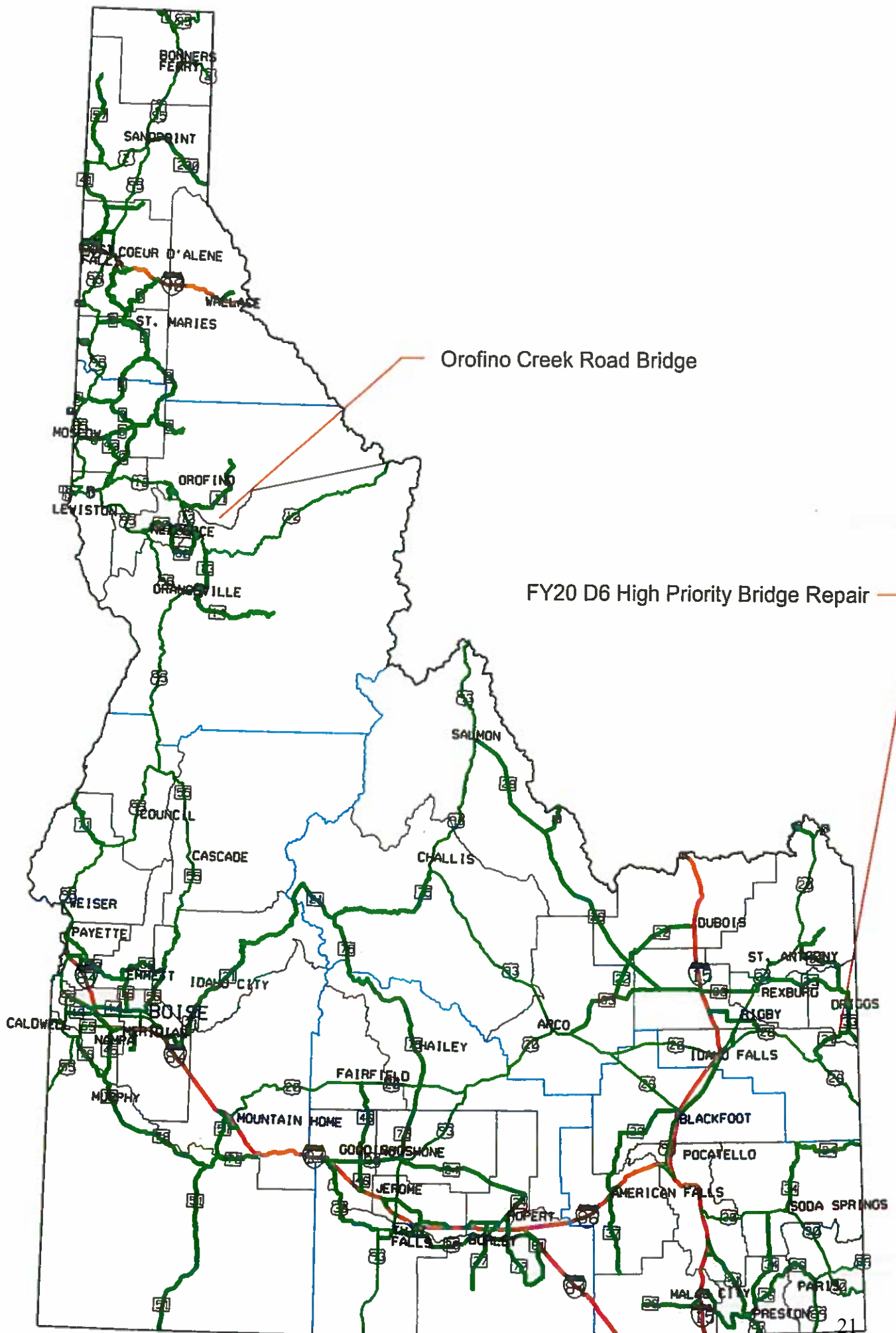
Recommendations

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

Board Action

☐ Approved ☐ Deferred _____

☐ Other _____



Monthly Status Report to the Board

CONTRACT(S) FOR BOARD APPROVAL

District	Key No.	Route	Opening Date		No. of Bids	Eng. Est.	Low Bid	Net +/-
----------	---------	-------	--------------	--	-------------	-----------	---------	---------

LHTAC (2)	12019	OFF SYS	12/10/2019		6	\$1,102,141.36	\$1,528,033.87	\$425,892.51
Orofino Creek Road Bridge						Federal		139%
Contractor: LaRiviere Inc								

6	21873	SH-31	1/14/2020		3	\$1,642,844.39	\$2,139,686.00	\$496,841.61
FY20 D6 High Priority Bridge Repair						Federal		130%
Conway Construction Company Inc								

DATE OF BID OPENING - DECEMBER 10, 2019 - IDAHO FEDERAL AID FINANCED
PROJECT

IDAHO FEDERAL AID Project No. A012(019)
Orofino Cr Rd Br
Clearwater County, Key No. 12019

DESCRIPTION: The work on this project consists of replacing the existing single lane bridge
over Orofino Creek

BIDDERS:

LARIVIERE, INC RATHDRUM, ID	\$1,528,033.87
RAZZ CONSTRUCTION INC BELLINGHAM, WA	\$1,567,490.38
CLEARWATER CONSTRUCTION & MANAGEMENT, LLC SPOKANE, WA	\$1,617,341.64
CLEARWATER CONSTRUCTION, INC. dba CLEARWATER WESTERN BOISE, ID	\$1,680,000.00
KNIFE RIVER CORPORATION - MOUNTAIN WEST BOISE, ID	\$1,960,000.00

5 BIDS ACCEPTED (1 irregular – no DBE)

ENGINEER'S ESTIMATE - \$1,102,141.36

LOW BID - 139% Percent of the Engineer's Estimate

(AWARD)

(REJECT)

(REQUIRES BOARD APPROVAL)

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

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


DANA DIETZ P.E.
Contracts Engineer

1-27-2020
Date

**Local Highway Technical
Assistance Council**

3330 Grace Street
Boise, Idaho 83703

Phone 208.344.0565
Fax 208.344.0789
Toll Free 1.800.259.6841

www.lhtac.org



Gilbert Hofmeister
Chairman

Todd Smith
Vice Chairman

Robert (BJ) Berlin
Secretary/Treasurer

Jeff R. Miles, P.E.
Administrator

Date: January 23, 2020

Project No.: A012(019)

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

Key No.: 12019

From: Jeff R. Miles, PE
Administrator

Project Identification, County
Orofino Creek Bridge, Clearwater Co

RE: Justification of re-Bid for Award

Rebid was scheduled and opened on December 10, 2019 for the Orofino Creek Bridge project in Clearwater County. LHTAC and the design consultant have reviewed the bid results. The Engineer's Estimate was \$1,102,141.36. Lariviere, Inc submitted the low bid at \$1,528,033.87 which was \$425,892.51 (38.6%) over the Engineer's Estimate. The second bid received was 42.2% over the Engineer's Estimate and 3.6% higher than the low bid.

The project was previously advertised and bids were opened on April 2, 2019. Only one bid was received. After the bid was determined irregular, the contracting community was contacted to find out why the low response. Responses received indicated that the project was advertised while most contractors already had enough work scheduled for the year in the area so that is why the response was limited. Since it was an irregular bid no review of the bid cost could be analyzed.

The bid documents were reviewed before re-advertisement and several specifications were identified that needed modification to potentially help with future bids. Environmental window adjustments and mitigation commitments were revised to provide more flexibility in construction.

The major differences in the bid can be attributed to five items. These items accounted for \$383,418 or 90% of the overage.

Item No.	Description	Engineer's Est.	Lariviere, Inc	Difference	Justification
203-020A	REMOVAL OF BRIDGE	\$15,000	\$88,500	\$73,500	see Note 1
502-140A	CONC CL 40-A SCH NO. 1	\$58,275	\$77,700	\$19,425	see Note 2
502-430A	CONC PARAPET	\$15,948	\$38,541	\$22,593	see Note 2
505-045A	PROV&DRIV STEEL H PILE (14 X 117)	\$65,800	\$98,700	\$32,900	see Note 3
Z629-05A	MOBILIZATION	\$100,000	\$335,000	\$235,000	see Note 4
	TOTAL	\$255,023	\$638,441	\$383,418	

Council Members

Association of Idaho Cities
Mayor Mac Pooler
City of Kellogg

Idaho Association of Highway Districts
Commissioner Neal Gier
Buhl Highway District

Idaho Association of Counties
Commissioner Phil Lampert
Benewah County

Ex-Officio Members
Executive Director
Association of Idaho Cities

Mayor Robert (BJ) Berlin
City of Roberts

Commissioner Terry Werner
Post Falls Highway District

Commissioner Mark Rekow
Gem County

Nick Veldhouse, Executive Director
Idaho Association of Highway Districts

Mayor Diana Thomas
City of Weiser

Commissioner Gilbert Hofmeister
Power County Highway District

Commissioner Todd Smith
Madison County

Seth Grigg, Executive Director
Idaho Association of Counties

Notes:

1. The removal of the bridge cost in remote areas and the more detailed Corps of Engineers permitting conditions generally add increase overall prices. If the project were re-bid, this cost will likely not decrease.
2. There continues to be an escalation in concrete prices due to the current economic conditions. If the project were re-bid, this cost will likely not decrease.
3. Increased steel prices due to current economic conditions can be factors in the higher cost of this bid item. If the project were re-bid, this cost will likely not decrease.
4. A 10% value is usually applied to the estimated cost for mobilization. The low bidder, Lariviere, Inc is located in Rathdrum Idaho, thus requiring increased mobilization costs. The second low bidder, located in Bellingham Washington, estimated mobilization \$108,000 higher than the engineers estimate. If the project were re-bid, this cost will likely not decrease.

In our review of the apparent low bid, there are no discrepancies showing this bid is irregular. The project received five valid bids; four lowest bids were within approximately \$150,000 of each other which indicates a strong competitive market. The price of both concrete and steel are still on the rise given the bid over the Engineer's Estimate.

LHTAC's review for this rebid considered and corrected specification issues that the contracting community indicated had limited the number of contractors willing to bid. We did not adjust for market conditions, which was in error. We continue to refine our estimate review process, including taking into account remote location of projects, contractor workload and fluctuating concrete/steel prices. We have implemented a more detailed procedure for review of project costs to reduce the number of justifications needed in the future.

Recommend for Award

It is the opinion of LHTAC, Clearwater County, and the Design Engineer that the bids are reasonable considering the current bidding climate and location of the project. It is not expected that there will be any benefit or project savings by a third advertisement. It is the desire of the Sponsor and LHTAC to award the construction project to the apparent low bidder. Additional funding to cover the contract award are made available through the Contract Increase Set-Aside. Clearwater County is prepared to provide the additional estimated match of \$31,260.51.

Sincerely,



Jeff R. Miles, P.E.
Administrator

Cc: Rick Winkel – Clearwater County Commissioner
Rich Kinder, PE – HDR, Inc.

DATE OF BID OPENING - JANUARY 14, 2020 - IDAHO FINANCED PROJECT

IDAHO Project No. A021(873)
FY20 D6 High Priority Bridge Repair
Bonneville County, Key No. 21873

DESCRIPTION: The work on this project consists of repairing Pine Creek Bridge on SH-31,
M.P. 5.136

BIDDERS:

CONWAY CONSTRUCTION COMPANY, INC. RIDGEFIELD, WA	\$2,139,686.00
CANNON BUILDERS, INC. BLACKFOOT, ID	\$2,653,239.60
CLEARWATER CONSTRUCTION, INC. dba CLEARWATER WESTERN BOISE, ID	\$2,743,000.00

3 BIDS ACCEPTED

ENGINEER'S ESTIMATE - \$1,642,844.39

LOW BID - 130% Percent of the Engineer's Estimate

(AWARD)

(REJECT)

(REQUIRES BOARD APPROVAL)

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

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


DANA DIETZ P.E.
Contracts Engineer

1/28/2020
Date



Department Memorandum

Idaho Transportation Department

DATE: January 22, 2020

Program Number(s) A021(873)

TO: Dana Dietz P.E. *DD*

Key Number(s) 21873

FROM: Jason Minzgor, P.E. *JM*

Program ID, County, Etc.
FY 20 D6 High Priority Bridge Repairs, Bonneville
and Madison Counties

RE: JUSTIFICATION FOR AWARD OF BID

The Scope of Work for the project entails rehabilitating the deck, expansion joints, and storm drains of the Pine Creek Bridge on Hwy 31 as well as a full replacement of guardrail and 100ft of roadway at both bridge approaches. Bid opening occurred on January 14th, 2020. The lowest of the three bids received was \$2,139,686.00, which is 30.2% higher (a difference of \$496,841.61) than the engineer's estimate of \$1,642,844.39. The difference between the lowest and highest of the three bids received was \$603,314.00, which equates to a difference of 36.7%.

The project team used quotes from regional suppliers and in-house resources to create estimates. Nine items accounted for most of the difference from the estimate as seen in the table below:

Item	Description	Quantity	Estimated Unit Price	Bid Unit Price	\$ Difference
632-005A	CONC BRIDGE DECK REM CL A	1530.7 SY	\$ 110.00	\$ 150.00	\$ 61,228.00
S501-20A	SP BRIDGE DECK DRAIN REPAIR - ARCH SPANS	26 EACH	\$ 500.00	\$ 5,500.00	\$ 130,000.00
S501-20B	SP BRIDGE DECK DRAIN REPAIR - APPROACH SPANS	20 EACH	\$ 450.00	\$ 2,000.00	\$ 31,000.00
S501-20D	SP BRIDGE DRAIN INLET MODIFICATION	46 EACH	\$ 500.00	\$ 1,000.00	\$ 23,000.00
S501-25A	SP BRIDGE DECK FORMWORK	1 LS	\$ 50,000.00	\$ 95,000.00	\$ 45,000.00
S501-30A	SP BRIDGE DECK DRAIN PIPE REPLACEMENT	300 FT	\$ 75.00	\$ 425.00	\$ 105,000.00
S501-80A	PARTIAL REM OF BRIDGE	1 LS	\$ 200,000.00	\$ 300,000.00	\$ 100,000.00
S904-05A	SP TEMPORARY TRAFFIC CONTROL	1 LS	\$ 40,000.00	\$ 100,000.00	\$ 60,000.00
Z629-05A	MOBILIZATION	1 LS	\$ 149,349.49	\$ 320,000.00	\$ 170,650.51
Total Difference from these Items					\$ 725,878.51
% of Difference in Engineer's Estimate (\$496,841.51)					146%

The SP Bridge items are fairly unique and do not have a recent well established bid history to rely on for the engineer's estimate. Also, the economy is currently doing well and construction is prevalent across the state. That means that it is likely that the specialty equipment rentals required for working under the bridge may be difficult to obtain and schedule, and specialty sub-contractors such as hydro-blasters will be difficult to schedule.

Lastly, the estimate probably underestimated the remoteness of the project, and the effect that will have on fuel costs, commuting time, access to lodging, proximity to suppliers, and the other factors that dictate mobilization cost. Mobilization was estimated as a rule of thumb at 10 percent of the project cost (which is generally an acceptable common practice), but in this case should have been tailored fit to the location and site conditions.

As long as the economy stays healthy there is no guarantee that the project will bid at a lower price even if re-advertised with modifications to accommodate a wider range of means, methods, and equipment.

Based on the (1) urgent need for the repairs, (2) trend of bids being higher than the estimate, (3) remoteness of the location not being factored into the mobilization, and (4) strained availability of equipment and subcontractors in the current economy we recommend that this project be awarded to the low bidder. The additional funds required will be addressed while we rebalance the FY21 program over the next 6 months.



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date February 19, 2020Consent 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 bid since the start of the fiscal year by jurisdiction, along with those requiring Board approval to award and Board approval to reject.

The attached chart only shows the ITD State Infrastructure Projects listed by Summary of Cost and Summary of Contract Count.

NOTE:

The table below shows year to date summaries for both ITD and Local contracts bid. 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 2/3/20					
Contracts Bid		Contracts Requiring Board Approval to Award		Contracts Requiring Board Approval to Reject	
ITD	Local	ITD	Local	ITD	Local
22	6	2	3	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 1/7/20 to 2/3/20	
ITD	Local
2	0

FUTURE ACTIONS

The Current Advertisement Report is attached.

Recommendations

For Information Only.

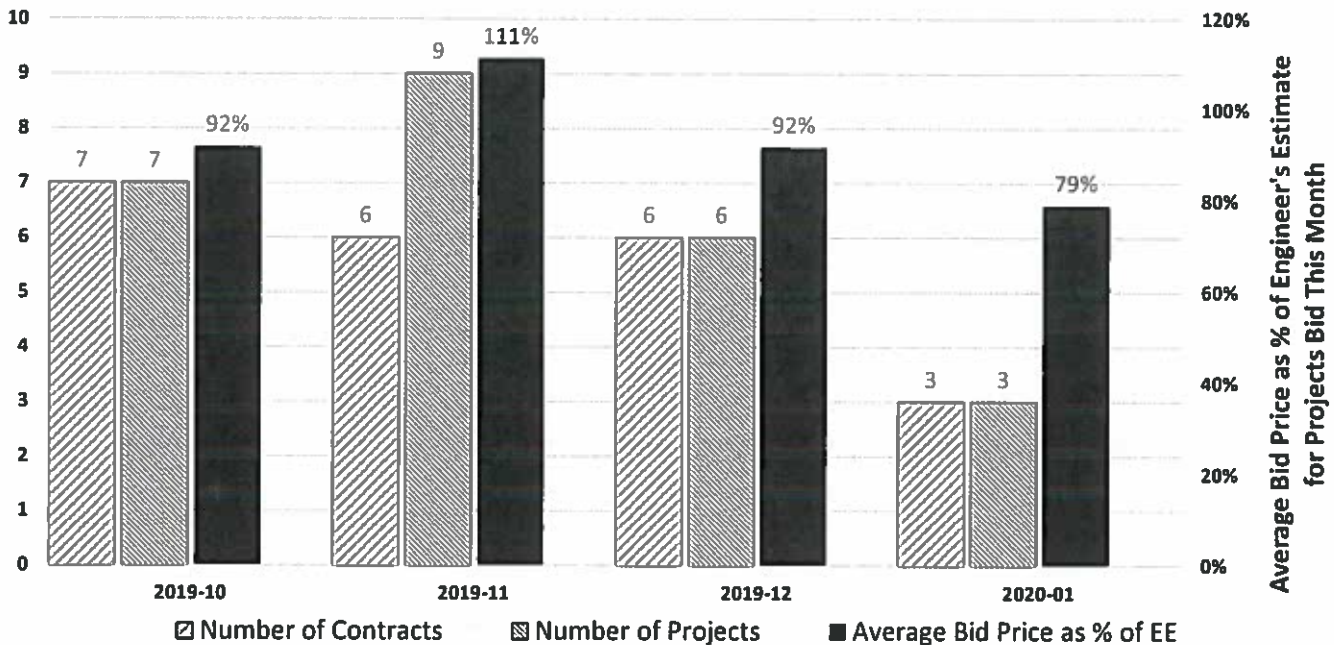
Board Action

☐ Approved ☐ Deferred _____
☐ Other _____

FFY20 State Infrastructure Project Bid Results: YTD Summary By Cost 25 Projects YTD through February 3, 2020

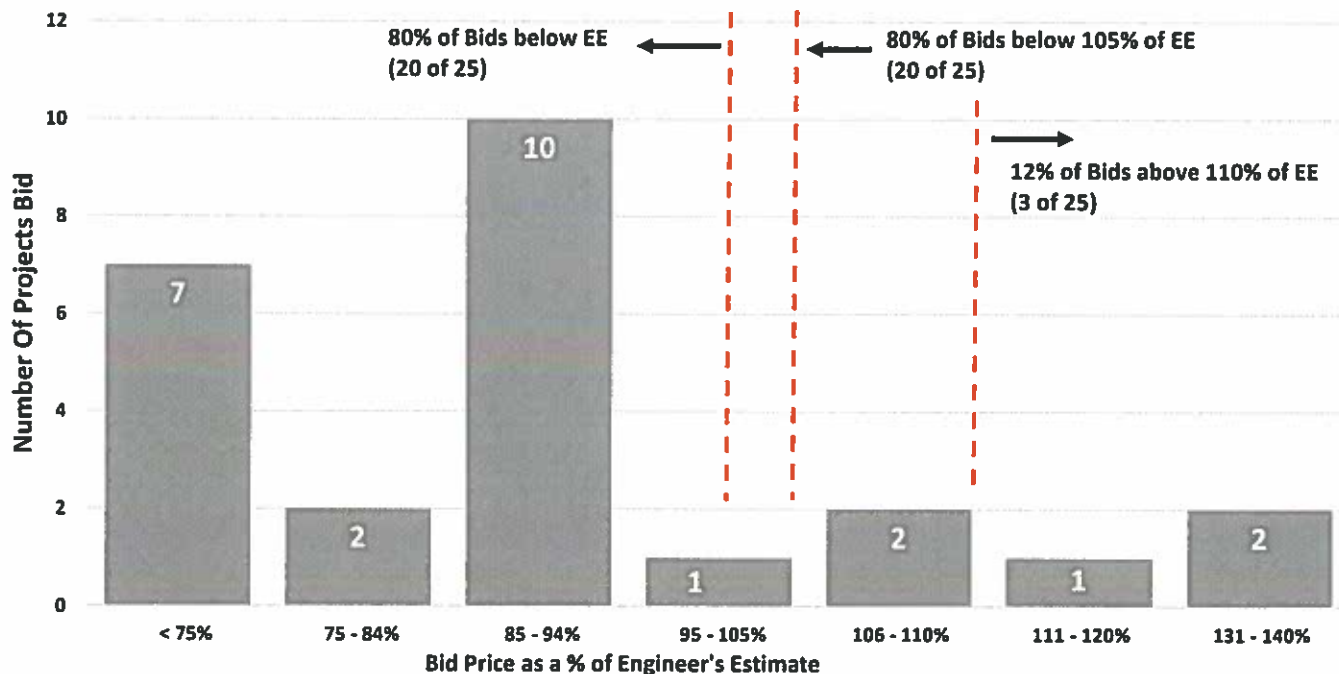
YTD Total for all 25 projects:

Ratio of Bid Costs / Engineer's Estimates = \$85.8 / \$85.9M = 99.9%

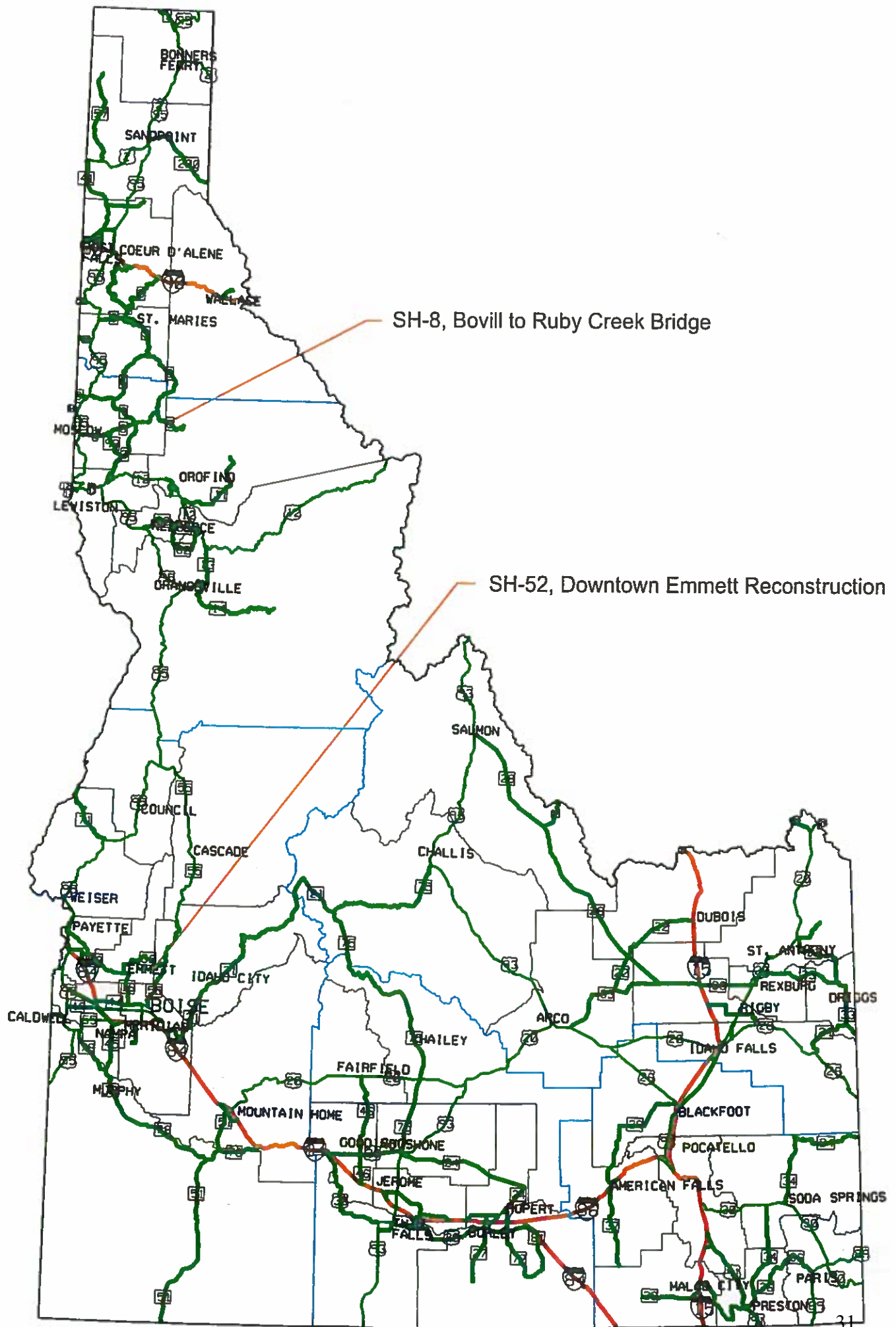


Notes: 1) Local Project are not included 2) Contracts may have multiple Projects

FFY20 State Infrastructure Project Bid Results: YTD Summary By Project Count 25 Projects YTD through February 3, 2020



Note: Local Projects are not included



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
2	20163	SH-8	1/14/2020	3	\$2,155,517.64	\$1,528,212.00	(\$627,305.64)
SH-8, Bovill to Ruby Creek Bridge					State		71%
Contractor: Knife River Corporation-Mountain West							

District	Key No.	Route	Opening Date	No. of Bids	Eng. Est.	Low Bid	Net +/-
							% of EE
3	20073	SH-52	1/28/2020	5	\$2,422,420.92	\$1,254,119.00	(\$1,168,301.92)
SH-52, Downtown Emmett Reconstruction					State		52%
Contractor: Sunroc Corporation							

Monthly Contract Advertisement As of 2-3-2020

District	Key No.	Route	Bid Opening Date
2	19595	US-95	2/11/2020
FY20 D2 Bridge Repair US-95 \$1,000,000 to \$2,500,000			Federal

District	Key No.	Route	Bid Opening Date
3	20139	I-84	2/18/2020
I-84, Cold Springs IC to Glenns Ferry IC \$25,000,000 or greater			Federal

District	Key No.	Route	Bid Opening Date
5	19867	VARIOUS	3/3/2020
FY20 N Bannock County Pavement Preservation \$5,000,000 to \$10,000,000			Federal

District	Key No.	Route	Bid Opening Date
1	20098	SH-41	3/3/2020
SH-41, E Prairie Ave to Boekel Road \$25,000,000 or greater			Federal

District	Key No.	Route	Bid Opening Date
LHTAC(1)	20038	OFF SYS	3/3/2020
Ramsey Road; Chilco to Scarsello, Lakes Highway District \$5,000,000 to \$10,000,000			Federal



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date February 19, 2020

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 Holly McClure	Preparer's Title Grant/Contract Program Specialist	Initials HM	

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 eighteen (18) new professional services agreements and work tasks totaling **\$2,747,204** and two (2) supplemental agreements to existing professional services agreements totaling **\$129,651** from January 1, 2020 through January 31, 2020.

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	2						1		3
Environmental			1		1				2
Surveying						1			1
Construction	1		2	4					7
Bridge			1	1	1	1			4
Local Public Agency Projects		1							1
Total	3	1	4	5	2	2	1		18



Board Agenda Item

ITD 2210 (Rev. 10-13)

For ITD District Projects:

Seventeen (17) new professional services agreements and work tasks were processed during this period totaling **\$2,740,144**. One (1) supplemental agreement totaling **\$110,656** was 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, Jct US 95 to Montana State Line	Resources not available: Design	Roadway Design, Phase 1: Concept/Charter	RFI from Term Agreement	Burgess & Niple, Inc.	\$301,253
SH 53, North Latah Street to MP 9.3, Rathdrum	Resources not available: Design	Additional Design Services necessary for PS&E	Direct from Term Agreement	HDR Engineering	Prev: \$49,159 This: \$44,224 Total: \$93,383
I 90, Pennsylvania Avenue Overpass, Coeur d'Alene	Resources not available: Construction	Construction Inspection Staff Augmentation Services	RFI from Term Agreement	HDR Engineering	\$294,640

District 2

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

District 3

<i>Project</i>	<i>Reason Consultant Needed</i>	<i>Description</i>	<i>Selection Method</i>	<i>Consultant</i>	<i>Amount</i>
US 20, Linder to Locust Grove, Eagle	Resources not available: Construction	Construction Engineering, Inspection, Sampling & Testing Services	Individual Project Solicitation	HMH, LLC	\$735,845



Board Agenda Item

ITD 2210 (Rev. 10-13)

I 84, Northside Blvd to Franklin Blvd, Nampa	Resources not available: Construction	Steel Girder Inspections	Direct from Term Agreement	Materials Testing & Inspection	\$26,317
US 20, Phyllis Canal Bridge to SH 16	Resources not available: Environmental	Noise Analysis	Direct from Term Agreement	Parametrix	\$14,669
FY24 District 3 High Priority Bridge Repairs	Resources not available: Bridge	Feasibility Study	Direct from Term Agreement	WSP USA, Inc.	\$99,606

District 4

<i>Project</i>	<i>Reason Consultant Needed</i>	<i>Description</i>	<i>Selection Method</i>	<i>Consultant</i>	<i>Amount</i>
SH 75, Four Mile Bridge over Big Wood River, Blaine County	Resources not available: Construction	Construction Inspection and Materials Testing Services	Individual Project Solicitation	Horrocks Engineers	\$287,626
US 93, 200 South Road, Jerome County	Resources not available: Construction	Construction Engineering, Inspection, Materials Testing Services, Year 2	Individual Project Solicitation	HDR Engineering	Prev: \$160,668 This: \$438,806 Total: \$599,474
FY20 District Four Bridge Repair	Resources not available: Construction	Materials Testing Services	Direct from Term Agreement	Materials Testing & Inspection	\$24,792
SH 25, Tiger Drive to Jct US 93, Jerome County	Resources not available: Construction	Inspection and Materials Testing Services	Direct from Term Agreement	Horrocks Engineers	\$71,434
US 93, Perrine Bridge Asset Plan	Resources not available: Bridge	Load rating and Water-proofing Trials of the Perrine Bridge	RFI from Term Agreement	Wiss, Janney, Elstner Associates	\$99,750



Board Agenda Item

ITD 2210 (Rev. 10-13)

District 5

<i>Project</i>	<i>Reason Consultant Needed</i>	<i>Description</i>	<i>Selection Method</i>	<i>Consultant</i>	<i>Amount</i>
I 86, Union Pacific Railroad Bridge, Pocatello	Resources not available: Bridge	Over-the-shoulder training for 4D design delivery	Direct from Term Agreement	Horrocks Engineers	\$100,000
US 91, Shelley North City Limits to York Road, Ph 2	Resources not available: Environmental	Asbestos and Lead Survey	Direct from Term Agreement	Materials Testing & Inspection	\$2,874

District 6

<i>Project</i>	<i>Reason Consultant Needed</i>	<i>Description</i>	<i>Selection Method</i>	<i>Consultant</i>	<i>Amount</i>
SH 33, Jct US 20 (IC 333), Rexburg	Resources not available: Survey	Record of Survey	Direct from Term Agreement	David Evans and Associates	\$9,000
SH 31, FY20 District 6 High Priority Bridge Repairs	Resources not available: Bridge	Bridge and Roadway Design	Direct from Term Agreement	Forsgren Associates	\$92,212

Headquarters

<i>Project</i>	<i>Reason Consultant Needed</i>	<i>Description</i>	<i>Selection Method</i>	<i>Consultant</i>	<i>Amount</i>
FY19 State Highway System Sign Inspection	Resources not available: Design	Update Standard Drawings and Specifications for Traffic Signal Structures	Direct from Term Agreement	Stanley Consultants	\$97,096



Board Agenda Item

ITD 2210 (Rev. 10-13)

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	I 84, Ustick and Middleton Road Overpasses, Canyon County	David Evans and Associates	2/19 Bridge and Roadway Design through PS&E	Revise bridge/roadway plans, drainage, additional right-of-way services	Prev: \$2,739,004 This: \$ 110,656 Total: \$2,849,660 Board Approved \$3.5M during February 2019 Meeting

For Local Public Agency Projects:

One (1) new professional services agreement totaling **\$7,060** was processed during this period. One (1) supplemental agreement totaling **\$18,995** was processed.

<i>Project</i>	<i>Sponsor</i>	<i>Description</i>	<i>Selection Method</i>	<i>Consultant</i>	<i>Amount</i>
SH 8, 3 rd Street Safety Improvements, Phases 1 and 2, Moscow	City of Moscow	Archaeological and Historical Survey Report	Local Project Direct from Term Agreement	Gorman Preservation Associates	\$7,060

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>
2	Intersection 17 th Street & 16 th Avenue, Lewiston	HDR Engineering	6/2019, Construction Engineering, Inspection, Sampling & Testing Services	Complete Project Closeout	Prev: \$101,974 This: \$ 18,995 Total: \$120,969

Recommendations

For Information Only

Board Action

☐ Approved ☐ Deferred _____
☐ Other _____



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date February 19, 2020Consent Item ☐ Information Item ☒ Amount of Presentation Time Needed _____

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

Subject

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

Background Information

Idaho received obligation authority through September 30th via an appropriations act signed on December 20, 2019. Obligation authority through September 30th (365/365^{ths}) is \$286.6 million which corresponds to \$286.3 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 December 20, 2019 of \$316.3 million. This includes *Redistribution of Certain Authorized Funds* and the carryover of \$936,200 of *Highway Infrastructure General Funds* from last year. Currently, obligation authority is 90.6% of apportionments.

The exhibits on the following page summarize these amounts and show allotments and remaining funds by program through September 30, 2020.

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	\$316,251
Including Match	\$342,857
Obligation Limits through 12/20/2019	
Federal Aid Only	\$286,572
Less prorated \$25M indirect costs w/Match	\$286,272

- 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 December 20, 2019.

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

Program	Allotted Program Funding through 9/30/2020	Program Funding Remaining as of 1/31/2020
All Other SHS Program	\$158,716	\$98,354
GARVEE Formula Debt Service*	\$62,318	\$48,459
State Planning and Research*	\$7,066	\$6,056
Metropolitan Planning*	\$1,895	\$1,604
Railroad Crossings	\$1,999	\$1,963
Transportation Alternatives (Urban/Rural)	\$3,575	\$3,076
Recreational Trails	\$1,541	\$1,611
STBG - Local Urban	\$7,881	\$2,864
STBG - Transportation Mgt. Area	\$10,874	\$9,613
Transportation Alternatives (TMA)	\$432	\$271
STBG – Local Rural	\$13,330	\$9,603
Local Bridge	\$4,907	\$4,213
Off System Bridge	\$3,680	\$1,530
Local Safety	\$8,056	\$6,189
Total (excluding indirect costs)	\$286,272	\$195,408

- 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 January 31st.
 5. Advanced construction conversions of \$74.6 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 February 19, 2020

Consent Item ☐

Information Item ☒

Amount of Presentation Time Needed 20 min

Presenter's Name Monica Crider, P.E./Laila Kral, P.E.	Presenter's Title CSE/LHTAC Dep. Administrator	Initials MC/LK	Reviewed By LSS
Preparer's Name Laila Kral, P.E.	Preparer's Title LHTAC Dep. Administrator	Initials	

Subject

Local Highway Rural Investment Program (LRHIP) Annual Report		
Key Number N/A	District N/A	Route Number N/A

Background Information

The Idaho Transportation Board in cooperation with the Idaho Transportation Department and the Local Highway Technical Assistance Council (LHTAC) has developed the Local Rural Highway Investment Program (LRHIP) to assist rural cities, counties and highway districts with transportation related projects. The program is funded with an exchanged of Rural Federal-aid funds for ITD State Highway Account funds. The exchange rate has been \$0.6167/\$1 Federal-aid however it is scheduled to increase to \$0.80/\$1 Federal-aid in FY21.

The presentation will include an overview of the program as well as a report on the distribution of funds in 2019.

Recommendations

For information.



Board Agenda Item

ITD 2210 (Rev. 10-13)

Board Action

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



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date February 19, 2020

Consent Item ☐

Information Item ☐

Amount of Presentation Time Needed 10-15 minutes

Presenter's Name	Presenter's Title	Initials	Reviewed By
Matt Kriegl	ITD Architectural Historian	MK	LSS
Preparer's Name	Preparer's Title	Initials	
Wendy Terlizzi	ITD Environmental Manager	WT	

Subject

Historical Highway Marker Program Spring 2020 Update		
Key Number	District	Route Number
	statewide	

Background Information

Presentation on the progress of revitalizing the Idaho Historic Highway Marker Program. Describe the existing program and then detail the recent developments of the program as well as the plans moving forward.

Recommendations

For information.



Board Agenda Item

ITD 2210 (Rev. 10-13)

Board Action

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



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date February 19, 2020

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

Presenter's Name Caleb Lakey/Tony Pirc	Presenter's Title D3 Engineer/Program Manager	Initials	Reviewed By
Preparer's Name Jeanette Finch	Preparer's Title Senior Research Analyst	Initials	

Subject

Add I 84, SNAKE RIVER REST AREA REPAIR in the approved FY 2020 - 2026 ITIP		
Key Number New	District 3	Route Number I 84

Background Information

The purpose of this consent item is to request the addition of the **I 84, Snake River Rest Area Repair** to the program, per policy 5011 *Idaho Transportation Investment Program (ITIP)*.

This safety rest area is the Gateway Visitors Center just outside of Ontario, Oregon on the eastside of the highway less than one mile from the Oregon/Idaho state line. The sewer condition caused the rest area closure in September 2019. The Land Group, Inc. has investigated alternative options to remedy the auxiliary containment and treatment system.

Currently, ITD is considering two construction options that will resolve the long term sewer needs of this rest area. Both construction options have costs for future maintenance; will require land purchase; and involve in-ground infiltration systems. Future maintenance costs will become clear in the coming weeks and will be a factor when deciding which construction option to choose.

Both construction options for a sustainable solution at the Snake River Rest Area share a similar anticipated total project cost of approximately \$1,250,000.

Staff requests that the funding come from either the FY 2020 Board Unallocated or FY 2021 Statewide Balancing funds.

Recommendations

See Resolution on page 44C

Board Action

☐ Approved ☐ Deferred _____
☐ Other _____

STATUS OF THE TRANSPORTATION BOARD'S STATE-FUNDED UNALLOCATED ACCOUNT
as of February 19, 2020

FY 2020				Balance
Beginning Balance				\$ 5,000,000
Date	Key No.	Project	Cost	
Approved	New	I 84, Snake River Rest Area Repair	\$ 1,250,000	
requested				
Total Projects Year-to-date			\$ 1,250,000	(1,250,000.00)
Current Balance				\$ 3,750,000



Board Agenda Item

ITD 2210 (Rev. 10-13)

RESOLUTION

WHEREAS, it is in the public's interest for the Department to publish and accomplish a current, realistic, and fiscally constrained five year Idaho Transportation Investment Program (ITIP); and

WHEREAS, the Idaho Transportation Board is charged with considering the safety and convenience of the highway users; and

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

WHEREAS, ITD staff has worked with the Land Group, Inc. to identify options for the Snake River Rest Area sewer repair; and

WHEREAS; ITD is prepared to incorporate this project into the approved ITIP.

NOW THEREFORE BE IT RESOLVED, that project I 84, SNAKE RIVER REST AREA REPAIR be added to the ITIP at a cost of approximately \$1,250,000 using

- ☐ FY 2020 ITD Board Unallocated Funds
- ☐ FY 2021 Statewide Balancing Funds

BE IT FURTHER RESOLVED, that the Idaho Transportation Board approves the staff request to adjust the program and amend the approved FY 2020 - 2026 Statewide Transportation Improvement Program accordingly.



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date February 19, 2020

Consent Item ☐

Information Item ☐

Amount of Presentation Time Needed 10 minutes

Presenter's Name Joel Drake	Presenter's Title Financial Officer - FP&A	Initials	Reviewed By
Preparer's Name Joel Drake	Preparer's Title Financial Officer - FP&A	Initials	

Subject

Distribution of the FY 2020 Further Consolidated Appropriations Act, **Formula Bridge Replacement and Rehabilitation Program Funds**

The purpose of this board item is to establish through Board Resolution the method used to distribute funds appropriated to Idaho under the federal FY 2020 Further Consolidated Appropriations Act, **Formula Bridge Replacement and Rehabilitation Program** to improve Idaho's poor condition bridges.

Background

On December 20, 2019, President Trump signed the FY 2020 appropriations act for transportation programs. The act contains supplemental funding from the federal general fund for bridge replacement and rehabilitation. Nationally, \$1.15B was apportioned to this new program which is not typical for appropriation acts. Allocation of funds among the states is based on each state's proportion of poor condition bridge deck to the national total of poor condition bridge deck as reported in the National Bridge Inventory as of December 31, 2018. Maximum per state is \$50M and any amounts above the cap that a state would have received otherwise are redistributed among the non-qualifying states.

Any state with less than 5% of bridge deck area classified as "poor condition" receives a minimum of \$6M. Idaho's poor condition bridge deck percentage was 4.6% as of 12/31/18. Idaho has yet to receive formal notification of its apportionment, but current estimates are that the amount will be \$6M, or slightly higher than \$6M.

FY 2020 funds for the formula Bridge Replacement and Rehabilitation Program are unique, and:

- One-time, sourced from General Funds appropriated in federal FY 2020.
- Eligible for construction of bridge replacements and bridge rehabilitation projects on public roads.
- Eligible for State Highway System (SHS), as well as Local and Off-System (Local) bridges.
- To be administered as if apportioned under Chapter 1 Title 23. Therefore, a non-Federal match is required for funds allocated to SHS and Local bridges.
- Subject to the sliding scale federal participation rates for projects; 92.27% Interstate / 92.66% Other than Interstate.
- Must be obligated by September 30, 2023.

This funding falls outside the operational limits of existing policies for allocation of federal formula highway apportionments between ITD and local public agencies.

Proposed Distribution of FY 2020 Bridge Program funding

Based on more recent data as of 12/31/2019 there is 487,002 square feet of bridge area in Poor Condition on the State System and 438,008 square feet of bridge area in Poor Condition on the Local System. Based on these proportions, Staff proposes an equitable split of 50/50 SHS/Local be used for allocation of these funds.



Board Agenda Item

ITD 2210 (Rev. 10-13)

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Recommendations

Resolution on page <u>47</u> .

Board Action

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



Board Agenda Item

ITD 2210 (Rev. 10-13)

RESOLUTION

WHEREAS, the FY 2020 Further Consolidated Appropriations Act apportioned \$1.15B nationally to the Formula Bridge Replacement and Rehabilitation Program from federal general funds; and

WHEREAS, intent of this funding is to improve the condition of bridges on public highways; and

WHEREAS, Idaho's minimum apportionment of these funds during federal fiscal year 2020 is estimated to be \$6 million, or slightly greater than \$6 million; and

WHEREAS, these funds are eligible for construction of bridge replacements and bridge rehabilitation projects on the State Highway System as well as Local and Off-System (Local) bridges; and

WHEREAS, these funds are to be administered as if apportioned under Chapter 1, Title 23 and require non-federal matching funds; and

WHEREAS, these funds must be obligated prior to September 30, 2023; and

WHEREAS, it is the intent of the Transportation Board to effectively utilize all available federal funding; and

WHEREAS, staff has analyzed requirements of federal fiscal year 2020 Formula Bridge Replacement and Rehabilitation Program funding provided from federal general funds; and

WHEREAS, these funds fall outside operational limits of existing policies for the allocation of federal formula highway apportionments between the Idaho Transportation Department and local public agencies and staff has analyzed the relative proportions of Idaho bridge deck in poor condition on both the State Highway System and Local System and found those proportions to be nearly equal and;

WHEREAS, staff has proposed an equitable split of these bridge replacement and rehabilitation funds between the State Highway System and Local System;

NOW, THEREFORE BE IT RESOLVED that upon notification of Idaho's formal apportionment for federal fiscal year 2020 Formula Bridge Replacement and Rehabilitation Program funds, the funds are to be distributed and made available for obligation as follows:

Fifty percent (50.0%) to the Idaho Transportation Department for State Highway System bridges
Fifty percent (50.0%) to the Local Highway Technical Assistance Council for Local Highway System bridges



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date February 19, 2020

Consent Item ☐

Information Item ☒

Amount of Presentation Time Needed 10 Min

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

Subject

State Fiscal Year 2020 Financial Statements		
Key Number	District	Route Number

Background Information

July 01, 2019 thru December 31, 2019, Fiscal Year 2020 Financial Statements

The financial operations of the Department as of December 31, 2019 shows this fiscal year with expenditures following projected budgets.

- Revenues to the State Highway Account from all state sources are ahead of forecast by 3.8%. Of that total, receipts from the Highway Distribution Account are ahead of forecast by 2.5% or \$2.7M. State revenues to the State Aeronautics Fund are behind forecast by -4% or -\$71,000. This is primarily due to the timing of receipts for aircraft registrations, however total receipts from aero fuel taxes are also below forecast YTD. Staff will continue to monitor revenue and provide future updates.
- Expenditures are within planned budgets YTD. There are timing differences between planned and actual expenditures plus encumbrances estimated through the first half of the year. Personnel costs have savings of \$6.7M or 10% is due to reserves for horizontal career path increases, vacancies and timing between a position becoming vacant and filled.
- Contract construction cash expenditures through December of this year has exceeded any from the past three years: FY20 = \$308.6M; FY19 = \$289.1M; FY18 = \$272.8M. After six months in this fiscal ITD continues on the effort of increased delivery over the prior year.

The balance of the long term investments as of the end of December is \$109.3 Million. This is after a transfer of \$30M to the cash balance to ensure the continued payouts of construction is not constrained. These funds are obligated against both construction projects and encumbrances. The long term investments plus the cash balance (\$68.6M) totals \$177.9M.

Expenditures in the Strategic Initiatives Program Fund (GF Surplus), through the month of December, were \$17.9M. There are no additional funds (other than interest earned on the cash balance) coming into this fund with the expiration of the law effective May 31, 2019 that required the transfer.

Deposits into the Transportation Expansion and Congestion Mitigation Fund of \$9.1M is 9.6% ahead of forecast. The receipts into this fund for FY20 are committed to construction projects identified in the ITIP.

Expenditures in the GARVEE Capital Projects Fund, funded with proceeds from the bond sale of May 2019, through the month of December were \$12.8M.



Board Agenda Item

ITD 2210 (Rev. 10-13)

Recommendations

For information.

Board Action

☐ Approved ☐ Deferred _____

☐ Other _____

User ID: kbentley
 Report ID: AD-FN-GL-010
 Run Date: 8 Jan 2020
 % of Time
 Remainin 50

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 12/31/2019
 (all amounts in '000)

Fiscal Year: 2020

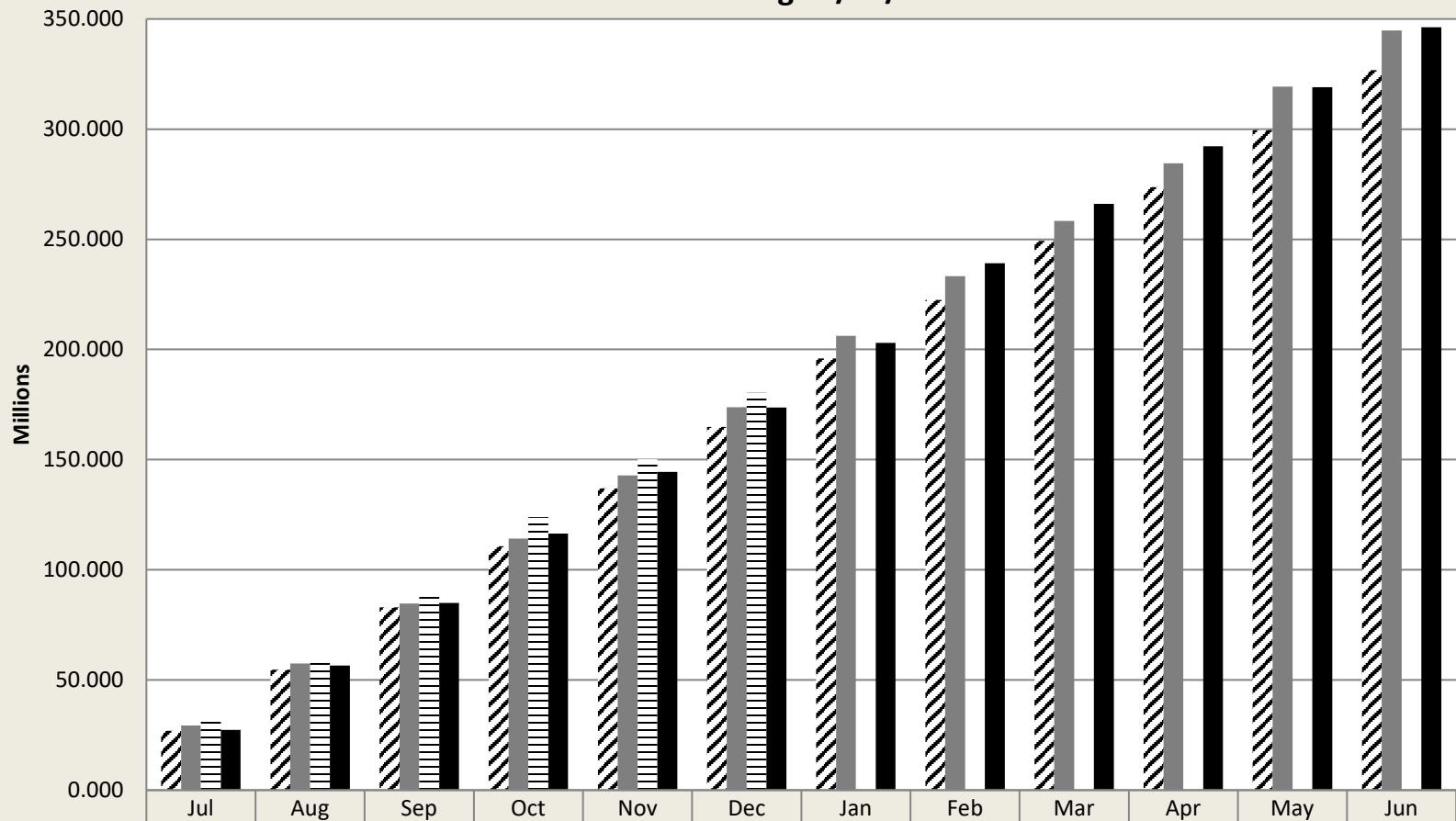
Funds Received					
	FY19 Actual YTD	FY20 Actual YTD	FY20 Forecast YTD	FY20 to FY19 Actual	FY 20 to Forecast
<u>State Highway Account</u>					
Federal Reimbursements	182,814	229,336	241,743	25.4%	-5.1%
State (Inc. H.D.A.)	173,775	180,320	173,700	3.8%	3.8%
Local	5,789	15,447	11,663	166.8%	32.4%
Total State Highway Account:	362,378	425,104	427,107	17.3%	-0.5%
<u>State Aeronautics Fund</u>					
Federal Reimbursements	202	174	172	-14.1%	1.0%
State	1,782	1,733	1,804	-2.8%	-3.9%
Total State Aeronautics Fund:	1,984	1,907	1,976	-3.9%	-3.5%
Total Fund Received:	364,362	427,011	429,083	17.2%	-0.5%
Disbursements (includes Encumbrances)					
	FY19 Actual YTD	FY20 Actual YTD	FY20 Budget YTD	FY20 to FY19 Actual	FY 20 to Budget
Construction Payouts	293,778	311,388	335,764	6.0%	-7.3%
<u>Operations Expenses</u>					
Highways	90,321	98,401	104,684	8.9%	-6.0%
DMV	20,736	19,520	22,091	-5.9%	-11.6%
Administration	13,796	16,195	17,153	17.4%	-5.6%
Facilities	2,628	2,744	399	4.4%	588.2%
Aeronautics	3,418	1,736	2,021	-49.2%	-14.1%
Total Operations Expenses:	130,899	138,595	146,348	5.9%	-5.3%
<u>Transfers</u>					
Operating	25	0	0	-100.0%	0.0%
Debt Service	10,903	12,809	12,787	17.5%	0.2%
Total Transfers:	10,928	12,809	12,787	17.2%	0.2%
Total Disbursements:	435,604	462,792	494,899	6.2%	-6.5%
	FY19 Actual YTD	FY20 Actual YTD	FY20 Budget YTD	FY20 to FY19 Actual	FY 20 to Budget
<u>Expenditures by Type</u>					
Personnel	56,808	60,736	67,451	6.9%	-10.0%
Operating	51,779	53,098	57,332	2.5%	-7.4%
Capital Outlay	13,881	16,041	12,035	15.6%	33.3%
Sub-Grantee	8,430	8,719	9,530	3.4%	-8.5%
Totals Operations Expenses:	130,899	138,595	146,348	5.9%	-5.3%
Contract Construction	293,778	311,388	335,764	6.0%	-7.3%
Totals (excluding Transfers):	424,677	449,983	482,111	6.0%	-6.7%

State Highway Fund 0260

Fiscal Year 2020

State Revenue Source Forecast vs Actual

December - For Period Ending 12/31/2019



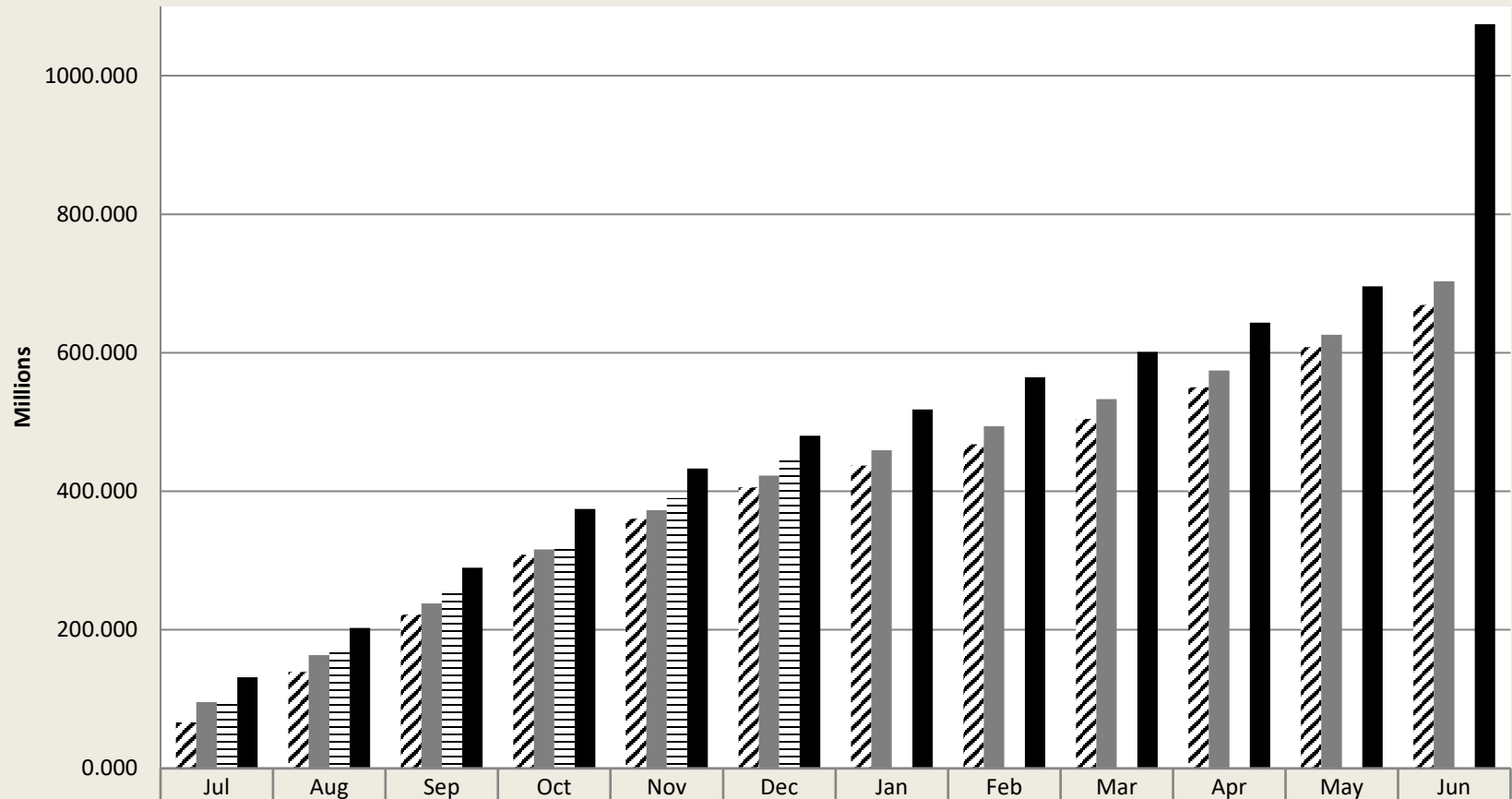
▤ FY18 Actual Revenue	27.003	54.686	82.976	110.644	136.997	164.897	195.901	222.483	249.311	273.673	299.623	326.714
■ FY19 Actual Revenue	29.298	57.454	84.752	114.108	142.878	173.775	206.239	233.249	258.362	284.523	319.267	344.728
▬ FY20 Current	32.334	60.074	89.748	123.908	150.217	180.320						
■ FY20 Forecast	27.394	56.487	84.985	116.487	144.443	173.700	203.004	239.117	266.101	292.175	319.069	346.304

State Highway Fund 0260

Fiscal Year 2020

Expenditures

December - For Period Ending 12/31/2019



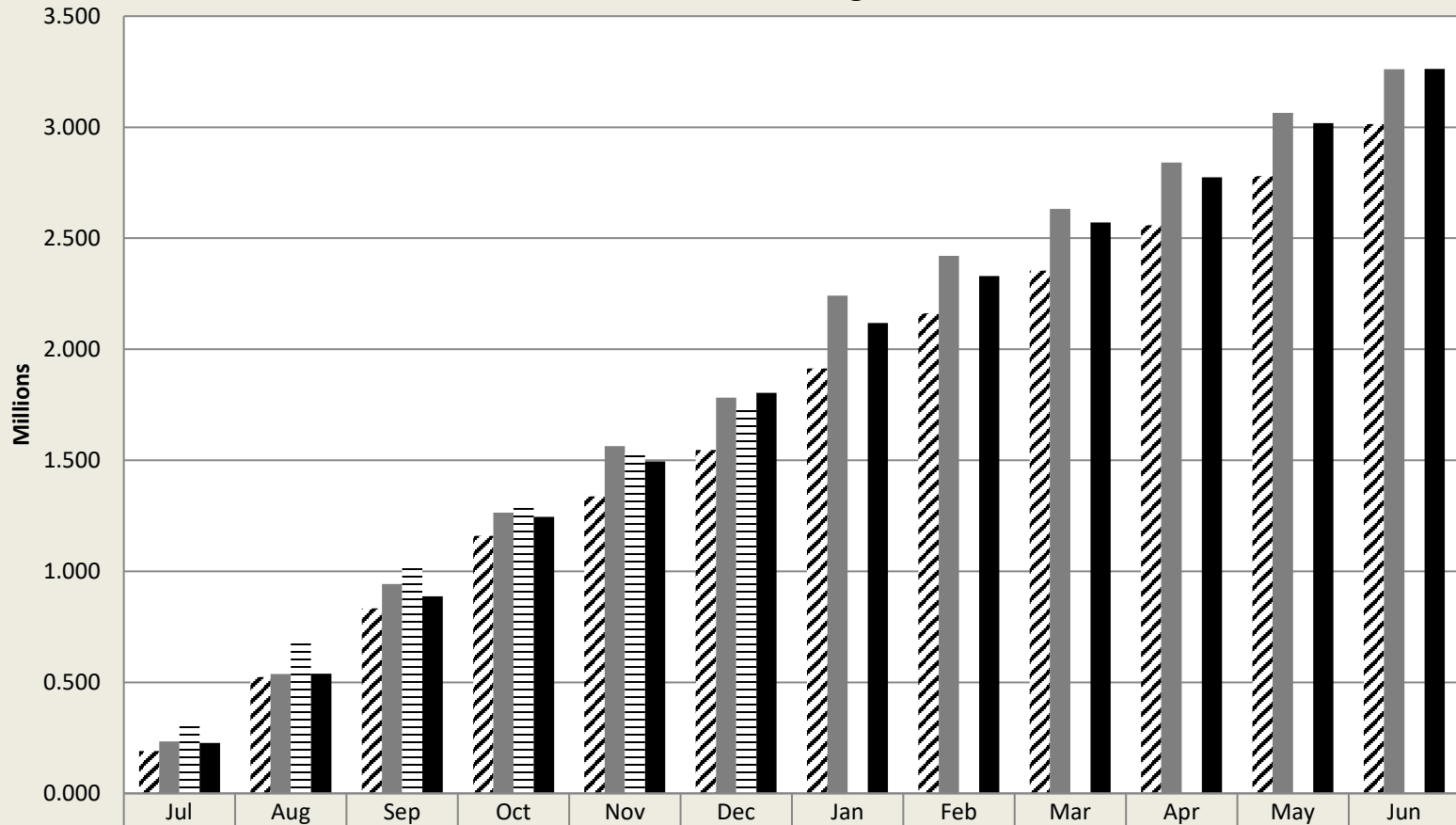
▨ FY18 Actual Expenditures	66.330	139.287	221.745	308.357	360.460	405.710	437.190	468.029	504.461	550.126	607.868	669.206
■ FY19 Actual Expenditures	95.849	163.446	238.100	316.163	372.747	422.734	459.444	493.898	533.081	574.555	626.054	703.065
= FY20 Current	100.532	174.652	255.180	324.290	390.416	448.247						
■ FY20 Forecast	131.408	202.727	289.868	374.372	432.869	480.181	518.121	564.591	601.077	643.614	696.029	1,074.261

Aeronautics Fund 0221

Fiscal Year 2020

State and Interagency Revenue Sources Forecast vs Actual

December - For Period Ending 12/31/2019



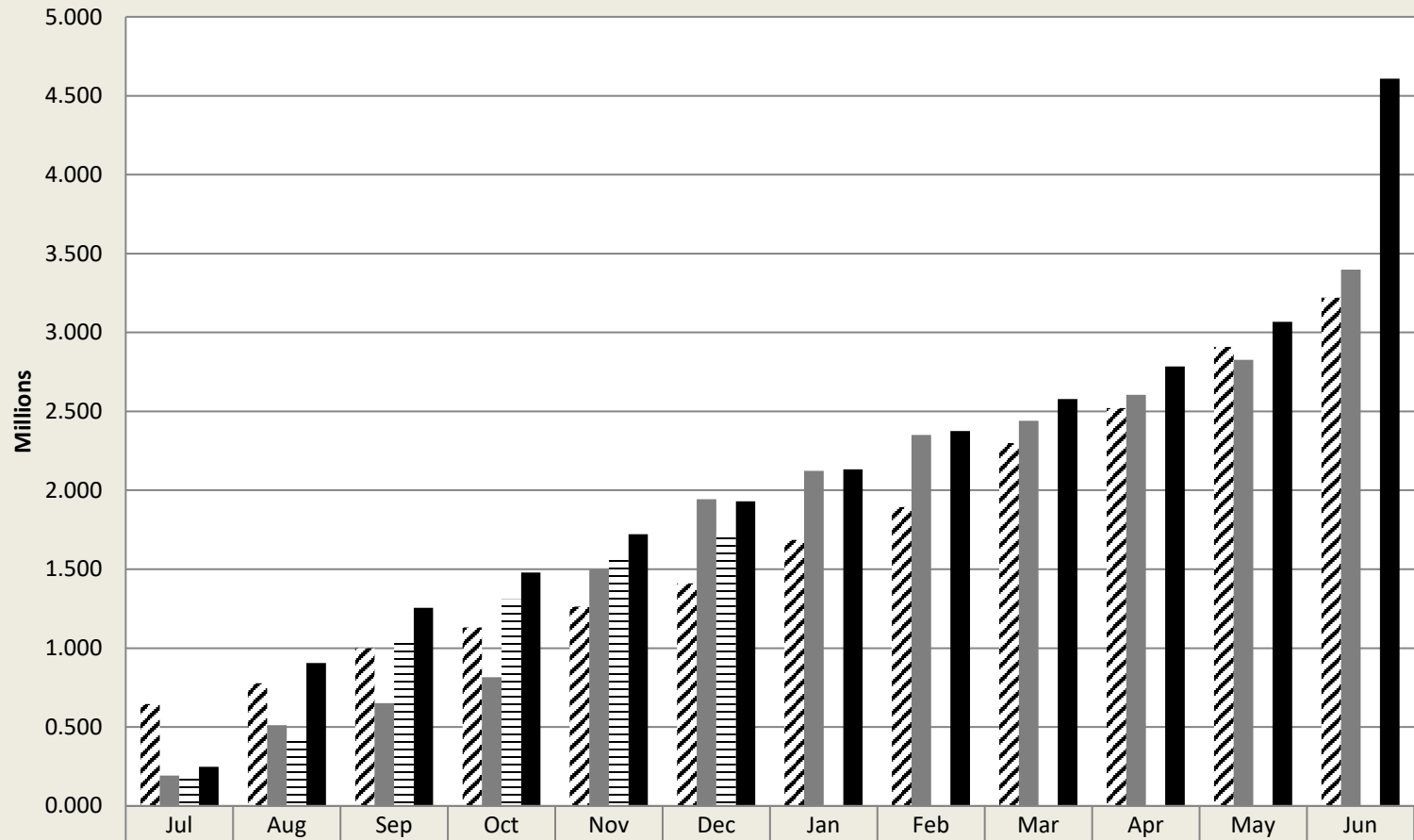
▨ FY18 Actual Revenue	0.191	0.524	0.834	1.159	1.338	1.546	1.913	2.162	2.354	2.558	2.780	3.015
■ FY19 Actual Revenue	0.234	0.538	0.943	1.265	1.563	1.782	2.242	2.421	2.631	2.840	3.064	3.261
□ FY20 Current	0.306	0.679	1.033	1.301	1.531	1.733						
■ FY20 Forecast	0.228	0.539	0.888	1.245	1.494	1.804	2.119	2.330	2.571	2.775	3.018	3.263

Aeronautics Fund 0221

Fiscal Year 2020

Expenditures

December - For Period Ending 12/31/2019



FY18 Actual Expenditures	0.645	0.778	0.999	1.131	1.262	1.411	1.685	1.894	2.299	2.522	2.909	3.220
FY19 Actual Expenditures	0.193	0.512	0.652	0.816	1.498	1.943	2.124	2.351	2.441	2.604	2.826	3.398
FY20 Current	0.206	0.426	1.047	1.310	1.591	1.736						
FY20 Forecast	0.248	0.906	1.255	1.479	1.722	1.930	2.134	2.376	2.578	2.785	3.068	4.608

UserID: kbentley
 Report ID: AD-FN-GL-002
 Run Date: 08 Jan 2020

Idaho Transportation Department

OPERATING FUND BALANCE SHEET FOR THE PERIOD ENDED 12/31/2019

	State Aeronautics Fund		State Highway Fund		Transportation Expansion and Congestion Mitigation Fund	
	0221		0260		0269	
	Nov-19	Dec-19	Nov-19	Dec-19	Nov-19	Dec-19
ASSETS						
Cash on Hand (Change Fund)	0	0	5,845	5,845	0	0
Cash in Bank (Daily Operations)	2,236,379	2,321,726	60,908,934	68,594,720	45,177,899	44,555,287
Investments (Long Term: STO - Diversified Bond Fund)	851,073	852,394	109,065,478	109,280,565	0	0
Total Cash & Investments	3,087,452	3,174,120	169,980,257	177,881,130	45,177,899	44,555,287
Receivables - Other	1,959	(0)	1,441,665	1,459,600	0	0
- Due From Locals (Project Overruns)	97,994	0	3,441,135	2,498,485	0	0
- Inter Agency	22,424	14,130	1,611	13,259	0	0
Total Receivables	122,377	14,130	4,884,412	3,971,345	0	0
Inventory on Hand	0	0	22,253,588	20,717,214	0	0
Total Assets:	3,209,829	3,188,251	197,118,256	202,569,689	45,177,899	44,555,287
LIABILITIES						
Vouchers Payable	0	0	1,762	4,371	0	0
Sales Tax Payable	0	0	627	5,771	0	0
Deferred Revenue (Local Projects Match)	0	0	25,600,848	24,842,569	0	0
Accounts Receivable Overpayment	0	0	0	0	0	0
Contractor Retained % (In Lieu Of Performance Bond)	0	0	264,062	271,160	0	0
Total Liabilities:	0	0	25,867,299	25,123,871	0	0
FUND BALANCE						
Reserve for Encumbrance	456,045	377,381	48,626,348	46,475,300	0	0
Fund Balance	2,753,784	2,810,870	122,624,609	130,970,519	45,177,899	44,555,287
Total Fund Balance:	3,209,829	3,188,251	171,250,957	177,445,818	45,177,899	44,555,287
Total Liabilities and Fund Balance	3,209,829	3,188,251	197,118,256	202,569,689	45,177,899	44,555,287

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Idaho Transportation Department

OPERATING FUND BALANCE SHEET FOR THE PERIOD ENDED 12/31/2019

	Strategic Initiatives Fund (State Share) 0270.02		Strategic Initiatives Fund (Local Share) 0270.05		Total Strategic Initiatives Fund 0270	
	Nov-19	Dec-19	Nov-19	Dec-19	Nov-19	Dec-19
ASSETS						
Cash on Hand (Change Fund)	0	0	0	0	0	0
Cash in Bank (Daily Operations)	30,038,618	27,138,161	48,571	48,655	30,087,189	27,186,815
Investments (Long Term: STO - Diversified Bond Fund)	0	0	0	0	0	0
Total Cash & Investments	30,038,618	27,138,161	48,571	48,655	30,087,189	27,186,815
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:	30,038,618	27,138,161	48,571	48,655	30,087,189	27,186,815
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	30,038,618	27,138,161	48,571	48,655	30,087,189	27,186,815
Total Fund Balance:	30,038,618	27,138,161	48,571	48,655	30,087,189	27,186,815
Total Liabilities and Fund Balance	30,038,618	27,138,161	48,571	48,655	30,087,189	27,186,815

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 % of Time
 Remaining: 50.0

Idaho Transportation Department

STATEMENT OF REVENUES AND EXPENDITURES

BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 12/31/2019

Fund: 0260 State Highway Fund

Fiscal Year: 2020
 Budget Fiscal Year: 2020
 REVENUES

	Year to Date Allotment (A)	Year to Date Actual (B)	Current Month Activity (C)	Year to Date Encumbrance (D)	Variance Favorable / Unfavorable (E = A - B - D)	Percent Variance (F = E / A)	Annual Appropriation (G)	Appropriation Balance (H = G - B - D)	Percent Remaining (I = H / G)
Federal Sources									
FHWA - Highway	217,131,400	205,448,944	46,415,289	0	(11,682,456)	-5.38%	506,876,702	301,427,758	59.47 %
FHWA - Indirect Cost	15,881,900	15,228,233	2,224,513	0	(653,667)	-4.12%	25,000,000	9,771,767	39.09 %
Federal Transit Authority	5,600,000	4,929,931	0	0	(670,069)	-11.97%	14,483,600	9,553,669	65.96 %
NHTSA - Highway Safety	2,550,000	2,712,530	704,803	0	162,530	6.37 %	4,642,800	1,930,270	41.58 %
Other Federal Aid	579,998	1,016,824	0	0	436,826	75.32 %	3,940,000	2,923,176	74.19 %
Total Federal Sources:	241,743,298	229,336,463	49,344,605	0	(12,406,836)	-5.13%	554,943,102	325,606,640	58.67 %
State Sources									
Equipment Buy Back	0	1,613,672	561,000	0	1,613,672	0.00 %	8,328,900	6,715,228	80.63 %
Miscellaneous Revenues	16,007,631	17,078,953	2,875,815	0	1,071,322	6.69 %	31,786,641	14,707,688	46.27 %
Total State Sources:	16,007,631	18,692,626	3,436,815	0	2,684,994	16.77 %	40,115,541	21,422,916	53.40 %
Local Sources									
Match For Local Projects	11,663,400	15,439,949	1,295,090	0	3,776,549	32.38 %	36,651,278	21,211,329	57.87 %
Other Local Sources	0	7,500	0	0	7,500	0.00 %	0	(7,500)	0.00 %
Total Local Sources:	11,663,400	15,447,449	1,295,090	0	3,784,049	32.44 %	36,651,278	21,203,829	57.85 %
TOTAL REVENUES:	269,414,329	263,476,538	54,076,510	0	(5,937,793)	-2.20%	631,709,921	368,233,385	58.29 %
TRANSFERS-IN									
Highway Distribution Account	111,028,500	113,777,147	19,433,569	0	2,748,647	2.48 %	218,971,500	105,194,353	48.04 %
Fuel/Registration Direct	36,605,245	36,410,616	5,575,491	0	(194,629)	-0.53%	68,416,500	32,005,884	46.78 %
Ethanol Fuels Tax	10,058,600	10,264,250	1,657,486	0	205,650	2.04 %	18,800,000	8,535,750	45.40 %
Statutory	0	1,175,642	0	0	1,175,642	0.00 %	0	(1,175,642)	0.00 %
TOTAL TRANSFERS-IN:	157,692,345	161,627,656	26,666,546	0	3,935,310	2.50 %	306,188,000	144,560,345	47.21 %
TOTAL REV AND TRANSFERS-IN:	427,106,674	425,104,194	80,743,055	0	(2,002,483)	-0.47%	937,897,921	512,793,730	54.67 %

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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 12/31/2019

Fund: 0260 State Highway Fund

Fiscal Year: 2020
 Budget Fiscal Year: 2020
 EXPENDITURES

	Year to Date Allotment (A)	Year to Date Actual (B)	Current Month Activity (C)	Year to Date Encumbrance (D)	Variance Favorable / Unfavorable (E = A - B - D)	Percent Variance (F = E / A)	Annual Appropriation (G)	Appropriation Balance (H = G - B - D)	Percent Remaining (I = H / G)
Operations Expense									
Permanent Staff Salaries	45,343,006	41,128,665	6,277,477	0	4,214,341	9.29 %	90,686,045	49,557,380	54.65 %
Board, Hourly, OT, Shift Diff	751,483	543,156	169,250	0	208,327	27.72 %	1,591,678	1,048,522	65.88 %
Fringe Benefits	20,743,469	18,510,663	2,981,338	0	2,232,806	10.76 %	41,482,177	22,971,514	55.38 %
In State Travel Expense	832,351	860,227	104,676	0	(27,876)	-3.35%	1,662,349	802,122	48.25 %
Out of State Travel Expense	176,845	143,511	8,255	0	33,334	18.85 %	350,480	206,969	59.05 %
Technology Operating Expense	16,429,889	9,528,884	1,901,621	8,181,965	(1,280,961)	-7.80%	25,052,529	7,341,679	29.31 %
Operating Expense	39,193,010	27,142,613	4,091,811	6,482,683	5,567,713	14.21 %	67,855,139	34,229,842	50.45 %
Internal Holdback - Operating	0	0	0	0	0	0.00 %	1,000	1,000	100.00 %
Technology Equipment Expense	2,159,090	988,599	76,097	160,190	1,010,301	46.79 %	2,222,340	1,073,551	48.31 %
Capital Equipment Expense	9,443,546	6,893,554	529,645	5,380,197	(2,830,205)	-29.97%	22,286,360	10,012,609	44.93 %
Capital Facilities Expense	389,597	1,722,662	179,529	894,348	(2,227,413)	-571.72%	5,834,597	3,217,587	55.15 %
Capital Projects	0	467	467	0	(467)	0.00 %	0	(467)	0.00 %
Trustee & Benefit Payments	8,955,141	7,557,448	1,198,918	739,408	658,285	7.35 %	19,390,900	11,094,044	57.21 %
Total Operations Expense:	144,417,427	115,020,449	17,519,084	21,838,792	7,558,185	5.23 %	278,415,594	141,556,352	50.84 %
Contract Construction									
Technology Operating Expense	0	1,175,572	322,481	407,629	(1,583,201)	0.00 %	0	(1,583,201)	0.00 %
Operating Expense	4,630,000	1,011,906	92,919	267,128	3,350,966	72.38 %	17,994,003	16,714,969	92.89 %
Capital Projects	330,276,343	306,110,252	40,406,739	2,047,050	22,119,041	6.70 %	771,597,538	463,440,236	60.06 %
Trustee & Benefit Payments	857,400	368,145	25,846	0	489,255	57.06 %	6,253,502	5,885,357	94.11 %
Total Contract Construction:	335,763,743	308,665,875	40,847,985	2,721,808	24,376,061	7.26 %	795,845,043	484,457,361	60.87 %
TOTAL EXPENDITURES:	480,181,170	423,686,323	58,367,069	24,560,599	31,934,246	6.65 %	1,074,260,637	626,013,713	58.27 %
TRANSFERS OUT									
Operating	12,787,332	12,808,782	12,808,782	0	(21,450)	-0.17%	57,527,200	44,718,418	77.73 %
TOTAL TRANSFERS OUT:	12,787,332	12,808,782	12,808,782	0	(21,450)	-0.17%	57,527,200	44,718,418	77.73 %
TOTAL EXPD AND TRANSFERS OUT:	492,968,502	436,495,105	71,175,851	24,560,599	31,912,796	6.47 %	1,131,787,837	670,732,131	59.26 %
Net for Fiscal Year 2020:	(65,861,828)	(11,390,912)	9,567,204		29,910,313		(193,889,916)	(157,938,401)	

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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 12/31/2019

Fund: 0260 State Highway Fund

		Year to Date Allotment	Year to Date Actual	Current Month Activity	Year to Date Encumbrance	Variance Favorable / Unfavorable	Percent Variance	Annual Appropriation	Appropriation Balance	Percent Remaining
		(A)	(B)	(C)	(D)	(E = A - B - D)	(F = E / A)	(G)	(H = G - B - D)	(I = H / G)
Fiscal Year: 2020										
Budget Fiscal Year: 2020										
Contract Construction										
Operating Expenditures										
Operating Expenditures	Dedicated	600,000	192,860	47,966	50,994	356,145	59.36 %	5,942,604	5,698,750	95.90 %
Operating Expenditures	Federal	4,000,000	1,994,500	367,435	623,763	1,381,737	34.54 %	11,519,387	8,901,124	77.27 %
Operating Expenditures	Local	30,000	117	0	0	29,883	99.61 %	532,012	531,895	99.98 %
Total Operating Expenditures		4,630,000	2,187,478	415,400	674,757	1,767,765	38.18 %	17,994,003	15,131,768	84.09 %
Capital Outlay										
Capital Outlay	Dedicated	83,433,253	97,825,283	8,169,583	480,281	(14,872,310)	-17.83%	188,029,074	89,723,511	47.72 %
Capital Outlay	Federal	207,613,462	182,423,385	27,097,046	1,066,769	24,123,308	11.62 %	506,996,042	323,505,888	63.81 %
Capital Outlay	FICR	32,898,773	12,795,413	1,937,093	500,000	19,603,360	59.59 %	41,107,644	27,812,231	67.66 %
Capital Outlay	Local	6,330,855	13,066,171	3,203,016	0	(6,735,316)	-106.39%	35,464,778	22,398,607	63.16 %
Total Capital Outlay		330,276,343	306,110,252	40,406,739	2,047,050	22,119,041	6.70 %	771,597,538	463,440,236	60.06 %
Trustee & Benefit Payments										
Trustee & Benefit Payments	Dedicated	240,000	1,068	0	0	238,932	99.55 %	2,420,042	2,418,973	99.96 %
Trustee & Benefit Payments	Federal	587,400	367,077	25,846	0	220,323	37.51 %	3,489,273	3,122,196	89.48 %
Trustee & Benefit Payments	Local	30,000	0	0	0	30,000	100.00 %	344,187	344,187	100.00 %
Total Trustee & Benefit Payments		857,400	368,145	25,846	0	489,255	57.06 %	6,253,502	5,885,357	94.11 %
Total Contract Construction:		335,763,743	308,665,875	40,847,985	2,721,808	24,376,061	7.26 %	795,845,043	484,457,361	60.87 %

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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 12/31/2019

Fund: 0269 Transportation Expansion and Congestion Mitigation Fund

Fiscal Year:	2020	Year to Date Allotment	Year to Date Actual	Current Month Activity	Year to Date Encumbrance	Variance Favorable / Unfavorable	Percent Variance	Annual Appropriation	Appropriation Balance	Percent Remaining
Budget Fiscal Year:	2020	(A)	(B)	(C)	(D)	(E = A - B - D)	(F = E / A)	(G)	(H = G - B - D)	(I = H / G)
REVENUES										
Miscellaneous Revenues		330,000	481,173	75,776	0	151,173	45.81 %	660,000	178,827	27.10 %
TOTAL REVENUES:		330,000	481,173	75,776	0	151,173	45.81 %	660,000	178,827	27.10 %
TRANSFERS-IN										
Cigarette Tax		0	0	0	0	0	0.00 %	4,330,169	4,330,169	100.00 %
Sales Tax		8,350,000	9,158,040	1,432,616	0	808,040	9.68 %	17,699,656	8,541,616	48.26 %
TOTAL TRANSFERS-IN:		8,350,000	9,158,040	1,432,616	0	808,040	9.68 %	22,029,825	12,871,785	58.43 %
TOTAL REV AND TRANSFERS-IN:		8,680,000	9,639,213	1,508,392	0	959,213	11.05 %	22,689,825	13,050,612	57.52 %
EXPENDITURES										
Contract Construction - Capital Projects		11,070,085	6,546,996	2,131,004	0	4,523,089	40.86 %	62,507,633	55,960,638	89.53 %
TOTAL EXPENDITURES:		11,070,085	6,546,996	2,131,004	0	4,523,089	40.86 %	62,507,633	55,960,638	89.53 %
TOTAL EXPD AND TRANSFERS OUT:		11,070,085	6,546,996	2,131,004	0	4,523,089	40.86 %	62,507,633	55,960,638	89.53 %
Net for Fiscal Year 2020:		(2,390,085)	3,092,218	(622,612)		5,482,302		(39,817,808)	(42,910,026)	

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 % of Time
 Remaining: 50.0

Idaho Transportation Department

STATEMENT OF REVENUES AND EXPENDITURES

BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 12/31/2019

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

	Year to Date Allotment	Year to Date Actual	Current Month Activity	Year to Date Encumbrance	Variance Favorable / Unfavorable	Percent Variance	Annual Appropriation	Appropriation Balance	Percent Remaining
Fiscal Year: 2020	(A)	(B)	(C)	(D)	(E = A - B - D)	(F = E / A)	(G)	(H = G - B - D)	(I = H / G)
Budget Fiscal Year: 2020									
REVENUES									
State Sources - Miscellaneous Revenues	547,400	448,169	55,290	0	(99,231)	-18.13%	862,300	414,131	48.03 %
TOTAL REVENUES:	547,400	448,169	55,290	0	(99,231)	-18.13%	862,300	414,131	48.03 %
TOTAL REV AND TRANSFERS-IN:	547,400	448,169	55,290	0	(99,231)	-18.13%	862,300	414,131	48.03 %
EXPENDITURES									
Contract Construction - Capital Projects	12,000,000	17,962,637	2,955,748	0	(5,962,637)	-49.69%	44,768,703	26,806,066	59.88 %
TOTAL EXPENDITURES:	12,000,000	17,962,637	2,955,748	0	(5,962,637)	-49.69%	44,768,703	26,806,066	59.88 %
TOTAL EXPD AND TRANSFERS OUT:	12,000,000	17,962,637	2,955,748	0	(5,962,637)	-49.69%	44,768,703	26,806,066	59.88 %
Net for Fiscal Year 2020:	(11,452,600)	(17,514,468)	(2,900,458)		(6,061,868)		(43,906,403)	(26,391,935)	

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 % of Time
 Remaining: 50.0

Idaho Transportation Department

STATEMENT OF REVENUES AND EXPENDITURES

BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 12/31/2019

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

	Year to Date Allotment	Year to Date Actual	Current Month Activity	Year to Date Encumbrance	Variance Favorable / Unfavorable	Percent Variance	Annual Appropriation	Appropriation Balance	Percent Remaining
	(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	476	84	0	476	0.00 %	0	(476)	0.00 %
TOTAL REVENUES:	0	476	84	0	476	0.00 %	0	(476)	0.00 %
TOTAL REV AND TRANSFERS-IN:	0	476	84	0	476	0.00 %	0	(476)	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)	476	84		26,307		(25,831)	(26,307)	

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 % of Time
 Remaining: 50.0

Idaho Transportation Department

STATEMENT OF REVENUES AND EXPENDITURES

BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 12/31/2019

Fund: 0374 GARVEE Capital Project Fund

	Year to Date Allotment	Year to Date Actual	Current Month Activity	Year to Date Encumbrance	Variance Favorable / Unfavorable	Percent Variance	Annual Appropriation	Appropriation Balance	Percent Remaining
	(A)	(B)	(C)	(D)	(E = A - B - D)	(F = E / A)	(G)	(H = G - B - D)	(I = H / G)
Fiscal Year: 2020									
Budget Fiscal Year: 2020									
REVENUES									
State Sources - Miscellaneous Revenues	0	13,986,463	2,093,058	0	13,986,463	0.00 %	0	(13,986,463)	0.00 %
TOTAL REVENUES:	0	13,986,463	2,093,058	0	13,986,463	0.00 %	0	(13,986,463)	0.00 %
TOTAL REV AND TRANSFERS-IN:	0	13,986,463	2,093,058	0	13,986,463	0.00 %	0	(13,986,463)	0.00 %
EXPENDITURES									
Operating Expenditures	0	83,251	20,865	0	(83,251)	0.00 %	0	(83,251)	0.00 %
Capital Projects	0	11,562,626	933,740	0	(11,562,626)	0.00 %	0	(11,562,626)	0.00 %
TOTAL EXPENDITURES:	0	11,645,877	954,605	0	(11,645,877)	0.00 %	0	(11,645,877)	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	12,821,519	954,605	0	(12,821,519)	0.00 %	0	(12,821,519)	0.00 %
Net for Fiscal Year 2020:	0	1,164,945	1,138,453		1,164,944		0	(1,164,944)	

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 Remaining: 50.0

Idaho Transportation Department

STATEMENT OF REVENUES AND EXPENDITURES

BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 12/31/2019

Fund: 0375 GARVEE Debt Service Fund

	Year to Date Allotment	Year to Date Actual	Current Month Activity	Year to Date Encumbrance	Variance Favorable / Unfavorable	Percent Variance	Annual Appropriation	Appropriation Balance	Percent Remaining
	(A)	(B)	(C)	(D)	(E = A - B - D)	(F = E / A)	(G)	(H = G - B - D)	(I = H / G)
Fiscal Year: 2020									
Budget Fiscal Year: 2020									
REVENUES									
State Sources - Miscellaneous Revenues	0	72,101	8,431	0	72,101	0.00 %	0	(72,101)	0.00 %
TOTAL REVENUES:	0	72,101	8,431	0	72,101	0.00 %	0	(72,101)	0.00 %
TRANSFERS-IN									
Operating	0	17,508,782	12,808,782	0	17,508,782	0.00 %	0	(17,508,782)	0.00 %
TOTAL TRANSFERS-IN:	0	17,508,782	12,808,782	0	17,508,782	0.00 %	0	(17,508,782)	0.00 %
TOTAL REV AND TRANSFERS-IN:	0	17,580,883	12,817,213	0	17,580,883	0.00 %	0	(17,580,883)	0.00 %
EXPENDITURES									
Bond Principal / Interest	0	45,435,873	400,944	0	(45,435,873)	0.00 %	0	(45,435,873)	0.00 %
TOTAL EXPENDITURES:	0	45,435,873	400,944	0	(45,435,873)	0.00 %	0	(45,435,873)	0.00 %
TOTAL EXPD AND TRANSFERS OUT:	0	45,435,873	400,944	0	(45,435,873)	0.00 %	0	(45,435,873)	0.00 %
Net for Fiscal Year 2020:	0	(27,854,990)	12,416,269		(27,854,990)		0	27,854,990	

User ID: kbentley
 Report ID: AD-FN-GL-003
 Run Date: 08 Jan 2020
 % of Time
 Remaining: 50.0

Idaho Transportation Department

STATEMENT OF REVENUES AND EXPENDITURES

BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 12/31/2019

Fund: 0221 State Aeronautics Fund

Fiscal Year:	2020	Year to Date Allotment	Year to Date Actual	Current Month Activity	Year to Date Encumbrance	Variance Favorable / Unfavorable	Percent Variance	Annual Appropriation	Appropriation Balance	Percent Remaining
Budget Fiscal Year:	2020	(A)	(B)	(C)	(D)	(E = A - B - D)	(F = E / A)	(G)	(H = G - B - D)	(I = H / G)
REVENUES										
Federal Sources - FAA		172,000	173,736	0	0	1,736	1.01 %	667,500	493,765	73.97 %
State Sources - Miscellaneous Revenues		136,754	71,528	16,388	0	(65,226)	-47.70%	362,500	290,972	80.27 %
Interagency Sources - Miscellaneous Revenues		124,500	170,965	10,562	0	46,465	37.32 %	250,000	79,035	31.61 %
TOTAL REVENUES:		433,254	416,229	26,950	0	(17,025)	-3.93%	1,280,000	863,772	67.48 %
TRANSFERS-IN										
Operating		1,542,671	1,490,522	174,768	0	(52,149)	-3.38%	2,650,000	1,159,478	43.75 %
TOTAL TRANSFERS-IN:		1,542,671	1,490,522	174,768	0	(52,149)	-3.38%	2,650,000	1,159,478	43.75 %
TOTAL REV AND TRANSFERS-IN:		1,975,925	1,906,751	201,718	0	(69,174)	-3.50%	3,930,000	2,023,250	51.48 %
EXPENDITURES										
Permanent Staff Salaries		397,800	352,747	58,030	0	45,053	11.33 %	796,788	444,041	55.73 %
Board, Hourly, OT, Shift Diff		39,000	42,239	0	0	(3,239)	-8.31%	57,900	15,661	27.05 %
Fringe Benefits		176,108	159,019	25,604	0	17,089	9.70 %	350,912	191,893	54.68 %
In State Travel Expense		31,188	37,800	1,049	0	(6,612)	-21.20%	59,246	21,446	36.20 %
Out of State Travel Expense		10,359	18,757	2,776	0	(8,398)	-81.07%	17,800	(957)	-5.38%
Technology Operating Expense		20,385	17,259	4,424	10,260	(7,134)	-35.00%	46,257	18,738	40.51 %
Operating Expense		637,655	381,833	104,074	292,490	(36,668)	-5.75%	1,156,697	482,374	41.70 %
Technology Equipment Expense		9,600	0	0	0	9,600	100.00 %	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	142	0	858	(1,000)	0.00 %	50,000	49,000	98.00 %
Trustee & Benefit Payments		574,998	422,393	17,094	0	152,605	26.54 %	2,029,911	1,607,518	79.19 %
TOTAL EXPENDITURES:		1,930,093	1,432,190	213,051	303,608	194,296	10.07 %	4,608,111	2,872,314	62.33 %
TOTAL EXPD AND TRANSFERS OUT:		1,930,093	1,432,190	213,051	303,608	194,296	10.07 %	4,608,111	2,872,314	62.33 %
Net for Fiscal Year 2020:		45,832	474,560	(11,333)		125,122		(678,111)	(849,064)	65

ITD Board Mid-Year Financial Report

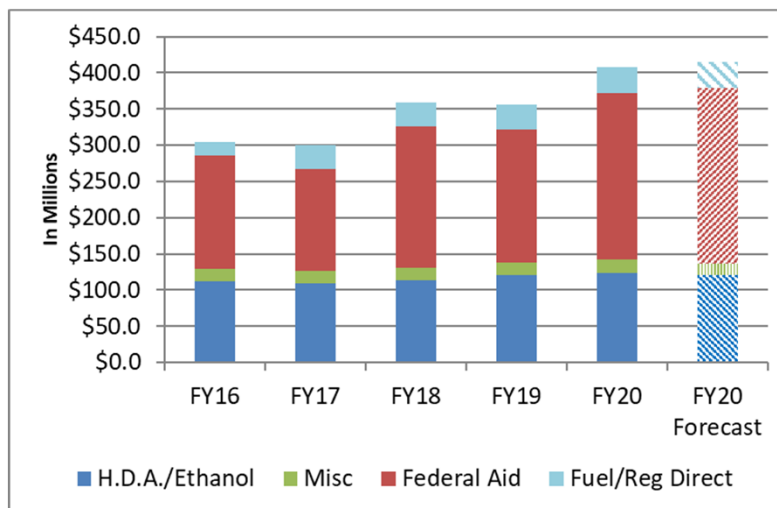
July 2019 – December 2019
Fiscal Year 2020



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1

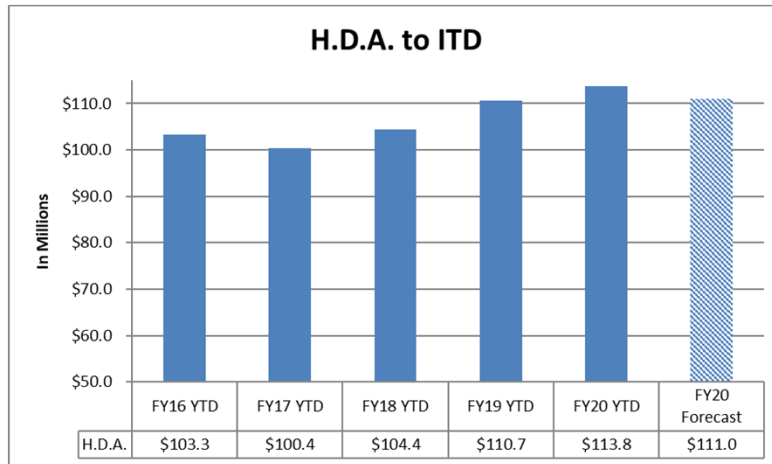
FY20 YTD Revenue Trends Actual vs. Forecast State Highway Fund



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2

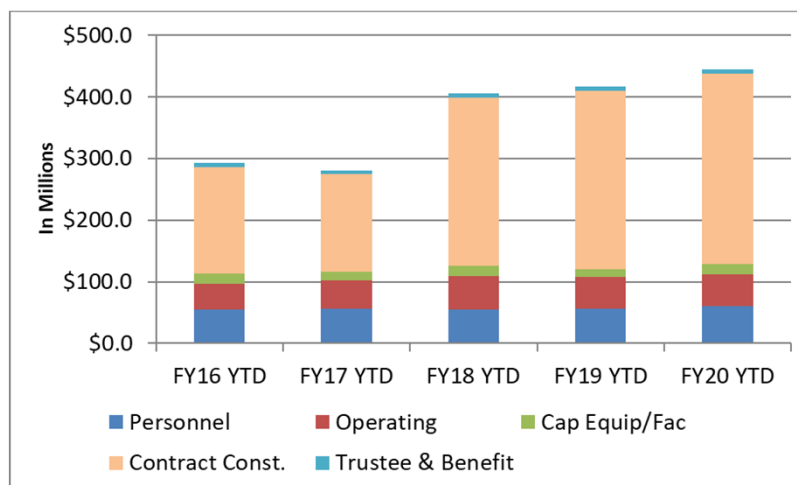
FY20 YTD HDA to State Highway Fund Trend



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3

FY20 YTD Expenditure Trend State Highway Fund



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4

Strategic Initiatives Program Fund

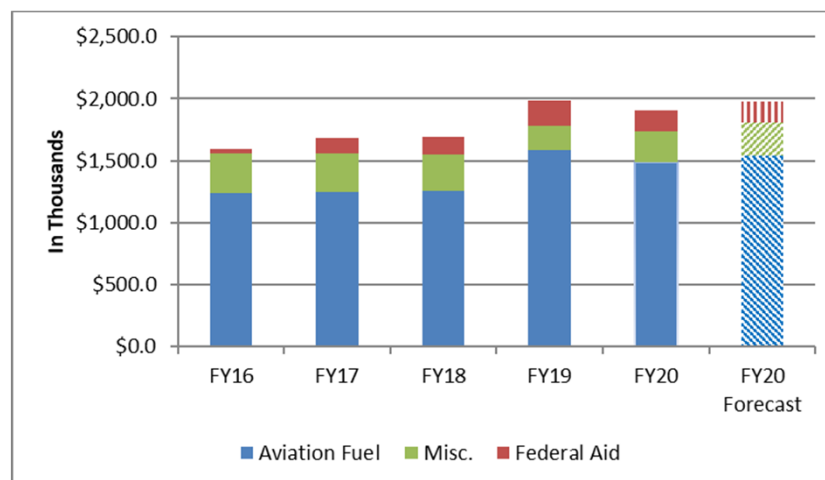
• June 30, 2019 Balance =	\$44,652,600
• Transfer In =	\$ 0
• Interest Revenue =	\$ 448,200
• Expenditures in FY20 =	<u>-\$ 17,962,600</u>
• <u>Dec. 31, 2019 Balance =</u>	\$27,138,200



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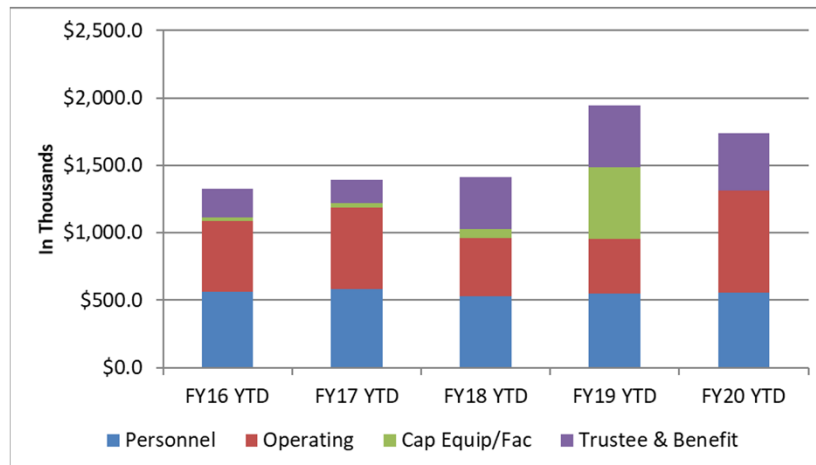
FY20 YTD Revenue Trends Actual vs. Forecast State Aeronautics Fund



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6

FY20 YTD Expenditure Trend State Aeronautics Fund



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7

Transportation Expansion and Congestion Mitigation Fund

- Balance June 30, 2019 = \$41,463,100
- Interest Revenue = \$ 481,200
- Expenditures YTD FY20 = \$- 6,547,000
- Transfers in from Sales Tax = \$ 9,158,000
- Dec. 31, 2019 Balance = \$44,555,300

Idaho Transportation Board has dedicated the first two years to the I-84 Corridor



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8

FY19 Audit Update

- Two Audit Findings
 - Independent report from providers of IT services that ITD relies on that has a material impact on financial information was not provided.
 - Access to ITD accounting system was granted without retaining official request and access was not suspended when an employee terminated.



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9

GARVEE

- First bond series under new \$300M approval
 - Sold bonds in May
 - \$141.5M for projects; \$8.5M in refinance
 - Interest rate: 3.26%
- Projects funded on US-95, SH-16, I-84
- Expended against new money YTD: \$12.8M



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10

Questions??



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11



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date February 19, 2020

Consent Item ☐

Information Item ☐

Amount of Presentation Time Needed 10 Minutes

Presenter's Name Ramón Hobdey-Sánchez	Presenter's Title GAPM	Initials RSHS	Reviewed By LSS
Preparer's Name Ramón Hobdey-Sánchez	Preparer's Title GAPM	Initials RSHS	

Subject

2020 ITD Omnibus Rulemaking Notices		
Key Number	District	Route Number

Background Information

In a unique and unprecedented legislative situation, the 2019 Idaho Legislature did not reauthorize the Idaho Administrative Procedure Act. Therefore, without efforts by the Governor's Office, all administrative rules would have expired at midnight on June 30, 2019. So, in support the Governor, the Department and Idaho Transportation Board worked to protect the legal authority of the IDAPA Title 39 and successfully made the following rule cuts in advance of the 2020 legislative session.

7/1/2019-Present	
# of Chapters	-16
# of Words	-6,060
# of Restrictive words	-189

In an effort to be proactive and ensure that the work we have done is protected from expiration, the Department respectfully requests that the Board approve the attached Notices for publication, only IF, the Idaho Legislature again does not reauthorize the Idaho Administrative Procedures Act at the end of the 2020 legislative session.

This will ensure that the Department's 37 non-fee rules and 7 fee rules will continue to carry the full force and effect of the law; shall any unforeseen or unique circumstances occur again.

Recommendations

Please see the accompanying resolution on page 78.



Board Agenda Item

ITD 2210 (Rev. 10-13)

Board Action

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

IDAPA 39 – IDAHO TRANSPORTATION DEPARTMENT

DOCKET NO. 39-0000-2000F

NOTICE OF OMNIBUS RULEMAKING - ADOPTION OF TEMPORARY RULE

EFFECTIVE DATE: The effective date of the temporary rules being adopted through this omnibus rulemaking is upon the adjournment date of the second regular session of the 65th Idaho State Legislature (*sine die*).

AUTHORITY: In compliance with Sections 67-5226, Idaho Code, notice is hereby given this agency has adopted temporary rules. The action is authorized pursuant to Sections 40-312 and 49-201, Idaho Code.

DESCRIPTIVE SUMMARY: The following is the required finding and concise statement of its supporting reasons for adopting a temporary rule:

This temporary rule adopts the following chapters under IDAPA Title 39:

- 39.02.04, Rules Governing Manufacturer & New Vehicle Dealer Hearing Fees
- 39.02.05, Rules Governing Issuance of Certificate of Title
- 39.02.22, Rules Governing Registration and Permit Fee Administration
- 39.02.26, Rules Governing Temporary Vehicle Clearance for Carriers
- 39.02.41, Rules Governing Special Provisions Applicable to Fees for Services
- 39.02.60, Rules Governing License Plate Provisions
- 39.03.03, Rules Governing Special Permits – General Conditions and Requirements

TEMPORARY RULE JUSTIFICATION: Pursuant to Sections 67-5226(1) and 67-5226(2), Idaho Code, the Governor has found that temporary adoption of the rule is appropriate for the following reasons:

These temporary rules are necessary to protect the public health, safety, and welfare of the citizens of Idaho and confer a benefit on its citizens. These temporary rules implement the duly enacted laws of the state of Idaho, provide citizens with the detailed rules and standards for complying with those laws, and assist in the orderly execution and enforcement of those laws. The expiration of these rules without due consideration and processes would undermine the public health, safety and welfare of the citizens of Idaho and deprive them of the benefit intended by these rules.

FEE SUMMARY: Pursuant to Section 67-5226(2), the Governor has found that the fees or charges being imposed or increased is justified and necessary to avoid immediate danger and the fees are described herein:

The fees or charges, authorized in Idaho Code are part of the agency's 2020 budget that relies upon the existence of these fees or charges to meet the state's obligations and provide necessary state services. Failing to reauthorize these temporary rules would create immediate danger to the state budget, immediate danger to necessary state functions and services, and immediate danger of a violation of Idaho's constitutional requirement that it balance its budget.

The following is a specific description of the fees or charges:

39.02.04, Rules Governing Manufacturer and New Vehicle Dealer Hearing Fees: ITD is required to collect filing fees for hearings when requested by a franchised dealer over disputes with a manufacturer. The Department is required to collect the fees, appoint a hearing officer and ensure all legal expenses including a court reporter, hearing transcripts and witness fees are reimbursed to the Department. Although the Department is not a party to the dispute, Idaho Code and this rule facilitate the hearing process between franchisees and manufacturers. The deposited fee of \$2,000 is utilized to cover initial expenses incurred by the Department. Any remaining part of the deposit is refunded to the dealer and additional expenses are billed to the responsible party. (See §49-1617, Idaho Code)

- 39.02.05, Rules Governing Issuance of Certificate of Title: The \$25 fee assessed under this rule is for an inspection of a vehicle to be performed by the Department's Motor Vehicle Investigators on vehicles with a special construction; including glider kits, replicas, street rods, replica street rods, assembled vehicles and specially constructed vehicles. This fee covers administrative costs of the Motor Vehicle Investigator for the physical inspection of the vehicle and preparation of necessary documents for the owner to obtain a title from the Department with the correct physical classification of the vehicle. (See §49-504 and §49-525, Idaho Code)
- 39.02.22, Rules Governing Registration & Permit Fee Administration: This rule provides for installment payment plans for commercial motor vehicle registrations. It covers administrative costs for services provided by the Department, which includes a \$50 fee for setting up each installment payment plan. To reinstate a payment plan that has been suspended, a \$40 fee is required. If there are insufficient funds, the rule allows the Department to collect a \$20 insufficient funds fee and provides the Department with the ability to collect a \$40 fee for reinstatement of a revoked or suspended commercial motor vehicle registration. (See §49-434, Idaho Code)
- 39.02.26, Rules Governing Temporary Vehicle Clearance for Carriers: This rule allows the Department to authorize and issue temporary clearance for a carrier who needs to immediately operate a commercial motor vehicle and who is in the process of obtaining and submitting requirements for full issuance of vehicle registration and license plates. This temporary permit provides for a 45-day intermediate clearance at a cost of \$18. (See §49-501, Idaho Code)
- 39.02.41, Rules Governing Special Provisions Applicable to Fees for Services: This rule includes fees associated with the costs of providing records (typically bulk data) for requestors other than law enforcement and specified state agencies which receive records free of charge. Depending on the format and nature of the records requested, there is a base charge of \$75. (See §49-201, Idaho Code)
- 39.02.60, Rules Governing License Plate Provisions: This rule encompasses several license plate programs and their identifiers/formats. It provides for dealer and loaner license plates, standard license plates, restricted vehicle license plates, transporter and wrecker license plates, the personalized plate program criteria, legislatively sponsored license plates and many others. Most fees for plate programs are set in Idaho Code; however there are two that are not and they are established by rule. For vehicle dealer registration and plates, the fee is \$15 annually or the dealer may purchase single trip permits. These are only valid on boat and utility trailers for demonstration purposes. The other fee within this rule is \$12 for standard sample plates to pay for the production of the plate and administrative fees. (See §49-202, Idaho Code)
- 39.03.03, Rules Governing Special Permits – General Conditions and Requirements: This is a new rule that was part of the Department's efforts to consolidate and streamline commercial motor vehicle permit rules and was presented during the 2019 legislative session. The fees set in this rule cover a variety of commercial motor vehicle permits. These fees simply cover administrative costs for processing, issuing and enforcing special permits. This program is revenue-neutral. (See §49-1004, Idaho Code)

ASSISTANCE ON TECHNICAL QUESTIONS: For assistance on technical questions concerning the temporary rule, please contact Ramón Hobdey-Sánchez at (208) 334-8810.

DATED this February 6, 2020.

Ramón S. Hobdey-Sánchez, J.D.
Governmental Affairs Project Manager
Idaho Transportation Department

ramon.hobdey-sanchez@itd.idaho.gov
Phone: (208) 334-8810
3311 W. State St., Boise, ID 83703

IDAPA 39 – IDAHO TRANSPORTATION DEPARTMENT

DOCKET NO. 39-0000-2000

NOTICE OF OMNIBUS RULEMAKING - ADOPTION OF TEMPORARY RULE

EFFECTIVE DATE: The effective date of the temporary rules being adopted through this omnibus rulemaking is upon the adjournment date of the second regular session of the 65th Idaho State Legislature (*sine die*).

AUTHORITY: In compliance with Sections 67-5226, Idaho Code, notice is hereby given this agency has adopted temporary rules. The action is authorized pursuant to Sections 40-312 and 49-201, Idaho Code.

DESCRIPTIVE SUMMARY: The following is the required finding and concise statement of its supporting reasons for adopting a temporary rule:

This temporary rule adopts the following chapters under IDAPA Title 39:

- 39.02.01, Rules Governing Vehicle Manufacturer and Distributor Franchise Requirements
- 39.02.02, Rules Governing Vehicle & Vessel Dealer License Requirements - Motor Vehicles
- 39.02.03, Rules Governing Vehicle Dealer's Principal Place of Business
- 39.02.09, Rules Governing Requirements for Manufacturer's Certificate of Origin (MCO)
- 39.02.27, Rules Governing Titling and Registration of Non-Resident Commercial Vehicles and Transient Farm Labor Vehicles
- 39.02.42, Temporary Vehicle Registration When Proof of Ownership Is Insufficient
- 39.02.43, Rules Governing Registration and Title Fee Refunds
- 39.02.45, Rules Governing Fees for Lapsed Registration Periods
- 39.02.46, Rules Governing Temporary Motor Vehicle Registration Permit
- 39.02.70, Rules Governing Restricted Driving Permits
- 39.02.71, Rules Governing Driver's License Violation Point System
- 39.02.72, Rules Governing Administrative License Suspensions
- 39.02.73, Rules Governing Accident Prevention Course
- 39.02.75, Rules Governing Names on Drivers' Licenses and Identification Cards
- 39.02.76, Rules Governing Driver's License Renewal-by-Mail and Electronic Renewal Process
- 39.02.80, Rules Governing Motor Carrier Financial Responsibility
- 39.03.01, Rules Governing Definitions Regarding Special Permits
- 39.03.02, Rules Governing Movement of Disabled Vehicles
- 39.03.04, Rules Governing Special Permits – Overweight Non-Reducible
- 39.03.05, Rules Governing Special Permits – Oversize Non-Reducible
- 39.03.06, Rules Governing Special Permits for Extra-Length/Excess Weight Up to 129,000 Pound Vehicle Combinations
- 39.03.07, Rules Governing Special Permits for Reducible Loads
- 39.03.08, Rules Governing Self-Propelled Snowplows
- 39.03.40, Rules Governing Junkyards and Dumps
- 39.03.41, Rules Governing Traffic Control Devices
- 39.03.42, Rules Governing Highway Right-of-Way Encroachments on State Rights-of-Way
- 39.03.43, Rules Governing Utilities On State Highway Right-of-Way
- 39.03.44, Rules Governing Highway Relocation Assistance for Persons Displaced by Public Programs
- 39.03.47, Rules Governing Certification of Local Improved Road Mileage
- 39.03.48, Rules Governing Routes Exempt From Local Plans and Ordinances
- 39.03.49, Rules Governing Ignition Interlock Breath Alcohol Devices
- 39.03.50, Rules Governing Safety Rest Areas

- 39.03.60, Rules Governing Outdoor Advertising
- 39.03.65, Rules Governing Traffic Minute Entries
- 39.03.80, Rules Governing Legalization of Overloaded Vehicles
- 39.03.81, Rules Governing Issuance of Temporary Permits In Lieu of Full Registration
- 39.04.01, Rules Governing Aeronautics and Aviation

TEMPORARY RULE JUSTIFICATION: Pursuant to Section 67-5226(1), Idaho Code, the Governor has found that temporary adoption of these rules is appropriate for the following reasons:

These temporary rules are necessary to protect the public health, safety, and welfare of the citizens of Idaho and confer a benefit to its citizens. These temporary rules implement the duly enacted laws of the State of Idaho, provide citizens with the detailed rules and standards for complying with those laws, and assist in the orderly execution and enforcement of those laws. The expiration of these rules without due consideration and processes would undermine the public health, safety and welfare of the citizens of Idaho and deprive them of the benefit intended by these rules.

FEE SUMMARY: This rulemaking does not impose a fee or charge.

ASSISTANCE ON TECHNICAL QUESTIONS: For assistance on technical questions concerning the temporary rules, please contact Ramón Hobdey-Sánchez at (208) 334-8810.

DATED this February 6, 2020.

Ramón S. Hobdey-Sánchez, J.D.
Governmental Affairs Project Manager
Idaho Transportation Department

ramon.hobdey-sanchez@itd.idaho.gov
Phone: (208) 334-8810
3311 W. State St., Boise, ID 83703

Res. No. WHEREAS, the Idaho Transportation Department has 37 non-fee rules and 7 fee rules; and

WHEREAS, the Department's 44 temporary and proposed rules are currently pending, awaiting approval by the 2nd Regular Session of the 65th Idaho Legislature; and

WHEREAS, final legislative action to adopt the Department's pending rules has not yet occurred; and

WHEREAS, pursuant to Section 67-5226, Idaho Code, the Governor has found that temporary adoption of these rules is appropriate to protect the public health, safety and welfare of the citizens of Idaho and confer a benefit to its citizens; and

WHEREAS, these rules implement the duly enacted laws of the State of Idaho, provide citizens with the detailed rules and standards for complying with those laws, and assist in the orderly execution and enforcement of those laws; and

WHEREAS, the expiration of these rules without due consideration and processes would undermine the public health, safety and welfare of the citizens of Idaho and deprive them of the benefit intended by these rules; and

WHEREAS, the Governor has also found that the fees or charges being imposed or increased are justified and necessary to avoid immediate danger to the Department's budget, to the state budget, to necessary state functions and services, and to avoid immediate danger of a potential violation of Idaho's constitutional requirement that it balance its budget; and

NOW, THEREFORE BE IT RESOLVED, that the Idaho Transportation Board is adopting these temporary rules to be effective upon *sine die* of the 2020 session of the Idaho Legislature. This approval is conditional and will only become effective if the rules are not otherwise approved or rejected by the Legislature and/or not extended pursuant to the Idaho Administrative Procedure Act, including sections 67-5291 and 67-5292, Idaho Code.



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date February 19th, 2020

Consent Item ☐

Information Item ☐

Amount of Presentation Time Needed 30 minutes

Presenter's Name Vincent Trimboli and staff	Presenter's Title Public Affairs Manager	Initials vt	Reviewed By
Preparer's Name Maggie Ransom	Preparer's Title Admin	Initials mmr	

Subject

The Office of Communication Annual Report		
Key Number	District	Route Number

Background Information

The Office of Communication is going to present a report detailing 2019 Outreach, Public Involvement, and Internal Communication activities.

The office will also present relevant web statistics, discuss new communication outreach methods and platforms, and discuss strategies to improve public and media outreach in the coming year.

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 February 19th 2020Consent Item ☐Information Item ☐Amount of Presentation Time Needed 15 mins

Presenter's Name Alberto Gonzalez	Presenter's Title DMV Administrator	Initials	Reviewed By
Preparer's Name Alberto Gonzalez	Preparer's Title DMV Administrator	Initials	

Subject

Division of Motor Vehicle Update		
Key Number	District	Route Number

Background Information

1. Update on the Modernization of the Motor Vehicles system affecting ITD staff as well as 400 County Employees.
2. Drive Insured Update – Activity and status of new law that took effect on January 1, 2020

I will provide a PPT presentation and handouts for this Agenda Item.

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 February 19, 2020

Consent Item ☐

Information Item ☐

Amount of Presentation Time Needed 30 minutes

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

Subject

Idaho 16, I-84 to SH-44 Corridor Design Refinements		
Key Number 20788	District 3	Route Number SH-16

Background Information

In December 2017 the Board approved preliminary design for the remainder of the corridor. This included updating the design year from 2030 to 2045, performing risk assessment and value engineering studies, refining the design, producing right-of-way plans, and completing an environmental re-evaluation of the original Environmental Impact Statement (EIS).

The guiding principles of the design refinements included planning for an achievable and affordable highway that considers regional growth of the Treasure Valley; upholding consistency with the EIS by maintaining the route location, ensuring a limited access highway, and keeping the same logical termini (I-84 & SH-44); and developing a phased implementation for the improvements needed in this corridor.

In October 2018 the Board reallocated \$90.24 million freed up from the INFRA grant for the I-84 Karcher Interchange to Franklin Blvd Interchange expansion project to right-of-way preservation on the Idaho 16 corridor. Subsequently, \$100,000 was added to the project, bringing the total to \$90.34 million.

In May and June 2019 staff presented the design refinements and the reduced right-of-way footprint to the Board for approval per Board Policy 4069, Corridor Planning for Idaho Transportation Systems. The Board approved the design refinements at the June 2019 meeting and directed staff to proceed with community outreach.

The project team conducted meetings with numerous stakeholders, property owners and other interested parties. A public open house was held on October 30, 2019 to present the design refinements to the public. Over 400 people attended the open house, and there was overwhelming support for completing the corridor.

At the Board Workshop in October 2019 staff presented a corridor phasing plan and updated cost estimates for phases of and to complete the corridor.

The phasing plan summary is attached for reference. The phasing plan has three primary parts, which can be split into smaller segments as funding becomes available. The first phase was complete in 2014 and connected US-20/26 to SH-44. The second phase will purchase the right-of-way and build the connection between I-84 and US-20/26 with at-grade signalized intersections at the future interchange locations and grade separations at Cherry and McMillan Roads. Phase 2 can be completed in three separate segments if needed: I-84 to Franklin Road, Franklin Road to Ustick Road, and Ustick Road to US-20/26. The third phase is to build the grade separated interchanges as funding is available and as they are warranted. The interchange locations for Phase 3 are at Franklin Road, Ustick Road, US-20/26, SH-44 and additional improvements at the I-84 system interchange along with an auxiliary lane between Franklin Road and Ustick Road.



Board Agenda Item

ITD 2210 (Rev. 10-13)

The risk assessment estimated costs for the remainder of the improvements necessary to complete the corridor, shown here in separate phases:

<u>PHASE</u>	<u>COST*</u>
Phase 2 Right-of-Way	\$90-105 million
Phase 2 Design & Construction	\$140-160 million
Phase 3 Interchanges	<u>\$170-185 million</u>
TOTAL	<u>\$400-450 million</u>

*The costs summarized here are expressed in **2019 dollars** at the 30th and 70th percentiles. These costs are used as a baseline and inflated to the anticipated year of expenditure (YOE).

The following information and the presentation materials are being provided to inform the Board of a potential opportunity to utilize the \$90.34 million currently allocated to the corridor in two different ways: one is to continue with corridor wide right-of-way preservation, the other is to reallocate the funds to design and construct a segment of the corridor. A flowchart of options is attached for reference.

OPTION 1: CORRIDOR RIGHT-OF-WAY PRESERVATION

There are approximately 85 parcels to acquire. Right-of-way plans are being developed for four separate areas, which divides the parcels into more manageable packages. Appraisals are underway for Package 1, which is the Ustick Road to US-20/26 segment. This area was advanced because the design is the most straightforward and right-of-way plans could be completed for this segment first. The next area will be the I-84 system interchange, which is comprised of two packages, followed by the Franklin Road to Ustick Road segment.

This option would continue with right-of-way preservation in the order stated above. The estimated cost to acquire right-of-way for the entire corridor is \$105-125 million (assuming a YOE of 2023, expressed at the 30th and 70th percentile), which means an additional \$15-35 million may be needed to complete right-of-way preservation for the whole corridor.

OPTION 2: CONSTRUCT INITIAL SEGMENT OF PHASE 2

This option reallocates the current funding of \$90.34 million to acquire right-of-way and complete design and construction of a segment of the corridor. This area of the Treasure Valley is growing rapidly and an early construction package would provide minor interim benefits to regional mobility and make the improvements available to the public sooner.

There are two segments that could potentially be advanced: I-84 to Franklin Road ("South" construction option) or Ustick Road to US-20/26 ("North" construction option). Staff will explain the advantages of both options, but in summary:

- The I-84 to Franklin Road ("South") segment constructs an interim service interchange at I-84 with a connection ¼ mile north to an at-grade, signalized intersection with Franklin Road as well as improvements to Franklin Road in the immediate vicinity of the new intersection. This project could be ready for construction in 2023, if authorized in the near future, or within two years of funding approval.

The cost estimate for this initial segment is \$110-130 million (assuming a YOE of 2022 for ROW and 2023 for design and construction, expressed at the 30th and 70th percentile).

Of particular importance to note with this option is that appraisals are nearly complete and offers are being made on right-of-way Package 1 (noted above), therefore an additional \$27-32 million would be needed to follow through with the parcels in the North segment.



Board Agenda Item

ITD 2210 (Rev. 10-13)

- The Ustick Road to US-20/26 ("North") segment completes a 2-mile long access controlled portion of the route, with at-grade signalized intersections at Ustick Road and US-20/26, and a grade separation at McMillan Road. This project could be ready for construction by 2022, if authorized in the near future, or within one and a half years of funding approval.

The cost estimate for this initial segment is \$75-90 million (assuming a YOE of 2021 for ROW and 2023 for design and construction, expressed at the 30th and 70th percentile).

If the Board wishes to continue with right-of-way preservation, no additional action is needed. However, approximately \$15-35 million additional funds will be needed to complete the right-of-way acquisitions corridor wide.

If the Board wishes to proceed with right-of-way, design and construction of an initial segment of the corridor, approval will be necessary via a resolution, which will allow staff to work with COMPASS to modify the Regional Transportation Investment Plan (RTIP) and gain approval from the COMPASS Board. If this is the direction the Board would like to take, staff will submit a resolution for consideration at a future Board meeting.

Recommendations

Provide feedback on options presented for utilizing the current funding allocation.

Board Action

☐ Approved ☐ Deferred _____

☐ Other _____

Phase 1

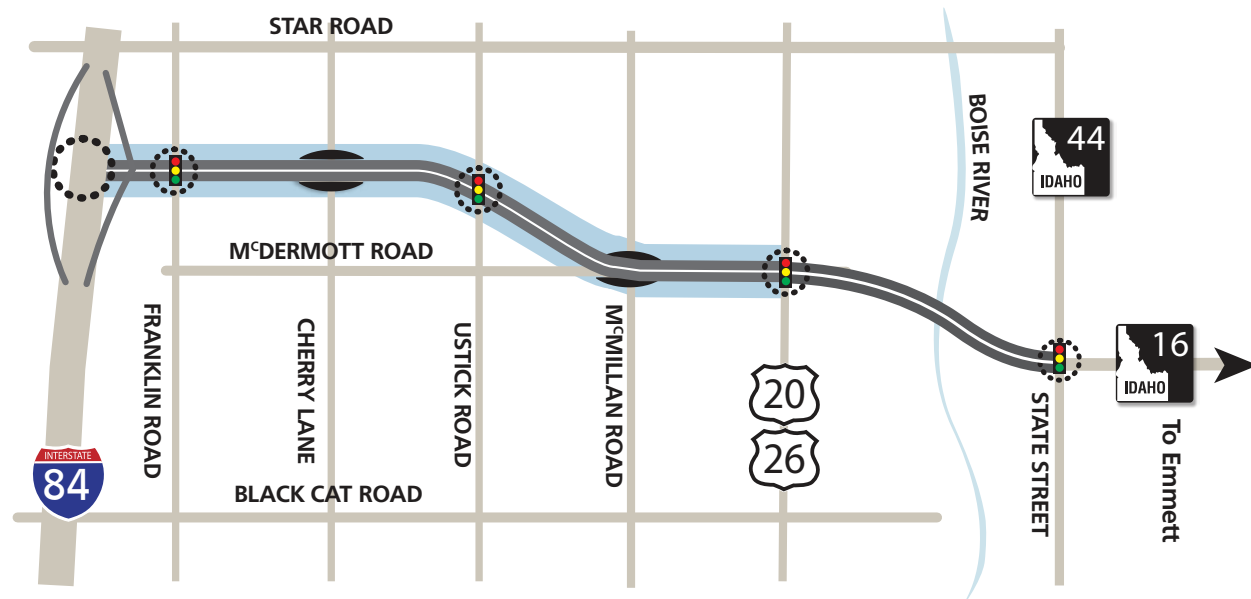


Phase 1

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

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

Phase 2



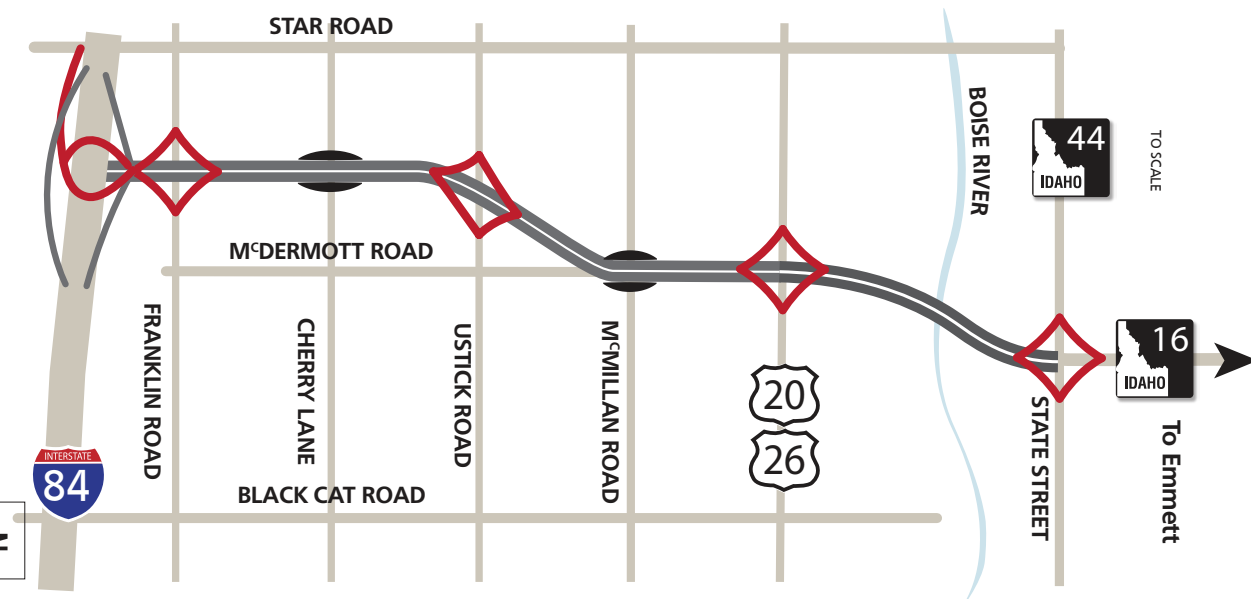
Phase 2

Connects I-84 and US 20/26 with 5 miles of new four-lane limited access highway. This phase of Idaho 16 provides for an interim facility with an interchange at I-84 and at-grade signalized intersections at Franklin Road, Ustick Road, and US 20/26, connecting on to ID 44. The new interim Idaho 16 will cross over the east/west local roads Cherry Lane, McMillan Road, and the railroad.

\$265M (2019 dollars) is estimated for the Right-of-Way, Construction, and Project Development/Administration.

Opportunities to split Phase 2 into three separate projects, allowing Idaho 16 to extend and provide connections to east/west routes. Each of these could be programed and built as separate projects.

Phase 3



Phase 3

Completes the interchanges at I-84, Franklin Road, Ustick Road, US 20/26, and Idaho 44, including the addition of auxiliary lanes, based on need and available funding. Each interchange could be programed and built as separate projects.

\$185M (2019 Dollars) is estimated for the Construction and Project Development/Administration.

Phase 3 completes the ultimate build and results in a fully functioning expressway.

Idaho 16

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

Purpose & Need

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

Idaho 16 Facilities

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

Achievements to Date

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

QUESTION

What is the next step for investing in the Idaho 16 corridor?

ITD has identified two opportunities to invest the \$90.34 million currently allocated to this corridor. Both advance the corridor — one preserves the right-of-way and the other builds a portion of the new roadway.

Which approach demonstrates the most effective use of available funding for advancing the corridor for our safety, mobility, and economic opportunity?



OPTIONS

Begin to acquire right-of-way for the corridor

This is ITD’s current path. ITD has identified properties and has begun to work with property owners. Right-of-way acquisition is underway. Additional revenue is needed to complete acquisition for whole corridor.

COST: **\$115 million**

Note:

- The public has expressed overwhelming support for the Idaho 16 corridor project.
- The public would like to see the entire 16 corridor completed as quickly as possible.

Begin construction on Phase 2, including right-of-way acquisition and design services

Work could begin on the south or north end:

SOUTH (I-84 to Franklin)
COST: **\$124 million**

- Additional funding is needed to advance this option.
- Work could begin within 2 years of approved construction funding.
- This area’s planned development will generate approximately 1,700 vehicles during rush hour.*
 - 60 homes
 - 4,200 jobs
- This option provides a slight decrease in congestion at Ten Mile and Garrity interchanges.

NORTH (Ustick to Chinden)
COST: **\$89 million**

- Work could begin as soon as 2022.
- This option may allow ITD to pursue purchasing other high-priority right-of-way parcels in the corridor.
- This area’s planned development will generate approximately 2,800 vehicles during rush hour.*
 - 3,800 homes
 - 1,300 jobs
- This option provides regional mobility sooner, linking Ustick Road, US 20/26 and SH 44 networks.

CONSIDERATIONS

- Acquiring right-of-way will secure the corridor for future construction, however; building a portion now provides an immediate benefit to the public through more travel choices (with the north option providing greater benefit to regional mobility).
- Drivers will not see the full mobility benefits until the corridor is complete.

** Growth and Traffic Projections
Peak 2040 hour (rush hour) trips estimates are based on industry practice of 1 household is equal to 1 trip and 2 to 3 jobs is equal to 1 trip.
All costs based on 2019 unit prices, inflated to year of expenditure (YOE), and expressed at the 70th percentile.*

