

# **A G E N D A**

IDAHO TRANSPORTATION BOARD

July 21-22, 2021



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

District 5 Tour and Regular Meeting  
of the Idaho Transportation Board

**July 21-22, 2021**

**July 21, 2021**

	<b>Time*</b>
<b>DISTRICT 5 TOUR</b>	
Depart Red Lion Hotel, 1555 Pocatello Creek Road, Pocatello; I-15 north	<b>1:00</b>
View I-15 Northgate Interchange; travel I-15 south, US-30 east	<b>1:15</b>
Arrive Lava Hot Springs, view rock mitigation project	<b>2:00</b>
Depart Lava Hot Springs, US-30 east, view wildlife fence	<b>2:30</b>
Arrive Sunnyside pullout; discuss Lava Hot Springs Bypass project	<b>3:00</b>
Depart Lava Hot Springs, US-30 west, I-15 north	<b>3:30</b>
Arrive Pocatello, tour ends	<b>4:00</b>

\*All listed times are in MDT and 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.



July 22, 2021  
Page 2 of 4

**July 22, 2021**  
Red Lion Hotel  
1555 Pocatello Creek Road  
Pocatello, Idaho

**Business Meeting**

To listen:

Dial 1-415-655-0003 US Toll

- a. access code: 1770 80 0703
- b. meeting password: #1234

KEY:

ADM = Administration

CD = Chief Deputy

DIR = Director

OP = Operations

		Page #	Time*
<b>Action Item</b>	<b>1. CALL MEETING TO ORDER</b>		<b>8:30</b>
<b>Information Item</b>	<b>2. SAFETY/SECURITY SHARE:</b> District 5 Training Specialist McGraw		
<b>Action Item</b>	<b>3. BOARD MINUTES – June 23-24, 2021</b> .....6		<b>8:35</b>
<b>Action Item</b>	<b>4. 2021 BOARD MEETING DATES</b> .....22		
	August 17-18 – District 1                      October 19-20 – Boise		
	September 22-23 – District 6                      November 18 – Boise		
<b>Action Item</b>	<b>5. CONSENT CALENDAR</b> .....23		
CD	Trucking Advisory Council membership appointment.....24		
OP	Update of safety rest areas and Oasis partnerships .....26		
OP	Kidd Creek Stream mitigation environmental monitoring.....30		
OP	Local advance wetland mitigation, Lick Creek and Summit Spring.....32		
OP	Adjustments to the Local Safety Program.....32B		
OP	Transfer funding from SH-33, Canyon Creek Bridge Repair to FY22		
	District 6 Bridge Repair .....32C		
OP	Consultant agreements .....33		
OP	Contracts for award .....36		

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July 22, 2021  
Page 3 of 4

**July 22, 2021**  
Pocatello, Idaho

**Page # Time**

**Information Items**

**6. INFORMATIONAL CALENDAR**

OP	_____	Contract award information and current advertisements .....	45
OP	_____	Professional services agreements and term agreement work tasks report.....	50
OP	_____	Administrative settlements in right of way acquisitions .....	59
OP	_____	Transportation Alternatives Program management.....	62
ADM	_____	State FY21 financial statements .....	66
ADM	_____	Annual report of activities to the Board of Examiners.....	85
ADM	_____	Monthly report of federal formula program funding through June.....	86
ADM	_____	Non-construction professional service contracts.....	88
CD	_____	FY21 Performance Report for the Division of Financial Management .....	89

**7. DIRECTOR'S MONTHLY REPORT ON ACTIVITIES**

**8:40**

**8. ADOPT-A-HIGHWAY PRESENTATION: Farm Bureau**

**9:00**

**9. AGENDA ITEMS**

CD	_____	Aeronautics revenues and capital facilities .....	95
Marker			

**9:05**

CD	_____	Unmanned Aircraft Systems program overview .....	97
Elkins			

**9:25**

**Action Item**

CD	_____	Transportation Expansion and Congestion Mitigation funded design projects exceeding \$1 million ( <i>Resolution on page 99</i> ).....	98
Schroeder			

**9:45**

**10. Break**

**10:00**

**11. AGENDA ITEMS, continued**

**Information Item**

CD	_____	Division of Motor Vehicles update (operations and technology) .....	99A
Gonzalez			

**10:15**

**Action Item**

DIR	_____	2021-22 administrative rulemakings .....	100
Hobdey-Sánchez		( <i>Resolution on page 130</i> )	

**10:30**

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July 22, 2021  
Page 4 of 4

July 22, 2021  
Pocatello, Idaho

Page      Time

**Information Items**

**12. AGENDA ITEMS, continued**

OP      \_\_\_\_\_ Building law enforcement and private business partnerships .....131      **10:40**  
Tomlinson/Morgan/Daniels

**13. DISTRICT 5 REPORT:** District Engineer Hubbard      **11:00**

**14. AGENDA ITEMS, continued**

**Action Item**

OP      \_\_\_\_\_ 129,000 pound route request, US-93, District 6 .....132      **11:20**  
Luekenga      *(Resolution on page 142)*

**Information Item**

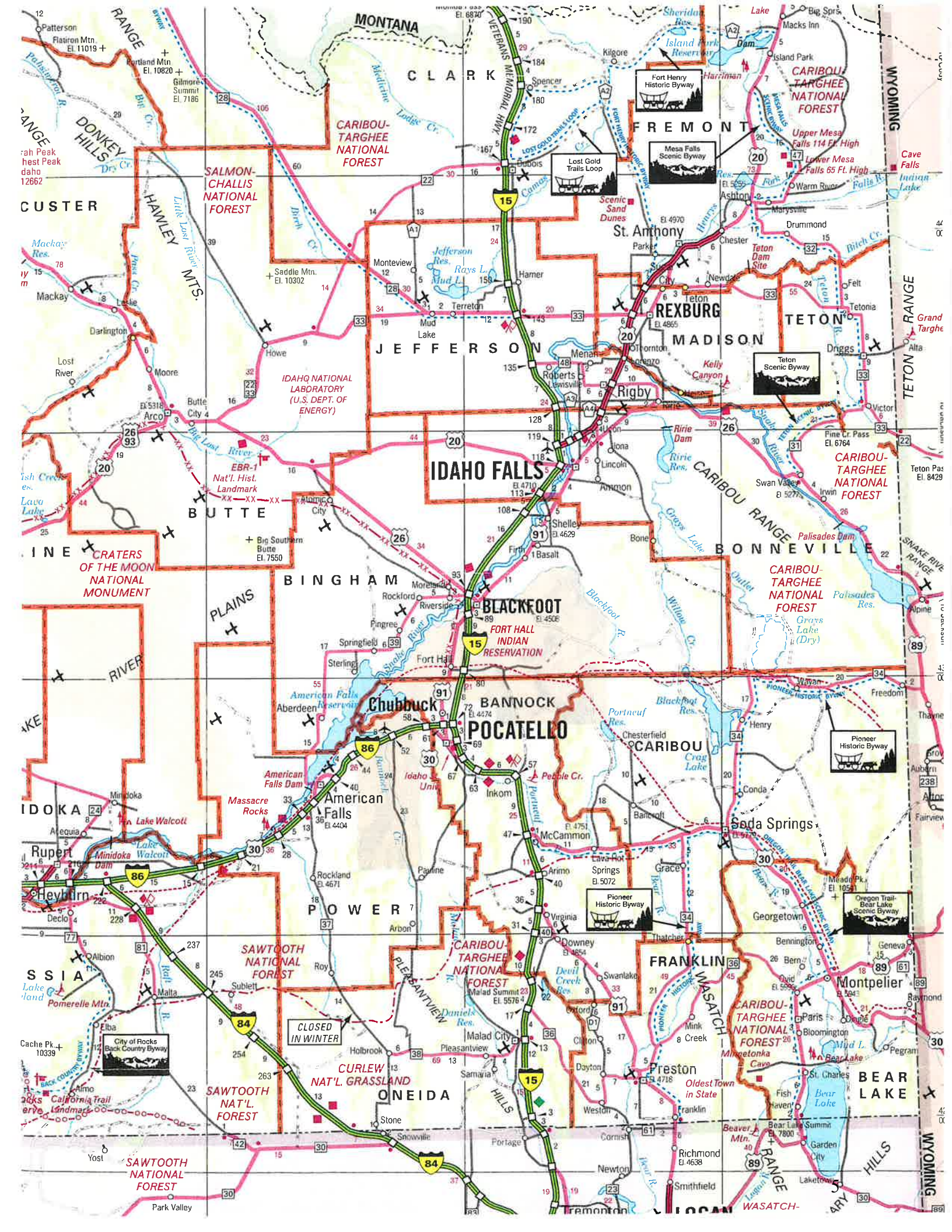
**15. EXECUTIVE SESSION\*\***      **11:30**  
PERSONNEL ISSUES [SECTION 74-206(a), (b)]  
LEGAL ISSUES [SECTION 74-206(c), (d), (f)]

**16. ADJOURNMENT**      **12:15**

\*\*ITD will provide lunch for those in travel status, and it will not be claimed for reimbursement by any employee participating in the working lunch. Attendance is mandatory.

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BACKCOUNTRY AIRSTRIP AND DISTRICT THREE TOUR,  
WORKSHOP, AND REGULAR MEETING  
OF THE IDAHO TRANSPORTATION BOARD

June 23-24, 2021

The Idaho Transportation Board met at 7:30 AM on Wednesday, June 23, 2021 in Boise, Idaho. The following principals were present:

Bill Moad, Chairman  
James R. Thompson, Member – District 1  
Julie DeLorenzo, Member – District 3  
Jim Kempton, Member – District 4  
Dwight Horsch, Member – District 5  
Bob Hoff, Member – District 6  
Scott Stokes, Chief Deputy  
Sue S. Higgins, Executive Assistant and Secretary to the Board

Backcountry Airstrip and District 3 Tour. Representative Joe Palmer joined the Board at the Division of Aeronautics. After a brief overview on the Division of Aeronautics' responsibilities and the SH-55, Smiths Ferry improvement project under construction, the group flew to Thomas Creek airstrip and then Johnson Creek airstrip. Staff pointed out numerous other airstrips during the flight. At Johnson Creek, staff provided an overview on the maintenance activities and needs of the airstrips and facilities. During the flight to Caldwell, the Board viewed the SH-55, Smiths Ferry improvement project.

At the Caldwell Airport, the Board met informally with local officials and partners. Nampa Mayor Garret Nancolas thanked the Board for improvements to the Caldwell Airport and the state highway system. He added that improvements to US-20/26 and SH-55 are the community's highest priorities. Nampa Mayor Debbie Kling mentioned the importance of its airport and some of the facility's needs. She is also appreciative of the highway improvements that have been made in the area, and said the City's priorities are extending SH-16 to I-84 with access south of the interstate, widening Franklin Boulevard, and improving SH-55 south of Nampa. She also requested revisiting the distribution of federal funds to local public agencies.

Community Planning Association of Southwest Idaho (COMPASS) Executive Director Matt Stoll emphasized the importance of partnering and planning for the future. Previous plans identified I-84, US-20/26, SH-44, SH-55, and SH-16 as priority corridors. Those improvements are coming to fruition, but with the growth the area is experiencing, it is important to develop new or update existing plans and include other modes of transportation and counties, as only Ada County and Canyon County are part of COMPASS.

Jason Brinkman, District 3 Operations Engineer, summarized construction and planning activities on the I-84, SH-55, US-20/26, SH-16, and SH-44 corridors. Representative Rick Youngblood thanked the Board for its service and noted the challenges as the population continues to increase throughout the state.

The aerial tour of District 3 continued with a focus on the corridors mentioned above and the extensive growth occurring in the region. The Board returned to Boise, Idaho.

WHEREUPON, the Idaho Transportation Board's regular monthly meeting recessed at 3:50 PM.

June 24, 2021

The Idaho Transportation Board convened at 8:00 AM on Thursday, June 24, 2021 in Boise, Idaho. Chairman Moad; Vice Chair Janice B. Vassar, District 2; and Members Thompson, DeLorenzo, Kempton, and Horsch were present. Member Hoff participated remotely. Chief Deputy (CD) Stokes and Lead Deputy Attorney General Tim Thomas were also in attendance.

Workshop: Trends and State Revenue. Economist and Research Manager Bob Thompson reported that overall, the COVID-19 pandemic impact to the Department's revenue was less severe than anticipated. Legislative actions during the 2021 session provided a cash transfer of \$126 million from the general fund to the local highway distribution fund and ITD, with a portion of that funding to be appropriated in FY21. Another bill increased the sales tax transfer to the Transportation Expansion and Congestion Mitigation (TECM) fund from 1% to 4.5%, resulting in a minimum of \$80 million annually, with funds in excess of \$80 million to be distributed to the local public agencies. Overall, revenues to the State Highway Account were approximately 9% above the FY21 forecast; however, the forecast was lowered due to the COVID-19 pandemic. Revenue to the Aeronautics account was about 5% below projections. The aviation industry is slowly recovering from the pandemic.

Recap FY22 Request and Draft FY23 Budget Request. Financial Planning and Analysis Manager (FP&AM) Justin Collins said Highway's personnel appropriation of \$3.6 million was restored in FY22, a 2% change in employee compensation (CEC) was approved, and the FY21 2% CEC that was held because of the COVID-19 pandemic was released. The Department also received \$71 million in federal COVID Relief funds. The travel budget is just over \$2.2 million.

FP&AM Collins presented the draft FY23 appropriation request of \$779.1 million and 1,648 full-time positions. The request is \$104.6 million less than the FY22 appropriation due to the unanticipated federal COVID funds and the Governor's Building Idaho's Future initiative. Federal funds are estimated at \$333.5 million, state revenues at \$451.6 million, and local and interagency receipts at almost \$6 million. Some of the budget highlights include \$33.5 million for replacement items, \$350 million for the construction program, \$3.6 million for capital facilities, and 6 line items totaling \$71.1 million.

Some discussion was held on increasing Aeronautics' budget to address facility needs and maintenance of backcountry airstrips. Staff reported that the Department's main funding source, fuel tax and vehicle registrations, is dedicated to the state highway system. The funds available for discretionary purposes, including aviation funds, are limited and compete with other programs. Increasing jet fuel and aviation gas taxes was also discussed.



Draft FY22-28 Idaho Transportation Investment Program (ITIP). FP&AM Collins summarized Board Policy 4028 Allocation of Federal Formula Highway Apportionments to Local Public Agencies. Local public agencies receive 12.6% of federal aid apportionments after certain deductions are made to the total apportionment. The 12.6% is divided evenly between the urban entities (above 5,000 population) and rural highway jurisdictions. Additionally, local public agencies receive funding from several other federal programs, such as rail-highway crossings, bridge, safety, freight, and transportation alternatives. With the inclusion of these funds, local highway jurisdictions receive about 21.4% of the state's total federal funds.

CD Stokes provided historical information on the policy. Prior to 1991, the federal highway act dictated funding allotments to local public agencies. When that requirement was eliminated, the Board made a decision to continue the distribution formula that was in place. Federal programs have evolved over time and the Board continued to direct additional federal funds to local entities, such as safety funds.

Due to concerns from local entities on the fairness of the policy that have been shared with some Board members and staff, the Board expressed interest in revisiting the policy.

Nampa Public Works Director Tom Points expressed a desire to assist with this effort. Although the city also collects impact fees, the funding is insufficient to address the needs. He added that the consideration of lane miles is important because many cities are increasing lane miles to address the extensive growth they are experiencing, and urban roads may be five lanes and include amenities for pedestrians.

Local Highway Technical Assistance Council (LHTAC) Administrator Laila Kral supported revisiting the distribution formula, noting that the locals' needs are much greater than the available funding.

Chairman Moad asked CD Stokes to establish a team, including Vice Chair Vassar, Member DeLorenzo, and local representatives, to review the distribution formula.

Senior Transportation Planner Colleen Wonacott presented the draft FY22-28 ITIP. From FY22 through FY25, 75% of the funds is dedicated to highways; 13% is for the TECM Program; 7% is for public transit; and 5% is directed to aeronautics. Highway projects are included in a seven-year plan, with funding estimated at \$532.9 million annually.

Public Information Officer Aubrie Spence said the 30-day public review and comment period on the draft ITIP is scheduled from July 1 to July 31. She summarized the planned outreach efforts.

TECM Program and Bonding Framework. Controller Dave Tolman summarized some of the lessons learned during the GARVEE Program, like markets and interest rates change and actively managing the program is important. He recommends determining the scope of the TECM Program in fall. Regarding the bonding framework, consideration will need to be given to the types of projects selected. The infrastructure projects' intended life should be longer than the term of the bonds. Controller Tolman recommended a bond term of 25 years and issuing the

bonds as close as possible to the contract award. He also suggested evaluating the risk against the current market conditions and developing the contract according to the size and timing for each bond issuance.

Member Kempton cautioned that expenses will increase as a result of these projects, such as personnel and material to maintain and operate the additional lane miles. In response to Member Horsch's question on the timeframe to issue bonds, Controller Tolman replied that the initial bond series should be ready to issue in approximately four to five months after the framework and guiding principles are established. After that initial sale, it should take about three months to prepare for additional bond sales.

Chairman Moad thanked staff for the presentations.

Safety Share. District 3 Operations Engineer Michael Garz warned that fire danger is high due to the arid conditions and high temperatures. Some actions motorists can take to reduce fire danger are to ensure safety chains do not drag and not driving in tall dry grass. He summarized the partnership with the Bureau of Land Management to reduce fires along I-84 between Boise and Mountain Home: implementing slope management practices, mowing ditches, and conducting controlled burns. These practices significantly reduce the risk and severity of fires.

Chairman Moad thanked Operations Engineer Garz for the important message.

Board Minutes. Vice Chair Vassar made a motion to approve the minutes of the regular Board meeting held on May 18-19, 2021 as submitted. Member Kempton seconded the motion and it passed 6-0 by individual roll call vote.

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

July 21-22, 2021 – District 5

August 17-18, 2021 – District 1

September 22-23, 2021 – District 6

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

RES. NO. WHEREAS, consent calendar items are to be routine, non-controversial, self-  
ITB21-37 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 FY22-25 Strategic Plan for Division of Financial Management; GARVEE Program Annual Legislative Report; update of the state highway functional classification map; spending plan for \$5 million FY21 salary savings; Rail Safety spending plan for Building Idaho's Future one-time funds; consultant agreements; and a contract for award.

1) FY22-25 Strategic Plan for Division of Financial Management. The FY22-25 Strategic Plan, required by Idaho Code, is to include the Department's vision and/or mission statement, goals and objectives, performance measures and benchmarks, and key external factors. The following revisions were made to the document since it was presented for review last month: the cybersecurity section was removed because the due dates have passed and all of the requirements were met; the Red Tape Reduction Act was repealed and replaced with the Zero-Based Regulation Executive Order; and four performance measure achievement results were updated with final reporting data.

2) GARVEE Program Annual Legislative Report. Senate Bill 1206 authorized an additional \$300 million in GARVEE bonds and requires an annual report on the GARVEE Program. The report summarizes the amounts allocated to various GARVEE corridors and the bond amounts and graphically shows the location of projects funded. All of the projects are on schedule and are tracking well against their budgets.

3) Update of the State Highway Functional Classification Map. Per Board Policy, an updated Functional Classification Map of the State Highway System is to be presented for approval each year. No changes have been made to Idaho's State Highway Systems Functional Classification map, as shown as Exhibit #537, which is made a part hereof with like effect, since it was approved by the Federal Highway Administration in 2016.

4) Spending Plan for \$5 Million FY21 Salary Savings. Staff requests funding the following projects in FY21 with \$5 million available from salary savings: District 3's SH-55, Banks Intersection, \$100,000; and advancing District 4's SH-75, Cobblestone to Cottonwood, key #22706 for \$2,650,000; and SH-75, Cottonwood to Timberway, key #22722 for \$3,650,000 from FY27. Staff also requests removing the \$1,400,000 SH-75, Hailey to Ohio Gulch project, key #23141 from FY21 because the project is being combined with the other two SH-75 projects.

5) Rail Safety Spending Plan for Building Idaho's Future One-time Funds. The Governor's Building Idaho's Future – General Fund Surplus initiative provides \$2 million for rail-highway safety projects. Staff requests directing the funds to the following projects and adjusting the ITIP for State FY22 accordingly: key #21990, Railroad Crossing near Sandpoint - \$230,000; Stephens Street, Clark Fork - \$250,000; Milwaukee Street, Boise - \$200,000, splitting the total cost of \$400,000 with Boise Valley Railroad; N2500E, Curry Crossing East of Filer - \$700,000; Quigley Road and Fish Hatchery Road, American Falls - \$65,000, splitting the total \$130,000 cost with Union Pacific Railroad (UPRR); Michaud Creek Road, West of American Falls - \$80,000, splitting the total cost of \$160,000 with UPRR; East Anderson/Holmes (US-20), Idaho Falls - \$150,000, splitting the total cost of \$300,000 with Eastern Idaho Railroad; and E400N and N2300E, South of St. Anthony - \$325,000.

6) Request to Approve Consultant Agreements. In accordance with Board Policy 4001, staff requests approval to exceed the \$1 million agreement limit for District 6 2021 Projects Materials Testing for materials testing services of approximately \$1.61 million; keys #23080 and #23081 – Franklin Interchange to Karcher Interchange – West and Franklin Interchange to Karcher Interchange – East, Canyon County, District 3 for construction services of

approximately \$9 million; and key #20038 – Ramsey Road, Chilco to Scarcello, Lakes Highway District, District 1 for construction and inspection services of approximately \$1.61 million.

7) Contract for Award. The low bid on key #21840 SIA – FY21 District 4 Interstate Striping, I-84/I-86 was more than ten percent over the engineer's estimate, requiring justification. The difference between the low bid and engineer's estimate was mainly in the Pavement Marking, Brooming Mechanical, Brooming Rotary, Temporary Traffic Control, and Mobilization Items. The engineer's estimate was based on historical pricing for similar projects and was adjusted to meet the budget rather than adjusting the scope, which resulted in some of the difference in pricing. Other possible reasons for the disparity could be related to a paint shortage and the unique Idaho specification for paint compared to other state specifications. Also, the project requires a 90-95% bona fide Idaho resident workforce. With the rising prices of fuel, a shortage of materials, and inflation related to COVID, a lower bid is unlikely, and staff recommends awarding the project. Low bidder: Idaho Lines & Signs LLC - \$476,465.

Information Items. 1) Contract Awards and Advertisements. Key #23080 – I-84, Franklin Road Interchange to Karcher Interchange West, District 3. Low bidder: Western Construction Inc. - \$59,293,310.

Key #18701 – FY21 Capital Maintenance Phase 1, Ada County Highway District. Low bidder: Knife River Corporation – Mountain West - \$4,197,000.

Key #23072 SIA – US-26/US-20, Railroad Crossing Underpass, Idaho Falls, District 6. Low bidder: Sunroc Corporation - \$599,705.

Key #21823 SIA – SH-75, Stanley Road Weather Information System, District 4. Low bidder: Angle & Associates - \$123,163.

The list of projects currently being advertised was provided.

2) Professional Services Agreements and Term Agreement Work Tasks Report. From April 30 through May 31, 40 new professional services agreements and work tasks were processed, totaling \$7,413,892. Eleven supplemental agreements to existing professional services agreements were processed during this period in the amount of \$3,101,282.

3) State FY21 Financial Statements. Revenues to the State Highway Account from all state sources were ahead of projections by 6.2% as of April 30. Receipts from the Highway Distribution Account were \$17.7 million more than forecast; although the forecast was lowered due to COVID. State revenues to the State Aeronautics Fund were below projections by 5.3%, or \$122,500. Due to the passage of state legislation, a transfer of \$4 million was made in March; however, those funds are to be expended as grants to local airports. The Department's expenditures were within planned budgets. Personnel costs had savings of \$4.7 million or 4.2% due to vacancies and timing between a position becoming vacant and being filled. Contract construction cash expenditures were \$19.1 million during the month.

The balance of the long term investments was \$111.9 million at the end of April. These funds are obligated against construction projects and encumbrances. The long term investments plus the cash balance of \$122.5 million includes reserves to mitigate the impact of COVID on FY21 revenue. Expenditures in the Strategic Initiatives Program Fund through April were \$16.5 million. The account received \$222,000 in interest plus a transfer of \$72.8 million as part of the Governor's Building Idaho's Future initiative. Sales tax deposits into the TECM Fund of \$17 million were ahead of the forecast by 27%. Expenditures in this fund were \$33.7 million year-to-date. The federal CARES Act provided \$27.3 million for public transportation. Expenditures totaled \$4.2 million year-to-date.

4) Monthly Reporting of Federal Formula Program Funding through May. Idaho received obligation authority of \$359.9 million through September 30 via an Appropriations Act signed in December. This corresponds to \$363.4 million with match after a reduction for prorated indirect costs. It includes \$425,527 of Highway Infrastructure General Funds carried over from last year in the Transportation Management Area, \$71 million COVID Relief, and \$13.1 million of FY21 Highway Infrastructure General Funds. An extension to the federal Fixing America's Surface Transportation Act was signed in October 2020. Idaho received apportionments of \$396 million. Obligation authority is currently 91% of apportionments. Of the \$365.4 million allotted, \$198.6 million remains.

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

Monthly Report on Department Activities. CD Stokes said Director Ness had a conflict and sent his regrets on missing the meeting. Staff is continuing to monitor federal activities, as the Fixing America's Surface Transportation Act will expire in September. Congress is also discussing the appropriations act; although it has concerns that the Highway Trust Fund is insufficient to fund the transportation act. CD Stokes also reported that the first broadband rulemaking meeting was held last week. There is a lot of interest in this topic and the meeting was well attended.

Chairman Moad thanked CD Stokes for the report.

Delegation – City of Meridian. Meridian Mayor Robert Simison elaborated on the extensive growth in Meridian and the surrounding area. He requested the construction of an I-84 Linder Road overpass to connect the community and relieve congestion on other roads and interchanges. The City of Meridian is willing to contribute \$2.5 million for the project, with the funds to be used as ITD deems appropriate, including for design or environmental work.

Member DeLorenzo thanked Mayor Simison for his partnership and offer of financial assistance. Chairman Moad asked if Ada County Highway District (ACHD) supports the overpass request. Mayor Simison responded that the City has discussed the project with ACHD; however, the overpass is not currently in ACHD's program.

Chairman Moad thanked Mayor Simison for the presentation.



Adopt-A-Highway (AAH) Recognition. Member DeLorenzo commended Mike and Gretchen for participating in the AAH Program. The group has been picking up litter on US-20, milepost 118 to 120; SH-21, milepost 73 to 75; and SH-21, milepost 94.7 to 100 since 2003.

2022 Draft Legislation. Governmental Affairs Manager (GAM) Mollie McCarty presented draft legislation for the driver license surrender requirement, Interagency Working Group membership change, and one year commercial learner's permit.

Vice Chair Vassar made a motion, seconded by Member Horsch, and passed 6-0 by individual roll call vote, to approve the following resolution:

RES. NO. WHEREAS, the Idaho Governor's Office has directed that state agencies submit  
ITB21-38 proposed 2022 legislation to the Division of Financial Management (DFM) for review and approval; and

WHEREAS, Idaho Transportation Department staff presented three (3) draft legislative proposals at the June 2021 Idaho Transportation Board meeting for consideration during the 2022 legislative session; and

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

- 1) Red Tape Reduction – driver license surrender requirement
- 2) Red Tape Reduction – Interagency Working Group membership change
- 3) Red Tape Reduction – one year commercial learner's permit

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

Chairman Moad thanked GAM McCarty for the presentation.

2021-22 Administrative Rulemaking. Ramón Hobdey-Sánchez, Governmental Affairs Program Manager (GAPM), requested reauthorizing the seven fee rules to ensure they would not expire and would be advanced as temporary with no changes. The Board acted on this issue in February, contingent on the *sine die* adjournment of the 2021 Idaho Legislature; however, due to no formal *sine die* of the legislative session, staff requests the temporary effective date of the fee rules under Title 39 be set as July 1, 2021.

GAPM Hobdey-Sánchez also recommended reauthorizing the Department's 37 non-fee rules. These rules are currently set to expire on June 30, 2021. Revisions are proposed to 11 rules in support of Governor Little's Red Tape Reduction Initiative. Changes are mainly non-substantive modifications and remove restrictions and redundancies with Idaho Code.

Member Kempton made a motion, seconded by Vice Chair Vassar, and passed 6-0 by individual roll call vote, to approve the following resolution:

RES. NO. WHEREAS, final legislative action by the 1st Regular Session of the 66th Idaho

ITB21-39 Legislature to adopt the Idaho Transportation Department’s pending fee 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 on 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 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.

*NOW THEREFORE BE IT RESOLVED*, that the Idaho Transportation Board rescinds the contingent effective date of the Idaho Legislature’s 2021 *sine die* adjournment; and

*BE IT FURTHER RESOLVED*, that the Board is adopting these temporary fee rules to be effective July 1, 2021.

Member Hoff made a motion, seconded by Vice Chair Vassar, and passed 6-0 by individual roll call vote, to approve the following resolution:

RES. NO. ITB21-40 WHEREAS, the Idaho Transportation Department’s 37 non-fee rules are set to expire at midnight on June 30, 2021; and

WHEREAS, the Department has the opportunity to continue streamlining and updating rule language in direct support of Governor Little’s Red Tape Reduction Initiative; and

WHEREAS, changes and modifications have been proposed to the following 11 chapters:

- [39.02.01](#): Rules Governing Vehicle Manufacturer and Distributor Franchise Requirements (Repeal)
- [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
- [39.02.43](#): Rules Governing Registration and Title Fee Refunds

- [39.02.45](#): Rules Governing Fees for Lapsed Registration Periods
- [39.02.80](#): Rules Governing Motor Carrier Financial Responsibility
- [39.03.47](#): Rules Governing Certification of Local Improved Road Mileage
- [39.03.80](#): Rules Governing Legalization of Overloaded Vehicles
- [39.02.26](#): Rules Governing Temporary Vehicle Clearance for Carriers
- [39.03.05](#): Rules Governing Special Permits – Oversize Non-Reducible
- [39.03.81](#): Rules Governing Issuance of Temporary Permits In Lieu of Full Registration (Repeal); 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 on 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.

*NOW THEREFORE BE IT RESOLVED*, that the Idaho Transportation Board is adopting the non-fee rules under Title 39 of the Idaho Administrative Procedures Act with the proposed changes and these temporary rules will be effective July 1, 2021.

Chairman Moad thanked GAPM Hobdey-Sánchez for the presentation.

Review of Draft FY22-28 ITIP. FP&AM Collins presented the draft FY22-28 ITIP, which was prepared in collaboration with the metropolitan planning organizations and LHTAC. He recommended proceeding to the 30-day public comment period on the multimodal plan.

Member DeLorenzo made a motion, seconded by Vice Chair Vassar, and passed 6-0 by individual roll call vote, to approve the following resolution:

RES. NO. ITB21-41 WHEREAS, it is in the public's interest for the Idaho Transportation Department to publish and accomplish a current, realistic, and fiscally constrained seven year Idaho Transportation Investment Program (ITIP); and

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

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

WHEREAS, the Board has reviewed the list of projects and analysis for the Draft FY 2022 - 2028 ITIP; and

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

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

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

*NOW THEREFORE BE IT RESOLVED*, that the Board will commence public involvement in July with project and program information incorporated from the publication entitled *Draft FY 2022 - 2028 ITIP, June Board Meeting*.

Chairman Moad thanked FP&AM Collins for the presentation.

Consolidation of Administrative Policy 5505 Operating State-Owned Vehicles and 5535 State Owned Vehicle Usage Practices. Maintenance Services Manager (MSM) Steve Spoor presented Administrative Policy 5505 Operating and Usage Practices of State-Owned Vehicles. The title was changed from Operating State-Owned Vehicles because the revised policy incorporates Administrative Policy 5535 State Owned Vehicle Usage Practices, which would be deleted. In addition to the consolidation of the policies, revisions include edits to reflect modernization and compliance with current policies and language on the use of telematics to collect data from vehicles. Additional changes based on last month's discussion include language to clarify who the supervising employee is of a non-state employee and the inclusion of the Release and Acknowledgement of Responsibility form.

Member DeLorenzo moved, seconded by Vice Chair Vassar, and passed 6-0 by individual roll call vote, to approve the following resolution:

RES. NO.      WHEREAS, the Idaho Transportation Board is charged with setting policies for  
ITB21-42      the Idaho Transportation Department; and

WHEREAS, Administrative Policy 5505 Operating State-Owned Vehicles was consolidated with Administrative Policy 5535 State Owned Vehicle Usage Practices and renamed 5505 Operating and Usage Practices of State-Owned Vehicles; and

WHEREAS, 5505 Operating and Usage Practices of State-Owned Vehicles was revised to include the use of telematics and update references to other policies on smoking in vehicles and the use of handheld electronic devices in vehicles.

*NOW THEREFORE BE IT RESOLVED*, that the Board concurs with revisions to Administrative Policy 5505 Operating and Usage Practices of State-Owned

Vehicles and deletion of Administrative Policy 5535 State Owned Vehicle Usage Practices.

Chairman Moad thanked MSM Spoor for his work on the policy.

Report on 2020 Traffic Volumes and the Current Status of Traffic in Idaho. Roadway Data Manager (RDM) Margaret Pridmore said the pandemic had a significant impact on traffic last year, with traffic counts dropping significantly after steadily increasing since 2011. The automatic traffic recorders and portable counters recorded 17.4 billion vehicle miles travelled in 2020. The 2019 count was approximately 18 billion miles. So far in 2021, the overall traffic across the state has surpassed the 2019 levels and is continuing to rise. Many rural roads are recording record high volumes. Only the off-state urban roads are still below the 2019 counts.

Chairman Moad thanked RDM Pridmore for the informative report.

Idaho State Police (ISP) Commercial Vehicle Safety (CVS). ISP Lieutenant Jason Bailey said the CVS Section's mission is to increase safety on Idaho's roads. The 22 investigators, including 5 hazardous materials specialists, enforce safety regulations and educate drivers and the industry about commercial vehicle safety. He outlined its authority, per Idaho Code and federal regulations, and which vehicles and carriers are exempted.

Lt. Bailey said ISP delegated authority via a memorandum of understanding to ITD that gives port of entry (POE) personnel authority to enforce specific regulations, such as size and weight limits. During an average day shift, about 8,000 commercial vehicles pass through Idaho's POEs. He is concerned with the number of highway crashes, which appear to be increasing, and expressed appreciation for the good working relationship with ITD.

In response to questions from the Board, Lt. Bailey clarified that POE personnel can issue citations for some regulations, but not traffic infractions. They call ISP to address issues such as a suspected impaired driver. ISP tries to investigate every crash involving a commercial vehicle; however, that is not always possible. Because the Board can designate highways for weights up to 129,000 pounds, Chairman Moad said it would be helpful to know the weights of commercial vehicles involved in crashes. Lt. Bailey said he can look into that.

Chairman Moad thanked Lt. Bailey for the informative presentation and for his service.

Idaho Traffic Safety Commission (ITSC) Annual Report. Highway Safety Manager (HSM) John Tomlinson provided an overview on the ITSC, which was established in Idaho Code. Its members have varied backgrounds, including law enforcement, education, and medical. It meets twice a year to discuss behavioral issues, provide suggestions on the Highway Safety Plan, and recommend projects.

ITSC Member Emily Kormylo with the State Department of Education said she has learned a lot as a member of the ITSC and ITD's Strategic Safety Team that has been applicable to the drivers' education program. ITSC Member Lt. Colonel Sheldon Kelley also reported on the benefits of the ITSC and the excellent working relationship ISP has with ITD.



FY22 Highway Safety Plan. HSM Tomlinson presented the FY22 Highway Safety Plan. The document, required by the National Highway Traffic Safety Administration, funds activities to reduce traffic crashes, deaths, and injuries. No significant changes were made to the draft Plan since it was presented last month for review.

Member DeLorenzo moved, seconded by Vice Chair Vassar, and passed 6-0 by individual roll call vote, to approve the following resolution:

RES. NO. WHEREAS, Idaho experienced 22,509 reportable traffic crashes, 215 traffic  
ITB21-43 deaths, and 1,101 people seriously injured in 2020; and

WHEREAS, the economic cost of traffic crashes in Idaho for 2020 was more than \$3.9 billion; and

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

WHEREAS, the National Highway Traffic Safety Administration (NHTSA) may allocate nearly \$4 million in funding behavior safety programs for Idaho to help eliminate traffic deaths and serious injuries; and

WHEREAS, the Office of Highway Safety and the Idaho Traffic Safety Commission have developed the Highway Safety Plan for Federal Fiscal Year 2022 to work toward the elimination of Idaho traffic deaths, serious injuries, and economic losses; and

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

*NOW THEREFORE BE IT RESOLVED*, that the Idaho Transportation Board adopts the Highway Safety Plan for Federal Fiscal Year 2022, which is on file in the Office of Highway Safety.

Chairman Moad thanked HSM Tomlinson for the presentations.

Executive Session on Legal and Personnel Issues. Vice Chair Vassar made a motion to meet in executive session at 12:15 PM to discuss personnel issues as authorized in Idaho Code Section 74-206 (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 discussion on legal matters related to operations. The discussions on personnel matters related to the performance of employees.

The Board came out of executive session at 2:00 PM.

District 3 Annual Report. District 3 Engineer (DE) Caleb Lakey emphasized the focus on safety and was pleased to report that employees recorded 350 days worked without a lost time

injury this fiscal year. He highlighted operations and construction activities. The District processed 708 permits for encroachments, special events, developments, and access in FY21, compared to 636 in FY20. Staff delivered all seven of its FY22 projects on time and kept the roads clear of ice and snow 83% of the time this past winter. In closing, he commended his staff for their accomplishments.

The Board thanked DE Lakey for the informative report and his leadership.

Update to Board Policy 4076 Use of Unallocated ITIP Funds. Chief Engineer (CE) Blake Rindlisbacher proposed revising Board Policy 4076 Use of Unallocated ITIP Funds to increase the amount of unallocated funds from \$5 million to \$10 million annually. This would support partnering opportunities and enable responding to economic, safety, and operational needs that emerge that are difficult to anticipate, schedule, and program in the regular seven-year ITIP.

Member DeLorenzo made a motion, seconded by Member Horsch, and passed 6-0 by individual roll call vote, to approve the following resolution:

RES. NO. WHEREAS, the Idaho Transportation Board supports the Idaho Transportation  
ITB21-44 Department mission of safety, mobility, and economic opportunity; and

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

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

WHEREAS, the Board is charged with setting policies for the Department.

*NOW THEREFORE BE IT RESOLVED*, that the Board approves revisions to Board Policy 4076 Use of Unallocated Idaho Transportation Investment Program (ITIP) Funds, increasing the amount of funds to not exceed \$10 million.

Chairman Moad thanked CE Rindlisbacher for updating the policy.

Public Transportation Advisory Council (PTAC) District 1 Appointment. Shauna Miller, Grants/Contracts Officer (G/CO), said the District 1 PTAC term expires at the end of this month. The Public Transportation Office solicited applications and received one. PTAC reviewed the application and determined the candidate is fit to serve on the Council. The term commences July 1, 2021 and expires on June 30, 2024.

Member Thompson made a motion, seconded by Vice Chair Vassar, and passed 6-0 by individual roll call vote, to approve the following resolution:

RES. NO. WHEREAS, Idaho Statute 40-514 establishes the Public Transportation Advisory  
ITB21-45 Council (PTAC); and

WHEREAS, the PTAC shall be comprised of six (6) members representing the six (6) Idaho Transportation Department Districts to be appointed by the Idaho Transportation Board; and

WHEREAS, the term of each member shall be three (3) years and the initial appointments to the council shall be such that two (2) members shall be appointed each year thereafter; and

WHEREAS, applications were solicited from interested parties to fill the position in District 1 with one submitted application; and

WHEREAS, the Public Transportation Office solicited public comment on the submitted application from April 5, 2021 to May 5, 2021; and

WHEREAS, the submitted application and associated public comments were reviewed by the PTAC at its June 15, 2021 meeting where the council determined the applicant is qualified to fill the vacant District 1 position.

*NOW THEREFORE BE IT RESOLVED*, that the Board has determined to appoint Ryan Luttmann for the District 1 PTAC position for the completion of the term of July 1, 2021 through June 30, 2024.

PTAC District 4 Appointment. G/CO Miller said the District 4 PTAC term expires at the end of this month. The Public Transportation Office solicited applications and received one. PTAC reviewed the application and determined the candidate is fit to serve on the Council. The term commences July 1, 2021 and expires on June 30, 2024.

Member Kempton made a motion, seconded by Vice Chair Vassar, and passed 6-0 by individual roll call vote, to approve the following resolution:

RES. NO.      WHEREAS, Idaho Statute 40-514 establishes the Public Transportation Advisory  
ITB21-46      Council (PTAC); and

WHEREAS, the PTAC shall be comprised of six (6) members representing the six (6) Idaho Transportation Department Districts to be appointed by the Idaho Transportation Board; and

WHEREAS, the term of each member shall be three (3) years and the initial appointments to the council shall be such that two (2) members shall be appointed each year thereafter; and

WHEREAS, applications were solicited from interested parties to fill the position in District 4 with one submitted application; and

WHEREAS, the Public Transportation Office solicited public comment on the submitted application from April 5, 2021 to May 5, 2021; and

WHEREAS, the submitted application and associated public comments were reviewed by the PTAC at its June 15, 2021 meeting where the council determined the applicant is qualified to fill the vacant District 4 position.

*NOW THEREFORE BE IT RESOLVED*, that the Board has determined to appoint Jeffrey McCurdy for the District 4 PTAC position for the completion of the term of July 1, 2021 through June 30, 2024.

Chairman Moad thanked G/CO Miller for the presentations.

WHEREUPON, the Idaho Transportation Board's regular monthly meeting adjourned at 2:40 PM.

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BILL MOAD, Chairman  
Idaho Transportation Board

Read and Approved  
\_\_\_\_\_, 2021  
\_\_\_\_\_, Idaho

# BOARD MEETING DATES

**2021**

August 17-18 - District 1  
September 22-23 - District 6  
October 19-20 - Boise

November 18 - Boise  
December 9 - Boise

**2021**

S M T W T F S	S M T W T F S	S M T W T F S	S M T W T F S
<b>January</b>	<b>February</b>	<b>March</b>	<b>April</b>
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<b>May</b>	<b>June</b>	<b>July</b>	<b>August</b>
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<b>September</b>	<b>October</b>	<b>November</b>	<b>December</b>
1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 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	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	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

“X” = holiday

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

July 17-21 – Transportation Research Board Executive Committee

August 10-12 – Public Transportation Summit; Boise, Idaho

August 23-25 – Highway Safety Summit; Boise, Idaho

September 10-15 – American Road and Transportation Builders Association (ARTBA) – Rockport, ME

November 6-10 – ARTBA southern regional meeting, Charleston, SC

November 12-17 – ARTBA western and central regional meeting, Scottsdale, AZ

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





## IDAHO TRANSPORTATION BOARD

### RESOLUTION FOR CONSENT ITEMS

**Pages 24 - 44**

RES. NO. ITB21-47      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 Trucking Advisory Council membership appointment; the update of safety rest areas and Oasis partnerships; Kidd Creek Stream mitigation environmental monitoring; Local advance wetland mitigation, Lick Creek and Summit Spring; adjustments to the Local Safety Program; transfer funding from SH-33, Canyon Creek Bridge Repair to FY22 District 6 Bridge Repair; consultant agreements; and a contract for award.



# Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date July 22, 2021

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

Presenter's Name Alberto Gonzalez	Presenter's Title Motor Vehicle Administrator	Initials	Reviewed By LSS
Preparer's Name Reymundo Rodriguez	Preparer's Title Compliance Program Manager	Initials	

## Subject

Trucking Advisory Council (TAC) - Membership Appointment		
Key Number	District	Route Number

## Background Information

In July 2011 the Transportation Board approved Board policy 4042 establishing a Trucking Advisory Council (TAC), reporting to the Board. This policy requires the Motor Vehicle Administrator to recommend TAC members to the Board. Currently there is one vacancy in the TAC. This vacancy is in District 2.

ITD Motor Vehicle Administrator Alberto Gonzalez, in consultation with the trucking industry and TAC Chairman Pocock, recommends Mr. Tim Christopherson to complete the term that was vacated by District Two member Wally Burchak of the Trucking Advisory Council.

Mr. Christopherson is the co-owner of Dabco Inc. which is a logging company located in Kamiah, Idaho. Mr. Christopherson has been operating commercial vehicles since he was 16 years old and has over 50 years of experience in the industry. Mr. Christopherson served as President of the Associated Logging Contractors from 2003 to 2013 and is currently serving as the president of American loggers Council. Mr. Christopherson's term would be through December 31, 2022.

The TAC is an important council, which is entrusted to advise the Board on issues as it relates to the efficient and safe movement of commerce on Idaho highways.

Current Membership of other TAC appointments is detailed below:

Chairman John Pocock, January 2021 through December 31, 2023

District One Member, Frank Buell, January 2021 through December 31, 2023

District Two Member, Vacant.

District Three Member, Tony Black, January 2019 through December 31, 2021

District Four Member, Kevin Iversen, January 2021 through December 31, 2023

District Five Member, Dave McNabb, January 2020 through December 31, 2022

District Six Member, Troy Thurgood, January 2021 through December 31, 2021

The TAC wishes to convey their gratitude to Wally Burchak for his contributions to the success of this important council.

Staff will continue to provide the necessary administrative support to the Trucking Advisory Council for the efficient and timely disposition of their duties to the Board.

## Recommendations



## Board Agenda Item

ITD 2210 (Rev. 10-13)

It is requested that the Board approve the appointment of District 2 candidate Tim Christopherson to the terms of July 2021 to December 31, 2022, which aligns current TAC membership with policy requirements.

### Board Action

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



## Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date July 21-22, 2021Consent Item ☒Information Item ☐

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

Presenter's Name Steve Spoor	Presenter's Title Maintenance Services Manager	Initials SP	Reviewed By LSS
Preparer's Name Cathy Ford	Preparer's Title Roadside Program Manager	Initials CF	NF

### Subject

Update of Safety Rest Areas and Oasis Partnerships		
Key Number	District Statewide	Route Number Statewide

### Background Information

In accordance with Board Policies 4044 & 5044, this is an update to the Safety Rest Area program and includes an updated rest area map and chart.

For 2021, the rest area chart was updated to reflect current (2020) Average Daily Traffic count data. Most rest area facilities currently meet requirements in the first section; however Bliss & Juniper rest areas are programmed in FY25 to add additional truck parking at Bliss and building improvements at both facilities.

The Snake River View Rest Area is currently undergoing construction to install a sewer line to the facility. The visitor center is open; however there is no water available, and portable facilities are available outside for use during on-going construction at the site.

The chart also reflects current rest area partnership agreements available to travelers.

Attached are the revised safety rest area chart and map for Board approval.

### Recommendations

Approve attached Rest Area Map and Chart.

### Board Action

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

## 2021 SAFETY REST AREAS AND OASIS PARTNERSHIPS PROGRAM

**BASIC PLUS** – a public roadside facility that is located in areas directly accessible to low to a medium volume State or US highways. A Basic Plus Safety Rest Area will provide the basic human needs to the traveling public plus furnish other amenities such as potable water, flush toilets, and picnic tables.

**DELUXE** – a public roadside facility that is located in areas directly accessible to a medium to high volume State, US, or Interstate highways. A Deluxe Safety Rest Area will include all of the amenities of a Basic Plus Safety Rest Area plus vending machines, designated pet areas and traveler information. The preferred design includes vestibules, where climactic conditions warrant, and at least one family-assist restroom to accommodate people with small children and those assisting others with disabilities.

**GATEWAY** – a public roadside facility that is located in areas directly accessible to a medium or high volume State, US or Interstate highway and located near important regions of the state or tourist entrances into the state. A Gateway Safety Rest Area will include all of the amenities of a DELUXE Safety Rest Area plus adequate space for a staffed Visitor Information Center.

### SAFETY REST AREA CLASSIFICATION

#### Existing Safety Rest Area Meeting Requirements

PROG FY	REST AREA TYPE	REST AREA LOCATION	DIST	RTE	APPROX. M.P.	HWY ADT 2020
MR	Basic Plus	Sheep Creek	2	US-95	189	2,200
MR	Basic Plus	Mineral Mountain	2	US-95	371	3,100
MR	Deluxe	Midvale	3	US-95	101	3,300
MR	Deluxe	Blacks Creek EB	3	I-84	62	24,500
MR	Deluxe	Blacks Creek WB	3	I-84	62	24,500
*MR	Gateway	*Snake River View	3	I-84	1	23,000
FY25	Deluxe	Bliss EB	4	I-84	133	16,000
FY25	Deluxe	Bliss WB	4	I-84	133	16,000
MR	Deluxe	Cotterell EB	4	I-84	229	9,800
MR	Deluxe	Cotterell WB	4	I-84	229	9,800
MR	Basic Plus	Hagerman	4	US-30	184	1,700
FY25	Deluxe	Juniper NB	4	I-84	269	9,400
FY25	Deluxe	Juniper SB	4	I-84	269	9,400
MR	Deluxe	Timmerman	4	US-20 /SH-75	177/101	2,000/ 4,100
MR	Gateway	Cherry Creek	5	I-15	7	11,000
MR	Deluxe	Big Lost River	6	US-20/26	265	1,900
MR	Basic Plus	Clark Hill	6	US-26	357	4,800
MR	Gateway	Dubois	6	I-15	167	3,200

\* Visitor Center is open; temporarily, there is no water available, and portable facilities available for use due to on-going construction at the site.

#### Existing Safety Rest Area (Rehabilitation/Expansion or Proposed Reconstruction Upgrade)

PROG FY	REST AREA TYPE	REST AREA LOCATION	DIST	RTE	APPROX. M.P.	HWY ADT 2020
RE	Basic Plus	Huetter WB	1	I-90	8	57,000
RE	Gateway	Huetter EB	1	I-90	8	57,000
RE	Basic Plus	Lenore	2	US-12	28	3,400
RE	Basic Plus	Malad Summit	5	I-15	25	9,600
RE	Deluxe	North Blackfoot NB	5	I-15	101	23,000
RE	Deluxe	North Blackfoot SB	5	I-15	101	23,000
RE	Deluxe	Coldwater	5	I-86	19	7,300
RE	Deluxe	Massacre Rocks	5	I-86	31	7,300



### Public/Private & Oasis Partnerships

PROG FY	PUBLIC/PRIVATE STOP LOCATION	DIST	RTE	APPROX. M.P.	HWY ADT 2020
MR	Oasis Partnership with Flying J Truck Stop at McCammon	5	I-15B	4	5,300
MR	Winchester Partnership Rest Area	2	US-95	252	3,100
MR	Oasis Partnership with Valley County Store At Twin Falls	4	I-84	173	25,500
MR	Oasis Partnership with Mr. Gas Travel Center at Jerome	4	I-84	165	22,000
MR	Oasis Partnership with Travelers Oasis At Twin Falls	4	I-84	182	21,000

### Partnership Rest Area/Visitor Center

PROG FY	VISITOR CENTER LOCATION	PARTNER	DIST.	RTE	APPROX M.P.	HWY ADT 2020
MR	Visitor Center at Bonners Ferry	City of Bonners Ferry	1	US-95B	507	12,500
MR	Rest Area at Lost Trail Pass	Montana Department of Transportation	6	US-93	350	630
MR	Rest Area at Lolo Pass (Gateway)	U.S. Forest Service/ MDOT	2	US-12	174	550

#### Total – 34 facilities

MR – Indicates rest areas that currently meet requirements.

Bliss Rest Area is programmed for FY25 for improvements to provide additional truck parking as well as upgrades to the buildings.

Juniper Rest Area is programmed in FY25 to receive upgrades to the buildings.

RE – Indicates rest area projects not currently programmed that may need Rehabilitation or Expansion in order to meet requirements based on facility assessments.

Delete – Facilities that will be removed from the program and replaced with an OASIS Partnership Agreement.



# Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date July 22, 2021Consent Item ☒Information Item ☐

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

Presenter's Name Blake Rindlisbacher	Presenter's Title Chief Engineer	Initials BR	Reviewed By MC
Preparer's Name Laila Kral/Karissa Nelson	Preparer's Title LHTAC Administrator/Environmental Engineer	Initials LK/KN	LSS

## Subject

Kidd Creek Stream Mitigation Environmental Monitoring		
Key Number NEW	District 1	Route Number STC-5743

## Background Information

### Project Description

The purpose of this consent item is to add the **Local, Kidd Creek Stream Mitigation Environmental Monitoring** project at the request of the Local Highway Technical Assistance (LHTAC) per policy 5011 *Idaho Transportation Investment Program* (ITIP).

This project will provide environmental monitoring and potential maintenance for the Kidd Creek stream mitigation. This stream mitigation was required by the United States Army Corps of Engineers (USACE) for compensatory mitigation for impacts to Kidd Creek created by the KIDD ISLAND RD, KOOTENAI CO project (Kidd Island project), Idaho Transportation Department (ITD) Key Number (KN) 12315, Local Sponsor Worley Highway District. The required mitigation is associated with the Kidd Island project USACE 404 permit and the Idaho Department of Water Resources Stream Alteration permit.

Kidd Creek was realigned and the associated stream mitigation project was completed as part of the Kidd Island project. The stream mitigation project will require environmental monitoring for ten years.

The stream mitigation monitoring will measure the long term progress of the stream mitigation and is required by the USACE. Potential maintenance may be identified during the monitoring period and may be included in the monitoring project. A monitoring report will be completed by a private consultant and will be submitted annually to the USACE for review and comment.

### Project Phasing

This is a request to open a new project for the environmental monitoring phase of this project to allow the construction Kidd Island (KN 12315) project to be closed.

### Current Funding and Agreement Amounts

This project is requesting to transfer \$50,000 of excess obligated Construction funds from KN 12315 Kidd Island Project to \$40,000 Construction engineering by Consultant (CC) and \$10,000 Construction engineering by LHTAC (CL) for this new project.

# Board Agenda Item

ITD 2210 (Rev. 10-13)

## Recommendations

Approve request to add the **Local, Kidd Creek Stream Mitigation Environmental Monitoring** project to the program at a total cost of \$50,000.00 of excess Construction funds currently obligated to the 12315 Kidd Island Project to \$40,000 Construction engineering by Consultant (CC) and \$10,000 Construction engineering by LHTAC (CL) for this project.

## Board Action

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

# Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date July 22, 2021

Consent Item ☒

Information Item ☐

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

Presenter's Name	Presenter's Title	Initials	Reviewed By
Blake Rindlisbacher	Chief Engineer	BR	MC
Preparer's Name	Preparer's Title	Initials	LSS
Laila Kral/Karissa Nelson	LHTAC Administrator/Environmental Engineer	LK/KN	

## Subject

Local Advance Wetland Mitigation, Lick Creek and Summit Spring		
Key Number	District	Route Number
NEW	3	N/A

## Background Information

### Project Description

The purpose of this consent item is to add the **Local, Advance Wetland Mitigation, Lick Creek and Summit Spring project** at the request of the Local Highway Technical Assistance (LHTAC) per policy 5011 *Idaho Transportation Investment Program* (ITIP).

This project will include two locations and will provide advance wetland mitigation for local projects with wetland impacts. These sites will be used for future projects for wetland mitigation required by Executive Order 11990 and by the Federal Highway Administration. This project will be completed by cooperating agencies Payette National Forest Service (PNF) and the Bureau of Land Management (BLM).

The Lick Creek location is being completed by the PNF. It is located northwest of Council, Idaho, in Adams County, Idaho. This advance wetland mitigation project includes the restoration of 10,700 square feet or 2.4 acres of Palustrine Scrub Shrub wetlands.

The Summit Springs location is being completed by the BLM. The project is located in Owyhee County, Idaho. This advance wetland mitigation project includes the preservation of 3 acres of Palustrine Emergent wetlands.

### Project Phasing

This project will be phased by location and cooperating agency. The two phases will be the Lick Creek phase and the Summit Spring phase.

### Current Funding and Agreement Amounts

This project is requesting a total of \$36,400. \$14,700 to be allocated to the Lick Creek location and \$17,700 to be allocated to the Summit Spring location. Funding will be \$32,400 Preliminary engineering by Consultant (PC) and \$4,000 Preliminary engineering by LHTAC (PL) and will be paid through agency collection agreements. Funding source from LHTAC project closeout.

## Recommendations

Approve request to add **Local, Advance Wetland Mitigation, Lick Creek and Summit Spring** project to the program at a total cost of \$36,400 with \$32,400 Preliminary engineering by Consultant (PC) and \$4,000 Preliminary engineering by LHTAC (PL) for this project.

# Board Agenda Item

ITD 2210 (Rev. 10-13)

**Board Action**

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



# Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date July 22, 2021

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

Presenter's Name Blake Rindlisbacher, P.E.	Presenter's Title Chief Engineer	Initials BR	Reviewed By MC
Preparer's Name Laila Kral, P.E.	Preparer's Title LHTAC, Administrator	Initials LK	

## Subject

Adjustments to the <b>Local Highway Safety Improvement Program</b> in the FY 2021 – 2027 approved ITIP		
Key Numbers Various	District 1,2,3 & 5	Route Numbers LOCAL

## Background Information

Since 2020, LHTAC has received and manages 50% of the federal funding for safety which equates to \$8.5 M annually. This consent item adjusts projects in the Local Highway Safety Improvement Program (LHSIP) at the request of the Local Highway Technical Assistance Council (LHTAC) and the City of Kellogg, Valley County, Boundary County, and Raft River Highway District, per policy 5011 *Idaho Transportation Investment Program* (ITIP).

The project construction delays to FY2021 are necessary due to environmental constraints and Railroad Right-Of-Way. These changes will be balanced during the LHTAC program update in October.

Action	KN	District	Current Prog. Year	Route, Project Name	Phase	\$ In Thousands	
						FY21	FY22
Delay Construction to FY22	22396	1	2021	Intersection Safety Improvements, Kellogg (Group Sign)	CN	(22.5)	22.5
Delay Construction to FY22	22406	3	2021	Recreational Roads Signing & Delineation Safety Improvements (Group Sign)	CN	(70.0)	70.0
Delay Construction to FY22	22410	5	2021	Old Highway 81 Safety Improvements (Group Sign)	CN	(64.0)	64.0
Delay Construction to FY22	21994	1	2021	Guardrail Upgrade (Group Guardrail)	CN	(264.0)	264.0
Advance Design to FY21	22872	1	2022	Canyon Rd & Fernan Lake Rd Guardrail	PE/PC/PL	96.0	(96.0)
Advance Design to FY21	22876	1	2022	Clear Zone Safety Improvements	PE/PC/PL	89.0	(89.0)
Advance Design to FY21	22877	2	2022	Signing & Guardrail	PE/PC/PL	58.0	(58.0)

(CN) Construction; (PE) Preliminary Engineering by Idaho Transportation Department; (PC) Preliminary Engineering by Consultant; (PL) Preliminary Engineering by LHTAC

Staff requests the project adjustments outlined above be made in the Local Safety Program in the FY 2021 – 2027 approved ITIP.

## Recommendations

Approve the following project adjustments in the Local Safety Program in the FY 2021 – 2027 approved ITIP:

- KN22396, KN22406, KN22410, and KN21994 - delay construction of \$420.5K from FY2021 to FY2022; and
- KN22872, KN22876, and KN22877 - advance design of \$243K from FY2022 to FY2021

## Board Action

☐ Approved ☐ Deferred \_\_\_\_\_

☐ Other \_\_\_\_\_



## Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date July 22, 2021Consent Item ☒Information Item ☐

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

Presenter's Name <b>Matt Farrar, P.E.</b>	Presenter's Title <b>State Bridge Engineer</b>	Initials <b>MF</b>	Reviewed By
Preparer's Name <b>Bryan Young, P.E.</b>	Preparer's Title <b>D6 Traffic/Materials Engineer</b>	Initials <b>BY</b>	

### Subject

Transfer funding from SH-33, Canyon Creek Bridge Repair to FY 22 D6 Bridge Repair

Key Number <b>23117</b>	District <b>6</b>	Route Number <b>SH-33</b>
----------------------------	----------------------	------------------------------

### Background Information

During the February Board Meeting, the Board approved unallocated funds to create project KN 23117 SH-33, Canyon Creek Bridge Repair. The purpose of this project was to address drainage and erosion issues at Canyon Creek Bridge on SH-33 at milepost 115.51. Erosion threatens the bridge foundation supports that could jeopardize the stability of the bridge if left unaddressed.

The project bid opening was April 27, 2021. Only one bid was received and was 352% above the engineers estimate. During the May Board Meeting, the Board approved staff's recommendation to reject the bid with the understanding that the district would reevaluate the strategy to accomplish this repair work and return to the board with alternate plans to rebid the project or accomplish this repair work with ITD staff.

District 6 currently has a FY22 D6 Bridge Repair project under contract. The contractor has capacity to add this repair work to the existing bridge repair contract and accomplish the bridge repairs yet this construction season. The District anticipates that the specialty bridge items can be completed with the \$550k originally set up in the SH-33, Canyon Creek Bridge Repair project and that all work will be completed prior to the end of October 2021. District 6 also proposes to purchase a few minor materials with their FY22 district operations budget and direct operation staff to perform a small amount of general non-bridge repair work needed to finalize the drainage and erosion repairs.

With this Board item District 6 is requesting removal of KN 23117 SH-33 Canyon Creek Bridge Repair from the ITIP, moving \$550k to project KN 20730 FY22 D6 Bridge Repair. A change order will be executed to complete the bridge repair work on KN 20730.

### Recommendations

Approve removal of KN 23117 SH-33 Canyon Creek Bridge Repair from the ITIP, moving those funds to project KN 20730 FY22 D6 Bridge Repair to complete the work.

### Board Action

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





# Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date July 22, 2021

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 Chaz Fredrickson	Preparer's Title Consultant Services Proj Manager	Initials CF	

## Subject

REQUEST TO APPROVE CONSULTANT AGREEMENTS		
Key Number Various	District 2, 6	Route Number Various

## Background Information

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

The size of the agreements listed was anticipated because of the complexity and magnitude of the associated construction projects. In many instances, the original intent is to solicit the consultant service in phases allowing for greater flexibility of the Department, limited liability, and better design after additional information is obtained. In other cases, such as for Construction Engineering and Inspection services one single agreement over \$1M may be issued allowing for continuity of the inspector. In all cases, any agreement over \$500,000 is awarded through the Request for Proposal (RFP) process which is open to all interested firms.

## Recommendations

Approve: (see attached sheets for additional detail)

- KN 20053 – US 20, Chester to Ashton, Fremont County (District 6) – for Design Services of approximately \$2.47M
- KN 20032, 20395 & 20444 – US 95, Culdesac Canyon Passing Lane Phase 3, 4 & 5 (District 2) – for Design Services of approximately \$4.45M

## Board Action

☐ Approved ☐ Deferred \_\_\_\_\_

☐ Other \_\_\_\_\_



**DATE:** July 1, 2021

**Program Number(s)**A020(053)

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

**Key Number(s)**20053

**FROM:** Jason Mingzghor, PE  
District 6 Engineer

**Program ID, County, Etc.**US 20, Chester to  
Ashton, Fremont Co

**RE:** Request to Increase Professional Services Agreement Amount to Over \$1,000,000 for  
Design Services by WH Pacific

The purpose of this project is to increase safety and capacity by constructing a 4-lane divided highway with two new additional interchanges to increase capacity and safety. This will eliminate all grade crossings within project limits and add frontage roads for access to US-20.

In May 2018, WH Pacific was selected through Request for Proposal (RFP) to provide augmentation to ITD for the project and its three design phases. Phase A provides surveying and material investigation in the amount of \$583K. Phase B moves the project from conceptual design to preliminary design and includes additional geotechnical and survey work in the amount of \$780K. Phase C provides value engineering and Type, Size & Layout (TSL) work in the amount of \$285K. In November 2020, the Board approved the request to exceed the existing consultant services agreement amount on this project to complete surveying, value engineering and TSL documentation.

Currently, the District has narrowed alternatives to a preferred option that will connect the new interchange with county roads. This option requires additional survey data and geotechnical services for the new areas affected in the amount of \$817K. This information will allow the District to complete the design.

The project currently has available obligated fund to cover this request.

The purpose of this board item is to request approval to exceed the existing consultant services agreement amount on this project to \$2.47M to complete design.



**DATE:** July 8, 2021

**Program Number(s)**A020(444)

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

**Key Number(s)**20032, 20395 &  
20444

**FROM:** Doral J. Hoff, PE  
District 2 Engineer

**Program ID, County, Etc.**US-95, Culdesac  
Canyon Passing Lane Phase 3, 4 & 5

**RE:** Request to Increase Professional Services Agreement Amount to Over \$1,000,000 for  
Design Services by Horrocks

The purpose of this project is to increase safety and capacity by constructing a passing lane in Culdesac Canyon on US-95. The Culdesac Canyon Passing Lane project has been scheduled in five phases with separate project for each phase. This Board item addresses Phases 3, 4, and 5 (Key Numbers 20032, 20395 and 20444).

In December 2017, Horrocks was selected through a Request for Proposal (RFP) to provide design services for the project and three of its five phases. Phase 3 designs a Southbound passing lane from milepost 283.83 to 286.13 in the amount of \$1.18M. Phase 4 designs a Southbound passing lane from milepost 286.13 to 289.22 in the amount of \$1.27M. In December 2017, the Board approved the request to exceed the existing consultant services agreement amount on this project to complete design for \$2.5M.

Culdesac Canyon Phase 3 and 4 are nearly designed at this time, but Culdesac Canyon Phase 5 was not started until November 2020. After Culdesac Canyon Phase 5 is complete, a continuous Southbound uphill passing lane will be constructed between Culdesac and the US-95B Winchester Business Loop.

Culdesac Canyon Phase 5 is the last phase in the project series and will be designed in 3 development stages. The first development stage was negotiated at \$486K for preliminary field work including survey, geotechnical exploration, and preliminary environmental work. The second development stage is expected to be negotiated at \$614K. The final development stage will be negotiated in the future and is expected to be negotiated at \$900K bringing the Phase 3, 4 and 5 total to \$4.45M.

The District is committed to securing the needed funds for this project and are in the process of securing the funds. An agreement will not be written until funds are secured.

The purpose of this board item is to request approval to exceed the existing consultant services agreement amount on this project to \$4.45M to complete design.



# Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date July 22, 2021Consent Item ☒Information Item ☐

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

Presenter's Name Dave Kuisti, P.E.	Presenter's Title Transportation Engineering Division Administrator	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
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## 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 10/1/20 to 06/30/21					
Contracts Bid		Contracts Requiring Board Approval to Award		Contracts Requiring Board Approval to Reject	
ITD	Local	ITD	Local	ITD	Local
53	16	4	3	1	0

### ACTION

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

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

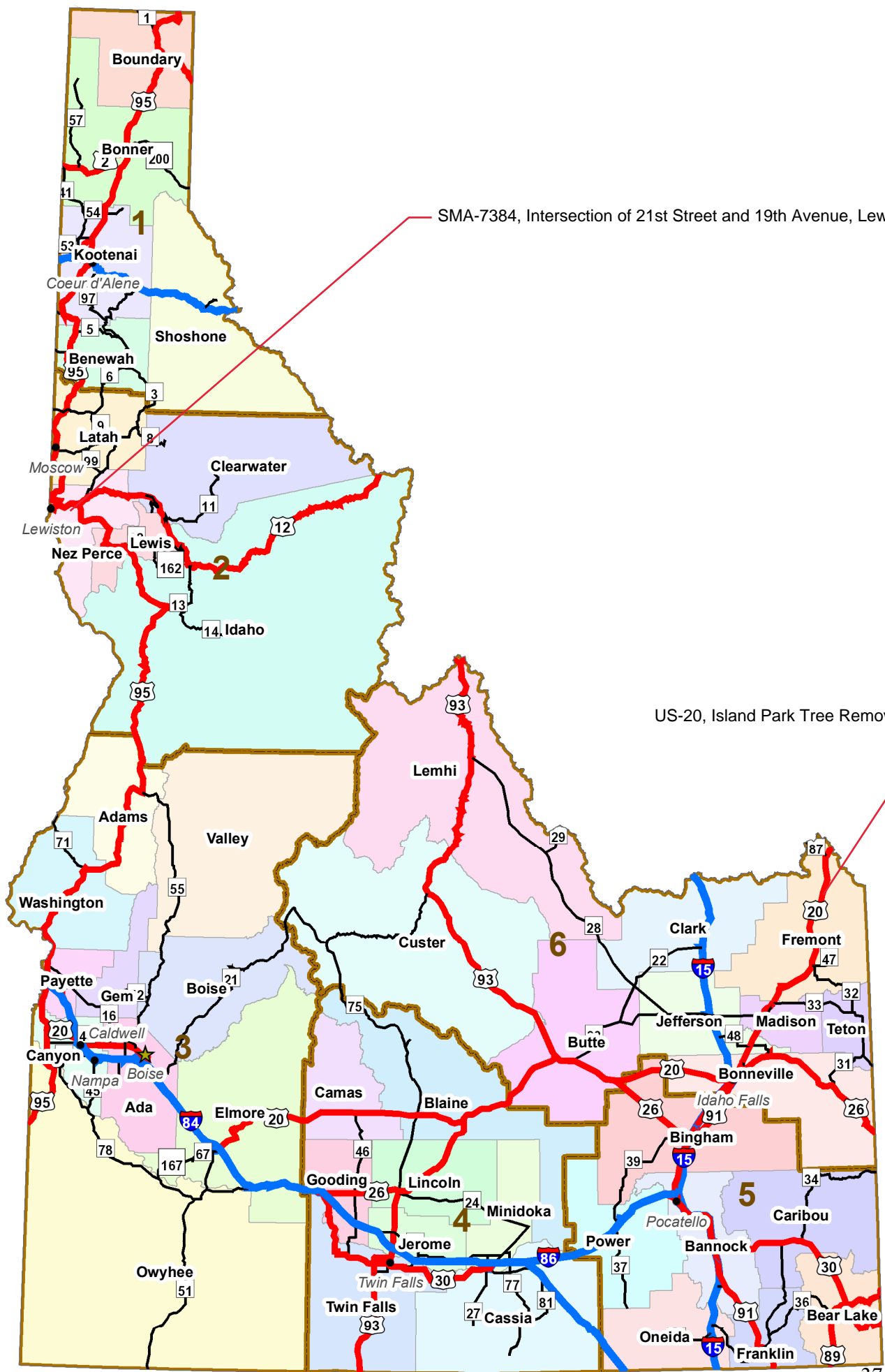
Contracts requiring Board Approval to Award -Justification received 06/01//21 to 06/30/21	
ITD	Local
1	1

## 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)	<b>21998</b>	I-90	6/15/2021	1	\$789,569.11	\$985,000.00	\$195,430.89
SMA-7384, Int. 21st Street & 19th Avenue, Lewiston					Federal		125%
Contractor: Knife River Corporation-Mountain West							

District	Key No.	Route	Opening Date	No. of Bids	Eng. Est.	Low Bid	Net +/-
6	<b>23108 SIA</b>	US-20	6/15/2021	1	\$1,100,000.00	\$1,878,080.00	\$778,080.00
US-20, Island Park Tree Removal					State		171%
Contractor: Eagle Rock Timber Inc							

DATE OF BID OPENING - JUNE 15, 2021

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IDAHO FEDERAL AID FINANCED PROJECT  
SMA-7384, INT 21ST STREET & 19TH AVENUE, LEWISTON  
Nez Perce County  
Key No. 21998

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DESCRIPTION: The work on this project consists of installing safety improvements to include: Widening EB leg of 19th Ave & NB leg of 21st St, reconfigure WB leg of 19th Ave, improve signal phasing & timing, advanced video detection & construction of ADA compliant pedestrian crossings, bridge preservation

BIDDERS:

KNIFE RIVER CORPORATION - MOUNTAIN WEST  
Boise, ID

\$985,000.00

1 BIDS ACCEPTED

ENGINEER'S ESTIMATE - \$789,569.11

LOW BID - 125% Percent of the Engineer's Estimate

NET +/- OF EE \$195,430.89

(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** Digitally signed by Dana Dietz  
Date: 2021.07.02 09:09:58  
-06'00'  

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**DANA DIETZ P.E.**  
Contracts Engineer

**Local Highway Technical  
Assistance Council**

3330 Grace Street  
Boise, Idaho 83703

Phone 208.344.0565  
Fax 208.344.0789

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



Todd Smith  
Chairman

Robert (BJ) Berlin  
Vice Chairman

Neal Gier  
Secretary/Treasurer

Laila Kral, P.E.  
Administrator

**Date:** June 21, 2021

**Project No:** A021(998)

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

**Key No:** 21998

**From:** Laila Kral, PE  
Administrator

**Project Identifications, County**  
INT 21<sup>st</sup> St and 19<sup>th</sup> Ave, City of  
Lewiston, Nez Perce County

**RE:** Justification of Bid for Award

Bids were opened for Project #A021(998), Key #21998 INT 21<sup>st</sup> St and 19<sup>th</sup> Ave, City of Lewiston, Nez Perce County on June 15, 2021. One (1) bid was received for this project. The apparent low bid submitted by Knife River Corporation - Mountain West (\$985,000.00) exceeds the Engineer's Estimate (\$789,569.11) by more than 24%.

The following items accounts for the majority of the difference between the low bid and the Engineer's Estimate:

Item	Description	Quantity	Estimated Price	Bid Price	\$ Difference
	<b>Concrete Items</b>				
614-015A	SIDEWALK	281.9 SY	\$21,142.50	\$31,009.00	\$9,866.50
614-025A	CURB RAMP	30.20 SY	\$7,550.00	\$22,650.00	\$15,100.00
615-492A	CURB & GUTTER TY 2	697.6 FT	\$29,299.20	\$46,739.20	\$17,440.00
	<b>Signal Items</b>				
656-005A	TRAF SIGNAL INSTALLATION	1 LS	\$400,000.00	\$460,000.00	\$60,000.00
S656-10A	MULTIPLE APPROACH VIDEO DETECTION SYSTEM	1 LS	\$30,000.00	\$45,000.00	\$15,000.00
S904-05A	SP-TEM RECTANGULAR RAPID FLASHING BEACON	1 LS	\$5,000.00	\$20,000.00	\$15,000.00
Total Difference for these Items:					\$132,406.50
% of Difference from Engineer's Estimate (\$195,430.89)					68%

**Council Members**

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City of Kellogg

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Association of Idaho Cities

Nick Veldhouse, Executive Director  
Idaho Association of Highway Districts

Seth Grigg, Executive Director  
Idaho Association of Counties




## Analysis

The pricing for the Engineer's Estimate was developed using the average bid costs of previous projects in the area for regular contract items along with assumed price increases. LHTAC considered cost inflation and hauling costs for the project. We did not fully anticipate the high level of inflation based on limited availability of certain items, smaller quantity items, or the increase in demand for contractors.

This is a safety improvement project which benefits the traveling public in this area well into the future. Review of the bid received does not indicate that adjustment to the plans will show significant benefit to consider adjustment or rebidding. LHTAC does not believe that re-advertisement would result in a lower bid. We recommend that the contract for Project No. A021(998), be awarded to the low bidder – Knife River Corporation – Mountain West. An additional \$100,000 will be provided by LHTAC from prior bid savings within the Local Highway Safety Improvement Program with the remaining \$96,000 being provided by the City of Lewiston to cover the contract award.

Sincerely,

A handwritten signature in blue ink that reads "Laila Kral".

Laila Kral, PE  
Administrator

cc: Alannah Bailey – City of Lewiston



June 23, 2021

Monica Crider, P.E.  
Contracting Services Engineer  
Idaho Transportation Department

Project: KN21998 Int 21<sup>st</sup> Street & 19<sup>th</sup> Avenue, Lewiston  
City Project No. TR055

Ms. Crider,

On June 15, 2021, the single bid received for the above referenced project was higher than the Engineer's Estimate by \$195,431 (124.8% of the Engineer's Estimate). After review of the bid abstract, the City agrees with the LHTAC recommendation for contract award to the Knife River Corporation – Mount West. The bid cost variance can generally be attributed to concrete and signal items. It is believed these higher costs are reflective of the current market material price increases. Proceeding with construction is in the best interest of the City of Lewiston.

Thank you for your assistance and please let me know if you need additional information.

Sincerely,

Dustin Johnson, P.E.  
Public Works Director

G:\Shared drives\Public Works CAPITAL\Streets\TR055 21st ST\_19th Ave (Key 21998)\Bidding\KN21998 Justification\_06.23.2021.docx

Ecopy: Laila Kral, P.E., LHTAC

Kevin Kuther, P.E., LHTAC

Alannah Bailey, P.E., Engineering Project Supervisor

DATE OF BID OPENING – JUNE 15, 2021

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IDAHO STATE FINANCED PROJECT  
Us-20, Island Park Tree Removal  
Fremont County  
Key No. 23108

---

DESCRIPTION: The work on this project consists of cutting and removing trees in Island Park 100' from the centerline of US-20 on both sides of roadway from MP 375.5 to MP 396.4 on Forest Service Property

BIDDERS: Eagle Rock Timber, Inc. \$1,878,080.00  
Idaho Falls, Idaho

1 BIDS ACCEPTED

BUDGET - \$1,100,000.00

NET +/- OF EE (+\$778,080)

LOW BID – 171% Percent of the Budget

(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

Digitally signed by  
Dana Dietz  
Date: 2021.06.16  
09:03:55 -06'00'

Dana Dietz, P.E.  
Contracts Engineer



## Department Memorandum

Idaho Transportation Department

**DATE:** June 28, 2021

**Program Number(s)**A023(108)

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

**Key Number(s)**23108(SIA)

**FROM:** Jason Minzghor  
District 6 Engineer

**Program ID, County, Etc.**US-20, Island Park  
Tree Removal, Fremont County

**RE:** Justification for Award of Bid

On June 15, 2021, 1 bid was opened for the above referenced project. The low bid of \$1,878,080.00 was 71% higher than the Engineer's estimate of \$1,100,000.00.

Item	Description	Quantity	Estimated Unit Price	Bid Unit Price	\$ Difference
1	Tree Cutting/Clearing	125 Acre	\$8,800.00	\$15,024.64	\$778,080.00
Total Difference from these Items					\$778,080.00
% of Difference in Engineer's Estimate (\$778,080.00)					100%

The Engineers' Estimate was based on information from Forest Service and a comparable tree cutting project done in 2009. We did not sufficiently account for higher pricing due to the construction and timber industries being so busy.

This project addresses safety issues with large animals entering the highway being hit by traffic and the shade from trees does not allow the sun to melt ice on roadway. If we can cut the trees within the driver's line of sight, animals coming toward and onto the highway will be visible sooner, allowing drivers to avoid collision with them. The cutting of the trees will also allow the sun to hit the roadway longer each day, which should minimize slick roadway conditions and create safer conditions for the traveling public.

For the safety of the traveling public, this project needs to be awarded in the 2021 construction season. The district recommends award of this contract. The additional funding will come from Statewide balancing.



# Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date July 22, 2021Consent Item ☐Information Item ☒

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

Presenter's Name Dave Kuisti, P.E.	Presenter's Title Transportation Engineering Division Administrator	Initials DK	Reviewed By LSS
Preparer's Name Dana Dietz, P.E.	Preparer's Title Contracts Engineer	Initials DD	

## Subject

Contract Awards and Advertisements

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

## Background Information

### INFORMATION

The following table summarizes the contracts 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 10/01/20 to 06/30/21					
Contracts Bid		Contracts Requiring Board Approval to Award		Contracts Requiring Board Approval to Reject	
ITD	Local	ITD	Local	ITD	Local
53	16	4	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 06/01/20 to 06/30/21	
ITD	Local
5	1

### FUTURE ACTIONS

The Current Advertisement Report is attached.

## Recommendations

For Information Only.

## Board Action

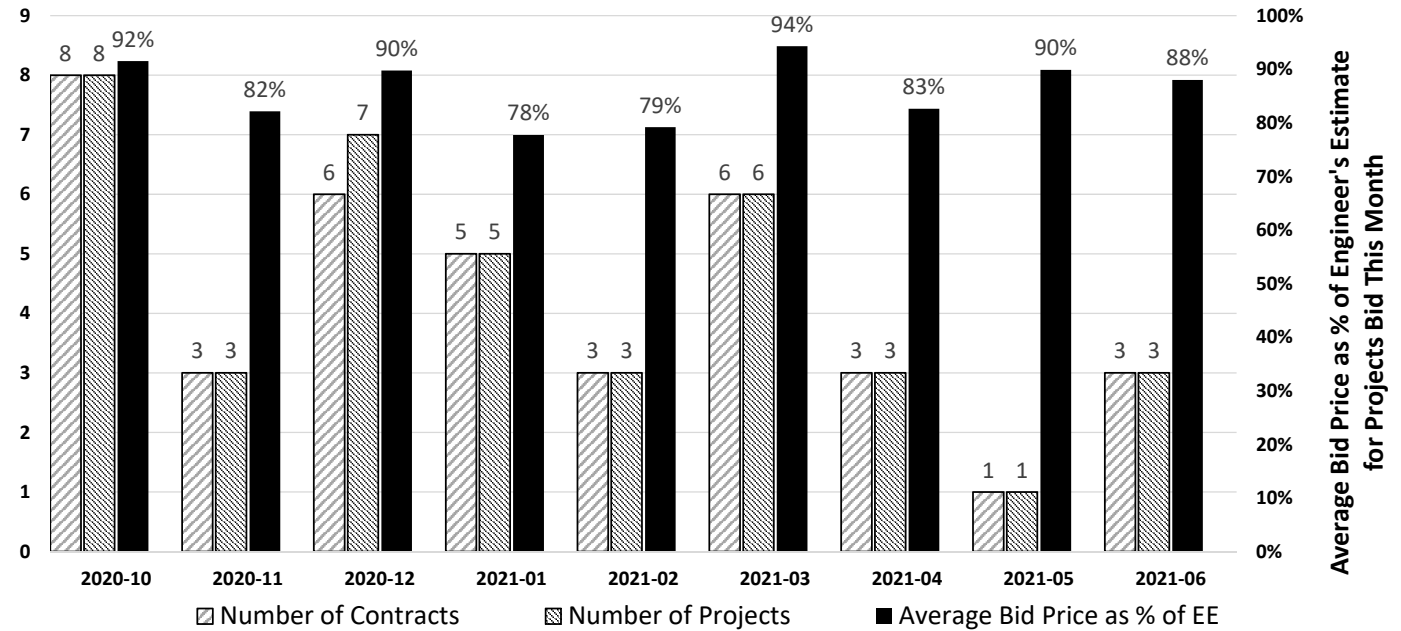
☐ Approved    ☐ Deferred \_\_\_\_\_  
☐ Other \_\_\_\_\_

## FFY21 State Infrastructure Project Bid Results: YTD Summary By Cost

### 39 Projects YTD through June 30, 2021

YTD Total for all 39 projects:

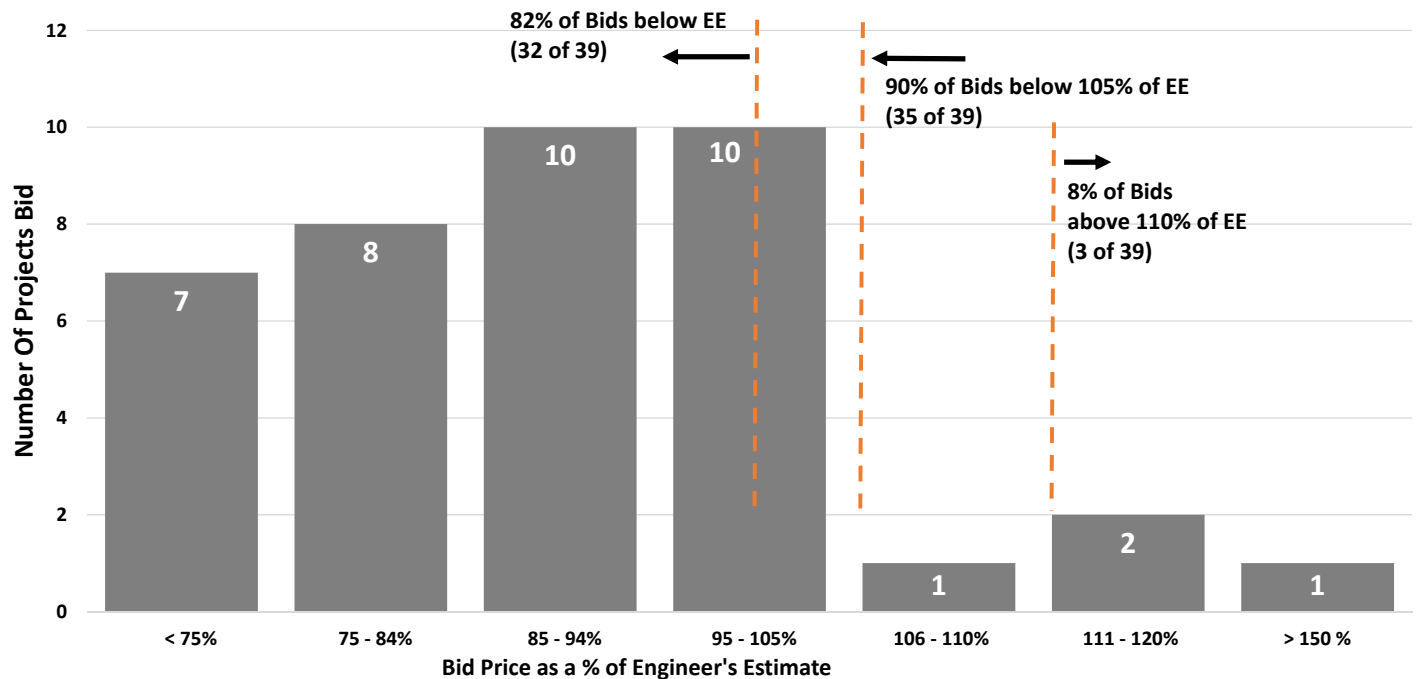
Ratio of Bid Costs / Engineer's Estimates = \$257.2 / \$292.3 M = 88.0%



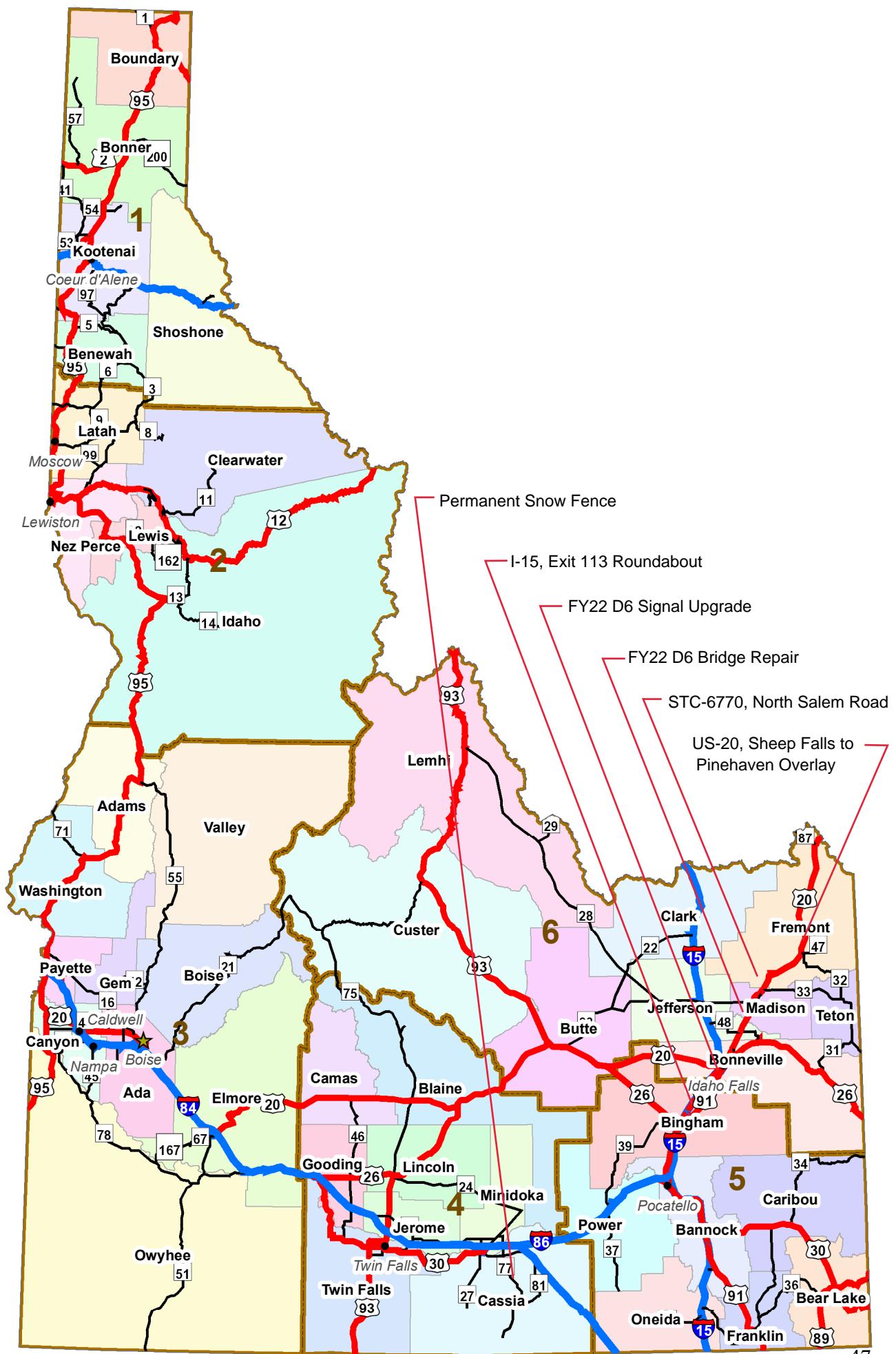
Notes: 1) Local and SIA Projects are not included 2) Contracts may have multiple Projects

## FFY21 State Infrastructure Project Bid Results: YTD Summary By Project Count

### 39 Projects YTD through July 2, 2021



Note: Local and SIA 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
LHTAC(6)	<b>14059</b>	OFF SYS	6/8/2021	3	\$3,196,998.00	\$2,165,674.28	<b>(-\$1,031,323.72)</b>
STC-6770, North Salem Road							68%
Contractor: Sunroc Corporation					Federal		

District	Key No.	Route	Opening Date	No. of Bids	Eng. Est.	High Bid	Net +/-
							% of EE
4	<b>22471 SIA</b>	SH-77	6/8/2021	3	\$123,000/5535 FT	2701 FT	<b>(-2834 FT)</b>
Permanent Snow Fence - <b>Fixed Price Variable Cost</b>							49%
Contractor: All Rail Construction LLC					State		

District	Key No.	Route	Opening Date	No. of Bids	Eng. Est.	Low Bid	Net +/-
							% of EE
6	<b>20490</b>	I-15	6/15/2021	3	\$6,866,777.50	\$6,312,911.00	<b>(-\$553,866.50)</b>
I-15, Exit 113 Roundabout							92%
Contractor: Knife River Corporation - Mountain West					State		

District	Key No.	Route	Opening Date	No. of Bids	Eng. Est.	Low Bid	Net +/-
							% of EE
6	<b>20730</b>	US-20	6/15/2021	2	\$1,405,696.64	\$1,381,229.63	<b>(-\$24,467.01)</b>
FY22 D6 Bridge Repair							98%
Contractor: Cannon Builders Inc					State		

District	Key No.	Route	Opening Date	No. of Bids	Eng. Est.	Low Bid	Net +/-
							% of EE
6	<b>20581</b>	US-20	6/15/2021	3	\$4,678,840.40	\$3,702,334.48	<b>(-\$976,505.92)</b>
US-20, Sheep Falls to Pinehaven Overlay							79%
Contractor: Western Construction Inc					State		

District	Key No.	Route	Opening Date	No. of Bids	Eng. Est.	Low Bid	Net +/-
							% of EE
6	<b>22427 SIA</b>	I-15	6/22/2021	3	\$315,535.00	\$313,859.40	<b>(-\$1,676.60)</b>
FY22 D6 Signal Upgrade							100%
Contractor: Mountain West Electric Inc					State		



## Monthly Contract Advertisement As of 07-02-2021

District	Key No.	Route	Bid Opening Date
1	<b>23120</b>	US-95	7/13/2021
US-95, Sagle Road to Long Bridge Interim Improvement, Phase 1 \$500,000.00 to \$1,000,000.00			State

District	Key No.	Route	Bid Opening Date
4	<b>22706/22722</b>	SH-75	7/20/2021
SH-75, Cobblestone Lane to Cottonwood Creek \$5,000,000.00 to \$10,000,000.00			State

District	Key No.	Route	Bid Opening Date
1	<b>22888</b>	SH-3	8/17/2021
SH-3, Goosehaven Road to Round Lake Road \$15,000,000.00 to \$25,000,000.00			State



# Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date July 22, 2021

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 Chaz Fredrickson	Preparer's Title Consultant Services Proj Manager	Initials CF	LSS

## 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 forty-three (43) new professional services agreements and work tasks totaling **\$4,422,192** and nine (9) supplemental agreements to existing professional services agreements totaling **\$707,186** from June 1, 2021 through June 30, 2021.

### New Professional Services Agreements and Work Tasks

<i>Reason Consultant Needed</i>	<i>District</i>								<i>Total</i>
	1	2	3	4	5	6	HQ		
<b>Resources not Available</b>									
Construction	1	1							2
Public Involvement			2						2
Design			2						2
Bridge	1	1	1		4	1			8
Materials	2	1	1	2		1			7
Survey	1			2	1				4
Planning	1	1							2
Airports							1		1
Environmental					2		2		4
<b>Special Expertise</b>	6	4	6	4	7	2	3		32
<b>Local Public Agency Projects</b>	2	2	4	2	0	1	0		11
<b>Total</b>	8	6	10	6	7	3	3		43



# Board Agenda Item

ITD 2210 (Rev. 10-13)

## For ITD Projects:

Thirty-two (32) new professional services agreements and work tasks were processed during this period totaling **\$3,355,453**. Four (4) supplemental agreements totaling **\$315,474** were processed.

### District 1

<i>Project</i>	<i>Reason Consultant Needed</i>	<i>Description</i>	<i>Selection Method</i>	<i>Consultant</i>	<i>Amount</i>
US 95, Sandpoint Long Bridge Over Pend O'Reille	Resources not available: Construction	Engineer of Record Services during Construction	Individual Project Solicitation	WSP USA, Inc.	Prev: \$757,203 <b>This: \$224,287</b> Total: \$981,490
SH 3, Soldier Creek Bridge, Benewah County	Resources not available: Bridge	Bridge Hydraulics Report	Direct from Term Agreement	HMH, LLC	\$41,090
US 2, Dover Bridge - Relinquishment of Old US 2	Resources not available: Survey	Additional Right-of-Way Calculations & Field Work	Direct from Term Agreement	David Evans and Associates	Prev: \$87,782 <b>This: \$12,217</b> Total: \$99,999
US 95, McArthur Lake, Boundary County	Resources not available: Planning	Field Work for Data Recovery Plan	RFI from Term Agreement	Archaeological and Historical Services, Eastern Washington University	\$161,225
SH 3, Soldier Creek Bridge, Benewah County	Resources not available: Materials	Geotechnical Engineering Report	RFI from Term Agreement	Strata	\$102,676
SH 41, East Prairie Ave to Boekel Road, Kootenai County	Resources not available: Materials	Asphalt Density Testing & Concrete Work	RFI from Term Agreement	Strata	Prev: \$277,439 <b>This: \$51,350</b> Total: \$328,789

### District 2

<i>Project</i>	<i>Reason Consultant Needed</i>	<i>Description</i>	<i>Selection Method</i>	<i>Consultant</i>	<i>Amount</i>
US 95, Whitebird Creek Bridge Asset Plan	Resources not available: Planning	Development of Asset Management Plan	Individual Project Solicitation	Wiss, Janney, Elstner Associates	\$192,754



## Board Agenda Item

ITD 2210 (Rev. 10-13)

US 95, Culdesac Canyon Passing Lane Phase 4, Nez Perce County	Resources not available: Materials	Geotechnical Services Related to Ancient Landslide	Direct from Term Agreement	Landslide Technology	\$36,620
SH 11, Quartz Creek (Jaype) Bridge, Clearwater County	Resources not available: Bridge	Bridge Hydraulics Report	Direct from Term Agreement	T-O Engineers	\$45,917
SH 8, Bovill to Ruby Creek Bridge, Latah County	Resources not available: Construction	Additional Construction, Engineering & Inspection Services	RFI from Term Agreement	HMH, LLC	Prev: \$73,000 <b>This: \$36,682</b> Total: \$109,682

### District 3

<i>Project</i>	<i>Reason Consultant Needed</i>	<i>Description</i>	<i>Selection Method</i>	<i>Consultant</i>	<i>Amount</i>
I 84, Franklin Road Interchange to Karcher Interchange - East, City of Nampa, I 84, Franklin Road Interchange to Karcher Interchange - West, City of Nampa	Resources not available: Public Involvement	Public Information Services During Construction	Individual Project Solicitation	Rosemary Brennan Curtin	\$542,286
SH 45, Junction SH 78 to Deer Flat Road, Canyon County	Resources not available: Design	Design Support Services for PS&E	Direct from Term Agreement	Burgess & Niple	\$75,730
SH 55, Smith's Ferry to Round Valley	Resources not available: Materials	Emergency Response to Rockslide & Additional Geotechnical Assistance	RFI from Term Agreement	McMillen Jacobs Associates	\$489,140
SH 19, Downtown Homedale Reconstruction	Resources not available: Public Involvement	Public Involvement Services during Construction	Direct from Term Agreement	HDR Engineering	\$39,424



## Board Agenda Item

ITD 2210 (Rev. 10-13)

SH 21, South Fork Payette Bridge (Lowman), Boise County	Resources not available: Bridge	Provide 3D Renderings of Proposed Bridge	Direct from Term Agreement	J-U-B Engineers	\$6,338
SH 55, Round Valley to Clear Creek, Valley County	Resources not available: Design	Roadway Design Services	Direct from Term Agreement	Burgess & Niple	\$98,623

### **District 4**

<i>Project</i>	<i>Reason Consultant Needed</i>	<i>Description</i>	<i>Selection Method</i>	<i>Consultant</i>	<i>Amount</i>
US 26, Lateral Canal Bridge, Gooding County; US 26, X Canal Bridge, Gooding County	Resources not available: Materials	Inspection & Testing Services	Direct from Term Agreement	Atlas Technical Consultants	Prev: \$67,765 <b>This: \$10,000</b> Total: \$77,765
SH 25, North Canal Bridge, City of Jerome	Resources not available: Materials	Inspection & Testing Services	Direct from Term Agreement	Horrocks Engineers	Prev: \$68,673 <b>This: \$25,000</b> Total: \$93,673
SH 24, Minidoka County Lane to Kimama, Lincoln County	Resources not available: Survey	Surveying Services	Direct from Term Agreement	J-U-B Engineers	\$49,570
I 84, South Jerome Interchange, Jerome County	Resources not available: Survey	CADD Support for Bridge Design	RFI from Term Agreement	HDR Engineering	\$146,819

### **District 5**

<i>Project</i>	<i>Reason Consultant Needed</i>	<i>Description</i>	<i>Selection Method</i>	<i>Consultant</i>	<i>Amount</i>
US 30, Yellowstone to Garrett Corridor, City of Pocatello	Resources not available: Survey	Surveying & Right-of-Way Assistance	Direct from Term Agreement	Dioptra LLC	\$58,087
US 26, Moreland Road to Milepost 303.5, City of Blackfoot	Resources not available: Environmental	Noise Study	Direct from Term Agreement	Horrocks Engineers	\$21,104
FY23 D5 Bridge Repair	Resources not available: Environmental	Asbestos & Lead Surveys	Direct from Term Agreement	Atlas Technical	\$10,419



## Board Agenda Item

ITD 2210 (Rev. 10-13)

				Consultants LLC	
US 89, Bear River Bridge Repair, Bear Lake County	Resources not available: Bridge	Bridge Repair Design Services	Direct from Term Agreement	WHPacific	\$83,841
I 15, Rapid Creek Bridge, Bannock County	Resources not available: Bridge	Final Bridge Design Tasks Necessary to Complete Phase 2 of the Project	RFI from Term Agreement	Forsgren Associates	Prev: \$300,150 <b>This: \$173,922</b> Total: \$474,072
US 89, Bear Lake Outlet Canal Bridge, Bear Lake County	Resources not available: Bridge	Bridge Repair Design Services	Direct from Term Agreement	WHPacific	\$83,841
I 86/I 15 System Interchange, City of Pocatello	Resources not available: Bridge	Bridge & Roadway Design Services	RFI from Term Agreement	David Evans and Associates	\$333,288

### 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, Junction US 20 (Interchange 333), City of Rexburg	Resources not available: Materials	Phase 4 Materials Report	Direct from Term Agreement	American Geotechnics	\$52,766
SH 33, South Fork Teton River Bridge Repair, Madison County	Resources not available: Bridge	Bridge Preservation Services	Direct from Term Agreement	WHPacific	\$82,468

### Headquarters

<i>Project</i>	<i>Reason Consultant Needed</i>	<i>Description</i>	<i>Selection Method</i>	<i>Consultant</i>	<i>Amount</i>
FY22 System Plan, Update Statewide, Pavement Condition Index (PCI) Year 2 Non-National Plan of Integrated	Resources not available: Airports	Airport Engineering Services	Individual Project Solicitation	Kimley-Horn and Associates	\$45,964



## Board Agenda Item

ITD 2210 (Rev. 10-13)

Airport Systems (NPIAS)					
FY20 Biological & Environmental Services; FY11 Biological & Environmental Services	Resources not available: Environmental	Complete Context/ Significance Edits & Complete Integrity Assessment & Idaho Historic Sites Inventory (IHSI) Forms	RFI from Term Agreement	Mead & Hunt	\$12,033
FY21 Biological & Environmental Services; Wetland/Stream Mitigation Selection & Assessment	Resources not available: Environmental	Wetland/Stream Mitigation Workshop Facilitation	RFI from Term Agreement	Horrocks Engineers	\$9,972

### Supplemental Agreements to Existing ITD Professional Service Agreements

<i>District</i>	<i>Project</i>	<i>Consultant</i>	<i>Original Agreement Date/Description</i>	<i>Supplemental Agreement Description</i>	<i>Total Agreement Amount</i>
1	US 95, Labrosse Hill Sreet to Alderson Lane, Bonners Ferry	HMH, LLC	5/2017, Roadway Design Services	Placing Right of Way Monuments & Providing Staking for Utilities	Prev: \$889,800 <b>This: \$113,078</b> Total: \$1,002,878  Board Approved \$1.07M on June 2021 Meeting
1	US 95, McArthur Lake, Boundary County	Archaeological & Historical Services, Eastern Washington University	11/2020, Archaeological Data Recovery, Phase 1; Data Recovery Plan	Continuation of Data Recovery Plan Services	Prev: \$180,054 <b>This: \$60,449</b> Total: \$240,503
2	SH 162, Zenner Road to Nez Perce, Lewis County; SH 11, Grangemont Road to Headquarters, Clearwater County; FY21b	HMH, LLC	3/2021, Construction, Engineering & Inspection Augmentation Services	Continuation of Construction, Engineering & Inspection Augmentation Services	Prev: \$705,292 <b>This: \$31,947</b> Total: \$737,239



## Board Agenda Item

ITD 2210 (Rev. 10-13)

	D2 Bridge Repair; SH 13, Mount Idaho Road to Top of Harster Grade Separation, Idaho County; US 95, Riverside Northbound Passing Lane, Latah County; US 95, Westlake Road to Culdesac, Lewis/Nez Perce Counties; SH 3, Middle Fork Potlatch Creek Bridge, Latah County				
HQ	FY21 Intelligent Transportation System (ITS) Operations, FY20 ITS Operations, FY20 Traveler Information Services	Castle Rock Associates	7/2020, 511 Traveler Information System Operation & Maintenance, Year 3	Extension of Operations & Maintenance Services for an Additional Three Months	Prev: \$797,142 <b>This: \$110,000</b> Total: \$907,142

### For Local Public Agency Projects:

Eleven (11) new professional services agreements totaling **\$1,066,739** were processed during this period. Five (5) supplemental agreements totaling **\$391,712** were processed.

<i>Project</i>	<i>Sponsor</i>	<i>Description</i>	<i>Selection Method</i>	<i>Consultant</i>	<i>Amount</i>
Hauser Lake Loop Safety Audit, Post Falls Highway District	Post Falls Highway District	Roadway Design Services	Direct from Term Agreement	Precision Engineering, LLC	\$45,000
Eastriver Milepost 10, 11, 11.2, Bonner County	Bonner County	Construction, Engineering & Inspection Services & Engineer of Record	Individual Project Solicitation	David Evans and Associates	Prev: \$637,658 <b>This: \$184,212</b> Total: \$821,870





## Board Agenda Item

ITD 2210 (Rev. 10-13)

Gun Club Corridor Safety Audit, Nez Perce County	Nez Perce County	Road Safety Audit	Direct from Term Agreement	Keller Associates	\$41,277
Snake River Ave Demolay Trail, City of Lewiston	City of Lewiston	Construction, Engineering & Inspection Services	Direct from Term Agreement	Horrocks Engineers	Prev: \$53,652 <b>This: \$27,392</b> Total: \$81,044
South Cemetery Road; SH 44 to Willow Creek, City of Middleton	City of Middleton	Engineer of Record Services during Construction	Individual Project Solicitation	Horrocks Engineers	Prev: \$813,501 <b>This: \$7,704</b> Total: \$821,205
Bike Improvements, Signs & Pavement Markings, Ada County Highway District	Ada County Highway District	Bikeway Signage Design	Direct from Term Agreement	Jacobs Engineering Group	\$45,741
Midway Road; Karcher to Caldwell Boulevard, Canyon Highway District	Canyon Highway District #4	Roadway Design, Phase 2	Individual Project Solicitation	Precision Engineering, LLC	Prev: \$122,369 <b>This: \$172,507</b> Total: \$294,876
FY21 Capital Maintenance, Phase 1, Ada County Highway District	Ada County Highway District	Construction, Inspection & Testing Services	RFI from Term Agreement	Keller Associates	\$398,178
Croy to Quigley Path, City of Hailey	City of Hailey	Roadway Design Through PS&E	Direct from Term Agreement	Precision Engineering, LLC	\$51,205
East Main Street Sidewalk, City of Jerome	City of Jerome	Pathway Design Services	Direct from Term Agreement	H.W. Lochner	\$69,576
Signing Safety Upgrades, City of Ashton	City of Ashton	Roadway Design Through PS&E	Direct from Term Agreement	Keller Associates	\$23,947

### Supplemental Agreements to Existing Local Professional Services Agreements

<i>District</i>	<i>Project</i>	<i>Consultant</i>	<i>Original Agreement Date/Description</i>	<i>Supplemental Agreement Description</i>	<i>Total Agreement Amount</i>
1	Ramsey Road; Chilco to Scarcello, Lakes Highway District	David Evans and Associates	5/2020, Perform Construction, Engineering & Inspection Services	Additional Construction, Engineering & Inspection Augmentation Services	Prev: \$1,484,447 <b>This: \$119,306</b> Total: \$1,603,753  Board Approved \$1.61M on June 2021 Meeting



## Board Agenda Item

ITD 2210 (Rev. 10-13)

1	6 <sup>th</sup> Street; South Fork Coeur d'Alene River Bridge, City of Wallace	HMH, LLC	7/2020, Bridge Design, Phase 2: Completion of Design through PS&E	Final Bridge Design Services	Prev: \$828,136 <b>This: \$182,708</b> Total: \$1,010,844  Board Approved \$1.08M on June 2021 Meeting
3	Midway Road; Karcher to Caldwell Boulevard, Canyon County Highway District	Precision Engineering, LLC	5/2020, Roadway Design, Phase 1	Additional Services Required to Complete 404 Permitting	Prev: \$115,742 <b>This: \$6,627</b> Total: \$122,369
6	Garden Creek Road to Challis City Limits	J-U-B Engineers	12/2016, Roadway Design through PS&E	Additional Surveying, Right-of-Way & Environmental Services	Prev: \$493,885 <b>This: \$49,629</b> Total: \$543,514
6	Beaver Creek Bridge, Clark County	Civil Science	5/2020, Construction Engineering, Inspection, Sampling & Testing Services	Additional Construction Engineering, Inspection, Services	Prev: \$205,272 <b>This: \$33,442</b> Total: \$238,714

### Recommendations

For Information Only

### Board Action

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



## Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date July 22, 2021Consent Item ☐Information Item ☒Amount of Presentation Time Needed N/A

Presenter's Name Justin Pond	Presenter's Title Right of Way Program Manager	Initials JP	Reviewed By LSS
Preparer's Name Dennis C. Wagner	Preparer's Title Senior Right of Way Agent	Initials	

### Subject

Administrative Settlements in Right of Way Acquisitions		
Key Number	District State-wide	Route Number

### Background Information

The Board delegated to staff, the authority to negotiate settlements for the acquisition of real property by ITD that did not exceed \$200,000 over the fair market value as established by an ITD approved Review Appraiser. The Board reserved authority to itself for settlements exceeding this limit. In order to monitor settlements, the Board asked to receive reports twice each year summarizing administrative settlements.

During the semi-annual period of January 1, 2021 through June 30, 2021, the Right of Way Section processed 102 parcels. Of the 102 parcels, 50 parcels had an Administrative Settlement. Attached is a summary showing the parcels with Administrative Settlements.

### Recommendations

### Board Action

☐ Approved    ☐ Deferred \_\_\_\_\_

☐ Other \_\_\_\_\_

**RIGHT OF WAY ACQUISITIONS**  
**ADMINISTRATIVE SETTLEMENT JUSTIFICATIONS**  
January 1, 2021 to June 30, 2021

Dist.	Parcel No.	Program	Major Program	Project Name	Admin. Settlements	% of parcel purchase	Justification
1	33	P161100	019682	SH 41, MULLAN AVE TO PRAIRIE, POST FALLS	\$125,219.00	33%	Higher land values & legal fees
1	34	P161100	019682	SH 41, MULLAN AVE TO PRAIRIE, POST FALLS	\$62,579.00	16%	Negotiated via Legal process-higher land values
1	58-59	P161100	019682	SH 41, MULLAN AVE TO PRAIRIE, POST FALLS	\$9,981.00	2%	Compensate owner for Attorney Fees
1	9	E171690	019916	US 95, LABROSSE HILL TO ALDERSON LANE	\$34,699.00	14%	Additional land value & 6% market value increase
1	22A-B	E171690	019916	US 95, LABROSSE HILL TO ALDERSON LANE	\$30,606.00	53%	Negotiated via Legal process-higher land values
1	25	E171690	019916	US 95, LABROSSE HILL TO ALDERSON LANE	\$30,479.00	47%	Negotiated via Legal process-higher land values
1	41	E171690	019916	US 95, LABROSSE HILL TO ALDERSON LANE	\$2,607.00	28%	Loss of parking space & landscape curbing & sprinklers
1	47	E171690	019916	US 95, LABROSSE HILL TO ALDERSON LANE	\$68,000.00	77%	Damages due to the loss of a parking space
1	51	E171690	019916	US 95, LABROSSE HILL TO ALDERSON LANE	\$1,311.00	9%	Adjusted land costs to market value
1	53	E171690	019916	US 95, LABROSSE HILL TO ALDERSON LANE	\$19,488.00	33%	Higher land value & costs of relocating property w/in RoW
1	69	E171690	019916	US 95, LABROSSE HILL TO ALDERSON LANE	\$6,253.00	48%	Additional PE added & TE removed
1	52/70/71	E171690	019916	US 95, LABROSSE HILL TO ALDERSON LANE	\$21,199.00	35%	Negotiated via Legal process-omitted appraisal items
1	14	P171200	020098	SH 41, E PRAIRIE AVE TO LANCASTER RD	\$70,302.00	100%	Additional compensation for pivot repair/alterations
1	16	P171200	020098	SH 41, E PRAIRIE AVE TO LANCASTER RD	\$16,800.00	22%	Additional compensation to facilitate land trade
1	17	P171200	020098	SH 41, E PRAIRIE AVE TO LANCASTER RD	\$38,304.00	100%	Additional compensation to repair pivot
1	44	P171190	020120	SH 41, LANCASTER RD TO BOEKEL RD	\$2,306.00	46%	Higher land values supported for additional compensation
1	49/50	P171190	020120	SH 41, LANCASTER RD TO BOEKEL RD	\$54,219.00	50%	Higher land values supported for additional compensation
2	9	P042040	009294	US 95, THORN CR RD TO MOSCOW, PH 1	\$8,507.00	9%	Compensate owner for Attorney Fees
2	20	P162180	019195	US 95, DEEP CR BR, LATAH CO	\$10,000.00	34%	Repave affected parking and loss of parking
3	3.1-3.2	P013150	001004	SH-55, SMITHS FERRY TO ROUND VALLEY	\$7,680.00	29%	Additional compensation for higher land value
3	1	P183220	020367	US 20 PHYLLIS CANAL BR TO SH-16	\$374,574.00	37%	Higher land & improvement values & irrigation line value
3	9	P183220	020367	US 20 PHYLLIS CANAL BR TO SH-16	\$199,990.00	58%	Higher land values supported for additional compensation
3	20	T0203450	020594	US 20, LINDER TO LOCUST GROVE	\$871.00	48%	Additional compensation for higher land value
3	25	T0203450	020594	US 20, LINDER TO LOCUST GROVE	\$5,400.00	3%	Higher land values and items omitted in appraisal
3	5	G203500	020788	SH 16, I 84 TO US 20/26 & SH44 IC	\$775.00	1%	Added Temp.Easement for drain construction
3	23	G203500	020788	SH 16, I 84 TO US 20/26 & SH44 IC	\$20,000.00	19%	Compensation for a well omitted in appraisal
3	24	G203500	020788	SH 16, I 84 TO US 20/26 & SH44 IC	\$154,212.00	41%	Compensation for legal fees & additional land

**RIGHT OF WAY ACQUISITIONS**  
**ADMINISTRATIVE SETTLEMENT JUSTIFICATIONS**  
January 1, 2021 to June 30, 2021

Dist.	Parcel No.	Program	Major Program	Project Name	Admin. Settlements	% of parcel purchase	Justification
3	37	G203500	020788	SH 16, I 84 TO US 20/26 & SH44 IC	\$113,616.00	25%	Higher land value after 2nd appraisal & legal fees
3	86/87	G203500	020788	SH 16, I 84 TO US 20/26 & SH44 IC	\$108,664.00	12%	Land value adjusted to equal adjoining parcel-same owner
3	88	G203500	020788	SH 16, I 84 TO US 20/26 & SH44 IC	\$44,377.00	53%	Land value adjusted to equal adjoining parcel-same owner
3	121	G203500	020788	SH 16, I 84 TO US 20/26 & SH44 IC	\$26,601.00	35%	Higher land value and attorney's fees
3	122	G203500	020788	SH 16, I 84 TO US 20/26 & SH44 IC	\$26,524.00	35%	Higher land value and attorney's fees
3	2	E193540	021890	SH-78, INT SH-167 IMPROVEMENTS	\$7,524.00	30%	Additional compensation to finalize acquisition
3	51/52	E193570	022165	US 20/26, CHINDEN; I 84 TO MIDDLETON RD	\$78,064.00	41%	Higher land value & additional improvements costs
3	81	G193490	022196	I 84, FRANKLIN IC TO KARCHER IC	\$75,000.00	20%	Owner compenated for additional materials cost
4	1	P154670	019134	US 93, 100 SOUTH ROAD	\$3,195.00	35%	Additional land value & relocate power pole
4	7	P154670	019134	US 93, 100 SOUTH ROAD	\$133,493.00	75%	Reimbursement for ag. fans & loss of storage
5	8	P115770	009225	US 91, SHELLEY NCL TO YORK ROAD	\$54,522.00	13%	Additional cost-to-cure costs to relocate grain bin
5	26	P115770	009225	US 91, SHELLEY NCL TO YORK ROAD	\$362,307.00	65%	Damages to remainder, grain bin relocation, pivot changes
5	2	P175530	019605	I 86, B, INT POCATELLO AVE, POWER CO	\$11,526.00	25%	Additional compensation for higher land value
5	10	P175530	019605	I 86, B, INT POCATELLO AVE, POWER CO	\$26,517.00	50%	Part of a land trade
5	13	P175530	019605	I 86, B, INT POCATELLO AVE, POWER CO	\$291.00	58%	Minimum parcel compensation
				<b>Total cost of Administrative Settlements:</b>	<b>\$2,448,582.00</b>		

Total number of parcels processed with administrative settlements: **50**  
Total number of parcels processed: **102**  
Total value of all parcels processed: **\$11,155,371.00**



# Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date March 18, 2020

Consent Item ☐

Information Item ☒

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

Presenter's Name Margaret Havey	Presenter's Title STP	Initials MH	Reviewed By LSS
Preparer's Name Ken Kanownik	Preparer's Title PSM	Initials KJK	

## Subject

Transportation Alternatives Program Management		
Key Number	District	Route Number

## Background Information

In 2017, the Local Highway Technical Assistance Council (LHTAC) began assisting department staff with the management of projects funded by the federal Transportation Alternatives Program (TAP) on local roads. Since that time, LHTAC has become an invaluable partner in delivering TAP funded projects both on local roads and projects on the State Highway System and has increased their role in delivering TAP projects. LHTAC has directly contributed to less project cost overruns, more timely construction and conflict resolution with this program. On June 4<sup>th</sup>, the LHTAC Council authorized LHTAC staff to formally request management of this program. LHTAC Administrator Laila Kral formally requested this change to Planning Services Manager on June 9<sup>th</sup>, 2021 (attachment 1).

Staff has reviewed the request and is in support of this change in management of the program. Staff has discussed with the Federal Highway Administration and no barriers to pursuing this change were identified. However, staff will need to work with LHTAC staff to finalize all the details and go through several administrative steps (attachment 2).

A few of the details left to explore is ITD's district staff's discretion in managing projects on the state highway system, federal reporting requirements and source of funding for LHTAC's administrative request.

Staff will return to the Board if any policy, manual or funding approval requests are required to complete this transfer.

## Recommendations

For information.

## Board Action

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

# Local Highway Technical Assistance Council

3330 Grace Street  
Boise, Idaho 83703

Phone 208.344.0565  
Fax 208.344.0789

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



Todd Smith  
Chairman

Robert (BJ) Berlin  
Vice Chairman

Neal Gier  
Secretary/Treasurer

Laila Kral, P.E.  
Administrator

June 9, 2021

Ken Kanownik, AICP  
Planning Services Manager  
Division of Highways – Highways Development  
Idaho Transportation Department  
3311 West State Street  
Boise, Idaho 83707

RE: Transportation Alternatives Program Management

Dear Ken –

The Local Highway Technical Assistance Council (LHTAC) staff has enjoyed our partnership with the Idaho Transportation Department (ITD) since 2017, successfully co-managing the Transportation Alternatives Program (TAP) and administering TAP infrastructure projects on the local highway system. With the recent vacancy in the ITD TAP Program Manager position, we are open to redefining the responsibilities and taking on a more administrative role in addition to administering projects. LHTAC would propose to manage the program in the same way we administer all other local Federal-aid programs, but would still maintain a partnership with ITD through the TAP committee. At our most recent LHTAC Council meeting, the Council approved moving forward with the following request. LHTAC proposes the following:

- LHTAC will manage the TAP program
- The TAP committee would remain a mix of ITD, LHTAC, and non-profit interest groups (currently Idaho Walk Bike)
- The TAP application would be updated prior to next cycle (fall 2021 application for spring 2022 ITIP program update), but process would be collaborative with ITD.
- The upcoming application cycle will add projects to fill FY24 and FY25.
- LHTAC would align application timeline with our other applications, due sometime before February 2022. This would include outreach for TAP in the LHTAC Statewide workshops that occur every October.
- LHTAC will update the stewardship agreement, and request that this be handled with a letter.
- ITD to allow LHTAC to bill up to \$30,000 annually to the FPR funds so the management of the program doesn't impact the \$3.5M of TAP funding.
- Recommended TAP manual and policy changes or considerations:
  - Allow program balancing between projects throughout the year within the TAP program. Follow the same cost sharing process used by other ITD and LHTAC programs.

## Council Members

**Association of Idaho Cities**  
Mayor Mac Pooler  
City of Kellogg

Mayor Robert (BJ) Berlin  
City of Roberts

Mayor Bruce Hossfeld  
City of Paul

**Idaho Association of Highway Districts**  
Commissioner Neal Gier  
Buhl Highway District

Commissioner Terry Werner  
Post Falls Highway District

Commissioner Gilbert Hofmeister  
Power County Highway District

**Idaho Association of Counties**  
Commissioner Phil Lampert  
Benewah County

Commissioner Mark Rekow  
Gem County

Commissioner Todd Smith  
Madison County

## Ex-Officio Members

Kelley Packer, Executive Director  
Association of Idaho Cities

Nick Veldhouse, Executive Director  
Idaho Association of Highway Districts

Seth Grigg, Executive Director  
Idaho Association of Counties

- Award 1 project per sponsor each application cycle (however, sponsors can submit multiple applications)
- Consider allowing a 1-time large project request with clear direction and understanding of future year applications
- Adjust funding allocation targets to meet current needs
- Review allowable costs for non-infrastructure projects (overhead)
- Review \$500k project cap and consider a case-by-case increase allowance if funds are available
- ITD/LHTAC to coordinate a transition of the program and current projects. Establish a target date for full transition.

An outline of the roles and responsibilities are outlined below:

LHTAC Roles and Responsibilities:

- Balance the program and annual program update
- Ensure all \$3.5M of TAP funds gets expended each year
- Manage non-infrastructure agreements in addition to infrastructure projects
- Advisory role to ITD district staff who aren't familiar with the program
- Coordinate the application process and advertising the program at our annual workshops
- Annual presentation to the ITD board
- Initiate 2101s and 1414s
- Coordination with MPOs
- Annual policy review meeting with LHTAC, FHWA, and ITD

ITD Roles and Responsibilities

- Review/approve 2101s throughout the year
- Coordination during application cycle
- Annual policy review meeting with LHTAC, FHWA, and ITD

FHWA Roles and Responsibilities

- Annual policy review meeting with LHTAC, FHWA, and ITD

Please let us know if ITD is interested in pursuing this shift in management.

Thanks,



Laila Kral  
Administrator





**Your Safety • Your Mobility  
Your Economic Opportunity**

**IDAHO TRANSPORTATION DEPARTMENT**

P.O. Box 7129 • Boise, ID 83707-1129  
(208) 334-8000 • [itd.idaho.gov](http://itd.idaho.gov)

July 23<sup>rd</sup>, 2021

Laila Kral, P.E.  
Administrator  
Local Highway Technical Assistance Council  
3330 Grace Street  
Boise, ID 83703

RE: Transportation Alternatives Program Management

Dear Laila,

The Idaho Transportation Department (ITD) has reviewed the Local Highway Technical Assistance Council's (LHTAC) request to manage the Transportation Alternatives Program. Our review included our headquarters staff and district staff and we have concluded that we would like pursue your request and transfer the day to day management of TAP to LHTAC. This proposal has been preliminarily reviewed by the Federal Highway Administration (FHWA) without any immediate issues preventing this request. ITD would recommend the following step be taken to complete this request:

- LHTAC, ITD and FHWA finalize the roles & responsibilities. The original request was missing a few items related to the management of the program and ITD would like to clarify others.
- ITD identify the funding source to transfer to LHTAC for the management costs.
- Have counsel provide a legal review.
- Have the FHWA provide a final review of the proposal.
- Finalize by updating any applicable policies, manuals and the LHTAC/ITD Stewardship Agreement (through a letter)

In the interim, ITD's Planning staff can begin working collaboratively with LHTAC staff on TAP activities with a graduated approach of transferring duties as the formal process is pursued.

ITD looks forward to working with LHTAC on this partnership and improving the process for local agencies receiving these federal funds

Sincerely,

Kenneth Kanownik, AICP  
Planning Services Manager  
Division of Highways  
Idaho Transportation Department



# Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date July 21-22, 2021

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

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

## Subject

State Fiscal Year 2021 Financial Statements		
Key Number	District	Route Number

## Background Information

### July 01, 2020 thru May 31, 2021, Fiscal Year 2021 Financial Statements

The financial operations of the Department as of May 31, 2021 continues this fiscal year with revenue coming in ahead of forecast year-to-date for the State Highway Account with expenditures following projected budgets.

- Revenues to the State Highway Account from all state sources are ahead of forecast by 6.7%. Of that total, receipts from the Highway Distribution Account are ahead of forecast by \$18M. ITD forecasted lower revenue due to Covid and intentionally lowered expectations for the months of July and August that has receipts from fuel sales in May and June 2020. State revenues to the State Aeronautics Fund are below forecast by -5.7% or -\$141,800. During March, the transfer of \$4M resulting from the passage of HB308 which is the Governor's initiative of "Building Idaho's Future" is shown in the financial statements for the State Aeronautics fund. These moneys are to be expended as grants to local airports. Staff continues to monitor revenue, make adjustments where necessary and will continue to provide updates.
- Expenditures are within planned budgets YTD. The differences YTD are timing between planned and actual expenditures plus encumbrances. Personnel costs have savings of \$5.2M or 4.3% which is due to vacancies and timing between a position becoming vacant and filled. Management continues to work diligently to keep vacancy counts low.
- Contract construction cash expenditures in the State Highway Account for May is \$24.9M.

The balance of the long-term investments as of the end of May is \$112 Million. These funds are obligated against both construction projects and encumbrances. The long term investments plus the cash balance (\$147.7M) totals \$259.7M.

Expenditures in the Strategic Initiatives Program Fund (GF Surplus), through the month of May, were \$16.5M. Additional receipts of interest earned of \$245k based on the cash balance. In addition, there was a transfer in of \$72.8M in March as part of the Governor's initiative for "Building Idaho's Future" and is to be spent on eligible projects and rail crossing safety improvements.

Sales Tax deposits into the Transportation Expansion and Congestion Mitigation Fund of \$18.9M is ahead of the forecast by 29% YTD. The receipts into this fund for FY21 are committed to construction projects identified in the ITIP. Expenditures for selected projects YTD were \$34.9M.

As part of the CARES Act, ITD received a federal grant from the Federal Transit Administration of \$27.3M. The activity for this grant are shown in a fund created specifically for CARES funding and had expenses of \$4.2M YTD.

## Recommendations

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# Board Agenda Item

ITD 2210 (Rev. 10-13)

## Board Action

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

User ID: mmcbride  
 Report ID: AD-FN-GL-010  
 Run Date: 4 Jun 2021  
 % of Time  
 Remaining: 8.33

# Idaho Transportation Department

SUMMARY OF RECEIPTS AND DISBURSEMENTS  
 STATE HIGHWAY ACCOUNT AND STATE AERONAUTICS FUND  
 BUDGET TO ACTUAL  
 FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDING 5/31/2021  
 (all amounts in '000)

Fiscal Year: 2021

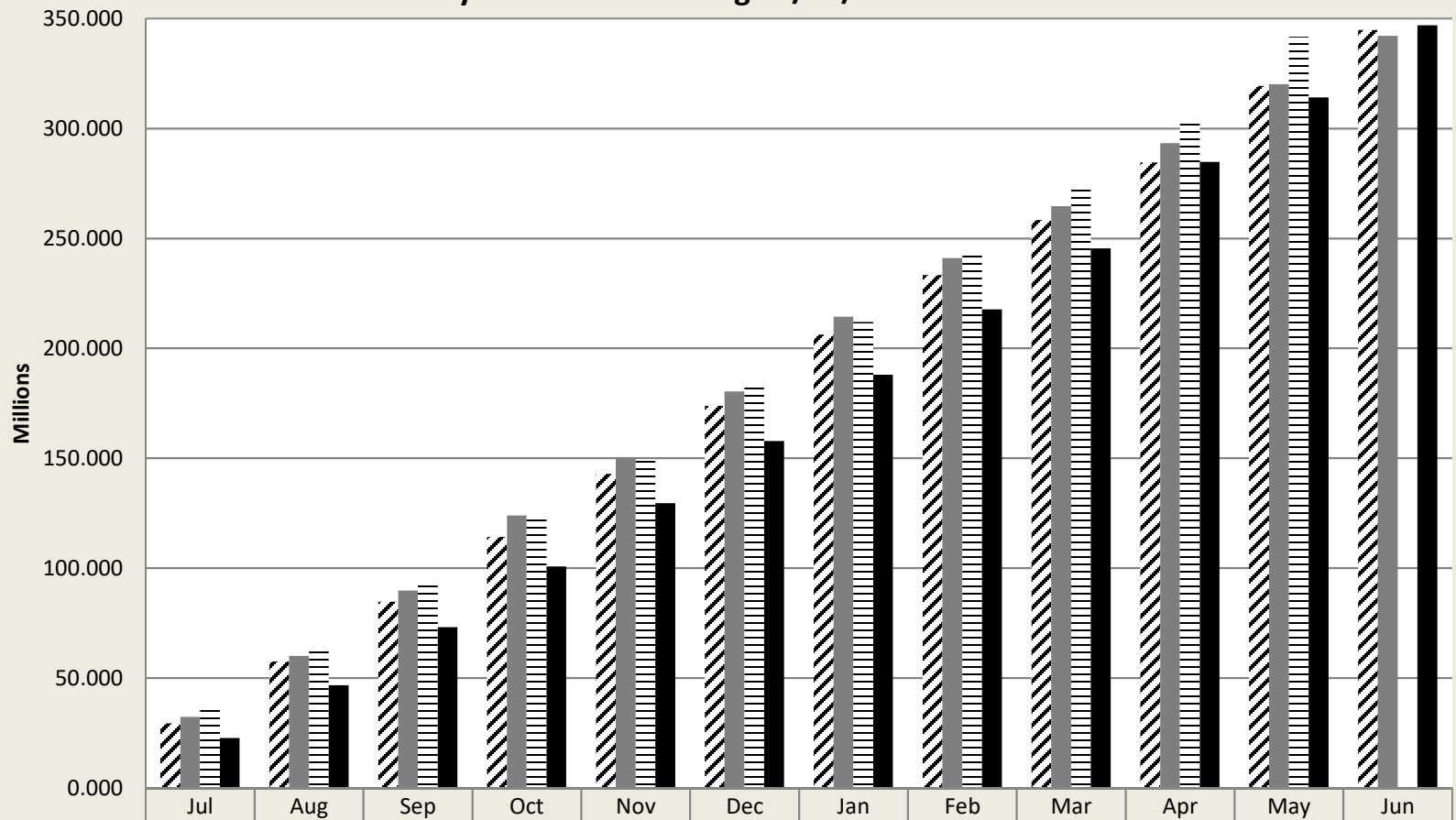
Funds Received					
	FY20 Actual YTD	FY21 Actual YTD	FY21 Forecast YTD	FY21 to FY20 Actual	FY 21 to Forecast
<b><u>State Highway Account</u></b>					
Federal Reimbursements	325,761	320,608	275,906	-1.6%	16.2%
State (Inc. H.D.A.)	320,052	341,648	314,113	6.7%	8.8%
Local	21,406	7,750	15,200	-63.8%	-49.0%
<b>Total State Highway Account:</b>	<b>667,219</b>	<b>670,007</b>	<b>605,219</b>	<b>0.4%</b>	<b>10.7%</b>
<b><u>State Aeronautics Fund</u></b>					
Federal Reimbursements	538	608	390	13.0%	55.9%
State	2,947	6,361	2,503	115.8%	154.1%
<b>Total State Aeronautics Fund:</b>	<b>3,485</b>	<b>6,969</b>	<b>2,893</b>	<b>100.0%</b>	<b>140.9%</b>
<b>Total Fund Received:</b>	<b>670,704</b>	<b>676,975</b>	<b>608,111</b>	<b>0.9%</b>	<b>11.3%</b>
Disbursements (includes Encumbrances)					
	FY20 Actual YTD	FY21 Actual YTD	FY21 Budget YTD	FY21 to FY20 Actual	FY 21 to Budget
Construction Payouts	421,186	367,478	411,014	-12.8%	-10.6%
<b><u>Operations Expenses</u></b>					
Highways	167,661	181,886	195,428	8.5%	-6.9%
DMV	28,353	28,871	31,477	1.8%	-8.3%
Administration	24,198	22,737	25,684	-6.0%	-11.5%
Facilities	3,776	4,761	6,163	26.1%	-22.8%
Aeronautics	2,965	2,742	3,228	-7.5%	-15.1%
<b>Total Operations Expenses:</b>	<b>226,952</b>	<b>240,998</b>	<b>261,980</b>	<b>6.2%</b>	<b>-8.0%</b>
<b><u>Transfers</u></b>					
Debt Service	12,809	12,173	12,013	-5.0%	1.3%
<b>Total Transfers:</b>	<b>12,809</b>	<b>12,173</b>	<b>12,013</b>	<b>-5.0%</b>	<b>1.3%</b>
<b>Total Disbursements:</b>	<b>660,947</b>	<b>620,649</b>	<b>685,007</b>	<b>-6.1%</b>	<b>-9.4%</b>
	FY20 Actual YTD	FY21 Actual YTD	FY21 Budget YTD	FY21 to FY20 Actual	FY 21 to Budget
<b><u>Expenditures by Type</u></b>					
Personnel	112,245	115,740	121,001	3.1%	-4.3%
Operating	75,630	78,553	85,492	3.9%	-8.1%
Capital Outlay	24,663	27,170	34,901	10.2%	-22.2%
Sub-Grantee	14,414	19,536	20,585	35.5%	-5.1%
<b>Totals Operations Expenses:</b>	<b>226,952</b>	<b>240,998</b>	<b>261,980</b>	<b>6.2%</b>	<b>-8.0%</b>
Contract Construction	421,186	367,478	411,014	-12.8%	-10.6%
<b>Totals (excluding Transfers):</b>	<b>648,138</b>	<b>608,476</b>	<b>672,994</b>	<b>-6.1%</b>	<b>-9.6%</b>

# State Highway Fund 0260

## Fiscal Year 2021

### State Revenue Source Forecast vs Actual

#### May - For Period Ending 05/31/2021



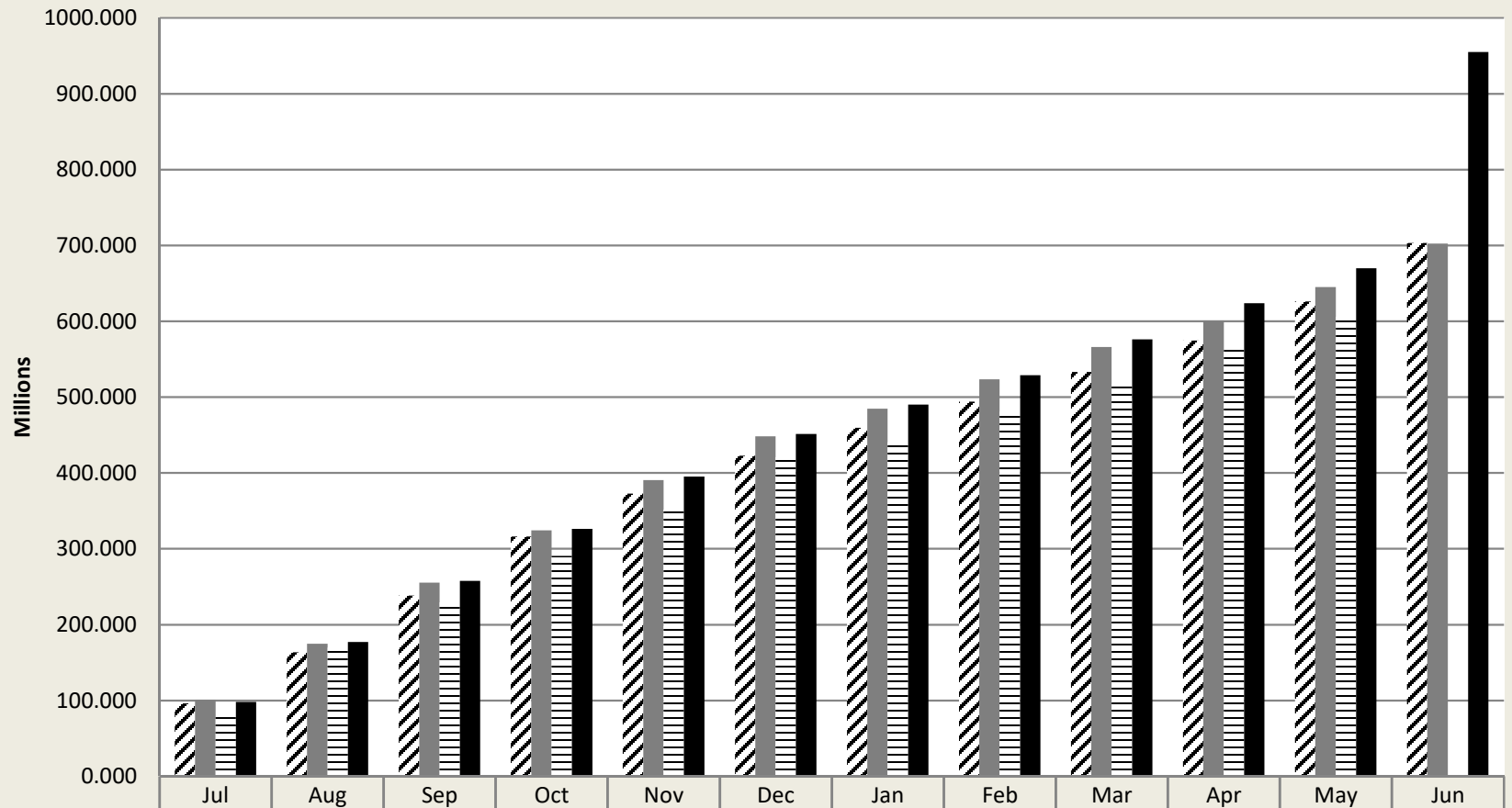
FY19 Actual Revenue	29.298	57.454	84.752	114.108	142.878	173.775	206.239	233.249	258.362	284.523	319.267	344.728
FY20 Actual Revenue	32.334	60.074	89.748	123.908	150.217	180.320	214.342	240.972	264.584	293.293	320.052	342.120
FY21 Current	35.679	64.171	94.151	123.596	149.350	184.635	211.939	244.099	272.992	302.353	341.648	
FY21 Forecast	22.639	46.708	73.139	100.685	129.569	157.723	187.974	217.623	245.443	284.716	314.113	346.966

## State Highway Fund 0260

Fiscal Year 2021

Expenditures

May - For Period Ending 05/31/2021



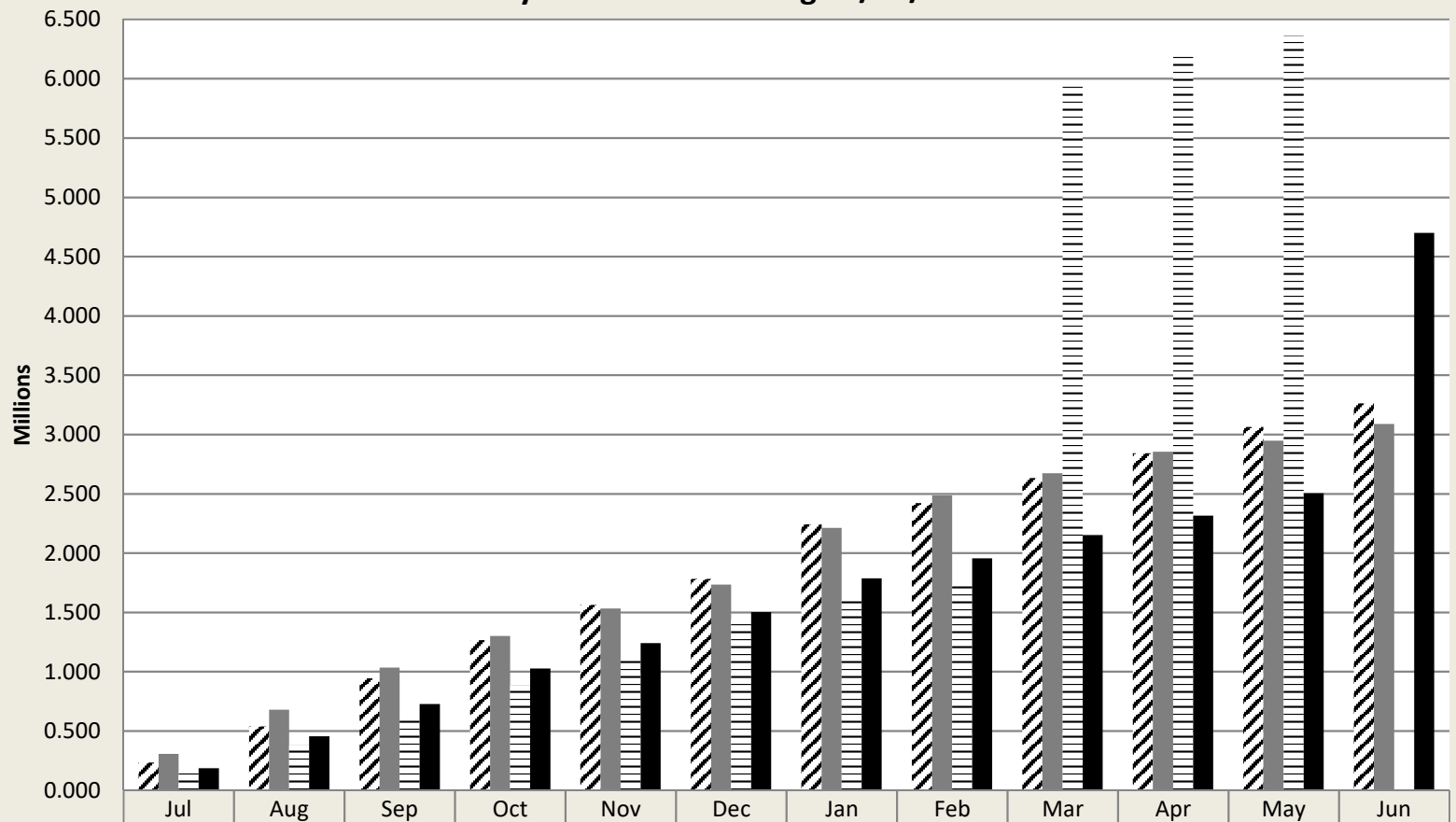
FY19 Actual Expenditures	95.849	163.446	238.100	316.163	372.747	422.734	459.444	493.898	533.081	574.555	626.054	703.065
FY20 Actual Expenditures	100.532	174.652	255.180	324.290	390.416	448.247	484.733	523.466	565.891	600.575	645.173	702.364
FY21 Current	78.041	169.582	229.279	290.676	351.690	420.679	440.459	480.646	517.509	562.101	605.748	
FY21 Forecast	97.929	176.988	257.412	326.039	394.937	451.178	489.866	528.731	576.098	623.617	669.780	954.849

# Aeronautics Fund 0221

Fiscal Year 2021

## State and Interagency Revenue Sources Forecast vs Actual

May - For Period Ending 05/31/2021



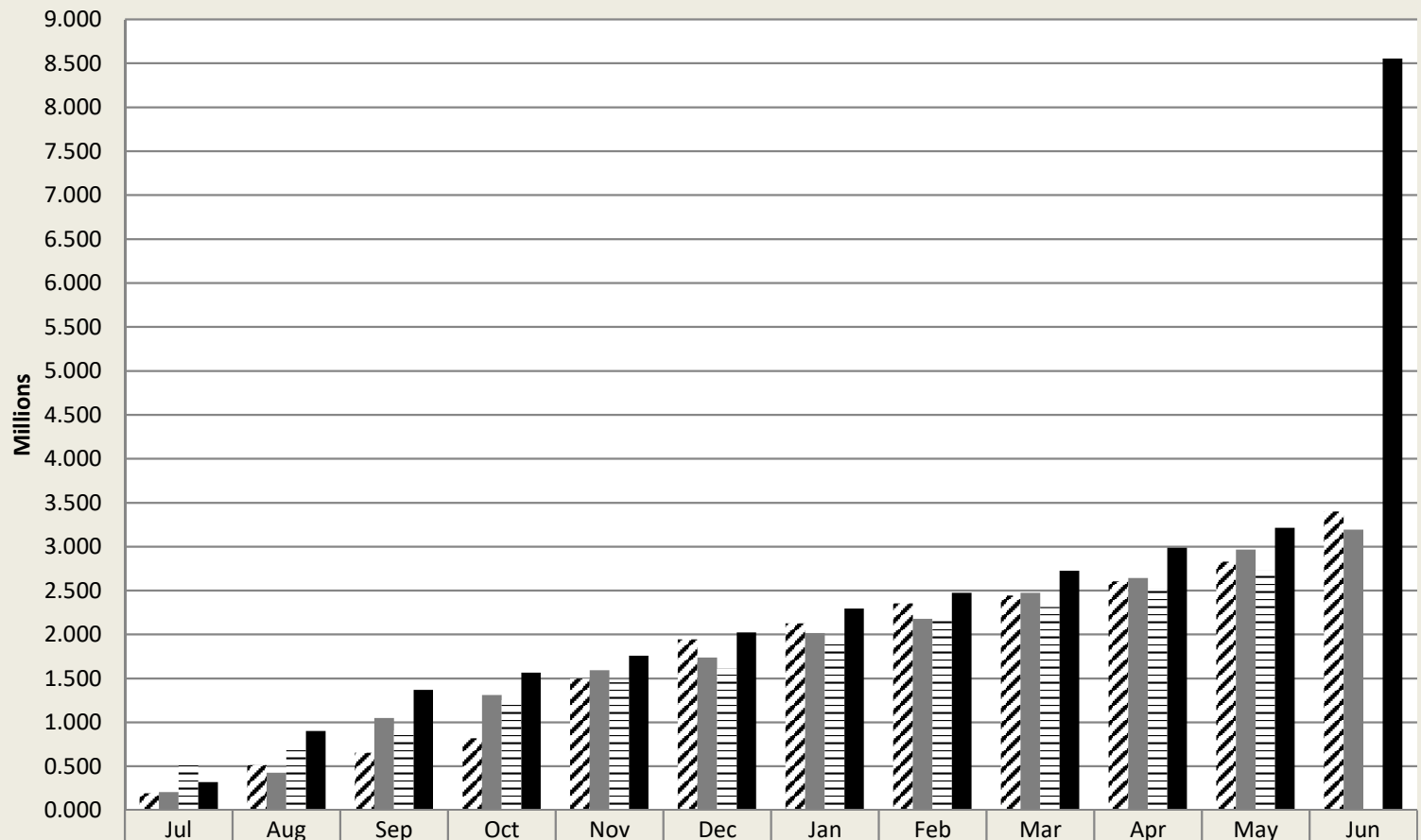
	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
▨ FY19 Actual Revenue	0.234	0.538	0.943	1.265	1.563	1.782	2.242	2.421	2.631	2.840	3.064	3.261
■ FY20 Actual Revenue	0.306	0.679	1.033	1.301	1.531	1.733	2.211	2.486	2.673	2.853	2.947	3.087
▬ FY21 Current	0.149	0.382	0.596	0.888	1.121	1.438	1.602	1.732	5.952	6.193	6.361	
■ FY21 Forecast	0.186	0.456	0.726	1.026	1.241	1.501	1.786	1.956	2.152	2.316	2.503	4.700

# Aeronautics Fund 0221

## Fiscal Year 2021

### Expenditures

#### May - For Period Ending 05/31/2021



▨ 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 Actual Expenditures	0.206	0.426	1.047	1.310	1.591	1.736	2.014	2.177	2.474	2.641	2.965	3.191
▤ FY21 Current	0.546	0.729	0.906	1.253	1.455	1.609	1.888	2.187	2.312	2.515	2.728	
■ FY21 Forecast	0.319	0.899	1.369	1.565	1.756	2.021	2.294	2.473	2.722	2.985	3.214	8.551



UserID: mmcbride  
 Report ID: AD-FN-GL-002  
 Run Date: 04 Jun 2021

# Idaho Transportation Department

## OPERATING FUND BALANCE SHEET FOR THE PERIOD ENDED 5/31/2021

	State Aeronautics Fund 0221		State Highway Fund 0260		Transportation Expansion and Congestion Mitigation Fund 0269	
	Apr-21	May-21	Apr-21	May-21	Apr-21	May-21
<b>ASSETS</b>						
Cash on Hand (Change Fund)	0	0	5,845	5,845	0	0
Cash in Bank (Daily Operations)	6,551,409	6,486,176	122,542,462	147,737,242	26,757,603	28,393,531
Investments (Long Term: STO - Diversified Bond Fund)	872,567	873,734	111,898,229	112,049,669	0	0
Total Cash & Investments	7,423,976	7,359,910	234,446,536	259,792,755	26,757,603	28,393,531
Receivables - Other	0	0	1,219,414	1,156,966	0	0
- Due From Locals (Project Overruns)	0	30,930	1,379,767	1,355,044	0	0
- Inter Agency	45,470	63,370	399	0	0	0
Total Receivables	45,470	94,300	2,599,580	2,512,010	0	0
Inventory on Hand	0	0	23,641,981	23,263,736	0	0
<b>Total Assets:</b>	<b>7,469,447</b>	<b>7,454,210</b>	<b>260,688,098</b>	<b>285,568,501</b>	<b>26,757,603</b>	<b>28,393,531</b>
<b>LIABILITIES</b>						
Vouchers Payable	0	0	20,447	19,863	0	0
Sales Tax Payable	0	0	29,540	23,139	0	0
Deferred Revenue (Local Projects Match)	0	0	23,064,474	24,648,813	0	0
Accounts Receivable Overpayment	0	0	16,019	16,019	0	0
Contractor Retained % (In Lieu Of Performance Bond)	0	0	231,715	234,192	0	0
<b>Total Liabilities:</b>	<b>0</b>	<b>0</b>	<b>23,362,194</b>	<b>24,942,025</b>	<b>0</b>	<b>0</b>
<b>FUND BALANCE</b>						
Reserve for Encumbrance	133,615	133,165	33,678,106	33,835,148	0	0
Fund Balance	7,335,832	7,321,045	203,647,798	226,791,328	26,757,603	28,393,531
<b>Total Fund Balance:</b>	<b>7,469,447</b>	<b>7,454,210</b>	<b>237,325,904</b>	<b>260,626,476</b>	<b>26,757,603</b>	<b>28,393,531</b>
<b>Total Liabilities and Fund Balance</b>	<b>7,469,447</b>	<b>7,454,210</b>	<b>260,688,098</b>	<b>285,568,501</b>	<b>26,757,603</b>	<b>28,393,531</b>

UserID: mmcbride  
 Report ID: AD-FN-GL-002  
 Run Date: 04 Jun 2021

# Idaho Transportation Department

## OPERATING FUND BALANCE SHEET FOR THE PERIOD ENDED 5/31/2021

	Strategic Initiatives Fund (State Share) 0270.02		Strategic Initiatives Fund (Local Share) 0270.05		Total Strategic Initiatives Fund 0270		CARES Act Covid-19 0345	
	Apr-21	May-21	Apr-21	May-21	Apr-21	May-21	Apr-21	May-21
<b>ASSETS</b>								
Cash on Hand (Change Fund)	0	0	0	0	0	0	0	0
Cash in Bank (Daily Operations)	76,401,156	76,388,592	2,000,116	2,000,703	78,401,272	78,389,295	(4)	(10,850)
Investments (Long Term: STO - Diversified Bond Fund)	0	0	0	0	0	0	0	0
Total Cash & Investments	76,401,156	76,388,592	2,000,116	2,000,703	78,401,272	78,389,295	(4)	(10,850)
Receivables - Other	0	0	0	0	0	0	0	0
- Due From Locals (Project Overruns)	0	0	0	0	0	0	0	0
- Inter Agency	0	0	0	0	0	0	0	0
Total Receivables	0	0	0	0	0	0	0	0
Inventory on Hand	0	0	0	0	0	0	0	0
<b>Total Assets:</b>	<b>76,401,156</b>	<b>76,388,592</b>	<b>2,000,116</b>	<b>2,000,703</b>	<b>78,401,272</b>	<b>78,389,295</b>	<b>(4)</b>	<b>(10,850)</b>
<b>LIABILITIES</b>								
Vouchers Payable	0	0	0	0	0	0	0	0
Sales Tax Payable	0	0	0	0	0	0	0	0
Deferred Revenue (Local Projects Match)	0	0	0	0	0	0	0	0
Accounts Receivable Overpayment	0	0	0	0	0	0	0	0
Contractor Retained % (In Lieu Of Performance Bond)	0	0	0	0	0	0	0	0
<b>Total Liabilities:</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>FUND BALANCE</b>								
Reserve for Encumbrance	0	0	0	0	0	0	0	0
Fund Balance	76,401,156	76,388,592	2,000,116	2,000,703	78,401,272	78,389,295	0	0
<b>Total Fund Balance:</b>	<b>76,401,156</b>	<b>76,388,592</b>	<b>2,000,116</b>	<b>2,000,703</b>	<b>78,401,267</b>	<b>78,389,295</b>	<b>(4)</b>	<b>(10,850)</b>
<b>Total Liabilities and Fund Balance</b>	<b>76,401,156</b>	<b>76,388,592</b>	<b>2,000,116</b>	<b>2,000,703</b>	<b>78,401,267</b>	<b>78,389,295</b>	<b>(4)</b>	<b>74(10,850)</b>

User ID: mmebride  
 Report ID: AD-FN-GL-003  
 Run Date: 04 Jun 2021  
 % of Time  
 Remaining: 8.3

# Idaho Transportation Department

## STATEMENT OF REVENUES AND EXPENDITURES

### BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 5/31/2021

Fund: 0260 State Highway Fund

Fiscal Year: 2021  
 Budget Fiscal Year: 2021  
 REVENUES

	Year to Date Allotment (A)	Year to Date Actual (B)	Current Month Activity (C)	Year to Date Encumbrance (D)	Variance Favorable / Unfavorable (E = A - B - D)	Percent Variance (F = E / A)	Annual Appropriation (G)	Appropriation Balance (H = G - B - D)	Percent Remaining (I = H / G)
<b>Federal Sources</b>									
FHWA - Highway	238,891,200	281,387,060	22,547,235	0	42,495,860	17.79 %	375,381,680	93,994,620	25.04 %
FHWA - Indirect Cost	22,164,400	22,670,980	2,373,043	0	506,580	2.29 %	25,000,000	2,329,020	9.32 %
Federal Transit Authority	10,300,000	11,488,088	1,176,644	0	1,188,088	11.53 %	14,759,600	3,271,512	22.17 %
NHTSA - Highway Safety	3,450,000	3,751,572	208,998	0	301,572	8.74 %	6,142,800	2,391,228	38.93 %
Other Federal Aid	1,100,000	1,310,395	2,027	0	210,395	19.13 %	11,621,300	10,310,905	88.72 %
<b>Total Federal Sources:</b>	<b>275,905,600</b>	<b>320,608,096</b>	<b>26,307,947</b>	<b>0</b>	<b>44,702,495</b>	<b>16.20 %</b>	<b>432,905,380</b>	<b>112,297,285</b>	<b>25.94 %</b>
<b>State Sources</b>									
Equipment Buy Back	11,414,100	11,171,586	8,478,018	0	(242,514)	-2.12%	11,414,100	242,514	2.12 %
Miscellaneous Revenues	28,111,492	30,830,874	2,974,239	0	2,719,381	9.67 %	31,096,147	265,274	0.85 %
<b>Total State Sources:</b>	<b>39,525,592</b>	<b>42,002,460</b>	<b>11,452,257</b>	<b>0</b>	<b>2,476,867</b>	<b>6.27 %</b>	<b>42,510,247</b>	<b>507,788</b>	<b>1.19 %</b>
<b>Local Sources</b>									
Match For Local Projects	15,200,000	7,730,367	332,488	0	(7,469,633)	-49.14%	19,284,600	11,554,233	59.91 %
Other Local Sources	0	20,085	0	0	20,085	0.00 %	0	(20,085)	0.00 %
<b>Total Local Sources:</b>	<b>15,200,000</b>	<b>7,750,452</b>	<b>332,488</b>	<b>0</b>	<b>(7,449,548)</b>	<b>-49.01%</b>	<b>19,284,600</b>	<b>11,534,148</b>	<b>59.81 %</b>
<b>TOTAL REVENUES:</b>	<b>330,631,192</b>	<b>370,361,008</b>	<b>38,092,692</b>	<b>0</b>	<b>39,729,814</b>	<b>12.02 %</b>	<b>494,700,227</b>	<b>124,339,221</b>	<b>25.13 %</b>
<b>TRANSFERS-IN</b>									
Highway Distribution Account	196,416,700	214,460,521	19,826,575	0	18,043,821	9.19 %	215,599,000	1,138,479	0.53 %
Fuel/Registration Direct	62,233,555	67,411,811	6,404,978	0	5,178,256	8.32 %	67,657,200	245,389	0.36 %
Ethanol Fuels Tax	15,937,200	17,773,370	1,611,706	0	1,836,170	11.52 %	17,700,000	(73,370)	-0.41%
Statutory	0	0	0	0	0	0.00 %	3,500,000	3,500,000	100.00 %
<b>TOTAL TRANSFERS-IN:</b>	<b>274,587,455</b>	<b>299,645,702</b>	<b>27,843,259</b>	<b>0</b>	<b>25,058,247</b>	<b>9.13 %</b>	<b>304,456,200</b>	<b>4,810,498</b>	<b>1.58 %</b>
<b>TOTAL REV AND TRANSFERS-IN:</b>	<b>605,218,647</b>	<b>670,006,710</b>	<b>65,935,950</b>	<b>0</b>	<b>64,788,061</b>	<b>10.70 %</b>	<b>799,156,427</b>	<b>129,149,719</b>	<b>16.16 %</b>

User ID: mmebride  
 Report ID: AD-FN-GL-003  
 Run Date: 04 Jun 2021  
 % of Time  
 Remaining: 8.3

Fund: 0260 State Highway Fund

# Idaho Transportation Department

## STATEMENT OF REVENUES AND EXPENDITURES

### BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 5/31/2021

Fiscal Year: 2021  
 Budget Fiscal Year: 2021  
 EXPENDITURES

	Year to Date Allotment	Year to Date Actual	Current Month Activity	Year to Date Encumbrance	Variance Favorable / Unfavorable	Percent Variance	Annual Appropriation	Appropriation Balance	Percent Remaining
	(A)	(B)	(C)	(D)	(E = A - B - D)	(F = E / A)	(G)	(H = G - B - D)	(I = H / G)
<b>Operations Expense</b>									
Permanent Staff Salaries	81,694,374	78,301,298	6,470,528	0	3,393,076	4.15 %	88,026,291	9,724,993	11.05 %
Board, Hourly, OT, Shift Diff	1,178,136	1,239,958	30,867	0	(61,822)	-5.25 %	1,253,547	13,589	1.08 %
Fringe Benefits	36,956,538	35,126,292	3,047,874	0	1,830,246	4.95 %	39,978,286	4,851,994	12.14 %
Internal Holdback-Personnel	0	0	0	0	0	0.00 %	2,367,276	2,367,276	100.00 %
In State Travel Expense	1,547,064	598,072	100,511	1,741	947,251	61.23 %	1,709,146	1,109,333	64.91 %
Out of State Travel Expense	421,219	4,710	1,001	0	416,509	98.88 %	454,748	450,038	98.96 %
Technology Operating Expense	24,857,195	18,056,467	828,954	2,908,356	3,892,372	15.66 %	27,015,981	6,051,158	22.40 %
Operating Expense	57,764,013	46,200,635	3,260,819	9,891,431	1,671,948	2.89 %	71,178,802	15,086,736	21.20 %
Technology Equipment Expense	2,099,283	1,209,016	222,376	1,181,627	(291,360)	-13.88 %	2,692,183	301,540	11.20 %
Capital Equipment Expense	26,952,100	11,494,431	1,187,565	8,685,654	6,772,016	25.13 %	27,762,100	7,582,016	27.31 %
Capital Facilities Expense	5,750,000	2,168,753	177,079	2,120,609	1,460,639	25.40 %	6,209,807	1,920,446	30.93 %
Capital Projects	0	39,630	36,431	162,533	(202,163)	0.00 %	0	(202,163)	0.00 %
Trustee & Benefit Payments	19,545,251	13,736,839	1,476,286	5,141,236	667,176	3.41 %	21,321,900	2,443,825	11.46 %
<b>Total Operations Expense:</b>	<b>258,765,173</b>	<b>208,176,100</b>	<b>16,840,290</b>	<b>30,093,186</b>	<b>20,495,888</b>	<b>7.92 %</b>	<b>289,970,067</b>	<b>51,700,781</b>	<b>17.83 %</b>
<b>Contract Construction</b>									
Technology Operating Expense	0	2,089,396	228,321	146,919	(2,236,315)	0.00 %	0	(2,236,315)	0.00 %
Operating Expense	4,227,000	2,083,733	196,716	296,382	1,846,885	43.69 %	10,600,000	8,219,885	77.55 %
Capital Facilities Expense	0	6,156	6,156	0	(6,156)	0.00 %	0	(6,156)	0.00 %
Capital Projects	406,127,339	361,800,308	24,036,464	44,221	44,282,809	10.90 %	644,641,164	282,796,634	43.87 %
Trustee & Benefit Payments	660,000	1,011,194	72,641	0	(351,194)	-53.21 %	9,637,800	8,626,606	89.51 %
<b>Total Contract Construction:</b>	<b>411,014,339</b>	<b>366,990,787</b>	<b>24,540,298</b>	<b>487,522</b>	<b>43,536,029</b>	<b>10.59 %</b>	<b>664,878,964</b>	<b>297,400,654</b>	<b>44.73 %</b>
<b>TOTAL EXPENDITURES:</b>	<b>669,779,512</b>	<b>575,166,888</b>	<b>41,380,588</b>	<b>30,580,708</b>	<b>64,031,917</b>	<b>9.56 %</b>	<b>954,849,031</b>	<b>349,101,435</b>	<b>36.56 %</b>
<b>TRANSFERS OUT</b>									
Statutory	0	108,900	0	0	(108,900)	0.00 %	0	(108,900)	0.00 %
Operating	12,013,007	12,063,783	0	0	(50,776)	-0.42 %	57,646,439	45,582,656	79.07 %
<b>TOTAL TRANSFERS OUT:</b>	<b>12,013,007</b>	<b>12,172,683</b>	<b>0</b>	<b>0</b>	<b>(159,676)</b>	<b>-1.33 %</b>	<b>57,646,439</b>	<b>45,473,756</b>	<b>78.88 %</b>
<b>TOTAL EXPD AND TRANSFERS OUT:</b>	<b>681,792,519</b>	<b>587,339,570</b>	<b>41,380,588</b>	<b>30,580,708</b>	<b>63,872,241</b>	<b>9.37 %</b>	<b>1,012,495,470</b>	<b>394,575,191</b>	<b>38.97 %</b>
<b>Net for Fiscal Year 2021:</b>	<b>(76,573,872)</b>	<b>82,667,139</b>	<b>24,555,362</b>		<b>128,660,302</b>		<b>(213,339,043)</b>	<b>(265,425,472)</b>	<b>76</b>

User ID: mmcbride  
 Report ID: AD-FN-GL-003  
 Run Date: 04 Jun 2021  
 % of Time  
 Remaining: 8.3

# Idaho Transportation Department

## STATEMENT OF REVENUES AND EXPENDITURES

### BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 5/31/2021

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: 2021										
Budget Fiscal Year: 2021										
<b>Contract Construction</b>										
<b>Operating Expenditures</b>										
Operating Expenditures	Dedicated	372,000	314,475	31,049	32,654	24,871	6.69 %	2,500,000	2,152,871	86.11 %
Operating Expenditures	Federal	3,840,000	3,856,970	393,418	410,647	(427,617)	-11.14%	8,000,000	3,732,383	46.65 %
Operating Expenditures	Local	15,000	1,684	570	0	13,316	88.77 %	100,000	98,316	98.32 %
<b>Total Operating Expenditures</b>		<b>4,227,000</b>	<b>4,173,129</b>	<b>425,037</b>	<b>443,301</b>	<b>(389,430)</b>	<b>-9.21%</b>	<b>10,600,000</b>	<b>5,983,570</b>	<b>56.45 %</b>
<b>Capital Outlay</b>										
Capital Outlay	COVID	0	0	0	0	0	0.00 %	3,500,000	3,500,000	100.00 %
Capital Outlay	Dedicated	118,164,097	87,402,272	2,177,351	9,178	30,752,647	26.03 %	228,094,683	140,683,233	61.68 %
Capital Outlay	Federal	255,063,241	249,683,769	20,779,066	0	5,379,472	2.11 %	361,320,980	111,637,212	30.90 %
Capital Outlay	FICR	20,400,000	16,235,313	273,392	35,043	4,129,644	20.24 %	33,000,000	16,729,644	50.70 %
Capital Outlay	Local	12,500,000	8,478,954	806,656	0	4,021,046	32.17 %	18,725,500	10,246,546	54.72 %
<b>Total Capital Outlay</b>		<b>406,127,339</b>	<b>361,800,308</b>	<b>24,036,464</b>	<b>44,221</b>	<b>44,282,809</b>	<b>10.90 %</b>	<b>644,641,164</b>	<b>282,796,634</b>	<b>43.87 %</b>
<b>Capital Facilities Expense</b>										
Capital Facilities Expense	Dedicated	0	6,156	6,156	0	(6,156)	0.00 %	0	(6,156)	0.00 %
<b>Total Capital Facilities Expense</b>		<b>0</b>	<b>6,156</b>	<b>6,156</b>	<b>0</b>	<b>(6,156)</b>	<b>0.00 %</b>	<b>0</b>	<b>(6,156)</b>	<b>0.00 %</b>
<b>Trustee &amp; Benefit Payments</b>										
Trustee & Benefit Payments	Dedicated	29,000	66	0	0	28,934	99.77 %	500,000	499,934	99.99 %
Trustee & Benefit Payments	Federal	616,000	1,011,128	72,641	0	(395,128)	-64.14%	8,991,300	7,980,172	88.75 %
Trustee & Benefit Payments	Local	15,000	0	0	0	15,000	100.00 %	146,500	146,500	100.00 %
<b>Total Trustee &amp; Benefit Payments</b>		<b>660,000</b>	<b>1,011,194</b>	<b>72,641</b>	<b>0</b>	<b>(351,194)</b>	<b>-53.21%</b>	<b>9,637,800</b>	<b>8,626,606</b>	<b>89.51 %</b>
<b>Total Contract Construction:</b>		<b>411,014,339</b>	<b>366,990,787</b>	<b>24,540,298</b>	<b>487,522</b>	<b>43,536,030</b>	<b>10.59 %</b>	<b>664,878,964</b>	<b>297,400,655</b>	<b>44.73 %</b>

User ID: mmcbride  
 Report ID: AD-FN-GL-003  
 Run Date: 04 Jun 2021  
 % of Time  
 Remaining: 8.3

# Idaho Transportation Department

## STATEMENT OF REVENUES AND EXPENDITURES

### BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 5/31/2021

Fund: 0269 Transportation Expansion and Congestion Mitigation Fund

Fiscal Year: 2021	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: 2021	(A)	(B)	(C)	(D)	(E = A - B - D)	(F = E / A)	(G)	(H = G - B - D)	(I = H / G)
<b>REVENUES</b>									
Miscellaneous Revenues	605,000	147,448	7,170	0	(457,552)	-75.63%	670,000	522,552	77.99 %
<b>TOTAL REVENUES:</b>	<b>605,000</b>	<b>147,448</b>	<b>7,170</b>	<b>0</b>	<b>(457,552)</b>	<b>-75.63%</b>	<b>670,000</b>	<b>522,552</b>	<b>77.99 %</b>
<b>TRANSFERS-IN</b>									
Cigarette Tax	900,000	2,207,426	995,113	0	1,307,426	145.27 %	605,627	(1,601,799)	-264.49%
Sales Tax	14,650,000	18,890,063	1,861,086	0	4,240,063	28.94 %	18,612,996	(277,067)	-1.49%
<b>TOTAL TRANSFERS-IN:</b>	<b>15,550,000</b>	<b>21,097,489</b>	<b>2,856,199</b>	<b>0</b>	<b>5,547,489</b>	<b>35.68 %</b>	<b>19,218,623</b>	<b>(1,878,866)</b>	<b>-9.78%</b>
<b>TOTAL REV AND TRANSFERS-IN:</b>	<b>16,155,000</b>	<b>21,244,937</b>	<b>2,863,369</b>	<b>0</b>	<b>5,089,937</b>	<b>31.51 %</b>	<b>19,888,623</b>	<b>(1,356,314)</b>	<b>-6.82%</b>
<b>EXPENDITURES</b>									
Contract Construction - Capital Projects	31,000,000	34,975,320	1,227,441	0	(3,975,320)	-12.82%	67,900,346	32,925,026	48.49 %
<b>TOTAL EXPENDITURES:</b>	<b>31,000,000</b>	<b>34,975,320</b>	<b>1,227,441</b>	<b>0</b>	<b>(3,975,320)</b>	<b>-12.82%</b>	<b>67,900,346</b>	<b>32,925,026</b>	<b>48.49 %</b>
<b>TOTAL EXPD AND TRANSFERS OUT:</b>	<b>31,000,000</b>	<b>34,975,320</b>	<b>1,227,441</b>	<b>0</b>	<b>(3,975,320)</b>	<b>-12.82%</b>	<b>67,900,346</b>	<b>32,925,026</b>	<b>48.49 %</b>
<b>Net for Fiscal Year 2021:</b>	<b>(14,845,000)</b>	<b>(13,730,383)</b>	<b>1,635,928</b>		<b>1,114,617</b>		<b>(48,011,723)</b>	<b>(34,281,340)</b>	

User ID: mmcbride  
 Report ID: AD-FN-GL-003  
 Run Date: 04 Jun 2021  
 % of Time  
 Remaining: 8.3

# Idaho Transportation Department

## STATEMENT OF REVENUES AND EXPENDITURES

### BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 5/31/2021

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
	(A)	(B)	(C)	(D)	(E = A - B - D)	(F = E / A)	(G)	(H = G - B - D)	(I = H / G)
Fiscal Year: 2021									
Budget Fiscal Year: 2021									
<b>REVENUES</b>									
State Sources - Miscellaneous Revenues	238,242	245,015	22,448	0	6,773	2.84 %	259,000	13,985	5.40 %
<b>TOTAL REVENUES:</b>	<b>238,242</b>	<b>245,015</b>	<b>22,448</b>	<b>0</b>	<b>6,773</b>	<b>2.84 %</b>	<b>259,000</b>	<b>13,985</b>	<b>5.40 %</b>
<b>TRANSFERS-IN</b>									
Statutory	0	72,800,000	0	0	72,800,000	0.00 %	15,000,000	(57,800,000)	-385.33%
<b>TOTAL TRANSFERS-IN:</b>	<b>0</b>	<b>72,800,000</b>	<b>0</b>	<b>0</b>	<b>72,800,000</b>	<b>0.00 %</b>	<b>15,000,000</b>	<b>(57,800,000)</b>	<b>-385.33%</b>
<b>TOTAL REV AND TRANSFERS-IN:</b>	<b>238,242</b>	<b>73,045,015</b>	<b>22,448</b>	<b>0</b>	<b>72,806,773</b>	<b>30560.01 %</b>	<b>15,259,000</b>	<b>(57,786,015)</b>	<b>-378.70%</b>
<b>EXPENDITURES</b>									
Contract Construction - Capital Projects	18,150,000	16,566,595	35,012	0	1,583,405	8.72 %	35,376,559	18,809,965	53.17 %
<b>TOTAL EXPENDITURES:</b>	<b>18,150,000</b>	<b>16,566,595</b>	<b>35,012</b>	<b>0</b>	<b>1,583,405</b>	<b>8.72 %</b>	<b>35,376,559</b>	<b>18,809,965</b>	<b>53.17 %</b>
<b>TOTAL EXPD AND TRANSFERS OUT:</b>	<b>18,150,000</b>	<b>16,566,595</b>	<b>35,012</b>	<b>0</b>	<b>1,583,405</b>	<b>8.72 %</b>	<b>35,376,559</b>	<b>18,809,965</b>	<b>53.17 %</b>
<b>Net for Fiscal Year 2021:</b>	<b>(17,911,758)</b>	<b>56,478,421</b>	<b>(12,564)</b>		<b>74,390,178</b>		<b>(20,117,559)</b>	<b>(76,595,980)</b>	

User ID: mmcbride  
 Report ID: AD-FN-GL-003  
 Run Date: 04 Jun 2021  
 % of Time  
 Remaining: 8.3

# Idaho Transportation Department

## STATEMENT OF REVENUES AND EXPENDITURES

### BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 5/31/2021

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: 2021									
Budget Fiscal Year: 2021									
<b>REVENUES</b>									
State Sources - Miscellaneous Revenues	0	703	588	0	703	0.00 %	0	(703)	0.00 %
<b>TOTAL REVENUES:</b>	<b>0</b>	<b>703</b>	<b>588</b>	<b>0</b>	<b>703</b>	<b>0.00 %</b>	<b>0</b>	<b>(703)</b>	<b>0.00 %</b>
<b>TRANSFERS-IN</b>									
Statutory	0	2,000,000	0	0	2,000,000	0.00 %	2,000,000	0	0.00 %
<b>TOTAL TRANSFERS-IN:</b>	<b>0</b>	<b>2,000,000</b>	<b>0</b>	<b>0</b>	<b>2,000,000</b>	<b>0.00 %</b>	<b>2,000,000</b>	<b>0</b>	<b>0.00 %</b>
<b>TOTAL REV AND TRANSFERS-IN:</b>	<b>0</b>	<b>2,000,703</b>	<b>588</b>	<b>0</b>	<b>2,000,703</b>	<b>0.00 %</b>	<b>2,000,000</b>	<b>(703)</b>	<b>-0.04%</b>
<b>EXPENDITURES</b>									
Contract Construction - Trustee & Benefit Payments	25,831	49,051	0	0	(23,219)	-89.89%	2,049,831	2,000,781	97.61 %
<b>TOTAL EXPENDITURES:</b>	<b>25,831</b>	<b>49,051</b>	<b>0</b>	<b>0</b>	<b>(23,219)</b>	<b>-89.89%</b>	<b>2,049,831</b>	<b>2,000,781</b>	<b>97.61 %</b>
<b>TOTAL EXPD AND TRANSFERS OUT:</b>	<b>25,831</b>	<b>49,051</b>	<b>0</b>	<b>0</b>	<b>(23,219)</b>	<b>-89.89%</b>	<b>2,049,831</b>	<b>2,000,781</b>	<b>97.61 %</b>
<b>Net for Fiscal Year 2021:</b>	<b>(25,831)</b>	<b>1,951,652</b>	<b>588</b>		<b>1,977,484</b>		<b>(49,831)</b>	<b>(2,001,484)</b>	



User ID: mmcbride  
 Report ID: AD-FN-GL-003  
 Run Date: 04 Jun 2021  
 % of Time  
 Remaining: 8.3

# Idaho Transportation Department

## STATEMENT OF REVENUES AND EXPENDITURES

### BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 5/31/2021

Fund: 0345 CARES Act Covid-19

	Year to Date Allotment	Year to Date Actual	Current Month Activity	Year to Date Encumbrance	Variance Favorable / Unfavorable	Percent Variance	Annual Appropriation	Appropriation Balance	Percent Remaining
	(A)	(B)	(C)	(D)	(E = A - B - D)	(F = E / A)	(G)	(H = G - B - D)	(I = H / G)
<b>Fiscal Year: 2021</b>									
<b>Budget Fiscal Year: 2021</b>									
<b>REVENUES</b>									
Federal Sources - Federal Transit Authority	8,000,000	5,846,619	27,966	0	(2,153,381)	-26.92%	12,200,000	6,353,381	52.08 %
<b>TOTAL REVENUES:</b>	<b>8,000,000</b>	<b>5,846,619</b>	<b>27,966</b>	<b>0</b>	<b>(2,153,381)</b>	<b>-26.92%</b>	<b>12,200,000</b>	<b>6,353,381</b>	<b>52.08 %</b>
<b>TOTAL REV AND TRANSFERS-IN:</b>	<b>8,000,000</b>	<b>5,846,619</b>	<b>27,966</b>	<b>0</b>	<b>(2,153,381)</b>	<b>-26.92%</b>	<b>12,200,000</b>	<b>6,353,381</b>	<b>52.08 %</b>
<b>EXPENDITURES</b>									
Operating Expenditures	4,113,901	278,635	321	0	3,835,266	93.23 %	4,951,395	4,672,760	94.37 %
Trustee & Benefit Payments	17,286,987	3,930,792	38,491	0	13,356,195	77.26 %	20,861,904	16,931,112	81.16 %
<b>TOTAL EXPENDITURES:</b>	<b>21,400,888</b>	<b>4,209,427</b>	<b>38,812</b>	<b>0</b>	<b>17,191,461</b>	<b>80.33 %</b>	<b>25,813,299</b>	<b>21,603,872</b>	<b>83.69 %</b>
<b>TOTAL EXPD AND TRANSFERS OUT:</b>	<b>21,400,888</b>	<b>4,209,427</b>	<b>38,812</b>	<b>0</b>	<b>17,191,461</b>	<b>80.33 %</b>	<b>25,813,299</b>	<b>21,603,872</b>	<b>83.69 %</b>
<b>Net for Fiscal Year 2021:</b>	<b>(13,400,888)</b>	<b>1,637,192</b>	<b>(10,846)</b>		<b>15,038,080</b>		<b>(13,613,299)</b>	<b>(15,250,491)</b>	

User ID: mmcbride  
 Report ID: AD-FN-GL-003  
 Run Date: 04 Jun 2021  
 % of Time  
 Remaining: 8.3

# Idaho Transportation Department

## STATEMENT OF REVENUES AND EXPENDITURES

### BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 5/31/2021

Fund: 0374 GARVEE Capital Project Fund

	Year to Date Allotment	Year to Date Actual	Current Month Activity	Year to Date Encumbrance	Variance Favorable / Unfavorable	Percent Variance	Annual Appropriation	Appropriation Balance	Percent Remaining
	(A)	(B)	(C)	(D)	(E = A - B - D)	(F = E / A)	(G)	(H = G - B - D)	(I = H / G)
<b>Fiscal Year: 2021</b>									
<b>Budget Fiscal Year: 2021</b>									
<b>REVENUES</b>									
State Sources - Miscellaneous Revenues	0	37,582,000	5,405,270	0	37,582,000	0.00 %	0	(37,582,000)	0.00 %
<b>TOTAL REVENUES:</b>	<b>0</b>	<b>37,582,000</b>	<b>5,405,270</b>	<b>0</b>	<b>37,582,000</b>	<b>0.00 %</b>	<b>0</b>	<b>(37,582,000)</b>	<b>0.00 %</b>
<b>TOTAL REV AND TRANSFERS-IN:</b>	<b>0</b>	<b>37,582,000</b>	<b>5,405,270</b>	<b>0</b>	<b>37,582,000</b>	<b>0.00 %</b>	<b>0</b>	<b>(37,582,000)</b>	<b>0.00 %</b>
<b>EXPENDITURES</b>									
Operating Expenditures	0	263,766	2,248	0	(263,766)	0.00 %	0	(263,766)	0.00 %
Capital Projects	0	39,699,529	5,296,878	0	(39,699,529)	0.00 %	0	(39,699,529)	0.00 %
<b>TOTAL EXPENDITURES:</b>	<b>0</b>	<b>39,963,295</b>	<b>5,299,126</b>	<b>0</b>	<b>(39,963,295)</b>	<b>0.00 %</b>	<b>0</b>	<b>(39,963,295)</b>	<b>0.00 %</b>
<b>TOTAL EXPD AND TRANSFERS OUT:</b>	<b>0</b>	<b>39,963,295</b>	<b>5,299,126</b>	<b>0</b>	<b>(39,963,295)</b>	<b>0.00 %</b>	<b>0</b>	<b>(39,963,295)</b>	<b>0.00 %</b>
<b>Net for Fiscal Year 2021:</b>	<b>0</b>	<b>(2,381,296)</b>	<b>106,144</b>		<b>(2,381,295)</b>		<b>0</b>	<b>2,381,295</b>	

User ID: mmcbride  
 Report ID: AD-FN-GL-003  
 Run Date: 04 Jun 2021  
 % of Time  
 Remaining: 8.3

# Idaho Transportation Department

## STATEMENT OF REVENUES AND EXPENDITURES

### BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 5/31/2021

Fund: 0375 GARVEE Debt Service Fund

	Year to Date Allotment	Year to Date Actual	Current Month Activity	Year to Date Encumbrance	Variance Favorable / Unfavorable	Percent Variance	Annual Appropriation	Appropriation Balance	Percent Remaining
	(A)	(B)	(C)	(D)	(E = A - B - D)	(F = E / A)	(G)	(H = G - B - D)	(I = H / G)
<b>Fiscal Year: 2021</b>									
<b>Budget Fiscal Year: 2021</b>									
<b>REVENUES</b>									
State Sources - Miscellaneous Revenues	0	29,324	856	0	29,324	0.00 %	0	(29,324)	0.00 %
<b>TOTAL REVENUES:</b>	<b>0</b>	<b>29,324</b>	<b>856</b>	<b>0</b>	<b>29,324</b>	<b>0.00 %</b>	<b>0</b>	<b>(29,324)</b>	<b>0.00 %</b>
<b>TRANSFERS-IN</b>									
Operating	0	16,763,783	0	0	16,763,783	0.00 %	0	(16,763,783)	0.00 %
<b>TOTAL TRANSFERS-IN:</b>	<b>0</b>	<b>16,763,783</b>	<b>0</b>	<b>0</b>	<b>16,763,783</b>	<b>0.00 %</b>	<b>0</b>	<b>(16,763,783)</b>	<b>0.00 %</b>
<b>TOTAL REV AND TRANSFERS-IN:</b>	<b>0</b>	<b>16,793,107</b>	<b>856</b>	<b>0</b>	<b>16,793,107</b>	<b>0.00 %</b>	<b>0</b>	<b>(16,793,107)</b>	<b>0.00 %</b>
<b>EXPENDITURES</b>									
Bond Principal / Interest	0	61,159,116	383,792	0	(61,159,116)	0.00 %	0	(61,159,116)	0.00 %
<b>TOTAL EXPENDITURES:</b>	<b>0</b>	<b>61,159,116</b>	<b>383,792</b>	<b>0</b>	<b>(61,159,116)</b>	<b>0.00 %</b>	<b>0</b>	<b>(61,159,116)</b>	<b>0.00 %</b>
<b>TOTAL EXPD AND TRANSFERS OUT:</b>	<b>0</b>	<b>61,159,116</b>	<b>383,792</b>	<b>0</b>	<b>(61,159,116)</b>	<b>0.00 %</b>	<b>0</b>	<b>(61,159,116)</b>	<b>0.00 %</b>
<b>Net for Fiscal Year 2021:</b>	<b>0</b>	<b>(44,366,009)</b>	<b>(382,936)</b>		<b>(44,366,009)</b>		<b>0</b>	<b>44,366,009</b>	

User ID: mmcbride  
 Report ID: AD-FN-GL-003  
 Run Date: 04 Jun 2021  
 % of Time  
 Remaining: 8.3

# Idaho Transportation Department

## STATEMENT OF REVENUES AND EXPENDITURES

### BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 5/31/2021

Fund: 0221 State Aeronautics Fund

Fiscal Year: 2021	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: 2021	(A)	(B)	(C)	(D)	(E = A - B - D)	(F = E / A)	(G)	(H = G - B - D)	(I = H / G)
<b>REVENUES</b>									
Federal Sources - FAA	389,800	607,574	30,930	0	217,774	55.87 %	668,500	60,926	9.11 %
State Sources - Miscellaneous	335,420	337,766	7,106	0	2,346	0.70 %	347,000	9,234	2.66 %
Interagency Sources -	230,000	261,819	42,287	0	31,819	13.83 %	252,500	(9,319)	-3.69%
<b>TOTAL REVENUES:</b>	<b>955,220</b>	<b>1,207,159</b>	<b>80,323</b>	<b>0</b>	<b>251,939</b>	<b>26.37 %</b>	<b>1,268,000</b>	<b>60,841</b>	<b>4.80 %</b>
<b>TRANSFERS-IN</b>									
Statutory	0	4,000,000	0	0	4,000,000	0.00 %	2,000,000	(2,000,000)	-100.00%
Operating	1,937,529	1,761,510	118,237	0	(176,019)	-9.08%	2,100,000	338,490	16.12 %
<b>TOTAL TRANSFERS-IN:</b>	<b>1,937,529</b>	<b>5,761,510</b>	<b>118,237</b>	<b>0</b>	<b>3,823,981</b>	<b>197.36 %</b>	<b>4,100,000</b>	<b>(1,661,510)</b>	<b>-40.52%</b>
<b>TOTAL REV AND TRANSFERS-IN:</b>	<b>2,892,749</b>	<b>6,968,669</b>	<b>198,560</b>	<b>0</b>	<b>4,075,920</b>	<b>140.90 %</b>	<b>5,368,000</b>	<b>(1,600,669)</b>	<b>-29.82%</b>
<b>EXPENDITURES</b>									
Permanent Staff Salaries	782,566	716,292	60,859	0	66,274	8.47 %	847,578	131,286	15.49 %
Board, Hourly, OT, Shift Diff	52,900	49,811	4,912	0	3,089	5.84 %	64,100	14,289	22.29 %
Fringe Benefits	336,979	305,916	26,979	0	31,063	9.22 %	366,538	60,622	16.54 %
Internal Holdback-Personnel	0	0	0	0	0	0.00 %	16,084	16,084	100.00 %
In State Travel Expense	51,790	33,646	2,981	0	18,144	35.03 %	60,905	27,259	44.76 %
Out of State Travel Expense	12,034	8,326	169	0	3,708	30.81 %	12,034	3,708	30.81 %
Technology Operating Expense	45,441	43,551	2,494	0	1,890	4.16 %	48,235	4,684	9.71 %
Operating Expense	793,527	684,099	22,884	121,522	(12,094)	-1.52%	1,189,926	384,305	32.30 %
Technology Equipment Expense	6,000	5,170	0	0	830	13.83 %	6,000	830	13.83 %
Capital Equipment Expense	63,800	53,789	0	10,725	(714)	-1.12%	63,800	(714)	-1.12%
Capital Facilities Expense	30,000	37,686	0	0	(7,686)	-25.62%	92,324	54,638	59.18 %
Trustee & Benefit Payments	1,039,300	657,694	92,519	0	381,606	36.72 %	4,033,948	3,376,254	83.70 %
Internal Holdback-Trustee/Benefits	0	0	0	0	0	0.00 %	1,750,000	1,750,000	100.00 %
<b>TOTAL EXPENDITURES:</b>	<b>3,214,337</b>	<b>2,595,980</b>	<b>213,797</b>	<b>132,247</b>	<b>486,110</b>	<b>15.12 %</b>	<b>8,551,472</b>	<b>5,823,245</b>	<b>68.10 %</b>
<b>TOTAL EXPD AND TRANSFERS OUT:</b>	<b>3,214,337</b>	<b>2,595,980</b>	<b>213,797</b>	<b>132,247</b>	<b>486,110</b>	<b>15.12 %</b>	<b>8,551,472</b>	<b>5,823,245</b>	<b>68.10 %</b>
<b>Net for Fiscal Year 2021:</b>	<b>(321,588)</b>	<b>4,372,688</b>	<b>(15,237)</b>		<b>4,562,030</b>		<b>(3,183,472)</b>	<b>(7,423,914)</b>	



## Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date July 21 - 22, 2020Consent Item ☐Information Item ☒

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

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

### Subject

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

### Background Information

ITD did not submit a request to the full Board of Examiners for Fiscal Year 2021.

### Recommendations

For information.

### Board Action

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



## Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date July 22, 2021Consent Item ☐Information Item ☒

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

Presenter's Name Justin Collins	Presenter's Title Financial Mgr., FP&A	Initials JC	Reviewed By LSS
Preparer's Name Colleen Wonacott	Preparer's Title Sr. Planner - Programming	Initials cw	

### Subject

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

### Background Information

Idaho received obligation authority through September 30<sup>th</sup> via an Appropriations Act signed on December 27, 2020. Obligation authority through September 30<sup>th</sup> (365/365<sup>ths</sup>) is \$359.9 million which corresponds to \$363.4 million with match after a reduction for prorated indirect costs. This includes \$425,527 of *Highway Infrastructure General Funds* carried over from last year in the Transportation Management Area, \$71.0 million COVID Relief, and \$13.1 million of FY21 *Highway Infrastructure General Funds* as approved by the Board to date. The COVID Relief and general funds are also included in the apportionments detailed below.

An extension to the Fixing America's Surface Transportation (FAST) Act was signed on October 9, 2020. Additional apportionments were received via the Appropriations Act. Idaho has received apportionments of \$396 million. Currently, obligation authority is 91% of apportionments.

The exhibits on the following page summarize these amounts and show allotments and remaining funds by program through June 30, 2021.

### Recommendations

For Information

### Board Action

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



# Board Agenda Item

ITD 2210 (Rev. 10-13)

## Exhibit One Actual Formula Funding for FY2021

<b>Per FAST Flatlined at FY 2020 – Total Year</b>	
Federal Aid Only	\$316,590
Including Match	\$342,741
<b>Per Apportionments + COVID + Hwy Infra.</b>	
Federal Aid Only	\$395,992
Including Match	\$410,580
<b>Obligation Limits through 9/30/2021</b>	
Federal Aid Only	\$359,878
Less prorated \$25M indirect costs w/Match	\$363,386

- Notes:
1. All dollars in Thousands
  2. 'Approved Program' amounts from the 6/14/2021 Highway Funding Plan.
  3. Apportionment and Obligation Authority amounts reflect available funds via federal notices received through 06/30/2021

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

<b>Program</b>	<b>Allotted Program Funding through 9/30/2021</b>	<b>Program Funding Remaining as of 6/30/2021</b>
All Other SHS Program	\$215,038	\$73,587
GARVEE Formula Debt Service*	\$63,025	\$0
State Planning and Research*	\$7,138	\$408
Metropolitan Planning*	\$2,409	\$0
Railroad Crossings	\$1,908	\$898
Transportation Alternatives (Urban/Rural)	\$3,373	\$792
Recreational Trails	\$1,510	\$1,740
STBG - Local Urban+	\$12,634	\$1,245
STBG - Transportation Mgt. Area	\$14,905	\$6,348
Transportation Alternatives (TMA)	\$423	\$79
STBG – Local Rural	\$17,591	\$9,980
Local Bridge+	\$14,005	\$7,413
Off System Bridge	\$3,605	(\$790)
Local Safety	\$7,882	\$3,001
<b>Total (excluding indirect costs)</b>	<b>\$365,446</b>	<b>\$104,700</b>

- Notes:
1. All dollars in Thousands.
  2. Allotments based on the 6/14/2021 Highway Funding Plan.
  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 June 30<sup>th</sup>.
- \* These programs are provided 100% Obligation Authority. Other programs are reduced accordingly.  
+ \$335k Penstock Br and \$706k Northgate IC OA loan paybacks deferred until August Redistribution.



## Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date July 21-22, 2021Consent Item ☐ Information Item ☒ Amount of Presentation Time Needed Information Only

Presenter's Name Chase Croft	Presenter's Title Contracts Manager	Initials CC	Reviewed By LSS
Preparer's Name Chase Croft	Preparer's Title Contracts Manager	Initials CC	

### Subject

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

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

### Background Information

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

Document Code	Document ID	Document Description	Legal Name	Commodity Description	Service From	Service To
SC	T002589	Resiliency Program Support Services	HORROCKS ENGINEERS INC	SERVICE, CONSULTING-NOT IT OR ENGINEERING	6/17/21	12/31/21

### Recommendations

Information only

### Board Action

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





## Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date July 22, 2021Consent Item ☐Information Item ☒Amount of Presentation Time Needed N/A

Presenter's Name L. Scott Stokes	Presenter's Title Chief Deputy	Initials LSS	Reviewed By LSS
Preparer's Name Lorraine Dennis	Preparer's Title Executive Assistant to the Board	Initials LD	

### Subject

FY21 Performance Report for the Division of Financial Management (DFM)		
Key Number	District	Route Number

### Background Information

Idaho Code 67-1903 – 67-1904 requires all state agencies to submit an annual Performance Report to the Division of Financial Management by Aug. 30.

The report includes the following required elements:

- Agency Overview
- Core Functions of the Department
- Revenues and Expenditures
- Cases Managed and Key Services Provided
- Performance Measures

Since Fiscal Year 2021 just ended a few days ago on July 1, and the final numbers are still a few weeks away, those are indicated as “pending” status and footnoted in the report. They will be included in next month’s meeting, when this document is a Consent item.

### Recommendations

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

### Board Action

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

## Part I – Agency Profile

### Agency Overview

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

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

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

ITD is responsible for operating, preserving, restoring and improving an integrated network of 12,315 lane miles of highways and roads, 1,830 bridges, 2,523 miles of Idaho Byways, and 32 state backcountry airstrips. The state highway system also includes 34 rest areas and 12 fixed ports of entry.

The department is funded primarily with dedicated federal and state user fees. The department's headquarters is in Boise. District offices are in Coeur d'Alene, Lewiston, Boise, Shoshone, Pocatello, and Rigby. The department is authorized for 1,648 full-time positions for FY21.

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

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

### Core Functions/Idaho Code

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

**Revenues and Expenditures (SFY)**

<b>Revenues<sup>1,4,5,6,7</sup></b>	<b>FY 2018</b>	<b>FY 2019</b>	<b>FY 2020</b>	<b>FY 2021</b>
Aeronautics Fund				
State <sup>7</sup>	\$3,014,615	\$3,261,472	\$3,087,459	\$6,466,843
Federal	\$258,214	\$348,141	\$540,836	\$616,830
State Highway Account Fund				
State	\$340,218,991	\$344,727,599	\$342,120,304	\$357,209,320
Federal	\$333,536,795	\$354,641,984	\$396,513,651	\$398,455,281
Local	\$4,029,825	\$10,367,038	\$22,275,600	\$8,531,271
Strategic Initiatives Program <sup>4,7</sup>				
State	\$16,889,688	\$37,304,701	\$654,886	\$75,064,550
Trans Expansion & Mitigation <sup>5</sup>				
State	\$22,719,687	\$19,851,449	\$22,411,732	\$21,251,206
CARES Act Covid-10 Fund <sup>6</sup>	\$0	\$0	\$65,486	\$5,877,687
<b>Total</b>	<b>\$720,667,815</b>	<b>\$770,502,384</b>	<b>\$787,669,954</b>	<b>*\$873,472,988</b>
<b>Expenditures<sup>1-6</sup></b>	<b>FY 2018</b>	<b>FY 2019</b>	<b>FY 2020</b>	<b>FY 2021</b>
Personnel Costs	\$114,152,124	\$118,331,785	\$123,658,416	\$125,836,563
Operating Expenditures	\$102,292,368	\$95,713,628	\$92,690,148	\$98,583,413
Capital Outlay <sup>3</sup>	\$504,661,918	\$549,813,087	\$582,847,403	\$543,644,786
Trustee/Benefit Payments	\$18,634,909	\$18,162,284	\$17,855,871	\$26,483,507
<b>Total</b>	<b>\$739,741,319</b>	<b>\$782,020,784</b>	<b>\$815,051,836</b>	<b>*\$794,548,269</b>

\*Figures may change slightly as end-of-fiscal-year numbers become available

Footnotes:

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

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

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

<sup>4</sup>Strategic Initiatives Program Fund as established in Idaho Code 40-719.

<sup>5</sup>Transportation Expansion and Congestion Mitigation Fund as established in Idaho Code 40-720.

<sup>6</sup>CARES Act COVID-19 Fund established to track Federal expenditures and reimbursements

<sup>7</sup>\$4 million was transferred into the State Aeronautics Fund and \$74.8 million was transferred into the Strategic Initiatives Program Fund for FY21 from the Governor's "Building Idaho's Future".

**Caseload and/or Key Services Provided**

	<b>2017</b>	<b>2018</b>	<b>2019</b>	<b>2020</b>
Idaho Population	1.72 million	1.75 million	1.79 million	1.84 million
Licensed Drivers	1.21 million	1.26 million	1.27 million	1.29 million
Vehicle Registrations	1.79 million	1.84 million	1.86 million	1.82 million
Annual Miles Driven - <i>on State Highway System</i>	9.64 billion	9.98 billion	10.12 billion	9.72 billion
Short Tons of Freight Moved – <i>on State Highway System</i>	222.0 million	229.0 million	*Pending	TBD

\*Data will be available in August 2021 for final report

## Licensing Freedom Act

Agencies who participate in licensure must report on the number of applicants denied licensure or license renewal and the number of disciplinary actions taken against license holders. Additionally, we have begun tracking complaints against the department for each license type described below. We are tracking dates, license type, nature of the complaint (cost, requirements, timeliness, etc.), customer contact info, and applicable additional details. We have not historically tracked this information, but we rarely receive complaints regarding the restrictiveness of licensing. In accordance with the principles of the Licensing Freedom Act, we strive to assist and support Idaho business owners to promote economic opportunity.

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

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

	FY 2018	FY 2019	FY 2020	FY 2021
<b>VEHICLE – DEALER</b>				
Total Number of Licenses	1,182	1,213	1,251	1,201
Number of New Applicants Denied Licensure	0	0	0	2
Number of Applicants Refused Renewal of a License	0	0	0	0
Number of Complaints Against Licensees	179	80	141	213
Number of Final Disciplinary Actions Against Licensees	8	2	5	12
<b>VEHICLE – DISTRIBUTOR</b>				
Total Number of Licenses	165	164	178	157
Number of New Applicants Denied Licensure	0	0	0	0
Number of Applicants Refused Renewal of a License	0	0	0	0
Number of Complaints Against Licensees	0	0	0	0
Number of Final Disciplinary Actions Against Licensees	0	0	0	0
<b>VEHICLE – DISTRIBUTOR BRANCH</b>				
Total Number of Licenses	N/A			N/A
Number of New Applicants Denied Licensure				
Number of Applicants Refused Renewal of a License				
Number of Complaints Against Licensees				
Number of Final Disciplinary Actions Against Licensees				
<b>VEHICLE – DISTRIBUTOR BRANCH REPRESENTATIVE</b>				
Total Number of Licenses	N/A			N/A
Number of New Applicants Denied Licensure				
Number of Applicants Refused Renewal of a License				
Number of Complaints Against Licensees				
Number of Final Disciplinary Actions Against Licensees				
<b>VEHICLE – DISTRIBUTOR REPRESENTATIVE</b>				
Total Number of Licenses	547	567	496	500

	FY 2018	FY 2019	FY 2020	FY 2021
Number of New Applicants Denied Licensure	0	0	0	0
Number of Applicants Refused Renewal of a License	0	0	0	0
Number of Complaints Against Licensees	0	0	0	0
Number of Final Disciplinary Actions Against Licensees	0	0	0	0
<b>VEHICLE – FACTORY BRANCH</b>				
Total Number of Licenses	N/A			N/A
Number of New Applicants Denied Licensure				
Number of Applicants Refused Renewal of a License				
Number of Complaints Against Licensees				
Number of Final Disciplinary Actions Against Licensees				
<b>VEHICLE – FACTORY BRANCH REPRESENTATIVE</b>				
Total Number of Licenses	N/A			N/A
Number of New Applicants Denied Licensure				
Number of Applicants Refused Renewal of a License				
Number of Complaints Against Licensees				
Number of Final Disciplinary Actions Against Licensees				
<b>VEHICLE – MANUFACTURER</b>				
Total Number of Licenses	62	56	52	75
Number of New Applicants Denied Licensure	0	0	0	0
Number of Applicants Refused Renewal of a License	0	0	0	0
Number of Complaints Against Licensees	0	0	0	0
Number of Final Disciplinary Actions Against Licensees	0	0	0	0
<b>VEHICLE – MANUFACTURER REPRESENTATIVE</b>				
Total Number of Licenses	127	121	163	190
Number of New Applicants Denied Licensure	0	0	0	0
Number of Applicants Refused Renewal of a License	0	0	0	0
Number of Complaints Against Licensees	0	0	0	0
Number of Final Disciplinary Actions Against Licensees	0	0	0	0
<b>VEHICLE – SALESMAN</b>				
Total Number of Licenses	6,000-7,000	6,661	6,551	6,273
Number of New Applicants Denied Licensure	1	0	0	0
Number of Applicants Refused Renewal of a License	0	0	0	0
Number of Complaints Against Licensees	0	0	0	0
Number of Final Disciplinary Actions Against Licensees	1	0	0	0
<b>VEHICLE – WHOLESALE DEALER</b>				
Total Number of Licenses	44	36	28	33
Number of New Applicants Denied Licensure	0	0	0	0
Number of Applicants Refused Renewal of a License	0	0	0	0
Number of Complaints Against Licensees	0	0	0	0
Number of Final Disciplinary Actions Against Licensees	0	0	0	0

**Committed to Provide the Safest Transportation System and Work Environment**

Performance Measure		CY13-17	CY14-18	CY15-19	CY16-20	CY17-21
1. Five-Year Annual Fatality Rate Per 100 Million Miles Traveled	actual	1.34	1.30	1.35	1.34*	----
	target	1.19	1.33	1.40	1.41	1.38

• Estimate only – final not available until Feb/March 2022

**Committed to Provide a Mobility-Focused Transportation System that Drives Economic Opportunity**

Performance Measure		CY2017	CY2018	CY2019	CY2020	CY2021
2. % Pavement in Good or Fair Condition	actual	88%	91%	92%	87%	--%
	target	80%	80%	80%	80%	80%
3. % Bridges in Good or Fair Condition	actual	74%	75%	75%	77%	--%
	target	80%	80%	80%	80%	80%
		<b>CY16-17</b>	<b>CY17-18</b>	<b>CY18-19</b>	<b>CY19-20</b>	<b>CY20-21</b>
4. % of Time Mobility Unimpeded during Winter Storms ( <i>winter season; Dec. - March</i> )	actual	74%	85%	86%	85%	84%
	target	73%	73%	73%	73%	73%

**For More Information, Contact**

Scott Stokes, Chief Deputy  
Idaho Transportation Department  
3311 West State Street  
Boise, ID 83707-1129  
Phone: (208) 334-8027  
E-mail: [Scott.Stokes@itd.idaho.gov](mailto:Scott.Stokes@itd.idaho.gov)



## Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date July 22, 2021Consent Item ☐Information Item ☒Amount of Presentation Time Needed 20

Presenter's Name	Presenter's Title	Initials	Reviewed By
Jeff Marker	Aeronautics Administrator	jlm	LSS
Preparer's Name	Preparer's Title	Initials	
Jeff Marker	Aeronautics Administrator	jlm	

### Subject

Aeronautics Revenues and Capital Facilities		
Key Number	District	Route Number
	Aero	

### Background Information

This is an informational presentation discussing the Division of Aeronautics' capital facilities program needs and the Division's historical revenues. During the June District 3/Aeronautics backcountry tour, the Aero Administrator made comments about the Division's annual capital facilities budget relating to meeting the statewide needs for 34 locations.

The Chairman requested the Aero Administrator to provide a complete list of facilities' needs and a historical review of the Division's revenue streams at the next Board meeting. This presentation is to meet that task.

This item is potentially related to the legislature budget line items being considered by the department.

### Recommendations

None. Information only.

### Board Action

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

## Aero Facility Ranking Priorities

Airport	Ranking	Facility	Project	Estimated Cost	Purpose	Status
Smiley Creek	1	B8031	Re-side pumphouse with hardy board, paint, install new roof	\$25,000.00	Preservation	Weather, animal damage
Smiley Creek	2	B8030	Re-side shower building with hardy board, paint, install new roof	\$65,000.00	Preservation	Weather, animal damage
Stanley	3	B8009	Rebuild/increase size of maintenance shed to include installing pit toilets	\$200,000.00	Preservation	Meet sanitation and equipment needs
Smiley Creek	4	B8170	Insulate and apply panel sheeting to inside of the new maintenance shed	\$75,000.00	Insulation	
Garden Valley	5	Y813	Resleeve 7 culverts with plastic culvert liners (culverts under runway)	\$225,000.00	Replace	End of lifespan
Garden Valley	6	B8016	Harden pump house, build river bank erosion control riprap	\$100,000.00	Preservation	Continued erosion
Big Creek	7	B8004	Rebuild tractor/maintenance shed	\$200,000.00	Replace	End of lifespan, does not meet equipment size needs
Big Creek	8	Y812	Replace culverts	\$75,000.00	Replace	End of lifespan
Big Creek	9	B8012	Rebuild pump house, install bank erosion control	\$15,000.00	Rebuild	End of lifespan
Stanley	10	Y821	Extend asphalt on the runway, tie-down / aircraft parking area	\$125,000.00	Extend	Safety; minimize runway "dip" at pavement end
Johnson Creek	11	B8021	Refurbish pump house, install bank erosion control	\$25,000.00	Refurbish	Rip-Rap bank and update building to reduce rodent damage
Johnson Creek	12	B8011	Design and install caretaker quarters with self standing snow roof	\$150,000.00	Preservation	Winter building stability
Cavanaugh Bay	13	B8020	Design and install caretaker quarters with self standing snow roof	\$150,000.00	Preservation	Winter building stability
Cavanaugh Bay	14	Y819	Build outhouse for year-around operations	\$50,000.00	Sanitation	
Cavanaugh Bay	15	Y818	Build campground pilot meeting area / basic outdoor kitchen facility	\$40,000.00	Build	Meet sanitation needs
Henry's Lake	16	B8070	Rebuild tractor/maintenance shed	\$125,000.00	Replace	Meet equipment size requirements
Bruce Meadows	17	Y827	Replace culverts	\$100,000.00	Replace	End of lifespan
Johnson Creek	18	B8025/B8026	Rebuild larger winter storage sheds	\$150,000.00	Expand	Protect equipment from winter weather
Porthill	19	B8003	Connect water to hangar for equipment maintenance	\$3,500.00	Preservation	Equipment wash capability
Big Creek	20	Y812	Update water / sprinkler system (pod system)	\$7,500.00	Replace	End of lifespan
Cavanaugh Bay	21	Y819	Update water / sprinkler system	Pending	Replace	End of lifespan
Johnson Creek	22	Y814	Update water / sprinkler system	Pending	Replace	End of lifespan
Garden Valley	23	Y813	Update water / sprinkler system	Pending	Replace	End of lifespan
Smiley Creek	24	Y817	Update water / sprinkler system	Pending	Replace	End of lifespan
Smiley Creek	25	Y817	Build outhouse for year-around operations	\$50,000.00	Sanitation	
Johnson Creek	26	B8019	Replace shower facility and gazebo area (Garden Valley model)	\$200,000.00	Replace	End of lifespan
Johnson Creek	27	B8006	Remodel staff bunk quarters	\$50,000.00	Renovation	Not currently designed for team
Garden Valley	28	B8005	Rebuild maintenance shop to include tractor sun shade	\$150,000.00	Renovation	Dose not meet equipment size needs
Cavanaugh Bay	29	B8010	Build tractor sun shade off shop	\$15,000.00	Build	Protect equipment from weather
Thomas Creek	30	B8033/B8034	Build new Outhouse	\$6,000.00	Replace	End of lifespan
Johnson Creek	31	Y814	Install security cameras	\$1,000.00	Preservation	Monitor for winter
Cavanaugh Bay	32	Y819	Install security cameras	\$1,000.00	Preservation	Monitor for winter
Garden Valley	33	Y813	Install security cameras	\$1,000.00	Preservation	Monitor for winter
Smiley Creek	34	Y817	Install security cameras	\$1,000.00	Preservation	Monitor for winter
Magee	35	Y819	Build covered picnic area	\$5,000.00	Build	Campground improvement
Magic Reservoir	36	Y833	Build covered picnic area	\$5,000.00	Build	Campground improvement
Aero Maintenance Shop		B8002	Aero's Maintenance shop relocated / rebuilt. With covered area for equipment	\$2,000,000.00	Replace	End of lifespan
		B, Y, D	Building, Yard, De-icer			





## Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date July 22, 2021Consent Item ☐Information Item ☒Amount of Presentation Time Needed 20

Presenter's Name	Presenter's Title	Initials	Reviewed By
Ben Elkins	UAS Coordinator	bde	LSS
Preparer's Name	Preparer's Title	Initials	
Ben Elkins	UAS Coordinator	bde	

### Subject

Unmanned Aircraft Systems (UAS) Program Overview		
Key Number	District	Route Number
	AERO	

### Background Information

Provide overview of Unmanned Aircraft Systems (UAS) program being developed through Aeronautics for the Idaho Transportation Department, to include program vision, structure, operational requirements, training, as well as, specific focus on key highway projects and infrastructure that increase efficiency and safety, while reducing the impact on the public.

### Recommendations

Unmanned Aircraft Systems (UAS) program overview is informational only.

### Board Action

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



## Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date July 22, 2021Consent Item ☐Information Item ☐Amount of Presentation Time Needed 15 minutes

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

### Subject

TECM Funded Design Projects Exceeding \$1 Million		
Key Number n/a	District statewide	Route Number various

### Background Information

The Board previously approved TECM-funded projects to be added to the ITIP, reallocated GARVEE savings from I-84 to advance the final design of the ultimate improvements in the SH-16 corridor, and funded the Planning & Environmental Linkages (PEL) for the US-20 Ashton to Targhee corridor.

The Request for Proposals (RFP) to solicit interest from firms for various services have been posted, and several selections have already been made.

In order to move swiftly through the scope and cost negotiations and execute agreements with firms as soon as they are negotiated, we are requesting to exceed the \$1 million limit up to the amounts previously approved by the Board as shown on the following resolution.

Subsequent phases or increases above the amount listed will be presented to the Board for approval.

### Recommendations

Consider Resolution on page 99.

### Board Action

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

WHEREAS, the Idaho Transportation Board approved the addition of the following projects to the Idaho Transportation Investment Program (ITIP) in order to advance their development and readiness; and

WHEREAS, Board Policy 4001 requires Board approval to exceed \$1 million on professional services agreements; and

WHEREAS, the following projects are either actively soliciting proposals from interested firms/teams or the scope and costs are being negotiated; and

WHEREAS, it is advantageous to expedite the agreements to begin work as soon as possible.

*NOW THEREFORE BE IT RESOLVED, that the Board approves professional services agreements to be executed up to the stated amount for the particular phase listed.*

District	Location	Phase of Services	Amount (\$ million)
1	I-90, Washington State Line to Coeur d'Alene	Environmental Study & Preliminary Design	5
2	US-95, Spalding Bridge & US-12, Arrow Bridge	Environmental Study	3
3	SH-16, I-84 to US-20/26 & SH-44 IC Phase 3	Final Design	15*
3	US-20/26, Middleton Rd to Star Rd	Preliminary & Final Design	12
3	I-84, Karcher IC (exit 33)	Preliminary & Final Design	2
3	I-84, Centennial IC to Franklin IC (exit 27 -29)	Preliminary & Final Design	8
3	I-84, SH-44 IC to Centennial Way IC (exit 25 - 27)	Environmental Study	2
3	SH-55, Pear Lane to Indiana Ave.	Preliminary & Final Design	10
4	SH-75, Timmerman Jct to Timber Way	Environmental Re-evaluation	3
4	I-84, Burley & Heyburn Interchanges	Environmental Study thru Final Design	16
4	I-84, South Jerome IC to Twin Falls IC	Environmental Study thru Final Design	10
5	I-15, Pocatello to Idaho Falls	Environmental Study	5
6	US-20, Ashton to Targhee Pass	PEL & Environmental Study	5**

\* GARVEE-funded

\*\* ST-funded (non-TECM)



# Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date 07/22/2021

Consent Item ☐

Information Item ☒

Amount of Presentation Time Needed 15 Minutes

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

## Subject

DMV Update (Operations and Technology)		
Key Number	District	Route Number

## Background Information

Providing an update to the board on the current state of DMV Operations and Technology.

## Recommendations

This update is just for Board Information

## Board Action

☐ Approved    ☐ Deferred \_\_\_\_\_

☐ Other \_\_\_\_\_



# Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date July 22, 2021

Consent Item ☐

Information Item ☐

Amount of Presentation Time Needed 5 Minutes

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

## Subject

2021-22 ITD Administrative Rulemakings		
Key Number	District	Route Number

## Background Information

This agenda item covers proposed changes to several DMV fee rules. Through hard work and collaboration with the Governor's Office, the Division of Financial Management (DFM), DMV staff and the Idaho Transportation Board, this has been another opportunity to continue our efforts of streamlining and updating the language within multiple rule chapters.

The changes being proposed directly support Governor Little's Red Tape Reduction Initiative and are strongly supported by DFM. Changes are predominantly focused on non-substantive modifications and removing restrictions and redundancies with Idaho Code. Also important to note, no fees are being increased or revised. Proposed changes are being made to the following DMV fee chapters:

- [39.02.04](#): Rules Governing Manufacturer & New Vehicle Dealer Hearing Fees
- [39.02.05](#): Rules Governing Issuance of Certificate of Title
- [39.02.41](#): Rules Governing Special Provisions Applicable to Fees for Services
- [39.02.60](#): Rules Governing License Plate Provisions

These rules went through the negotiated rulemaking process and a meeting was held on the afternoon of Monday, June 21<sup>st</sup>. No comments were made or received. These changes will be incorporated into the 2021-22 omnibus fee rulemakings with an effective date of *sine die* 2022.

## Recommendations

Please see the resolution on page 130.

## Board Action

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

#### 39.02.04 – RULES GOVERNING MANUFACTURER AND NEW VEHICLE DEALER HEARING FEES

##### 000. LEGAL AUTHORITY.

This rule is adopted under the authority of Sections 49-201 and 49-1617(4), Idaho Code, and the Vehicle Dealer Act, Chapter 16, Title 49, Idaho Code. (7-1-21)T

##### ~~001. TITLE AND SCOPE PURPOSE.~~

This rule ~~is titled IDAPA 39.02.04, "Rules Governing Manufacturer and New Vehicle Dealer Hearing Fees,"~~ and clarifies the process of collecting filing fees for hearings conducted by the Department for settling disputes between manufacturers and new vehicle dealers. (7-1-21)T

##### 002. -- 099. (RESERVED)

##### 100. GENERAL PROVISIONS.

01. **Hearing Officer Appointment.** The Director will appoint a hearing officer in Ada County to hear the dispute, who is not a current employee of either a manufacturer or dealer. (7-1-21)T

~~02. Location of Hearings. All hearings will be held in Ada County, Boise, Idaho. (7-1-21)T~~

03. **Hearing Filing Fee.** The dealer requesting a hearing ~~shall~~ will deposit a filing fee of two-thousand dollars (\$2,000) with the Department. The Department ~~shall~~ will apply the filing fee toward the verifiable hearing costs, which ~~shall~~ include: ( )

~~a. The hearing officer fee and expenses; ( )~~

~~b. Department legal expenses; ( )~~

~~c. Department investigative expenses pertaining to the dispute; ( )~~

~~d. A court recorder, hearing transcript, any witness fees; and ( )~~

~~e. Other Department verifiable expenses. ( )~~

03. **Hearing Fee Refunds and Additional Charges.** If the total verifiable costs of the hearing are less than ~~two thousand dollars (\$2,000)~~ the filing fee, the Department ~~shall~~ will refund the balance. ~~Any If the~~ costs exceeding the ~~two thousand dollars (\$2,000)~~ filing fee, ~~the Department shall~~ will be billed to the responsible party for the remainder which is payable after the Department renders a decision. (7-1-21)T

##### 101. -- 999. (RESERVED)

### 39.02.05 – RULES GOVERNING ISSUANCE OF CERTIFICATES OF TITLE

#### 000. LEGAL AUTHORITY.

Under the authority of Sections 49-201, 49-504, 49-507 and 49-525, Idaho Code, the Department adopts the following rule. (7-1-21)T

#### 001. ~~TITLE AND SCOPE~~ **PURPOSE.**

~~01. Title. These rules shall be cited as IDAPA 39.02.05 “Rules Governing Issuance of Certificates of Title.” (7-1-21)T~~

~~02. Scope. These rules identify requirements for the issuance of certificates of title, pursuant to Title 49, Chapter 5, Idaho Code. (7-1-21)T~~

#### 003. – 009. (RESERVED)

#### 010. DEFINITIONS.

**01. Appropriate Governmental Entity.** The agency or organization employing the authorized officers who take an abandoned vehicle into custody or direct a vehicle to be stored or towed. (7-1-21)T

**02. Assembled Vehicle.** A vehicle which has been constructed using parts from two (2) or more vehicles and has the same appearance as a vehicle that was manufactured under a specific make and model by a manufacturer. Changes may include frame and/or cab changes. See Section 305 for title application requirements. (7-1-21)T

**03. Body/Center Passenger Area.** The center structure, either of a unibody or frame-type passenger vehicle, consisting of a unit of sheet metal and structural components that extends from the firewall to the back of the rear seat or to the factory seam separating the rear section or the centerline of the rear wheels, i.e. cowl panel, dash panel, floor pans, center side body panels, side rails, rocker panels, and other such component parts that may be pertinent to this section. (7-1-21)T

**04. Brand.** A ~~description~~ designation on a vehicle’s certificate of title or other ownership document, or its title record, as determined by the Department or the equivalent agency of another jurisdiction, which indicates and advises future owners and interested parties that: (7-1-21)T

**a.** The vehicle has or has had a relevant physical condition, modification, construction, alteration or history of use that may affect the value or safety of the vehicle; or (7-1-21)T

**b.** Past or present ownership of the vehicle could not be clearly established to the satisfaction of the Department or the equivalent agency of another jurisdiction. (7-1-21)T

**05. Cab.** The passenger compartment of a common truck or pickup truck. It is a unit of sheet metal and structural components including the top/roof and the cowl which may or may not include glass, instrumentation, steering column and seat. (7-1-21)T

**06. Canadian Vehicle.** A vehicle originally manufactured to meet Canadian motor vehicle safety standards. (7-1-21)T

**07. Electronic Title.** A title created and maintained in an electronic format by a jurisdiction. Any reference to a certificate of title in this rule will also apply to an electronic title. (7-1-21)T

**068. Frame.** The heavy metal structure that supports the auto body and other external component parts on body-over-frame constructed vehicles only. (7-1-21)T

**079. Gray Market Vehicle.** A vehicle being imported into the U.S. that was manufactured for use outside of the U.S. ~~for use in other countries that~~ and did not meet U.S. Federal Motor Vehicle Safety Standards or Environmental Protection Agency requirements at the time of manufacture. This does not include vehicles manufactured to meet Canadian Motor Vehicle Safety Standards. (7-1-21)T

**108. Mileage.** Actual distance that a vehicle has traveled. (7-1-21)T

**0911. Replica Street Rod.** A vehicle made to replicate any pre-1949 vehicle which has had a significant drive train update from a more modern vehicle. Changes may include engine, transmission, rear axle and other suspension components. The body will resemble the same as the manufacturer's original issue. See Section 305 for title application requirements. (7-1-21)T

**129. Street Rod Vehicle.** Any pre-1949 manufactured vehicle which has had a significant drive train update from a more modern vehicle. Changes may include engine, transmission, rear axle, and other suspension components. The body will be the same as the manufacturer's original issue. See Section 305 for title application requirements. ( )

**113. Transferee.** Any person to whom the ownership of a motor vehicle is transferred, ~~or any person who, as agent, accepts transfer of ownership of a motor vehicle for another,~~ by purchase, gift or any means other than creation of a security interest, and any person who, as agent, signs an odometer disclosure statement for the transferee. (7-1-21)T

**124. Transferor.** Any person who transfers ~~their vehicle~~ ownership of a motor vehicle ~~or any person who, as agent, transfers the ownership of another's motor vehicle~~ by sale, gift or any means other than creation of a security interest, and any person who, as agent, signs an odometer disclosure statement for the transferor. (7-1-21)T

**011. – 099. (RESERVED)**

**100. GENERAL.**

The Department will issue a Certificate of Title on any vehicle if the applicant can show proper documentation of ownership, there are no undisclosed security interests in the vehicle, and other requirements for titling have been satisfied. Unless otherwise specified in statute or administrative rule, such proper documentation of ownership will be limited to: (7-1-21)T

**01. Certificate of Title.** A valid Idaho Certificate of Title or a valid Certificate of Ownership issued by another state, province or country according to the applicable laws of another state, province or country, which has been duly assigned or transferred to the applicant if issued in another's name. (7-1-21)T

**02. MCO/MSO.** A properly executed Manufacturer's Certificate of Origin (MCO) or Manufacturer's Statement of Origin (MSO) in the case of a new vehicle being titled for the first time. (7-1-21)T

**03. Certificate of Registration.** A Certificate of Registration from a non-titling state, province or country, together with a bill of sale from the registrant if other than the applicant. (7-1-21)T

**04. Transfer by Operation of Law.** In the case of a transfer by operation of law, a certified copy of a valid court order, decree, or instrument upon which the claim of possession and ownership is founded, passing title to the applicant as a matter of law (for example: a property settlement, divorce decree, or execution sale's certificate of sale or bill of sale), together with an affidavit by the person or agent of the person to whom possession of the vehicle so passed, setting forth facts entitling him to possession and ownership. (7-1-21)T

**05. Salvage Vehicles.** For a salvage vehicle, a salvage certificate of title or other salvage ownership document issued by another state, province, or country according to the applicable laws of that state, province, or country, duly assigned or transferred to the applicant if issued in another's name. (7-1-21)T



**06. Specially Constructed Vehicles.** (7-1-21)T

**a.** For a specially constructed vehicle as defined by Section 49-123(p)(i) or (iii), Idaho Code, the original ownership document for the vehicle from which the body or cab being used has been taken unless the vehicle is from a state that requires the ownership document to remain with the frame in which case a copy of the ownership document verified to be a true and correct copy of the original, together with a bill of sale from the owner to whom the ownership document was issued if different than the applicant, and a bill of sale, invoice, or other proof of acquisition for any of the following major components used in the vehicle's construction: (7-1-21)T

i. Frame or rails; (7-1-21)T

ii. Engine or short block; (7-1-21)T

iii. Transmission and/or transfer case; (7-1-21)T

iv. Front and rear clips; or (7-1-21)T

v. Truck bed or box; (7-1-21)T

**b.** Each bill of sale for major component parts is to include the following: (7-1-21)T

i. Name of purchaser; (7-1-21)T

ii. Vehicle Identification Number (VIN) or engine number for a motorcycle, if applicable; (7-1-21)T

iii. Description of major component part (by make, body type, year of manufacture, if applicable); (7-1-21)T

iv. Purchase price; and (7-1-21)T

v. Signature of seller. (7-1-21)T

**c.** For a specially constructed vehicle as defined by Section 49-123(p)(ii), Idaho Code, bills of sale, receipts, invoices or other proof of acquisition for the materials used in the construction. (7-1-21)T

**d.** For a specially constructed vehicle as defined by Section 49-123(p)(iv), Idaho Code, a properly executed manufacturer's certificate of origin (MCO) or manufacturer's statement of origin (MSO) for the custom kit, or if no MCO was issued, a factory invoice or bill of sale from the selling dealer, together with a statement certifying no MCO was issued for the kit. (7-1-21)T

**101. – 199. (RESERVED)**

**200. LIEN FILING.**

**01. Date of Lien Filing.** All title applications submitted to the Department or its agent for filing will include the date of filing. (7-1-21)T

**a.** If a lien is listed on a title application, the date the application is received by the Department or its agent will be the date of the filing of the lien. (7-1-21)T

**b.** A lien is perfected as of the date of the filing of a properly completed application with the department or an agent of the department. All liens filed with the department will take priority according to the order in which the properly completed applications are filed with the department or an agent of the department. The priority of liens will not be affected should the department fail to note one or more on the title or on the electronic records of the department due to error. (7-1-21)T

**02. Out-of-State Transfer.** If a lien was previously recorded on an out-of-state title, and the title is being surrendered to Idaho for issuance of a new certificate of title and the lien is still in effect, the Department will honor the previously recorded date shown on the out-of-state title, provided that at least one of the previous owners' names will remain on the new Idaho title. If there is no recorded date on the title, the following will be captured as the recorded date if displayed on the title with priority according to the order listed: (7-1-21)T

**a.** Application date; (7-1-21)T

**b.** Issue date; and (7-1-21)T

**c.** Print date (7-1-21)T

**d.** If none of the aforementioned dates are present, the Department will consider other evidence provided in the documentation submitted with the title application to determine a filing date. (7-1-21)T

**e.** In the event that no other evidence is provided to reasonably determine the date of the lien's filing, the date the title application is filed with the Department will be the recorded date. (7-1-21)T

**03. Name Change Only.** If a name change is being requested on a title containing a recorded lien, and the lien is not being released, the original recorded date will be retained for the lien filing, provided that the new title will retain the name of the same lienholder and at least one (1) of the previous owners. (7-1-21)T

**04. Taxable Transfer of Ownership.** In the case of a taxable transfer of ownership, where the lien was not released, and the new title will have the same lienholder, a new recorded date will be assigned to the lien, unless the lienholder has specified that the new owners have assumed the lien. (7-1-21)T

**05. Lien Assumptions.** If a lienholder specifies that a contract has been assumed by a new owner, and the new owner has assumed the terms of the previous lien, the original date will be retained on the new certificate of title. (7-1-21)T

## **201. ODOMETERS.**

**01. Disclosures.** (7-1-21)T

**a.** In compliance with 49 CFR Part 580, when ownership of a motor vehicle is transferred: (7-1-21)T

**i.** The transferor will disclose mileage to the transferee. (7-1-21)T

**ii.** When a motor vehicle is leased, the lessee will disclose mileage to the lessor. If the lessor transfers the leased vehicle without obtaining possession of it, the lessor may indicate on the title the mileage disclosed by the lessee." (7-1-21)T

**02. Record Retention** (7-1-21)T

**a.** Documents and records will be retained by dealers, distributors, lessors, auctions, and the department in compliance with 49 CFR Part 580. (7-1-21)T

**Procedures.** ( )

~~**a.** Department Requirement. The Department will enter the odometer reading and status as provided by a dealer or private seller or transferor on the Certificate of Title when printed unless previously recorded as exempt with no reading. ( )~~

~~**b.** Used Vehicle Transferor/Seller Requirements. When a used vehicle is transferred, the transferor will record the odometer reading on the title certificate using indelible ink. If the vehicle has not been titled or if the~~

~~title does not contain a space for the information required, the written disclosure will be executed as a separate statement.~~ ( )

~~c. New Vehicle Transferor/Seller Requirements. When a new vehicle is retailed, the transferor will provide a written disclosure on the MCO or on a separate document.~~ ( )

~~d. Use of Power of Attorney. When the transferor's title is physically held by a lienholder or if the transferor to whom the title was issued has lost the title and the transferee obtains a duplicate title on behalf of the transferor, the transferor may give a power of attorney to his transferee for the purposes of mileage disclosure.~~ ( )

~~e. Reassignments. When all available reassignments on a title certificate have been used, subsequent reassignments will be made on a separate reassignment document printed by the Department or by another state's motor vehicle Department.~~ ( )

## ~~02. Exemptions.~~ ( )

~~a. Transferor/Seller Exemptions. A transferor is not required to disclose the vehicle's odometer reading for any of the following:~~ ( )

~~i. A vehicle having a gross vehicle weight rating over sixteen thousand (16,000) pounds;~~ ( )

~~ii. A vehicle which is not self propelled;~~ ( )

~~iii. A vehicle sold directly by the manufacturer to any agency of the United States in conformity with contractual specifications;~~ ( )

~~iv. A vehicle which is ten (10) years old or older. To calculate the vehicle's age, simply subtract the model year from the calendar year; or~~ ( )

~~b. Manufacturers' Exemptions. A manufacturer of a new vehicle may transfer, for purposes of resale, to a franchised dealer without disclosure of the vehicle's odometer.~~ ( )

## **202. VEHICLE IDENTIFICATION NUMBER (VIN) INSPECTIONS.**

**01. Authorized Inspectors.** The following individuals, agents or agencies are authorized to complete Vehicle Identification Number (VIN) inspections: (7-1-21)T

**a.** Peace Officers and Special Agencies Inspections. As part of their regular assigned duties, any city, county, state or federal peace officer, or specified agent of the Department, may complete a VIN inspection. (7-1-21)T

**b.** Vehicle Dealer Inspections. Licensed Idaho vehicle dealers may complete VIN inspections. (7-1-21)T

**c.** Financial Institution Inspections. An employee of any bank that is authorized to do business in Idaho or an employee of any other financial institution registered with the Department of Finance, may complete VIN inspections as a part of normal business activity. (7-1-21)T

**d.** Special Agent Inspections. Other special designated agents of the Department may complete VIN inspections, as stipulated in a formal agreement between the Department and the special agent, i.e. vehicle rental companies allocating portions of their fleets to Idaho. (7-1-21)T

**e.** Out-of-state Inspectors. For a vehicle located in another state, a VIN inspection is acceptable when completed by any city, county, state or federal peace officer, or any employee of the state's vehicle titling and registration agency. (7-1-21)T

**02. VIN Inspections Required.** A VIN inspection is ~~required~~ necessary whenever the current certificate of title was not issued for the vehicle by this state or whenever the Department is dissatisfied with the authenticity or accuracy of the vehicle identification number. (7-1-21)T

**203. – 299. (RESERVED)**

**300. TITLE BRANDING.**

**01. Brand Disclosure.** (7-1-21)T

**a.** Upon sale by a dealer of any salvage or total loss vehicle or branded vehicle or branded certificate of title, disclosure of the vehicle's salvage or branded status, will be conspicuously disclosed to the buyer and a record ~~must~~ will be maintained by the dealer. Disclosure may be made on a form as provided by the Department for a report of sale. The buyer ~~must~~ will sign that they have received disclosure of the vehicle brand. Proof of disclosure ~~must~~ will be submitted to the Department. (7-1-21)T

**b.** Upon sale by a private party of any salvage or total loss vehicle or branded vehicle or vehicle with a branded certificate of title, disclosure of the vehicle's salvage or branded status, will be conspicuously disclosed to the buyer. (7-1-21)T

**02. Branding Time Frame.** Each branded vehicle and branded certificate of title will retain that brand throughout the existence of the vehicle regardless of its age or value unless the brand has an expiration date. (7-1-21)T

**03. Brands Removed.** (7-1-21)T

**a.** If any salvage vehicle leaves the state of Idaho with or without an Idaho salvage certificate of title and such vehicle returns to Idaho, it will once again be subject to the requirements under Idaho Code and this rule. (7-1-21)T

**b.** If a vehicle with a branded Idaho title leaves Idaho and then returns with a title or other ownership document issued by another jurisdiction that has either no brand or a different brand for the same incident that caused the brand on the Idaho title. (7-1-21)T

**i.** If the brand on the Idaho title originated in Idaho, the Idaho brand will be reinstated. This will occur even if the National Motor Vehicle Title Information System (NMVTIS) returns a different brand for the same incident. (7-1-21)T

**ii.** If the brand on the Idaho title originated in another state, the Idaho title will be issued with any brand retrieved from NMVTIS if for the same incident that caused the brand on the original Idaho title. If no brand is retrieved from NMVTIS for this incident, the brand on the previous Idaho title will be reinstated. (7-1-21)T

**301. BONDED TITLE.**

**01. Conditions and Requirements.** Application may be made for a "bonded title" when the applicant has actual possession of the vehicle but is unable to provide proper documentation of ownership. (7-1-21)T

**a.** Proper Documentation Cannot Be Obtained. The applicant ~~must~~ will satisfy the Department that proper documentation to obtain a regular title cannot be obtained. However, the applicant ~~must~~ will provide sufficient documentation to satisfy the Department that it is more probable than not that the applicant is the owner of the vehicle. (7-1-21)T

**b.** Vehicle Physical Inspection. The applicant ~~must~~ will produce the vehicle for a physical inspection by a representative designated by the Department. (7-1-21)T

c. Affidavit of Explanation. The applicant ~~must~~ will provide an affidavit explaining the reasons for the absence of a valid Certificate of Title or Certificate of Ownership or other documentation of ownership identified in Section 100 of this rule, and how the vehicle came into the possession of the applicant. A listing of any liens (loans) or encumbrances against the vehicle; the name of the state, province or country where the vehicle was last titled, or last registered if from a non-titling state, province, or country; and the name under which the vehicle was last titled, or last registered if from a non-titling state, province or country is also ~~required~~ necessary. (7-1-21)T

d. Bond. The applicant will provide the Department with a bond in the amount of one (1) and one-half (1/2) times the value of the vehicle or a cash deposit of like amount, as provided in Section 49-523(b), Idaho Code. A cash bond will be in the form of a cashier's check, money order or certified check made payable to the Idaho Transportation Department. The form of the bond will conform to the form ITD 3909, Vehicle Ownership Bond, which can be obtained by calling 208-334-8663 during regular business hours. (7-1-21)T

e. Vehicle Appraisal. The applicant will provide an appraisal of the vehicle either by a licensed Idaho automobile dealer on the dealer's letterhead or other form provided by the Department with dealer's number, or by a Motor Vehicle Investigator. The appraisal will reflect the current retail value of the vehicle. This appraisal will be considered by the Department to determine the value of the vehicle. (7-1-21)T

f. Application for Title. The applicant will apply for title within ninety (90) days of the bond's issuance. Should the application for title occur more than ninety (90) days from the issue date of the bond or any subsequent rider, the applicant will obtain a rider to provide bond coverage for three (3) years. (7-1-21)T

g. Bonded Title Brand. Upon satisfying the Department's requirements for a bonded title, the applicant will be issued a title bearing the brand "Bonded Title" and the brand's expiration date, which will be three (3) years from the following: (7-1-21)T

i. Date of issuance of the bond unless a bond rider was issued; or (7-1-21)T

ii. If one or more bond riders were issued, the date of issuance of the most recent bond rider; or (7-1-21)T

iii. Date of receipt of a cash deposit. (7-1-21)T

**02. Bond Surety.** The bond ~~must~~ will be issued by a corporate surety, qualified and licensed to do business in Idaho. (7-1-21)T

**03. Claims Against The Bond.** Should any expense, loss or damage occur, for any reason covered by the bond, persons or entities suffering such loss will make claim directly against the principal (applicant) and the surety. If the applicant has made a cash deposit, any claim will be made through the Department's Motor Vehicle Administrator. (7-1-21)T

**04. Expiration Of Bonding Requirement.** Upon expiration of the brand, the bond or cash deposit will be returned without interest unless the Department has been notified in writing of a pending claim or action to recover on the bond or deposit. If there has been no claim, the applicant may surrender the bonded title and apply for a Certificate of Title free of the bonded title brand. A Certificate of Title free of the bonded title brand will be issued upon certification of the application and payment of any applicable fees per Idaho Code Title 49, Chapters 2 and 5, and any applicable sales or use tax, per Title 63, Chapter 36, Idaho Code. (7-1-21)T

**05. Return Of Bond Prior To Three Year Period.** The bond or cash deposit will be returned prior to the expiration of the brand if the vehicle is no longer registered in this state, and the Department has not been notified of any claim or action to recover on the bond. (7-1-21)T

**06. Sales And Use Tax.** Any sales or use tax will be paid to the Department or to the county assessor prior to issuance of a bonded title. (7-1-21)T

### **302. SPECIALLY CONSTRUCTED VEHICLES.**

**01. Specially Constructed Vehicle Examples.** Some examples of specially constructed vehicles are: Custom built vehicles, such as, kit conversions, homemade camp trailers, other homemade trailers that ~~exceed~~ are at least two thousand (2,000) pounds unladen weight, motorcycles, vessels, snowmobiles, and slide-in truck-mounted campers. (7-1-21)T

**02. Engine Changes.** A vehicle that has an engine of a different make, model or year from the body, frame and running gear is not considered a specially constructed vehicle. These vehicles retain the original title and identification designation. (7-1-21)T

**03. Title Application Requirements.** (7-1-21)T

**a.** The applicant ~~must~~ will provide proof of ownership for all significant parts that are replaced, such as frame, body, and other parts that carry vehicle identification numbers. The body ~~must~~ will have a properly released title from the former owner. The frame only may be transferred with a bill of sale given by the legal owner showing the vehicle identification number (VIN). Other significant parts that are replaced ~~must~~ will be verified by traceable invoices identifying the part or parts if purchased from an established new or used parts outlet. If the other significant parts are purchased from a private party, a bill of sale showing seller's name and address is ~~required~~ necessary. An MCO ~~must~~ will accompany the documents for manufactured kits or if no MCO was issued, a factory invoice or bill of sale from the selling dealer, together with a statement certifying no MCO was issued for the kit, is acceptable. (7-1-21)T

**b.** The model year will be the year that the specially constructed vehicle was first titled as a specially constructed vehicle. (7-1-21)T

**c.** The make code as shown on the certificate of title of a specially constructed vehicle will be identified as "SPCN" and the certificate of title will be branded "Specially Constructed." (7-1-21)T

**d.** When the vehicle is in operating condition, an inspection by a motor vehicle investigator is ~~required~~ necessary. A fee of twenty-five dollars (\$25) is ~~required~~ necessary for this inspection and the preparation of the statement of fact and indemnifying affidavit. In addition, if a vehicle identification number is assigned, the fee ~~required~~ by in Section 49- 202(2)(j), Idaho Code, will be charged. If the vehicle is eligible to be registered for road use, the owner will complete a self-certification on a form prescribed by the department stating that the vehicle is in compliance with Chapter 9, Title 49, Idaho Code, and meets the Federal Motor Vehicle Safety Standards in effect for the model. (7-1-21)T

### **303. REBUILT SALVAGE VEHICLES.**

**01. Rebuilt Salvage Vehicle.** A rebuilt salvage vehicle, as defined by Section 49-123 (2)(m), Idaho Code, includes every "Salvage or Total Loss Vehicle" that has been rebuilt, in compliance with applicable federal motor vehicle safety standards and the requirements of Chapter 9, Title 49, Idaho Code, as regulated by Sections 49-524 and 49-525, Idaho Code. (7-1-21)T

**02. Salvage Vehicles from Other Jurisdictions.** Every vehicle that is coming into Idaho from another jurisdiction with a Salvage Certificate or other equivalent document showing evidence of a total loss payoff such as a bill of sale from an insurance company, or other documentation indicating that the vehicle may have been a salvage or total loss vehicle and any vehicle for which information retrieved from the National Motor Vehicle Title Information System (NMVTIS) indicates it has been reported as "salvage" will be considered salvage unless there is sufficient evidence for the department to determine the salvage document or information retrieved from NMVTIS was in error. These vehicles may not be operated on Idaho highways until rebuilt in compliance with Chapter 9, Title 49, Idaho Code and all federal motor vehicle safety and emission standards in effect for the model year and type of vehicle. They will be issued an Idaho Salvage Certificate unless the other jurisdiction has issued a salvage certificate or other equivalent salvage ownership document. If any salvage vehicle is received by a "salvage pool" (as described in Section 49-120(4), Idaho Code), an Idaho salvage certificate of title ~~must~~ will be issued, prior to sale unless the vehicle has a salvage certificate or other equivalent salvage ownership document issued by another jurisdiction. Any vehicle which has been declared junk, pursuant to Sections 49-516 and 49-522, Idaho Code, or is coming from another jurisdiction

with a similar endorsement, or is designated by the owner or the insurance company as parts only, destroyed, or dismantled, may not be rebuilt for on-road use. Any vehicle ~~for which information retrieved from NMVTIS indicates it has been reported as having been scrapped or crushed may not only~~ be retitled with the brand, "For Junk Only". ~~A vehicle for which~~ If other information retrieved from NMVTIS indicates a vehicle qualifies for a "brand" as defined in this rule, the Department may brand the title accordingly ~~it has been reported by a salvage yard will be considered "salvage" and any vehicle for which information retrieved from NMVTIS indicates it has been reported by a junk yard will be considered "junk" unless otherwise indicated.~~ The provisions of this section will not apply if there is sufficient evidence for the department to determine the information retrieved from NMVTIS was in error. (7-1-21)T

**03. Title Application Requirements for Vehicles Defined as Salvage and Rebuilt Salvage Vehicles.**  
(7-1-21)T

a. The applicant ~~must~~ will provide a written statement which includes the vehicle information, vehicle identification numbers, salvage date, and the work done personally by the owner or supervised by the owner to restore the vehicle to the operating condition that existed prior to the event causing the vehicle to be salvaged.

(7-1-21)T

b. In the event that the applicant did not personally repair the vehicle or supervise its repair, but another party performed the repairs, the applicant will certify to the best of his knowledge the name of the party that did repair the vehicle or personally supervised its repair. This certification ~~shall~~ will be made on a salvage vehicle statement. If there is no indication in the ownership documentation that the vehicle had previously been declared salvage or a total loss and the applicant does not know who repaired the vehicle, they may certify this on a salvage vehicle statement.

(7-1-21)T

c. In the event that repairs were not necessary to bring the vehicle to operating condition pursuant to Chapter 9, Title 49, Idaho Code, the applicant will certify this on a salvage vehicle statement.

(7-1-21)T

d. The applicant ~~must~~ will sign an indemnifying statement agreeing to defend the title in all legal disputes arising out of his possession of the title to the vehicle, and attesting to the fact that all information contained in the statement and its attachments are true and correct.

(7-1-21)T

e. The new Idaho title issued will be branded "REBUILT SALVAGE." Such notation will remain on the title and on all subsequent transfers of the title.

(7-1-21)T

**04. Salvage Vehicle Damaged Out-of-State.** If a vehicle that is titled in Idaho is damaged in another state or jurisdiction to the extent that the vehicle becomes a "salvage vehicle" as defined by Section 49-123(2)(o), Idaho Code, and the vehicle is not going to be returned to Idaho, the owner or insurer ~~must~~ will, upon determining the vehicle to be salvage, notify the purchaser and the Department in writing of the salvage status. If this vehicle returns to Idaho, the title will be branded "Rebuilt Salvage" or carry another jurisdiction's comparable brand forward unless the vehicle has not yet been repaired and has not had a salvage certificate or other salvage ownership document issued by another jurisdiction in which case the owner ~~must~~ will obtain an Idaho salvage certificate of title.

(7-1-21)T

**304. GLIDER KITS.**

**01. Title Application Requirements.**

(7-1-21)T

a. An MCO for the glider kit ~~must~~ will be submitted with the application for title.

(7-1-21)T

b. If the applicant dismantles a vehicle presently titled to the applicant and uses the significant parts with the glider kit, either a statement of fact will be prepared or the applicant will complete an affidavit, identifying the significant parts by identifying numbers. If the significant parts were purchased separately from a new or used parts outlet, a bill of sale or invoice is ~~required~~ necessary. If the significant parts were purchased from a private owner, a bill of sale or invoice is ~~required~~ necessary.

(7-1-21)T

c. If the frame and cab that the parts were stripped from will never be used again, i.e., frame and cab



destroyed, not salvageable, the title ~~must~~ will be surrendered with the application. If the frame or cab can be used again, the owner or motor vehicle investigator will mark the title “frame only” or “cab only.” (7-1-21)T

d. The vehicle ~~must~~ will be completely assembled and meet the requirements of Chapter 9, Title 49, Idaho Code, and the federal motor vehicle safety standards in effect for the model year at the time of application. (7-1-21)T

02. **Assignment of VIN.** The VIN will be the number assigned to the kit by the manufacturer. In the absence of such number, the motor vehicle investigator will assign a VIN. (7-1-21)T

03. **Model Year.** The model year will be the year of the kit, determined by priority in the following order: (7-1-21)T

a. Written statement from the manufacturer. (7-1-21)T

b. Seventeen (17) character VIN’s model year designator; (7-1-21)T

c. Designation of model year shown on an approved MCO; or (7-1-21)T

04. **Make of Vehicle.** The make of the vehicle will be the make of the glider kit. (7-1-21)T

05. **Title Branded.** The designation “GLIDER KIT VEHICLE” will be branded on the title. (7-1-21)T

### 305. **TITLE APPLICATION REQUIREMENTS FOR REPLICA, STREET RODS, REPLICA STREET RODS, AND ASSEMBLED VEHICLES.**

01. **Applicant ~~Must~~ Will Provide Proof of Ownership.** The applicant ~~must~~ will provide proof of ownership for all significant parts that are used in replicating or assembling the vehicle. The body ~~must~~ will have a properly released title from the previous owner or a title in the applicant’s name. The frame only may be transferred with a copy of a bill of sale given by the legal owner showing the vehicle identification number (VIN). Other significant parts that are used ~~must~~ will be verified by traceable invoices identifying the significant part or parts if purchased from an established new or used parts outlet. If the other significant parts are purchased from a private party, a bill of sale showing the seller’s name and address is ~~required~~ necessary. An MCO ~~must~~ will accompany the documents for manufactured kits or if no MCO was issued, a factory invoice or bill of sale from the selling dealer together with a statement certifying no MCO was issued for the kit is acceptable. (7-1-21)T

02. **Model Year.** The model year for replica vehicles and replica street rods will be the year that the vehicle replicates. The model year for assembled vehicles and street rods will be the model year of the vehicle body. (7-1-21)T

03. **Inspection by a Motor Vehicle Investigator.** When the vehicle is in operating condition an inspection by a motor vehicle investigator is ~~required~~ necessary. A fee of twenty-five dollars (\$25) is ~~required~~ necessary for this inspection and the preparation of the statement of fact and indemnifying statement. In addition, if a vehicle identification number is assigned, the fee ~~required by~~ in Section 49-202(2)(j), Idaho Code, will be charged. If the vehicle is eligible to be registered for road use, the owner will complete a self-certification form prescribed by the Department stating that the vehicle is in compliance with Chapter 9, Title 49, Idaho Code, and meets the federal motor vehicle safety and emission standards in effect for the model year and type of vehicle. (7-1-21)T

### 306. -- 399. **(RESERVED)**

### 400. **ABANDONED VEHICLES.**

Abandoned vehicles not claimed before the day of sale will be sold by the appropriate governmental entity if one exists. This regulation will not prevent governmental entities from entering into agreements with other governmental entities to conduct sales. (7-1-21)T

### 401. **GRAY MARKET AND CANADIAN VEHICLES.**



**01. Required Documents.** When the owner of a gray market or Canadian vehicle applies for title for the first time in the U.S. and registration, the following documents must will be presented. (7-1-21)T

a. Statement indemnifying the Department. (7-1-21)T

b. Statement of Facts from a motor vehicle investigator, unless or if waived by the Department based on facts presented by the owner, a vehicle identification number inspection. (7-1-21)T

c. All documents relating to ownership including but not limited to; manufacturer's certificate of origin, manufacturer's statement of origin, foreign title, or registration (if the vehicle is not from a titling country), and bills of sale. A complete chain of ownership must should be presented from the manufacturer (for new vehicles) or from the last titled owner, or registered owner (if the vehicle is not from a titling country) to all subsequent owners of the vehicle both in the foreign market and the United States. At a minimum, releases of interest will be presented from all parties shown to have had an interest. (7-1-21)T

d. National Highway Traffic Safety Administration (NHTSA) HS-7 declaration form, properly completed with the category of importation indicated, unless waived by the Department. This will be accompanied by evidence of compliance with requirements for the category declared on the HS-7, such as a U.S. Department of Transportation bond release letter. If the HS-7 indicates a DOT bond was provided for a non-conforming gray market or Canadian vehicle, except that if there is evidence more than 30 days have passed since the registered importer submitted the conformity package to NHTSA and NHTSA has not responded, a title may be issued without the bond release letter but will carry the notation "DOT BOND RLS PENDNG". (7-1-21)T

e. U.S. Customs and Border Protection (CBP) Entry Summary form CBP 7501, stamped and signed by CBP ~~Environmental Protection Agency (EPA) bond release letter or Independent Commercial Importer (ICI) release letter or Designated Canadian Importer (DCI) release letter or EPA letter of waiver.~~ (7-1-21)T

**02. Designation of Model Year.** The model year for titling and registering gray market vehicles will be determined in an order of priority, based on the following criteria: (7-1-21)T

a. The model year used by a specific manufacturer to designate a discrete vehicle model irrespective of the calendar year in which the vehicle was actually produced; (7-1-21)T

b. The model year shown on an ownership document issued by that vehicle's country of origin; (7-1-21)T

c. Any vehicle manufactured during a twelve (12) month period beginning September 1, and ending August 31, will bear the production year of the calendar year in which August 31 occurs; or (7-1-21)T

d. The model year by certification of the importer of record. The certification can be verified against vehicle production dates, based upon substantially similar models of the same make of vehicle. (7-1-21)T

**03. Foreign Documents.** When a foreign manufacturer's certificate of origin, manufacturer's statement of origin, or registration and/or titling documents are presented, a translation of the foreign documents may be required necessary to clarify the information contained in the documents. If required necessary, such translation will be at the owner's expense and certified by the translator as true and correct. (7-1-21)T

**04. Conditional Registration.** Until gray market vehicles meet Idaho registration and titling requirements, the county assessor will issue a conditional registration under the "Conditional Registration" program to allow time for the federal government to act upon the required necessary releases or for the owner to obtain legal ownership documentation. (7-1-21)T

**05. Exception.** When the owner of a gray market vehicle has a current title issued by another state, the

other requirements ~~of specific to~~ Section 401 of this rule for title and registration will not apply unless the title carries the brand, "Gray Market Vehicle (not in compliance)" or another brand or notation indicating the vehicle was not brought into compliance with U.S. DOT and EPA requirements. If a gray market vehicle has a current title issued by another state that carries the brand, "Gray Market Vehicle (not in compliance)" or another equivalent brand or notation and the other requirements of Section 401 of this rule have not been met, the vehicle cannot be registered and the owner may only receive an Idaho title issued with same or equivalent brand or notation. (7-1-21)T

**06 Brands.** The Department may issue titles with applicable brands for gray market vehicles and other vehicles that were not originally manufactured to meet applicable federal motor vehicle safety standards. (7-1-21)T

**402. – 899. (RESERVED)**

**900. WAIVER OF TITLING REQUIREMENTS.**

**01. Purpose.** This rule specifies the circumstances under which a person or entity may waive the thirty (30) day requirement to apply for title to a vehicle which has been acquired by operation of law, and to provide that the person or entity, in lieu of having a certificate of title issued in the person's name, may provide other documents to demonstrate and transfer ownership ~~a bill of sale together with the court order or other instrument entitling the person or entity to the vehicle and any existing certificate of title, if available,~~ to the buyer or transferee upon sale or transfer of the vehicle. (7-1-21)T

**02. Law Enforcement Agencies.** Vehicles awarded to law enforcement agencies through operations of law ~~are need not required to~~ be titled if the vehicle is not to be put into service by the agency and is to be sold or transferred. In this case, the agency may provide a bill of sale to the purchaser together with a copy of the court order or other instrument awarding the vehicle to the agency, and any existing certificate of title, if available. (7-1-21)T

**03. Inheritance.** Vehicles coming into possession by inheritance ~~need will not be required to~~ be titled in the name of the heir when the intent of the heir is not to use or register the vehicle, but to dispose of the vehicle to a transferee. Upon sale or transfer of the vehicle, the heir will provide a bill of sale to the purchaser or gift transfer affidavit to the transferee, together with an affidavit of inheritance or small estate affidavit and any existing certificate of title if available. (7-1-21)T

**901. – 999. (RESERVED)**

**39.02.41 – RULES GOVERNING SPECIAL PROVISIONS APPLICABLE TO FEES FOR SERVICES**

**000. LEGAL AUTHORITY.**

This rule is adopted under the authority of Sections 49-201, Idaho Code. ( )

**001. TITLE AND SCOPE PURPOSE.**

This rule is titled IDAPA 39.02.41, “Rules Governing Special Provisions Applicable to Fees for Services,” and identifies the fees and conditions for providing records, data for records maintained by the Department and services provided by the Department ~~special provisions applicable to fees for services not specifically outlined in Title 49, Idaho Code.~~ ( )

**002. -- 099. (RESERVED)**

**100. ADMINISTRATION.**

~~Idaho Code provides for the collection of fees for related services. This rule provides for automation considerations and a fee schedule to uniformly apply the fee provided by Section 49-202(2)(h), Idaho Code. The following fees apply for services and copies of files regarding motor vehicle or other registrations, motor vehicle titles, driver’s licenses or commercial driver’s licenses, and are based on the per hour charge specified in Section 49-202(2)(h), Idaho Code.~~ ( )

**01. Paper or Imaged Records.** Copies of supporting driver’s license, registration, or title records from paper or imaged records, based on an average of twenty-four (24) minutes to fully process these requests at the per-hour rate specified in Section 49-202(2)(h), Idaho Code, and rounded to the nearest whole dollar. ( )

a. Requests for vehicle information by customer name will be charged the fee specified in Section 49-202(2)(g), Idaho Code. ( )

**02. Automated Records.** ~~Idaho Code does not provide a fee for complete county or statewide automated copies of registration or title files. A fee has been based on the costs to produce special file requests.~~ ( )

~~a. A base charge for providing data, that is not otherwise publicly published, is \$75 per delivery of the data programs requiring: One (1) to three (3) sorts, seventy five dollars (\$75). Each additional sort, twenty five (\$25).~~

~~b. In addition to the above, the computer cost, printer cost and tape access cost, as established by the information technology section will be charged.~~ ( )

ea. Any mailing, shipping or special handling costs will also be added to the charges. ( )

**03. Electronic Media Must Be Provided.** ~~Requestors must provide electronic media for this purpose, unless the file can be transmitted electronically. Data is provided in a standard department format. Vehicle or driver history information is not included. The only selection criterion is by counties.~~ ( )

~~**04. Records Provided Free of Charge Entities Exempt from Fees.** Motor vehicle and driver records will be provided free of charge to those statutorily exempt from the fees in Sections 49-202(3) and 49-426(1), Idaho Code the following:~~

~~a. State Agencies.~~ ( )

~~b. County Assessors.~~ ( )

~~c. County Sheriffs.~~ ( )

~~d. Peace Officers requesting records in the performance of their duties as per Section 49-202(3), Idaho~~

Code.

( )

**05. Rules for Providing Records Free of Charge.** The Division of Motor Vehicles will observe the following guidelines when providing records free of charge: ( )

**a.** Records will be provided free of charge only if they are a standard computer run that does not require special programming and/or sorting. Records requiring special handling will be provided for a fee equal to the cost of the additional handling. ( )

**b.** Records will be provided free of charge electronically or on electronic media supplied by the requestor, or as a standard computer printout. All other formats will be provided for a fee equal to the cost of the additional materials. ( )

**c.** The Assessor's Clearinghouse and the Sheriff's Clearinghouse shall each establish a single standardized computer printout that will be used for all motor vehicle and driver requests from their respective agencies. ( )

**d.** Records access agreements between the Division of Motor Vehicles and government agencies requesting motor vehicle and driver records shall be negotiated and renewed annually, and shall contain a list of all personnel who will have access to the records and/or on-line terminals. ( )

**e.** On-line computer installation and equipment shall be charged at a rate defined in the annual agreement. ( )

**101. -- 199. (RESERVED)**

**200. LAW ENFORCEMENT INQUIRIES.**

The Department provides full access to motor vehicle files by Law Enforcement at no charge through the Idaho Law Enforcement Telecommunication Systems (ILETS). There is also no charge to Law Enforcement for certified motor vehicle or driver record packets to peace officers. For additional services beyond access to motor vehicle records (special reports, etc...), actual costs incurred by the Department will be charged. ( )

**201. JURY LISTS.**

Idaho Code provides for the use of motor vehicle records for jury lists. The Department does not charge the counties for this use. ( )

**202. SPECIAL AGREEMENTS.**

**01. Agreements for Services.** The Department may enter into agreements to provide for services and copies of records or data maintained by the Department motor vehicle files to requestors with special highway safety and statistical reporting requirements. Initial costs incurred by the Department shall be reimbursed by the requestor. Ongoing charges or fees will be based on the agreement. ( )

**02. Right to Receive Information Subject to Idaho Code.** This rule is not intended to imply that a requestor has the right to receive information. The fees, as stipulated in this rule, apply when the requestor is eligible to receive the information, subject to Idaho Code. **Inappropriate Use or Redisclosure of Department Data.** Inappropriate use of data received from the Department or redisclosing data to an entity that inappropriately uses Department data, may result in cancellation of the contract. Inappropriate use includes, but is not limited to, use of data obtained from the Department to contact citizens of Idaho. ( )

**203. MISCELLANEOUS.**

The fee for vehicle inquiries by name will be based on the proper fee per vehicle record. Commercial vehicle inquiries shall be based on a per vehicle record fee. ( )

**204.1. -- 999. (RESERVED)**

## 39.02.60 – RULES GOVERNING LICENSE PLATE PROVISIONS

### 000. LEGAL AUTHORITY.

This rule, establishing the policies used to administer Idaho's standard and specialized license plate programs, is adopted under the authority of Section 49-201, Idaho Code. ( )

### 001. TITLE AND SCOPE.

01. **Title.** These rules are titled IDAPA 39.02.60 "Rules Governing License Plate Provisions." ( )

02. **Scope.** This rule governs license plate provisions for standard license plates not otherwise detailed in Title 49, Idaho Code, and provisions for all specialty program license plates, personalized plates, and special eligibility plates. Subchapter A further establishes provisions for administering the exempt and undercover license plate programs not otherwise detailed in Title 49, Chapter 4, Idaho Code. ( )

### 002. -- 009. (RESERVED)

### 010. DEFINITIONS.

01. **Authorized Employees.** Authorized employee as used in this rule means any non-salesperson or employee who is paid compensation for a minimum of thirty (30) hours each week, and appears on the records of the employer as an employee for which social security, income tax, and all deductions required by law have been made. ( )

02. **Exempt License Plate.** Standard license plate issued to the entities described in Section 49-426(1), Idaho Code, which are exempt from payment of vehicle operating fees. ( )

03. **Exempt Personalized License Plate.** An exempt plate which identifies the agency by a unique identifier specified by the agency that does not conform to the standard exempt identifier listed in Section 400; a plate wherein the serial number portion represents inventory control numbers, badge numbers, radio call signs, or other unique lettering or numbering schemes developed by the requesting agency; plates that are lettered and/or numbered to indicate a person's position in the hierarchy of an agency. ( )

04. **Furtherance or Pursuance of Business.** Furtherance or pursuance of business as used in this rule or in Section 49-1627, Idaho Code, means any lawful use of a dealer or loaner plate by an authorized employee of a dealership for the movement of a vehicle to be sold, repaired or transferred from one (1) location to another. ( )

05. **Leased or Rented Vehicles.** Leased or rented vehicles owned by the licensed dealer as used in Section 49-1627, Idaho Code, means vehicles titled in the name of the dealership which are leased or rented on a contractual basis to the public. ( )

06. **Undercover License Plate.** A standard license plate issued upon application to the Department from an exempt agency with law enforcement authority. Undercover license plates will be randomly issued by the Department, and appear as a standard county plate. ( )

07. **Vehicles Not Held in Stock.** Vehicles not held in stock for sale as used in Section 49-1627, Idaho Code, means vehicles titled in the name of the dealership or vehicles which cannot be titled or for which the dealership does not hold title. ( )

08. **Vehicles Sold.** Vehicles which have been sold as used in Section 49-1627, Idaho Code, means vehicles for which a dealer has a signed contract of sale or other vehicles not belonging to the dealership. ( )

**011. LICENSE PLATE PROVISIONS FOR ALL LICENSE PLATES.**

**01. Plate Numbering and Lettering.** The Idaho Transportation Department is authorized to assign unique plate letter/number spacing schemes and to use specific letter/number combination schemes as needed for the purpose of ensuring unique numbering systems for all license plate programs and to administer the provisions of this rule. ( )

**02. Plate Life Expiration Date.** License plates will be valid for the period described in 49-443 (2) and will expire on the last day of the month, consistent with the month of the registration expiration. ( )

**012. PROOF OF REGISTRATION FOR NEW, REPLACEMENT, OR REISSUED LICENSE PLATES.**

**01. Proof of Registration Document.** Upon receipt of payment for required registration and program fees proof of registration receipt document may be issued, indicating "license plates on order." This option will be used whenever license plates are manufactured after the registration transaction has been completed. The proof of registration receipt document will provide proof that the vehicle has been registered and fees have been paid, and the vehicle may be operated until new plates have been received by the registrant. At the discretion of the Department, more than one (1) proof of registration may be issued, if needed, in order to manufacture license plates. ( )

**02. Placement of Proof of Registration Document.** The proof of registration receipt document will be displayed in the rear window or on the rear of the vehicle for which it is issued in a manner that is readily legible for a distance of twenty five (25) feet and will be legible throughout the duration of the permit. When issued to a convertible, motorcycle, or other vehicle in which it is not possible to display in the rear window, the proof of registration must be conspicuously displayed where the expiration date of the newly issued plate may be easily read at a distance of twenty five (25) feet, and where it is protected from exposure to weather conditions, which would render it illegible. ( )

**03. Issuance of Manually Completed Temporary Registrations When Automated System is Unavailable.** Upon receipt of payment for required registration and program fees, the county may issue a manual temporary registration valid for thirty (30) days, through use of a temporary form provided by the Department, in the event the automated system is unavailable. When the system resumes normal operation, the county office will enter such registration information in the system, and produce the registration form and validation decals and mail to the registered applicant. The manual temporary registration form will be displayed in the rear window of the vehicle for which it is issued in a manner that is readily legible for a distance of twenty five (25) feet and will be legible throughout the duration of the permit. When issued to a convertible, motorcycle, or other vehicle in which it is not possible to display in the rear window, the temporary registration must be conspicuously displayed where the expiration date of the permit may be easily read at a distance of twenty five (25) feet, and where it is protected from exposure to weather conditions, which would render it illegible. ( )

**013. -- 099. (RESERVED)**

**100. LICENSE PLATE PROVISIONS FOR STANDARD PLATES.**

**01. County Designations.** The county in which a vehicle is registered will be designated by a number and letter on license plates for passenger cars, pick-up trucks eight thousand (8,000) pounds and under gross weight, hearses, ambulances, wreckers, farm vehicles between eight thousand one (8,001) and sixty thousand (60,000) pounds gross weight, and recreational trailers. The county designators are as follows:

County Designations							
1A	- Ada	2A	- Adams	1B	- Bannock	2B	- Bear Lake
3B	- Benewah	4B	- Bingham	5B	- Blaine	6B	- Boise
7B	- Bonner	8B	- Bonneville	9B	- Boundary	10B	- Butte

1C	- Camas	2C	- Canyon	3C	- Caribou	4C	- Cassia
5C	- Clark	6C	- Clearwater	7C	- Custer	E	- Elmore
1F	- Franklin	2F	- Fremont	1G	- Gem	2G	- Gooding
I	- Idaho	1J	- Jefferson	2J	- Jerome	K	- Kootenai
1L	- Latah	2L	- Lemhi	3L	- Lewis	4L	- Lincoln
1M	- Madison	2M	- Minidoka	N	- Nez Perce	1O	- Oneida
2O	- Owyhee	1P	- Payette	2P	- Power	S	- Shoshone
1T	- Teton	2T	- Twin Falls	V	- Valley	W	- Washington

( )

**02. — Designation for Farm Vehicles.** License plates for farm vehicles between eight thousand one (8,001) and sixty thousand (60,000) pounds gross weight will have the county designator, then a unique serial number followed by the letter “T”. ( )

**03. — Designation for Recreational Vehicles.** License plates for recreational trailers will have the county designator, then a unique serial number followed by the letter “R”. ( )

**04. — Designations for Motor Homes.** License plates for motor homes will have the county designator, then a unique serial number followed by the letter “M”. ( )

#### 101. LICENSE PLATE PROVISIONS FOR RESTRICTED VEHICLE PLATES.

Per Section 49-402 (4), Idaho Code, the Idaho Transportation Department will provide restricted vehicle plates for issuance to all terrain vehicles, utility type vehicles, and motorbikes. Idaho Transportation The Department will provide these plates to county DMV offices and to the Idaho Department of Parks and Recreation (if needed). Idaho Department of Parks and Recreation has the authority to issue, manage and maintain records of these plates. Per Section 49-443(1), Idaho Code, such plates will be four inch by seven inch (4” x 7”) plates, be printed with a combination of letters and numbers as determined by the department, and be printed in black on a white reflective background. Plates will be printed with “Idaho Restricted Vehicle” on the top and no other inscription. The plate will also have a decal placed in the lower left hand corner indicating the year it is required to be re-placed. The plate will not be valid without the registration sticker, issued pursuant to Section 67-7122, Idaho Code, affixed to the lower right-hand corner of the plate. Idaho restricted vehicle plates may not be personalized. ( )

102. -- 149. (RESERVED)

#### 150. VEHICLE DEALER AND MANUFACTURER LICENSE PLATES FORMATS.

**01. Designation for Manufacturers Plates.** Plates issued to dealers will bear the designation “DLR” and plates issued to manufacturers will bear the designation “MFR” and be numbered from nine thousand (9000) through nine thousand, nine hundred, ninety-nine (9999). The sequential license plate number will be a maximum of two (2) digits. ( )

**02. — Designation for Dealer Plates.** Plates issued to dealers will bear the designation “DLR” and the sequential license plate number will be a maximum of two (2) digits. ( )

**a.** If a dealer or manufacturer is issued more than ninety-nine (99) plates, an alpha character will be placed in the first position, followed by a number. ( )

**b.** The dealer or manufacturer number will be a maximum of four (4) digits. No dealer or

manufacturer number may be preceded by a zero (0): Dealer number one (1), plate number one (1): 1-01; Dealer number one thousand one (1001), plate number one hundred (100): 1001-A1. ( )

c. Dealer restricted vehicle plates will display the abbreviation “DLR” within the lower left hand box labeled “Restricted Vehicle”. The dealer validation sticker will be displayed within the box labeled “Dealer Validation Sticker”. ( )

## 151. VEHICLE DEALER LICENSE PLATES RESTRICTIONS.

01. **Restrictions.** Restrictions on the use of manufacturer or dealer plates are provided for by Section 49-1627, Idaho Code. In addition, the following restrictions apply: ( )

a. ~~Authorized employees may operate vehicles displaying dealer plates only when operated in the furtherance of the dealer’s business.~~ The authorized employee must carry an identification card issued by the dealer. The identification card will contain the employee name, dealership, date of issue, dealer number and signature of an authorized representative of the dealership and the signature of the employee. This use will be limited to normal business hours unless the operator is in possession of a letter from the dealer listing the specific reason for the after-hour use. ( )

~~b. A manufacturer will not display manufacturer plates on vehicle types other than those manufactured by the manufacturer.~~ ( )

~~c. A new or used motorcycle dealer will not display motorcycle dealer plates on other vehicle types nor on a new motorcycle that the dealer is not enfranchised to sell.~~ ( )

~~d. A new vehicle dealer will not display new vehicle dealer plates on new vehicles that the dealer is not enfranchised to sell.~~ ( )

~~e. A new or used motorbike, all terrain vehicle, or utility vehicle dealer will not display dealer restricted vehicle plates on other vehicle types nor on any new motorbike, all terrain vehicle, or utility vehicle that the dealer is not enfranchised to sell.~~ ( )

**bf.** Vehicles displaying a dealer restricted vehicle plate are not required to display the Idaho Department of Parks and Recreation Off-highway registration to be valid, but are required to be validated in the same manner as are standard dealer plates and display the required annual validation sticker on the restricted plate. Use will be permitted pursuant to Section 49-426 (3) and (4), Idaho Code. ( )

**cg.** A prospective purchaser will not have in his possession a vehicle belonging to a dealership after normal business hours without a letter of authority from the dealership. ( )

~~h. A dealer or manufacturer will not display a dealer plate for purposes other than provided for by law or regulation.~~ ( )

~~02. **Penalties.** In addition to the penalties for violation of plate use provided for in Section 49-236, Idaho Code, a dealer or manufacturer may have his license to do business in Idaho suspended for a period not less than fifteen (15) days nor more than thirty (30) days.~~ ( )

## 152. VEHICLE DEALER LOANER PLATES.

01. **Numbering.** Plates will be numbered from LAA001 to LZZ999. ( )

02. **Surrender of Plates.** If the dealership license becomes invalid, the dealer must surrender the registration and loaner plates that have been issued. There will be no refund of fees. ( )

03. **Vehicle Log.** Dealerships will maintain a vehicle log of each vehicle on which a loaner plate is displayed. The log will be available for inspection by any peace officer or agent of the Department and contain the



information provided for by section 49-1628, Idaho Code. ( )

a. ~~Vehicle Identification Number (VIN) or dealership stock number if such stock number can be traced to the vehicle's VIN;~~ ( )

b. ~~Date(s) the plates were displayed on a vehicle;~~ ( )

c. ~~Number printed on the plate displayed;~~ ( )

d. ~~Name of person authorized to use the plate; and~~ ( )

e. ~~Purpose for which vehicle was used.~~ ( )

**04. Identification Registration Card.** The ~~Department~~ authorized issuing entity will provide an identification registration card, ~~(registration)~~ for each dealer loaner plate as provided for by section 49-421, Idaho Code. showing the: ( )

a. ~~Dealership name and address;~~ ( )

b. ~~Number printed on the plate;~~ ( )

c. ~~Calendar year for which the registration is valid;~~ ( )

d. ~~Dealer number;~~ ( )

e. ~~Date of issue; and~~ ( )

f. ~~A place for the dealer's signature.~~ ( )

**05. Letter of Authorization.** Persons using the plate on loaner vehicles while waiting for their own vehicle to be repaired will have in their possession a letter of authorization or a document showing both the user and dealership name. The document or letter ~~must~~ will be signed and dated by an authorized employee of the dealership. ( )

**06. Vehicle Use Donation for Civic and Charitable Events.** Licensed dealers may authorize the use of their loaner plates when donating the use of vehicles held in their inventory for civic or charitable events. Such time period will not exceed thirty (30) days. The dealer will provide a letter of authorization to be carried in the vehicle and proof of current liability insurance, as required by Chapter 12, Title 49, Idaho Code. ( )

**07. User Fee.** ~~The dealer may charge the user a fee for vehicles held in stock for sale and provided to a customer of a dealership while the customer's vehicle is being repaired.~~ ( )

**08. Fees.** The fees charged for dealer loaner plates will be the same as the fees required by Section 49-402, Idaho Code, for new vehicles, and will be in addition to the current Emergency Medical Service (EMS) and plate fees. Applicants for new loaner plates received after January 1 will be charged one-twelfth (1/12) the annual fee ~~required~~ charged for a new vehicle for each month remaining in the licensing year, including the month of application. The annual EMS and plate fees are not prorated. ( )

### 153. VEHICLE DEALER TRANSPORTER REGISTRATION AND PLATE.

**01. Purpose.** Utility and boat trailers that weigh under two thousand (2,000) pounds unladen may be moved by a manufacturer, dealer, or an employee of either, or by a transporter service contracted by the vehicle's manufacturer or dealer upon registration and payment of an annual fifteen dollar (\$15) transporter plate fee to the department, or by purchase of a single trip permit. These plates may be used only on boat trailers and utility trailers for demonstration purposes, and may be used while laden for demonstration purposes. ( )

**02. Numbering of Plates.** Transporter plates will be numbered from PA1 TO PZ9999. Transporter plates are ~~required~~ to be displayed on the rear of the trailer. ( )

**03. Renewal of Plates.** The transporter registration and plate are valid for one (1) year from January 1 through December 31 and may be renewed by use of a registration sticker showing the year of validation. ( )

**04. Use of Plates.** Transporter plates may be moved by registrants from one (1) utility or boat trailer weighing under two thousand (2,000) pounds unladen to another trailer meeting this criteria during the current registration period. Vehicles towing a laden trailer displaying a transporter plate ~~must~~ are to be registered within the appropriate gross vehicle weight category for the combined load. ( )

**05. Possession of Registration.** When transporting a vehicle displaying a transporter plate, the operator of a towing vehicle will carry the transporter registration in the towing vehicle at all times. ( )

**06. Violations.** Violations of this section include: ( )

a. Display of a transporter plate on any vehicle not required to be registered under this Section; and ( )

b. Display of a transporter plate on a vehicle not lawfully under the control of the registration holder. ( )

**07. Penalties:** ( )

a. Violation of this section will be a misdemeanor as provided for by Section 49-236, Idaho Code; and ( )

b. The plate and registration of anyone who displays a transporter plate other than provided for by this section may be canceled. ( )

#### **154. PROVISIONS FOR WRECKER PLATES.**

**01. Purpose.** Wrecker plates are for the exclusive use of businesses engaged in the towing of a wrecked, abandoned, salvaged, or disabled motorized vehicle. Plates will not be used on vehicles being repossessed. ( )

**02. Numbering of Plates.** Plates will be numbered as determined by the department and will display the abbreviation "WRKR" vertically on the left hand side of the plate. ( )

**03. Renewal of Plates.** The wrecker registration and plate are valid for one (1) year from January 1 through December 31 and may be renewed by use of a registration sticker showing the year of validation. ( )

**04. Use of Plates.** Plates are not to be displayed on the towing power unit vehicle nor are they to be used on a vehicle not being towed. Plates are to be displayed on the rear of the towed vehicle in such a manner as to be visible to vehicles approaching from the rear. Wrecker plates may be moved from one (1) towed motorized vehicle to another vehicle under the direct lawful control of the registration holder. ( )

**05. Possession of Registration.** When towing a motorized vehicle displaying a wrecker plate, the operator of the towing vehicle will carry the wrecker plate registration in the towing vehicle. ( )

**06. Acquisition/Renewal of Wrecker Plates.** Wrecker plates will be issued and renewed through the department by mail or by fax using an application and renewal process determined by the department. ( )

#### **155. PROVISIONS FOR SPECIAL LICENSE PLATE PROGRAM PREQUALIFICATION AND APPLICATION PROCEDURES.**

**01. Special License Plate Prequalification.** ~~After July 1, 2020, only those agencies authorized by Section 49-402C, Idaho Code, desiring legislation to establish a Special License Plate Program may make application to the Department on a Special Plate Program application form designed and provided by the Department. If all the prequalification requirements are met by the submission of other documentation, this will also be acceptable.~~ A Special Plate Program Development Guide Application will also be provided to each applicant, detailing the procedures for the prequalification ~~and application~~ and providing information regarding the steps required to successfully accomplish a special plate program ~~from prequalification through passage of the legislation, statutory requirements and standards for the plate color and license plate design.~~ ( )

**02. Special License Plate Approved by the Legislature.** If a special license plate program is approved by the Idaho legislature, prior to production and sale of the special license plates, the sponsor will meet the requirements outlined in ~~Subsection 155.03 of this rule~~ sections 49-402C & 49-402D, Idaho Code. ( )

**~~03. Special Plate Requirements:~~** ( )

~~a. The individual responsible for representing an agency meeting the requirements of Section 49-402C, Idaho Code, requesting the prequalification/application procedure will complete and sign a Special Plate Program application form that will contain a declaration of the responsible individual for certifying compliance with the requirements to the Department.~~ ( )

~~b. After July 1, 2020, the individual representing an eligible agency will acknowledge that all special plate sales proceeds will be deposited in the highway distribution account pursuant to Section 49-402D(a), Idaho Code.~~ ( )

~~c. On and before July 1, 2020, for non-profit agencies, the responsible individual will provide evidence that the applicant has had 501 (c) Federal Income Tax status for at least two (2) years.~~ ( )

**~~04. Special License Plate Program Application Approval:~~** ( )

~~a. Upon approval of application by Department, applicant will, by September 1, deposit programming and administration fees determined by an estimate of projected programming hours required. One thousand dollars (\$1,000) of this fee will not be refundable.~~ ( )

~~b. Applicant will complete and submit a list of two hundred fifty (250) applicants, currently registered in Idaho, who intend to purchase the Specialty License Plates when available. The form may be delivered to the Department by mail or electronic means such as e-mail or facsimile.~~ ( )

**~~035. Submission to the Legislature.~~** ( )

~~a. For those desiring legislation, when all requirements have been met, the Department will forward the completed application to the chairman of the Senate Transportation Committee and the chairman of the House Transportation and Defense Committee of the Idaho State Legislature for consideration in the next Legislative Session. This submission will be on a form developed by the Department or other documentation that meets all the requirements listed in this rule.~~ ( )

~~a. For those Special License Plate Programs with enacting legislation that fail to meet the requirements of this Section, the Department will report such finding to the chairman of the Senate Transportation Committee and the chairman of the House Transportation and Defense Committee of the Idaho State Legislature, and will not proceed with production and sale of the special plates.~~ ( )

**~~046. Annual Report.~~** An annual report form, designed and provided by the Department, will be made available to special license plate sponsors for all special license plate programs receiving revenue in existence or passed by the legislature on or prior to July 1, 2020. The report will require an accounting of revenues and expenditures associated with the funds collected for the special license plate program. ( )

~~a. The report will be completed and submitted to the Department by December 1 so that by January~~

~~15 of each year the Department has the necessary data compiled and the required information forwarded to the chairman of the Senate Transportation Committee and the chairman of the House Transportation and Defense Committee of the Idaho State Legislature.~~ ( )

~~i. All nonprofit agencies who have filed a 501(c)(3) federal income tax status will be required to submit an annual financial report.~~ ( )

~~ii. All government entities receiving any portion of revenue from the sale of specialty plates will be required to submit an annual financial report.~~ ( )

~~b. If the agency fails to provide the required report, the Department will immediately discontinue the special license plate sales for that program.~~ ( )

~~c. Military License Plate and Collegiate and University License Plate programs will not be included in this requirement.~~ ( )

~~d. All government entities with special plate programs for which revenue is deposited in the highway distribution account from the sale of their special plate program will not be included in this requirement.~~ ( )

**057. Appeals.** The appeals process will allow the applicant for a special license plate program to appeal the Department's decision to deny the application (See Section 003 of this rule). The notice of the appeal will be sent in writing via mail, electronic mail or facsimile within twenty (20) days of the denial. ( )

**068. Cancellation of Plate Programs.** ~~The cancellation of a plate program will occur when a nonprofit agency (who has filed a 501 (c) (3) federal income tax status) plate program fails to meet any of the following criteria:~~ ( )

~~a. Fails to sell one thousand (1,000) plates, in the first year of availability.~~ ( )

~~b. Fails to sell one thousand five hundred (1,500) plates, in the second year of availability.~~ ( )

~~c. Fails to sell two thousand (2,000) plates in the third and any subsequent years of availability.~~ ( )

~~d.~~ The Department will notify the plate program sponsor ninety (90) days prior to cancellation informing the sponsor of the intent to cancel the program due to low plate sales volume. Sales volume is calculated by determining the number of current active plates, ~~valid registrations~~ for the plate program on file with the Department. ( )

~~i. Upon the first year, second year, or third and subsequent year anniversary dates, if plate sales are below the mandatory volumes, provided in Section 49-402D, Idaho Code, the Department will notify the plate program sponsor that the program has been canceled and the effective date of the cancellation. Such programs will no longer be available at the county offices or the Department for new registrations.~~ ( )

~~ii.~~ The Department will notify current registrants of the special plate program of the cancellation, and advise the registrant may retain and renew the registration with the additional program fees, and retain the plates until the physical plates are required to be replaced, however replacement plates will not be available, due to loss or damage. ( )

~~iii.~~ The portion of canceled special plate program fees no longer deposited with the nonprofit agency (who has filed a 501 (c) (3) federal income tax status) program sponsor will be deposited in the state highway account. ( )

~~iii.~~ Upon mandatory replacement of physical plates as required by statute, the customer may choose another plate program or standard county plates at the customer's preference. ( )

~~iv.~~ The Department will include in its annual report to the chairman of the Senate Transportation

Committee and the chairman of the House Transportation and Defense Committee of the Idaho State Legislature any special plate programs that have been canceled during the preceding year. ( )

**156. -- 198. (RESERVED)**

**199. LICENSE PLATE PROVISIONS FOR SPECIAL PROGRAM AND PERSONALIZED PLATES FOR TRAILERS.**

Special program and personalized plates may be issued to trailers manufactured primarily for recreational vehicle uses. Such trailers will include camper, tent or fifth-wheel recreational trailers. Trailers with multiple uses such as utility, horse, or boat, with or without recreational vehicle facilities, will be excluded. ( )

**200. LICENSE PLATE PROVISIONS FOR SPECIAL PLATES.**

**01. Year of Manufacture Plates.** ( )

a. ~~Owners of~~ Vehicles manufactured up through 1974, excluding model years 1969, 1971, 1972, and 1973, but including and ending with model year 1974 are eligible for this program, may apply for the renewal and use of previously canceled Idaho license plates which were originally issued to the same category of vehicle, where the year designation of the plate matches the year of manufacture of a motor vehicle. ( )

b. The license plate must be in serviceable condition as originally manufactured, i.e., cannot be marred, bent, faded, or otherwise damaged to the point it is illegible. If the plate is repainted to bring it to a serviceable condition, the colors will match the original colors as closely as possible and will equal or exceed the original quality. The plate number cannot be a duplicate of a previously manufactured "year of manufacture" plate still in use. ( )

c. The application for use of the plate will include a statement signed by the applicant attesting that the applicant understands, if the plate use is approved, the plate does not have reflectorized material which meets the requirements of Section 49-443, Idaho Code. The responsibility for any accident or injury arising out of the possible consequence of not having this reflectorized safety feature on the license plate will be borne by the registrant. ( )

d. "Classic" or "Old Timer" plates may be used in conjunction with this revived plate at the option of the registrant. ( )

**02. Centennial License Plates.** Personalized and regular number plates are available in the centennial format. ( )

**03. Disabled Veteran License Plates.** Disabled veteran license plates may, upon the registrant's request, display the international disability symbol to ensure reciprocal parking privileges in all states and provinces. ( )

**04. Custom Vehicle License Plates.** The applicant shall pay the initial program fee of \$25 and the annual program fee of \$15. ( )

**201. PROVISIONS FOR LEGISLATIVE LICENSE PLATES.**

**01. Option to Apply.** Members of the Idaho Legislature have the option of applying to the Department's ~~Special Plates Unit~~ for one (1) set of specially numbered license plates bearing the designation "HOUSE" or "SENATE." ( )

**02. Numbering Assignment List.** ~~On or before June 15~~ Each year, the Department will request from the Speaker and Pro Tem a current list of license numbers assigned to all legislators. ~~The Department will request that these lists be returned by September 1 or, in an election year, within fifteen (15) days after the election.~~ ( )

**03. Plate Availability.** ~~Upon receipt of the lists, the Department will ensure that a complete set of special legislative license plates will be available for each legislator.~~ ( )

## 202. PROVISIONS FOR PERSONALIZED LICENSE PLATES.

**01. Special Characters or Marks.** No special characters, or punctuation marks, may be used for personalized messages on license plates. ( )

**a.** Up to seven (7) letters or any combination of seven (7) letters and numbers and spaces (no half spaces) may be used for personalized messages on eligible six inch by twelve inch (6" x 12") license plates. ( )

**b.** Up to six (6) letters or any combination of six (6) letters and numbers and spaces (no half spaces) may be used for personalized messages on four inch by seven inch (4" x 7") motorcycle plates. ( )

**c.** Up to six (6) letters or any combination of six (6) letters and numbers and spaces (no half spaces) may be used for personalized messages on specialty program license plates. ( )

**d.** Disability six inch by twelve inch (6" x 12") plates will display the international disability symbol followed by up to five (5) letters, numbers, and spaces in the personalized message. Disability four inch by seven inch (4" x 7") motorcycle plates will display the international disability symbol followed by up to four (4) letters, numbers, and spaces (no half spaces) in the personalized message. ( )

**02. Issue of Personalized Plates.** Personalized plates may be issued to vehicles if no specific wording is required on the plate to identify the purpose for which the vehicle is registered. Personalized plates will not be issued if such plates would jeopardize the integrity of unique plate identification requirements. Examples include but are not limited to: ( )

**a.** Commercial vehicles registered under the International Registration Plan (IRP), because the designators PRP are required to be printed on the plate; ( )

**b.** Vehicles for which the designators "PRP" are required to be printed on the plate to identify the use; and ( )

**c.** Utility, horse, or enclosed car hauling trailers with RV facilities or boat trailers. ( )

**03. Specific Requests.** Requests for specific plate letters and/or numbers will be issued on a first come, first served basis. In the event of a request for the same plate by more than one (1) individual, the request with the earliest postmark, e-mail transmission time, or fax transmission time will prevail. If the postmarks are the same, the date stamped upon arrival at the Department will prevail. Applications submitted at county assessors' offices will be considered valid when date stamped in by the Department. Telephone requests will not be accepted. ( )

**04. Lack of Current Plates.** When an applicant for personalized plates does not have current regular number plates: ( )

**a.** ~~The Department may issue a thirty (30) day temporary registration to allow time for the billing process for personalized plates. The fee for each thirty (30) day temporary registration will be as required by Section 49-523, Idaho Code.~~ ( )

**b.** ~~The Department may, upon payment of all required fees, issue a proof of registration document as provided in~~ consistent with Section 012 of ~~these~~ this rules. ( )

**05. Credits.** When personalized plates are issued before an applicant's current registration is expired, credit will be given for unexpired registration fees only. ( )

**06. Renewing Plates.** The applicant will have the choice of renewing existing personalized plates with validation stickers or ordering a new set of plates at the time of renewal. If new plates are requested, the plate fee will be charged in addition to all other fees that are due. Personalized plates will be reissued in accordance with Section 49-443, Idaho Code. ( )

**07. Transfer of Plates.** When personalized plates are issued, the vehicle's regular number plates may be transferred to another vehicle belonging to the owner. If registration credit is given from the regular number plates to the personalized, the regular number plate registration is canceled. ( )

**08. Acceptability of Plates Message.** Acceptability of the personalized license plate message and issuance, denial or cancellation will be determined by the Department based on the following criteria: ( )

**a.** The combination of numbers and letters requested or combinations of same may not duplicate an existing combination in use, pursuant to Idaho Code. ( )

**b.** The message, in any language, may not carry a sexual connotation nor consist of a term that is considered to be one of obscenity, contempt, prejudice, hostility, insult, racial degradation, ethnic degradation, or profanity, or vulgarity, as defined in dictionaries of general use, including, but not limited to, Webster's Unabridged Dictionary and the Harper & Row New Dictionary of American Slang. ( )

**i.** The message may not refer to any of the following: bodily functions, bodily fluids, or intimate body parts; sexual preference or orientation; acts of violence; illegal substances or the use thereof. ( )

**ii.** The message may not represent a club, membership, or gang that is commonly known to promote violence, illegal substances or illegal acts. ( )

**c.** The criteria in Paragraph 202.08.b. of these rules is not to be considered an exhaustive list. A compilation of offensive or obscene words, terms or letter/number combinations gathered from the experience of Idaho and other states may also be used as a guide. The Department may also rely on information obtained from law enforcement agencies within or outside of Idaho. ( )

**d.** When a complaint is received from the public concerning an issued plate, the name of the complainant will not be recorded nor, if known, revealed. ( )

**e.** Final determination regarding applications for questionable messages or cancellation of issued plates will be made by the Division of Motor Vehicles. The determination process will include a first review by technical staff, followed by a second review by supervisory and management staff. An applicant does, however, have a right to a hearing on the decision. ( )

**09. Message Preferences.** Applicants may submit three (3) message preferences including the specific meaning of each. The first choice that is available and acceptable will be issued. If none of the preferences are available or acceptable, the applicant will be notified by return mail or email. ( )

**10. Recalled Plates.** Personalized plates may be recalled by the Department for the following reasons: ( )

**a.** Error in manufacturing; or ( )

**b.** Clerical error. ( )

**c.** Unacceptable personalized messages as outlined in Paragraph 202.08.b. of these rules. ( )

**11. Unexpired Fees.** If a set of personalized plates is recalled, the personalized plate program fee, unexpired portion of the registration fee, E.M.S. fee, plate fee, (if plates are returned to the Department), and all other applicable special plate fees, will be refunded or transferred to a new issue of personalized plates. ( )

**12. Expired Plates.** Personalized plates that have their registration expire will become immediately available for reissue to another applicant. There is no grace period. ( )

## **203. PROVISIONS FOR FORMER PRISONER OF WAR (POW) LICENSE PLATES.**

**01. Eligible Person.** Any veteran who was a prisoner of war (POW) of an armed enemy of the United States during active service in the armed forces of the United States during the following recognized war periods may be eligible:

WORLD WAR I	April 6, 1917 to November 11, 1918
WORLD WAR II	December 7, 1941 to December 31, 1946
KOREAN WAR	June 27, 1950 to January 31, 1955
VIETNAM WAR	August 5, 1964 to May 7, 1975
USS PUEBLO	January 23, 1968 to December 23, 1968
PERSIAN GULF	August 2, 1990 (Congress has not assigned an ending date.)

( )

**02. Certified Documentation.** Eligibility will be documented by a copy of the applicant's 53.55 or DD-214 Separation from Active Duty papers, or other specific documentation received from the Veterans Administration that certifies that the applicant was a prisoner of war during the recognized war periods stated above.

( )

**204. SURRENDER OF PLATES.**

Registered owners desiring to surrender their license plate numbers may do so at any time. Upon surrender, license plate numbers shall immediately become available for use by another, upon application and payment of applicable plate, registration, and program fees.

( )

**205. -- 299. (RESERVED)**

**300. PROVISIONS FOR SAMPLE PLATES.**

Sample plates are issued at on the "Scenic Idaho/Famous Potatoes" red, white, and blue plate or Special Program License plates as follows:

( )

**01. Plate Size.** Plates carrying the word SAMPLE in both passenger car size (six inches by twelve inches (6" x 12")) and motorcycle size (four inches by seven inches (4" x 7")).

( )

**02. Personalized Sample Plates.** Personalized Sample plates are issued on both plate sizes, passenger car with maximum of seven (7) characters and motorcycle size with a maximum of six (6).

( )

**a.** The applicant completes an Application for Personalized Sample License Plate Form. ( )

**b.** The acceptability screening process used is the same as that used for regular personalized plate application. ( )

**c.** The Department will adopt written policy for the issuance of duplicate and replacement sample plates with personalized character combinations. ( )

**d.** The department may include other special license plate programs for sample plate sale, when not prohibited by code, or that would not cause a compromise of a special eligibility plate program. ( )

**03. Penalties.** There is a penalty for fictitious display of sample plates (Section 49-456, Idaho Code). ( )

**301. -- 399. (RESERVED)**



**SUBCHAPTER A – RULES GOVERNING LICENSE PLATES  
FOR GOVERNMENTAL AGENCIES AND TAXING DISTRICTS**

**400. STANDARD EXEMPT PLATE DESIGNATORS.**

The standard exempt license plate designators used to identify the agency, entity, or office will be assigned pursuant to Section 49-443B (2), Idaho Code. ( )

**401. ISSUING AGENCY.**

All exempt and undercover license plates will be issued by the Idaho Transportation Department upon receipt of a request from an authorized agency. ( )

**402. INFORMATION TO BE PROVIDED BY AN AUTHORIZED AGENCY.**

A request for exempt or undercover plates will contain: ( )

**01. Actual Name and Address.** The name and address of the requesting agency. ( )

**02. Vehicle Description.** The description of the vehicle(s) to be registered, including the year, the make, model, type, vehicle identification (VIN), color and title number, and truck weight if eight thousand one pounds (8,001 lbs.) or more. ( )

**03. Fictitious Name and Address.** The name and address of the registrant to appear on the undercover plate registration, and title records of the Department. ( )

**04. Authorized Official.** The request must be signed by an authorized official of the authorized agency. ( )

**403. VEHICLE TITLING.**

**01. For Exempt Registration and License Plates.** If the vehicle is not titled, the title transaction will be completed at the local county assessor's office before requesting exempt plates. The control number from the title application may be used in lieu of the title number on the exempt plate request letter. ( )

**02. Undercover Vehicle Titling.** The actual name and address of the requesting agency, along with the fictitious name and address of the registrant will be provided directly to the Department on a completed application approved by the authorized official. ( )

**404. EXEMPT AND UNDERCOVER PLATE FEES.**

**01. Department Reimbursement.** State and federal agencies and taxing districts will reimburse the Department the cost of providing license plates. These costs will be determined by the cost of manufacture and the cost to the Department of processing the transaction. ( )

**02. Adjusted Fees.** Periodically, fees may be adjusted in accordance with changes in manufacturing costs, postage, employee costs and legislative mandate. ( )

**405. EXEMPT PLATE DISPLAY.**

Exempt license plates will be displayed in accordance with Section 49-428, Idaho Code. A pressure-sensitive sticker with the designator "EX" will be provided with each exempt plate and be attached to the plate(s) in the space provided for this purpose. The department may have the EX designator printed in the appropriate space on the plate as an alternative to the sticker. ( )

**406. UNDERCOVER PLATE DISPLAY.**

Undercover license plates will be displayed in accordance with Section 49-428, Idaho Code. A pressure-sensitive sticker displaying an expiration date matching the plate number will be attached to the plate(s) in the space provided for this purpose. There will be no discerning markings to indicate that the plate or registration record is in

undercover use. ( )

#### **407. ALTERNATIVE PLATES.**

If an authorized agency requests a specialized license plate format normally reserved for the general public, all the statutory special program fees for the plate will be paid, with the exception of the registration (operating) fee, in addition to the department administrative and plate manufacturing fees. Special eligibility plates will not be issued to exempt vehicles. "Special eligibility" requires the individual registrant to meet specific requirements for programs such as: Purple Heart, Disabled Veteran, Disability, Military Reservist, Former Prisoner of War, Congressional Medal of Honor, National Guard and Air National Guard, Radio Amateur, Pearl Harbor Survivor, and Legislative plates. ( )

#### **408. EXEMPT PLATE STATUS.**

**01. Non-Expiring Plates.** Exempt plates are non-expiring and require no annual renewal. ( )

**02. Transfer of Plates.** Exempt plates may be transferred between vehicles. If an exempt plate is transferred to another vehicle, a transfer request must be made to the Department's [Vehicle Services Section/Special Plates Unit](#). ( )

**03. Reissue of Plates.** Exempt plates will also be assessed personalization and program fees upon each reissuance ~~reissued in accordance with Section 49-443(2), Idaho Code.~~

#### **409. UNDERCOVER PLATE STATUS.**

**01. Expiration of Plates.** Undercover license plates will expire annually or biennially based upon the application of the authorized agency. Registration status will appear as valid, until expiration date. Renewals must be made to the Department upon expiration of the undercover license plate. ( )

**02. Transfer of Plates.** Undercover license plates may be transferred between vehicles. If an undercover license plate is transferred to another vehicle, a transfer request must be made to the Department's Vehicle Services Section/Special Plates Unit. ( )

**03. Reissue of Plates.** Undercover plates will be reissued in accordance with Section 49-443(2), Idaho Code. ( )

**04. Emission Testing of Undercover Vehicles.** Vehicles issued undercover license plates who list an address in a county or area of required emission testing will need to check with the emission authority to be exempted from the testing requirement, or test as a typical registered vehicle. ( )

**410. -- 999. (RESERVED)**

Res. No. WHEREAS, the Idaho Transportation Department is working through the 2021-22 Omnibus Fee Rulemaking Process; and

---

WHEREAS, the Department has the opportunity to continue streamlining and updating rule language in direct support of Governor Little's Red Tape Reduction Initiative; and

WHEREAS, these rules went through the negotiated rulemaking process and a public meeting was held on June 21, 2021; and

WHEREAS, no fees are being increased, changed or revised; and

WHEREAS, changes and modifications have been proposed to the following 4 chapters:

- 39.02.04: Rules Governing Manufacturer & New Vehicle Dealer Hearing Fees
- 39.02.05: Rules Governing Issuance of Certificate of Title
- 39.02.41: Rules Governing Special Provisions Applicable to Fees for Services
- 39.02.60: Rules Governing License Plate Provisions; and

WHEREAS, the effective date of these changes is *sine die* of the 2022 Idaho Legislative session; and

NOW, THEREFORE BE IT RESOLVED, that the Idaho Transportation Board adopts these changes as presented to be included in the 2021-22 Omnibus Fee Rulemaking Process.



## Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date July 22, 2021Consent Item ☐Information Item ☒Amount of Presentation Time Needed 20 minutes

Presenter's Name	Presenter's Title	Initials	Reviewed By
J. Tomlinson/Chad Morgan/Tyson Daniels	Detective & Pres. Grease Monkey	CM/TD	LSS
Preparer's Name	Preparer's Title	Initials	
Chad Morgan and Tyson Daniels	Detective & Pres. Grease Monkey	CM/TD	

### Subject

Building Law Enforcement and Private Business Partnerships		
Key Number	District	Route Number

### Background Information

The Office of Highway Safety is focusing on building strong partnerships across the state, whether it is with law enforcement agencies or private businesses. Our District 5 Law Enforcement Liaison is Chad Morgan, who is a detective for the Bingham County Sheriff's Office. He is going to share his experiences over the last year with getting agencies in this district more involved with OHS grant opportunities. This goes to show how much we value the partnership with a law enforcement liaison in each of the six ITD Districts.

We will also have the privilege to hear from Tyson Daniels, who is the Owner and President of Grease Monkey Idaho. He is in charge of all the Grease Monkey locations in Eastern Idaho, including two in Pocatello. He is going to talk about Grease Monkey's passion for child passenger safety. All of their facilities in Eastern Idaho have certified child passenger safety technicians, and perform car seat checks, regardless of whether the parents and caregivers are buying Grease Monkey services. The car seat checks and educational services are provided at no charge, to ensure the children are properly restrained. They are already gearing up for Child Passenger Safety Week, September 19-25, with National Seat Check Saturday being held on the 25<sup>th</sup>.

### Recommendations

For information.

### Board Action

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



## Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date July 22, 2021

Consent Item ☐

Information Item ☐

Amount of Presentation Time Needed 15 Minutes

Presenter's Name Scott Luekenga	Presenter's Title Freight Program Manager	Initials csl	Reviewed By LSS
Preparer's Name Scott Luekenga	Preparer's Title Freight Program Manager	Initials csl	

### Subject

129,000 Pound Route Case 202102US93		
Key Number	District 6	Route Number United States Highway 93 (US93)

### Background Information

Freight Program Manager is presenting a 129,000 Pound Route application for Board consideration.

Application submitted by Amalgamated Sugar Company, to re-designate US93 in District 6 from a RED route to a PURPLE route capable of carrying loads weighing up to 129,000 pounds.

On July 6, 2021, the 129,000 Pound Route Subcommittee unanimously voted to support this application and move it forward to the full Board for consideration.

### Recommendations

Staff is requesting Board approval of the 129,000 Pound Route; Case 202102US93. Resolution on page 142.



## Board Agenda Item

ITD 2210 (Rev. 10-13)

### Board Action

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

**202102US93 Route Request For Designated Routes Up To 129K**ITD 4886 (Rev. 08-13)  
itd.idaho.gov**Date Received: 05/05/2021**

Idaho Transportation Department

This form is designed to be completed electronically. If completing manually and additional space is needed, continue the narrative on the reverse side. Correspond the number of the section on the front with the continuation on the reverse.

Company Name Almagamated Sugar Company		Contact Person's Name Kerry Bowman	
Contact Phone Number 208-383-6585	Fax Number N/A	E-Mail Address kbowman@amalsugar.com	
Company Address 1951 S. Saturn Way, Suite 100		City Boise	State ID 83709

**Highway Route(s) Requested** - Routes cannot exceed the maximum overall length or off-track as shown on the Extra Length Map at <http://www.itd.idaho.gov/dmv/poe/documents/extra.pdf>. Submit a map with requested route(s) along with this completed form.

Highway Number(s)		
US93	Begin MP 82.600	End MP 160.382

**Local Route(s) Requested**

Roadway Name(s) or Number(s)		
None		

**Reasons for Request** - Continue on reverse side if necessary, corresponding the number of the section with the continuation.

1. Justification We will be contracting approximately 200,000 tons of rock to be moved from the US Calcium mine near Darlington to our plants in Paul and Twin Falls. There is not only an economic impact/incentive for us but also an efficiency impact.		
2. Associated Economic Incentives In speaking with the carriers we are working with, we would save approximately \$4.00/ton if we could run trucks at 129,000 lbs instead of 105,000 lbs.		
3. Approximate Number of Trips <u>Annually</u> On 200,000 tons, we would be looking at about 5,700 loads at 105,000 lbs or 4,700 loads at 129,000 lbs.		
4. Commodities Being Transported Lime rock		
Notification Sent to City, County, and Highway District Officials That State Route(s) May Impact <input type="checkbox"/>		Date Sent
5. List to Whom Notification was Sent		
Requestor's Printed Name Kerry Bowman	Requestor's Signature <i>Kerry Bowman</i>	Date 5/4/2021

Submit completed form to:

Idaho Transportation Department  
Attn: Chief Engineer  
PO Box 7129  
Boise ID 83704-1129**or** Fax: (208) 334-8195  
Email:  
tom.cole@itd.idaho.gov**ITD Use Only**

	Approved	Denied	Date
Highway Review	<input type="checkbox"/>	<input type="checkbox"/>	
Bridge Review	<input type="checkbox"/>	<input type="checkbox"/>	

	Approved	Denied	Date
Sub-committee	<input type="checkbox"/>	<input type="checkbox"/>	
Chief Engineer	<input type="checkbox"/>	<input type="checkbox"/>	



**129,000 Pound Evaluation of Case # 202102US93  
United States Highway 93 (US-93): MP 82.600 to 160.382**

**Executive Summary**

Amalgamated Sugar Company is requesting this segment of US-93 be designated as a 129,000 Pound Route for the transportation of lime rock from Darlington, ID to Amalgamated Sugar plants in Twin Falls, ID and Paul, ID. Amalgamated Sugar is projecting up to 4,700 annual trips weighing up to 129,000 pounds.

This segment of US-93 is a two lane rural principal arterial route with a mix of flat and rolling agricultural and high desert lands passing through the communities of Arco, Moore, Darlington, and Mackay. The route is currently coded as a “Red Route” and as such all trucks must adhere to the permitted 6.50-foot off-track, 115 foot overall vehicle length criteria and not to exceed 105,500 pounds. The application is requesting a reclassification of this route from “Red” to “Purple” and as such all trucks must adhere to the permitted 6.50-feet off track, 115 foot overall vehicle length criteria and not to exceed to 129,000 pounds.

ITD Bridge Asset Management has reviewed the seventeen (17) bridges pertaining to this request and has determined they will safely support CMVs weighing up to 129,000 pounds. Pavement conditions range from fair to good. The Commercial Average Annual Daily Traffic (CAADT) constitutes up to 21% of overall traffic volume. Between 2016 and 2020, there were seven (7) accidents involving tractor-trailer combination, resulting in 1 fatality and no injuries. This route passes by one (1) church and no other social facilities. There are no signalized intersections on this route. This route traverses a significant mountain pass – Willow Creek Summit is 7161 feet which poses no significant operational or safety concern.

**Department of Motor Vehicles. Highway Safety. Bridge Asset Management and District 6  
recommend proceeding with this request.**

**Detailed Analysis**

**Department of Motor Vehicles (DMV) Review**

All Idaho Transportation Department routes are currently categorized by their ability to handle various extra-length vehicle combinations and their off-tracking allowances. The categories used when considering allowing vehicle combinations to carry increased axle weights above 105,500 pounds and up to 129,000 pounds are:

- Blue routes at 95 foot overall vehicle length and a 5.50-foot off-track
- Red routes at 115 foot overall vehicle length and a 6.50-foot off-track.

Off-tracking is the turning radius of the vehicle combination, which assists in keeping them safely in their lane of travel. Off-tracking occurs because the rear wheels of trailer trucks do not pivot, and therefore will not follow the same path as the front wheels. The greater the distance between the front wheels and the rear wheels of the vehicle, the greater the amount of off-track. DMV confirms that the requested route falls under one of the above categories and meets all length and off-tracking requirements for that route. More specifically, the requested section of US-93 from MP 82.600 to MP 160.382 is designated as a red route and as such all trucks must adhere to the 6.5-foot off-track and 115 foot overall vehicle length criteria.



### **Bridge Review**

Bridges on all publicly owned routes in Idaho, with the exception of those meeting specific criteria, are inspected every two years at a minimum to ensure they can safely accommodate vehicles. A variety of inspections may be performed including routine inspections, in-depth inspections, underwater inspections, and complex bridge inspections. All are done to track the current condition of a bridge and make repairs if needed.

When determining the truck-carrying capacity of a bridge, consideration is given to the types of vehicles that routinely use the bridge and the condition of the bridge. Load limits may be placed on a bridge if, through engineering analysis, it is determined the bridge cannot carry legal truck loads.

ITD Bridge Asset Management has reviewed the seventeen (17) bridges pertaining to this request and has determined they will safely support CMVs weighing up to 129,000 pounds, provided the truck's axle configuration conforms to legal requirements. To review load rating data for each of the bridges, see the Bridge Data chart below.

***Table 1. US-93, Bridge Data***

<b>ROUTE</b>	<b>FROM:</b>	US-93/US-20 JCT
	<b>MILE POST:</b>	82.600
	<b>TO:</b>	US-93/SH-75 JCT
	<b>MILE POST:</b>	160.900

***Table 2. US-93, Bridge Data***

<b>HIGHWAY NUMBER</b>	<b>MILE POST</b>	<b>BRRIDE KEY</b>	<b>RATING (lbs)</b>
<b>US-93</b>	83.95	17950	186,000
<b>US-93</b>	85.43	17955	314,000
<b>US-93</b>	87.58	17960	238,000
<b>US-93</b>	89.11	17965	312,000
<b>US-93</b>	90.04	17970	264,000
<b>US-93</b>	90.11	17975	250,000
<b>US-93</b>	91.48	17980	378,000
<b>US-93</b>	95.18	17985	292,000
<b>US-93</b>	96.33	17990	226,000
<b>US-93</b>	98.71	17995	284,000
<b>US-93</b>	107.29	18000	372,000
<b>US-93</b>	113.13	18005	OK EJ
<b>US-93</b>	156.56	18011	756,000
<b>US-93</b>	157.93	18015	296,000
<b>US-93</b>	159.16	18020	226,000
<b>US-93</b>	159.92	18026	819,800
<b>US-93</b>	160.03	18031	246,000

### **ITD District 6 Evaluation**

This segment has been evaluated and the District recommends proceeding.

District 6 has evaluated the roadway characteristics, pavement condition, and traffic volume on US-93 from MP 82.6 to MP 160.382 in response to the request to make this segment a 129,000 Pound Route. The District has found no concerns with this action and recommends proceeding. Details of the evaluation are provided below.

### Roadway Characteristics

This Roadway is a major rural principal arterial collector with the roadway geometry outlined below. MP 108.8 to MP 109.24 has a bike path between lane of travel and parking.

**Table 7. US-93 Roadway Geometry**

MILEPOSTS	THROUGH LANES	TURN LANES	SHOULDER	PARKING LANE
82.6000-82.870	5 – 2 Each Direction	Center	Yes	No
	12'		7'	
82.871 – 90.030	2 – 1 Each Direction	Yes	Yes	No
	12'		4' – 5'	
90.031 – 90.400	2 – 1 Each Direction	Center	Yes	No
	12'		1'	
90.401 – 99.260	2 – 1 Each Direction	Yes	Yes	No
	12'		3' – 4'	
99.261 – 108.800	2 – 1 Each Direction	Yes	Yes	No
	12'		2' – 3'	
108.801 – 109.240	2 – 1 Each Direction	Center	Yes	Yes
	12'		12'	
109.241 – 113.480	2 – 1 Each Direction	Yes	Yes	No
	12'		3' – 4'	
113.481 – 131.190	2 – 1 Each Direction	Yes	Yes	No
	12'		5' – 6'	
131.191 – 141.450	2 – 1 Each Direction	Yes	Yes	No
	12'		1' – 2'	
141.451 – 159.150	2 – 1 Each Direction	Yes	Yes	No
	12'		1' – 2'	
159.151 – 160.010	2 – 1 Each Direction	Yes	Yes	No
	12'		2' – 3'	
160.011 – 160.240	2 – 1 Each Direction	Yes	Yes	No
	12'		5'	
160.240 – 160.382	2 – 1 Each Direction	Yes	Yes	No
	12'		4'	

### Pavement Condition

The requested section of highway is asphalt and is in generally good condition and is not considered deficient. Spring breakup limits do not pertain to this section at this time.

**Table 8. US-93 TAMS Visual Survey Data**

MILEPOST	PAVEMENT TYPE	DEFICIENT (YES/NO)	CONDITION STATE
83.000 – 88.000	Flexible	No	Fair
88.000 – 90.580	Flexible	No	Good
90.581 – 93.500	Flexible	No	Good
93.501 – 96.500	Flexible	No	Good
96.501 – 99.500	Flexible	No	Good
99.501 – 102.500	Flexible	No	Good
102.501 – 105.000	Flexible	No	Good
105.501 – 108.470	Flexible	No	Good
108.471 – 111.000	Flexible	No	Good
111.001 – 112.900	Flexible	No	Good
112.901 – 115.540	Flexible	No	Good
115.541 – 118.000	Flexible	No	Fair
118.001 – 120.000	Flexible	No	Good
120.001 – 121.950	Flexible	No	Good
121.951 – 125.000	Flexible	No	Fair
125.001 – 127.000	Flexible	No	Good
127.001 – 129.000	Flexible	No	Good
129.001 – 131.000	Flexible	No	Good
131.001 – 134.000	Flexible	No	Good
134.001 – 137.000	Flexible	No	Good
137.001 – 140.000	Flexible	No	Fair
140.001 – 142.000	Flexible	No	Good
142.001 – 144.500	Flexible	No	Fair
144.501 – 147.000	Flexible	No	Fair
147.001 – 150.000	Flexible	No	Fair
150.001 – 152.000	Flexible	No	Good
152.004 – 155.000	Flexible	No	Good
155.001 – 157.160	Flexible	No	Fair
157.161 – 160.000	Flexible	No	Good

**Traffic Volumes**

The speed limit of this section of highway varies between 25 and 65 mph. The traffic volumes are provided below.

**Table 9. US-93 Traffic Volumes**

MILEPOSTS	TDT	AADT	CAADT	% CMV
82.000 – 90.507	2,000	1,690	310	16%
90.508 – 108.511	1,200	950	250	21%
108.512 – 112.703	1,000	980	110	11%
112.704 – 118.404	900	770	130	14%
118.405 – 131.106	580	460	120	21%
131.107 – 158.911	700	590	110	16%
158.912 – 160.382	1,000	800	200	2%

**Truck Ramps**

No runaway truck ramps exist along these routes.

**Port of Entry (POE)**

There are no P.O.E. or rover site on US-93.

**Safety Review****Accident Data**

Analyses of the 5-year accident data (2016-2020) on the nearly 78 mile segment of US-93 shows there were a total of 146 accidents involving 173 units (5 fatalities and 50 injuries). There were seven (7) accidents which involved a tractor-trailer combination, resulting in one (1) fatality and no injuries. Contributing circumstances were improper turning, animals, speed and inattention. This route passes by one (1) church and no other social facilities. There are no signalized intersections on this route. This route traverses a significant mountain pass – Willow Creek Summit is 7161 feet which poses no significant operational or safety concern.

**Climate Data**

<b>PRECIPITATION</b>	<b>ANNUAL AVERAGE</b>
Average Annual Precipitation	9.44"
Snowfall	30.5"
Annual August High Temp	86.4F
Average December Low Tem	32.0F

**End Evaluation**

**129,000 Pound Route  
Public Comments  
Case# 202102US93**

**E-MAILS: NONE**

Name:  
Phone Number:  
Email Address:  
Specific Route:  
Date:

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**Phone**

Name: Mark Kime, Supervisor, Shoshone 2 HD  
Date: June 10, 2021  
Phone Number: 208-731-2796  
Email Address: shd2@qwestoffice.net  
Specific Route: 600 Road West and Dietrich/Butte Rd

Mr. Kime expressed his LHD concern with 129,000 pound routes relating to the impact of heavier and increased CMV operating on LHD routes that are not designed to handle additional weight. Also, discussed cost of allowing larger/heavier CMV and maintaining LHD routes – LHD are not funded to the level activities be requested.

Name: Monica Hampton  
Date: June 14, 2021  
Phone Number: 208-527-5900  
Email Address:  
Specific Route: US-93

Ms. Hampton expressed two concerns; winter weather driving in the vicinity of Darlington, ID and road congestion in summer tourism months. Concern regard driving conditions in winter months with larger trucks could impact the safety of drivers along US-93. During summer months heavy volume of tourist transit Arco to Challis section of US-93. Concerned that without left turn bays traffic will get backed up both north and south as traffic waiting at a non-turn lane/signalized turn into U.S. Calcium plant.



# 129,000 Pound Route Application 202102US93 US-93 (MP 82.600 to 160.382)



## Applicant

Amalgamated Sugar  
POC: Kerry Bowman

## Commodity

Lime Rock: 200,000 tons annually

## Number of Annually Trip

4,700 @ 129,000 lbs  
5,700 @ 105,500 lbs

## Requested Route

US93 MP82.60 to MP 160.38

Darlington to Twin Falls, and Paul

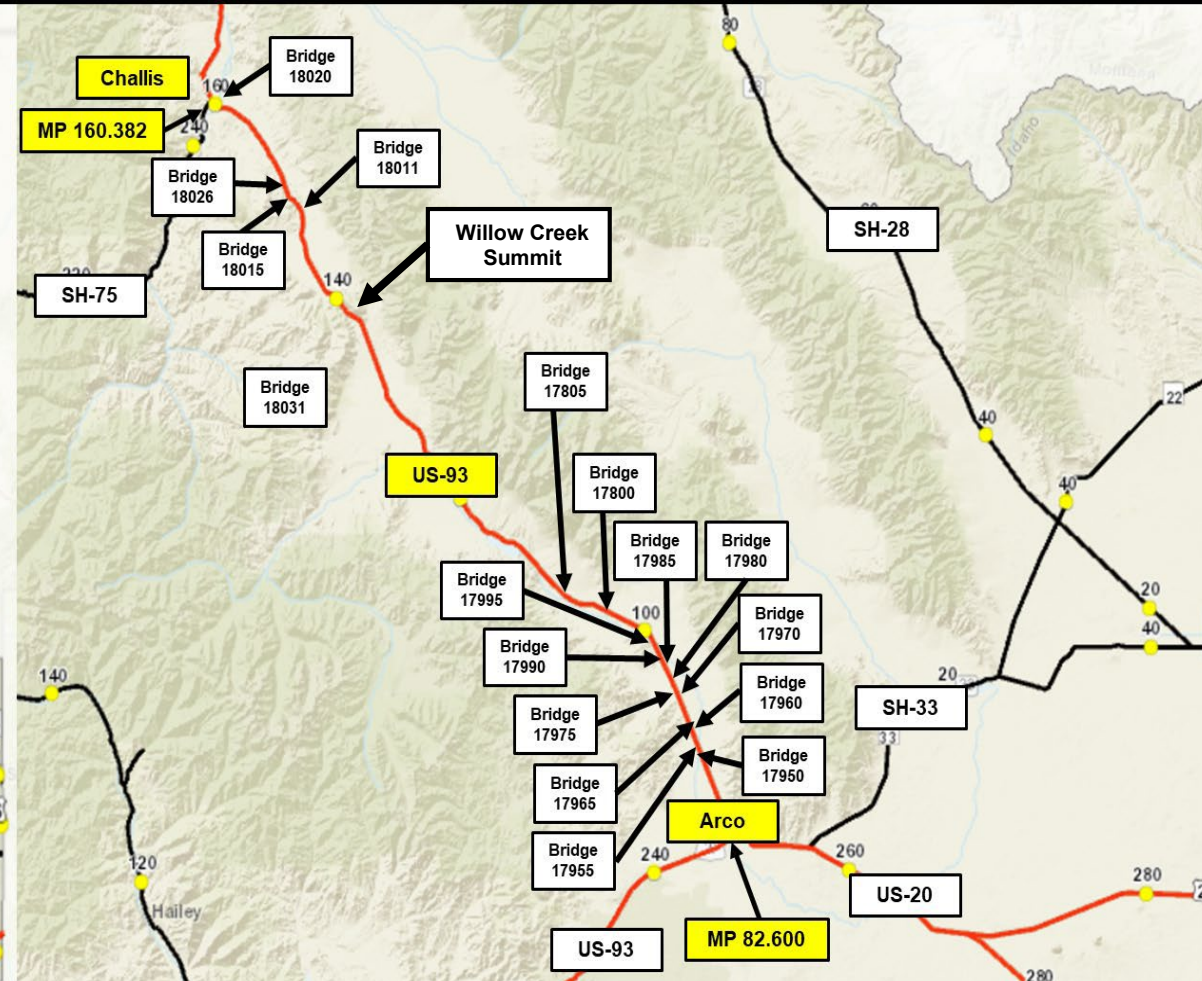
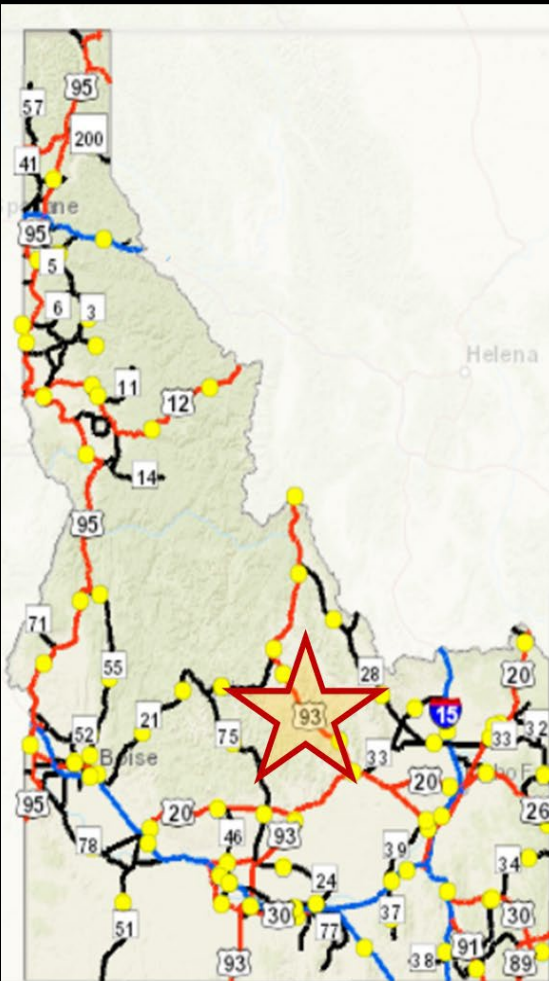
## Bridge Review

17 Bridges

All safely support 129,000 lbs CMVs

## Safety Review

Accident : 146  
Involving trk/trl: 7  
Injuries involving trk/trl: 0  
Fatalities involving trk/trl: 1  
Reasons: failure to maintain lane, animals, speed



## Road Characteristics

Major rural arterial collector  
Through lanes: 2-1 each direction  
MP 108-109 has parking lane  
MP 108-109 has bike lane

## TAMS Survey Data

Pavement type: Flexible  
Deficient: No  
Condition State:  
29 Segment  
22 Good  
7 Fair

## Traffic Volumes

Average TDT: 7,380  
Average AADT: 6,240  
Average CAADT: 1,230  
Percentage CMV: 17%

## Truck Ramps

No

## Ports of Entry

No

## DMV Review

Current permitted off-track: 6.50'  
Current permitted CMV length: 115'  
Current permitted weight: 105,500 lbs

Proposed permitted off-track: 6.50'  
Proposed permitted CMV length: 115'  
Currently Permitted CMV weight: 129,000 lbs

## Local Highway Jurisdiction

None applied for US93 segment, two on application

- Dietrich/Butte Rd (east of Shoshone) – LHJ Shoshone, Dietrich
- 600 Rd West (west of Minidoka & north of Paul) – Kimama, Minidoka & City of Paul

## Pubic Comment

Against: None  
For: None

General Comments: Two

- LHD concern with impact of heavier trucks
- Citizen concerned with winter driving and road congestion

**129,000 Pound Route Application  
Case #20202US93**

**Resolution**

WHEREAS, Senate Bill 1117 was enacted in 2013 allowing the Idaho Transportation Board to designate state highways for permitted vehicle combinations up to 129,000 pounds upon request; and

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

WHEREAS, the Idaho Transportation Department has received a request for 129,000 pound routes in District 6: United States Highway 93 M.P. 82.600 to M.P. 160.382; and

WHEREAS, the Chief Engineer and ITD Staff received the application and reviewed the proposed routes by conducting an engineering and safety analyses of the routes; and

WHEREAS, upon completion of the engineering and safety analyses, a 15-day public comment period was held, including an opportunity for verbal testimony with two (2) comments received, none in support, none adversarial and two (2) neither for or against the specific route; and

WHEREAS, the Chief Engineer presented his analyses to the Board Subcommittee on 129,000 Pound Routes at its meeting on July 6, 2021, with a recommendation to approve the routes; and

WHEREAS, after the Board Subcommittee reviewed the Chief Engineer's analyses and public comments, it passed a motion to approve the routes request; and

WHEREAS, the Chief Engineer and the Board Subcommittee presented their analyses and recommendations to to the full Board at the regularly scheduled Board meeting of July 22, 2021.

*NOW THEREFORE BE IT RESOLVED*, that the Board accepts the Chief Engineer's analyses and recommendations on United States Highway 93 M.P. 82.600 to M.P. 160.382; and

*FURTHERMORE*, that the Board directs the Chief Engineer to issue a Letter of Determination that approves the referenced routes request in District 6.

*BE IT FURTHER RESOLVED*, following the fourteen day public appeals period, this resolution is effective August 4, 2021.