



A G E N D A

Regular Meeting of the
Idaho Transportation Board

March 14-15, 2018

KEY:

ADM = Administration

CD = Chief Deputy

HR = Human Resources

OP = Operations

March 14, 2018

	Page #	Time*
1. TOURS		
State Chinden Campus, 11311 West Chinden Boulevard, Boise		9:30
Idaho State Police, 700 Stratford Drive, Meridian		1:30

March 15, 2018

Idaho Transportation Department
Auditorium
3311 West State Street
Boise, Idaho

Pre-meeting agenda review

2. ELECTION OF VICE CHAIRMAN		
and review Subcommittee assignments	4	8:30
3. BOARD MINUTES – February 21, 2018.....	7	8:35
4. BOARD MEETING DATES	19	
April 18-19, 2018 – District 2		
May 16-17, 2018 – District 5		
June 19-21, 2018 – District 4		
5. CONSENT CALENDAR.....	20	
OP ___ Removal of 21 st Street Ave. Union Pacific Railroad (UPRR) Railroad Crossing		
and advance the Look Lane UPRR Railroad Crossing, Caldwell project.....	21	
OP ___ Add SH-75, Ketchum-Challis Highway Avalanche Repair, Custer County	22	
OP ___ Exceed the \$1 million limit on a consultant agreement with HDR	23	
OP ___ Contracts for award	24	
OP ___ State institution road improvement.....	34	

*All listed times are estimates only, and 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.



March 15, 2018
Page 2 of 3

March 15, 2018
Idaho Transportation Department
3311 West State Street
Boise, Idaho

Page # **Time***

	6. INFORMATIONAL CALENDAR		
ADM	___ State Fiscal Year 2018 financial statements	36	
ADM	___ Monthly reporting of federal formula program funding through February	51	
ADM	___ Non-construction professional service contracts	53	
OP	___ Contract awards and advertisements.....	54	
OP	___ Report on professional services agreements and term agreement work tasks	59	
	7. DIRECTOR’S MONTHLY REPORT ON ACTIVITIES		8:40
	8. MONTHLY LEGISLATIVE UPDATE:		
	Governmental Affairs Manager McCarty		9:10
	9. FY19 BUDGET STATUS UPDATE: Financial Manager, Financial Planning and Analysis Drake		9:30
	10. BREAK		9:40
	11. EMPLOYEE SERVICE AWARDS – Member Coleman, Board speaker		10:00
	12. BREAK		10:45
	13. AGENDA ITEMS		
CHRO	___ Human Resources annual report	65	11:00
Williams			
CD	___ North America Plate update.....	103	11:40
Rodriguez			
	14. EXECUTIVE SESSION (DMV conference room; working lunch**)		11:55
	PERSONNEL ISSUES [SECTION 74-206(a), (b)]		
	LEGAL ISSUES [SECTION 74-206(c), (d), (f)]		

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March 15, 2018
Page 3 of 3

March 15, 2018
Idaho Transportation Department
3311 West State Street
Boise, Idaho

Page # **Time***

15. AGENDA ITEMS, continued				
CD Hunt	—	Valley Regional Transit Short Range Plan	82	1:15
CD McGourty	—	Public Transportation 2018-20 application funding recommendations..... (Resolution on page 102)	87	1:30
OP Ward	—	Relinquishment of Coeur d'Alene Lake Drive to local agencies (Resolution on page 121)	106	1:45
OP Obray	—	Educational meeting with Magic Valley stakeholders regarding Metropolitan Planning Organizations	122	2:00
OP Gill	—	Introduction of new Idaho Transportation Improvement Program Manager.....	125	2:15
16. ADJOURN (estimated time)				2:30

***The meal will be served and reimbursed by the department. Meal reimbursement will not be claimed by any employee participating in the working lunch. Attendance is mandatory.*

SSH:March2018agenda:3/08/18

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IDAHO TRANSPORTATION BOARD SUBCOMMITTEES

2018

Subcommittee on Adjustments to the State Highway System

The Board Subcommittee on Adjustments to the State Highway System was established in 1996 to review requests to add mileage to the state highway system and to relinquish miles from the state's system. The Subcommittee submits recommendations to the full Board for consideration.

Current Board Members: Lee Gagner (chair) and Dwight Horsch
Additionally, a rotating Board Member serves on the Subcommittee, determined on a meeting-by-meeting basis.

Meetings are held on an as-needed basis, but probably average one or two per year.

Subcommittee on Audits

The Board established an Audit Subcommittee in 2003. The charge is to interact with internal and external auditors and perform specific financial and internal control related assignments as the Subcommittee and Board deem appropriate, with periodic reports to the Board.

Current Board Members: Julie DeLorenzo and Lee Gagner

The Subcommittee generally meets once or twice per year.

Subcommittee on Local Coordination/Permitting

The Board established this Subcommittee in 2016 to address concerns related to a statewide truck permitting system and to develop an implementation plan, in conjunction with local officials, for a statewide permitting system.

Current Board Members: Jan Vassar (chair) and Jim Coleman

The Subcommittee has not met since its initial meeting in 2016.

Subcommittee on Policies

Created in 2012 to review every Board Policy and introduce the policies to the Board for action. Its charge has been expanded to include review of Administrative Policies.

Current Board Members: Jim Kempton (chair) and Jan Vassar

Initially, the Subcommittee met monthly. It meets sporadically now, mainly to review Administrative Policies. There are still 3 outstanding Board Policies to review plus about 23 Administrative Policies.

Subcommittee on Right-of-Way and Access Management

Established in 2011 to address access management issues and how it will be applied in Idaho.

Current Board Members: Jim Coleman (chair), Lee Gagner, and Julie DeLorenzo

In 2013, it was noted that the Access Management Subcommittee is essentially done with its assignment; however, there was interest in changing its charge to address right-of-way issues.

There has been no change. The Subcommittee has not met since 2013.

Subcommittee on 129,000 Pound Truck Routes

The Board Subcommittee on 129,000 Pound Truck Routes was established in 2013 to implement Senate Bill 1117, allowing for permitted vehicles to haul up to 129,000 pounds on additional routes, and to oversee the process to consider additional routes. Recommendations are made to the full Board.

Current Board Members: Jim Kempton (chair), Jim Coleman, and Dwight Horsch; however, when the Subcommittee considers routes in District 2, 3, or 6, the Board member from that respective District shall serve as the third Board member on the Subcommittee, replacing Member Coleman.

The Subcommittee meets on an as-needed basis.

Current Assignments

Jim Coleman

RW/Access Management (chair)
129,000
Local Coordination/Permitting

Jan Vassar

Policies
Local Coordination/Permitting (chair)

Julie DeLorenzo

RW/Access Management
Audits

Jim Kempton

Policies (chair)
129,000 (chair)

Dwight Horsch

Adjustments to State System
129,000

Lee Gagner

RW/Access Management
Adjustments to State System (chair)
Audits

REGULAR MEETING OF THE IDAHO TRANSPORTATION BOARD

February 21, 2018

The Idaho Transportation Board convened at 8:30 AM on Wednesday, February 21, 2018 at the Idaho Transportation Department in Boise, Idaho. The following principals were present:

Jerry Whitehead, Chairman
Jim Coleman, Member – District 1
Janice B. Vassar, Member – District 2
Jim Kempton, Member – District 4
Dwight Horsch, Member – District 5
Brian W. Ness, Director
Scott Stokes, Chief Deputy
Larry Allen, Lead Deputy Attorney General
Sue S. Higgins, Executive Assistant and Secretary to the Board

Board Minutes. Member Coleman made a motion to approve the minutes of the regular Board meeting held on January 17, 2018 as submitted. Member Horsch seconded the motion and it passed unopposed.

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

RES. NO. WHEREAS, consent calendar items are to be routine, non-controversial, self-
ITB18-03 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 authorizing resolution for Federal Transit Administration; Public Transit Program modifications in FY18 in the Community Planning Association of Southwest Idaho area; Public Transit Program modifications in FY18; delaying Orofino Creek Road Bridge, Clearwater County from FY18 to FY19; advancing US-95, Little Rainbow Bridge, Adams County from FY20 to FY18 and delaying Local, Junction Idahome Road and 2750 East Road from FY18 to FY19; US-12, Fish Creek Bridge, US-12, Tumble Creek to Saddle Camp Road, and US-12, Warm Springs Pack Bridge to Montanan State Line; Payette River Bridge, Horseshoe Bend; US-20/26, Locust Grove to Eagle widening; contracts for award; and the Freight Advisory Committee membership appointments.

1) Authorizing Resolution for Federal Transit Administration (FTA). The FTA migrated from an old grant management system to a new system. It has requested ITD submit an updated authorizing resolution, which grants ITD the legal authority to be the recipient of FTA funding for the various public transit programs.

2) Public Transit Program Modifications in FY18 in the Community Planning Association of Southwest Idaho (COMPASS) area. To accommodate the Ada County Highway District (ACHD) and Valley Regional Transit (VRT), COMPASS requests several changes to the FY18 Transit Program. All of the projects are funded with FTA 5307 Small Urbanized Area Formula Grants. Increase VRT's College of Western Idaho Entrance and Roundabout, Nampa project, key #19609 to \$1,079,000; decrease VRT's Above and Beyond Americans with Disabilities' Act Paratransit, Nampa project, key #20043 to \$450,000; decrease ACHD's Commuteride Van Replacement Vehicles, Nampa project, key #20153 to \$337,000; remove the \$75,000 Safe Routes to School, VRT, Canyon County project, key #20716; and add VRT's Nampa Transit Oriented Development project for \$310,000. Staff also requests authority to adjust the Idaho Transportation Improvement Program (ITIP) accordingly.

3) Public Transit Program Modifications. Staff requests two changes to the FY18 Public Transit Program on behalf of the Bannock Transportation Planning Organization and with concurrence of the Idaho Falls Urban Area. Increase key #13801, Pocatello's Lease for Transfer Station project to \$320,000 in the 5307 Small Urban Program and increase key #19189, Pocatello's Bus Replacement project in the 5339 Small Urban Program by \$79,000. The additional funds will come from the Idaho Falls Urban Area as a transfer. Staff also requests authority to adjust the ITIP accordingly.

4) Delay Orofino Creek Road Bridge. Staff requests delaying the Orofino Creek Road Bridge, Clearwater County project, key #12019 from FY18 to FY19. Clearwater County requested the delay of its project to allow the project to bid during the fall/winter months in hopes of more favorable construction bids and to provide more time to work with the adjacent property owners. The project's \$1,250,000 will be directed to key #12122, Ora Bridge, Fremont County to cover a cost shortfall on the revised construction estimate. Staff also requests authority to adjust the ITIP accordingly.

5) Advance US-95, Little Rainbow Bridge and Delay Local, Junction Idahome Road and 2750 East Road. Staff requests advancing the \$5.8 million US-95, Little Rainbow Bridge, Adams County project, key #13946 from FY20 to FY18 and authority to adjust the ITIP. The bridge is currently rated as deficient with poor structure conditions and width restrictions. Funds would be available by delaying the Junction Idahome Road and 2750 East Road, Raft River Highway District project, key #20312. The \$3.7 million project cannot be delivered this year. The additional funds for the US-95 bridge project would come from bid and program savings.

6) US-12, Fish Creek Bridge, Key #13883; US-12, Tumble Creek to Saddle Camp Road, Key #13879; and US-12, Warm Springs Pack Bridge to Montana State Line, Key #19986. Staff intends to hire a consulting firm or team to provide construction engineering, inspection, and sampling and testing services for the three referenced projects on US-12. The total cost of these services is estimated at \$1.2 million, so staff requests approval to exceed the \$1 million limit.

7) SH-55, Payette River Bridge, Horseshoe Bend. Six Mile Engineering was selected through the term agreement as the design consultant for the SH-55, Payette River Bridge project, key #7215. During the initial design stage, the scope of the project was changed from a two-lane structure to a three-lane structure, resulting in the redesign of the project and environmental

delays. The project is scheduled to be delivered to Plans, Specifications, and Estimates by the end of next month. In order to meet this goal, an additional \$35,737 is required for the agreement, bringing the total agreement amount to \$528,837. Staff requests approval to exceed the \$500,000 term agreement limit.

8) US-20/26, Locust Grove to Eagle Widening. The scope of the US-20/26, Locust Grove to Eagle widening project, key #19944, is to widen the existing two-lane roadway to four lanes with a center auxiliary lane and install curb, gutter, and a shared use pathway. Consultant services are needed because District 3 does not have the available resources to deliver the project by October 2019. The District negotiated an agreement with Parametrix in the amount of \$1,511,600. Staff requests approval to exceed the consultant agreement amount of \$1 million. The District will use statewide balancing and offsets from other projects for the additional costs, which also includes \$150,000 for post award engineer of record inquiries.

9) Contracts for Award. The low bids on the following projects were more than ten percent over the engineer's estimate, requiring justification. Staff believes increased worker travel and material/equipment transport times resulted in higher unit bid prices for traffic control, temporary shoring, hot mix asphalt paving, and granular rock material for key #19009 - SH-6, Creek Bridge, Benewah County, District 1. Staff does not believe significant cost savings would be realized if the project is re-bid, so recommends awarding the contract. Low bidder: T Lariviere Equipment & Excavation Inc. - \$931,261.

The Removal of Bridge, Prestressed Slab, Ultra-High Performance Concrete, Temporary Traffic Control, Temporary Illumination, Rent Portable Traffic Signal System, and Mobilization items accounted for the majority of difference between the engineer's estimate and low bid on key #13884 – US-12, Maggie Creek Bridge, Idaho County, District 2. Staff recommends awarding this contract, partly because the project addresses load rating issues for some oversized vehicles. Low bidder: Braun-Jensen, Inc. - \$1,530,000.

The major differences in the engineer's estimate versus the low bid on key #13883 – US-12, Fish Creek Bridge, Idaho County, District 2, were in the Removal of Bridge, Excavation, Prestressed Girder Type 4, and Mobilization items. District 2 recommends awarding this contract, partly because the project addresses load rating issues for some oversized vehicles. Low bidder: Concrete Placing Company, Inc. - \$2,141,704.

The main variations between the engineer's estimate and low bid on key #18820 – US-95, Four Mile Creek Bridge, Latah County, District 2, are in the Removal of Bridge, Prestressed Deck Bulb Tee Girder, Precast Abutment Pile Caps, Prepare and Place Polyester Concrete Overlay, Ultra High Performance Fiber Reinforced Concrete, and Mobilization items. Four of the six items are new pay items in the District, so it did not have bid history. The existing bridge does not have a modern load rating, restricting some oversized loads from traveling across it. Staff recommends awarding the contract. Low bidder: N. A. Degerstrom, Inc. - \$1,436,120.

10) Freight Advisory Committee (FAC) Membership Appointments. Staff recommends appointing Clint Whitehead and Karen Jones to the FAC to represent the manufacturing/retail industry and the logistics warehousing industry, respectively. The terms would run from

February 2018 to December 2019. Additionally, staff recommends re-appointing the following for terms of February 2018 to December 2019: Winston Inouye from the rail industry, Clay Handy from the trucking industry, David Doeringsfeld from the port barge industry, and Rebecca Hupp from the air freight industry. It was noted that seven FAC positions remain vacant.

Informational Items. 1) Monthly Reporting of Federal Formula Program Funding through January. Idaho received obligation authority of \$99.2 million through February 8 via a continuing resolution that runs through March 23. This corresponds to \$97.8 million with match after a reduction for prorated indirect costs. Apportionments were \$301.4 million, which includes Redistribution of Certain Authorized Funds. Currently, obligation authority is 32.9% of apportionments. Of the \$97.8 million allotted, \$45 million remains.

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

3) Contract Awards and Advertisements. Key #18923 – US-95, Elmira Road Turnbay, Bonner County, District 1. Low bidder: Interstate Concrete & Asphalt Company - \$395,655.

Key #19971 – Genesee-Juliaetta Road Improvement, South Latah Highway District, District 2. Low bidder: Railco, LLC – \$150,180.

Key #20267 – SH-55, Marsing to Nampa-Caldwell Boulevard, District 3. Low bidder: VSS International, Inc. - \$1,249,120.

Key #19814 – I-84, Karcher Interchange, Nampa, District 3. Low bidder: Central Paving Company, Inc. - \$3,039,636.

Keys #13930 and #13947 – I-84B, Hammett Business Loop, Elmore County and Hammett Union Pacific Railroad Bridge, Elmore County, District 3. Low bidder: Knife River Corporation – Northwest - \$6,400,000.

Key #10555 – East Idaho Street and Holly Avenue, New Plymouth, District 3. Low bidder: Knife River Corporation - Northwest - \$1,654,598.

Key #19291 – US-95, FY18 Sealcoats, District 3. Low bidder: Geneva Rock Products, Inc. - \$2,031,590.

Key #19112 – US-95, Elephant Butte Swelling Clay, District 3. Low bidder: Central Paving Company, Inc. - \$2,399,731.

Key #20000 – I-84, Oregon State Line to Black Canyon Interchange, District 3. Low bidder: Kleopfer, Inc. - \$885,630.

Key #13479 – FY17 Capital Maintenance, Ada County Highway District, District 3. Low bidder: Sunroc Corporation - \$5,445,456.

Key #19939 – US-30, Garrett Way to Main Street, Pocatello, District 5. Low bidder: Staker & Parson Companies dba Jack B. Parson Companies - \$1,037,902.

Key #19926 – US-30, Bannock County Line to Lund, District 5. Low bidder: Kilgore Companies LLC dba Legrand Johnson Construction Company - \$2,384,311.

Key #18733 – US-20, Curr Canal Bridge, Fremont County, District 6. Low bidder: Cannon Builders, Inc. - \$609,525.

Key #19898 – US-33, Junction SH-33 to Dubois, Clark/Butte County, District 6. Low bidder: Intermountain Slurry Seal, Inc. - \$1,980,022.

The list of projects currently being advertised was provided.

4) Professional Services Agreements and Term Agreement Work Tasks Report. From December 22 through February 1, 47 new professional services agreements and work tasks were processed, totaling \$7,043,832. Three supplemental agreements to existing professional services agreements were processed during this period in the amount of \$102,315.

5) Road Equipment Branding. Idaho Code requires all state vehicles to be lettered on each side with the name of its respective department. Currently, ITD's equipment is painted white with reflective yellow striping and the ITD logo is on the door. The Department's name is not on the door. To remedy this, and in conjunction with the use of branding, the Department's logo, name, and mission statement will be placed on both sides of the vehicle. The yellow reflective striping will be replaced by orange reflective striping on operations equipment and blue reflective striping on port of entry vehicles.

Director's Report. Director Ness reported that President Trump released his infrastructure investment plan. It includes some rural set-asides and changes to state matching requirements. The Joint Finance and Appropriations Committee is scheduled to set ITD's budget on March 7. He commended the maintenance crews for keeping the state highways clear of ice and snow 85% of the time this winter to date and for responding to a water main break on SH-55 in Meridian that closed the heavily-used highway. He said the highway safety campaign, SHIFT, which focuses on changing drivers' behavior, received an AVA digital award and has been selected as a presentation at the 2018 Western Association of State Highway and Transportation Officials' conference. He also recognized Carol Leighton for her exemplary customer service and Randi Bristol-Hogue and Chad Clawson for their selection to participate in the American Association of Motor Vehicle Administrators' leadership academy and American Association of State Highway and Transportation Officials' fellowship program, respectively.

Chief Administrative Officer (CAO) Char McArthur reported on a cooperative exercise with Utah Department of Transportation (UDOT) personnel. UDOT has been communicating with ITD to learn about the innovate program and how to implement it at UDOT. Because ITD needed to conduct training for its innovate stewards and UDOT was also interested in the training, joint training was conducted last week in Pocatello.

Chairman Whitehead thanked Director Ness and CAO McArthur for the updates.

The entire Director's Board Report can be viewed at <http://itd.idaho.gov/Board>.

Legislative Report. Mollie McCarty, Governmental Affairs Manager (GAM), said the re-appointments of Aeronautics Advisory Board Member Chip Kemper and Member Kempton have been approved. ITD's lone legislative proposal, allowing electronic commercial vehicle permits, has been approved by the House and the Senate Transportation Committee. The Department's rule changes have been approved by both germane committees. She reviewed a number of other legislative proposals staff is monitoring on topics such as new special license plates, re-establishing the interim committee to review the truck registration system, the fifty-cent license plate transfer fee to the Heritage Fund, appointing directors of certain state agencies, and issuing 129,000 pound permits.

Member Kempton asked for more information on the legislation changing three agency directors, including ITD's, to serve at the pleasure of the governor. GAM McCarty said the main discussion during the committee hearing seemed to focus on the director of the Department of Parks and Recreation. There does not appear to be problems with the current system, but rather the sponsor believes the legislation would provide more consistency for state government. The legislation was initially killed in committee; however, it has since been resurrected and sent for amendments.

The Board thanked GAM McCarty for the legislative update.

Division of Motor Vehicles (DMV) Modernization Update. Randi Bristol-Hogue, Modernization Program Manager (MPM) reported that the Driver Services functions have been developed as part of the modernization update. One team is cleansing the data and removing duplicate records. This will help facilitate the move to one customer, one record. Another team is working on integrating codes, testing them, and fixing issues. User assessment testing will start early next month followed by training in April. The go-live date is May 7. This will require closing drivers' license offices for two days. Extensive outreach will be conducted to inform the public of this closure.

MPM Bristol-Hogue said planning is underway for the next phase, Vehicle Services. The subject matter experts and high level process flows have been identified, which should ensure a common understanding of what needs to be supported. The group will also continue to look at lessons learned to help ensure the next phase is successful.

Member Kempton mentioned a recent computer hacking incident at ITD related to truck registrations. He asked if those issues have been resolved. MPM Bristol-Hogue replied that the new system has additional security features, like encrypting information. Employees need certain credentials to access data and security reviews are conducted.

Chairman Whitehead thanked MPM Bristol-Hogue for the informative update and for the progress being made on this important project.

State FY18 Financial Statements. Controller Dave Tolman said revenues to the State Highway Account from all state sources were ahead of projections by .8% at the end of December. Of that total, receipts from the Highway Distribution Account were .3% or \$291,000 more than forecast. State revenues to the State Aeronautics Fund were ahead of projections by 1.5%, or \$22,000. Expenditures were within planned budgets. Personnel costs had savings of \$10.3 million or 15.6% due to reserves for horizontal career path increases, vacancies, and timing between a position becoming vacant and being filled. ITD had 105 vacancies at the end of December. Contract construction cash expenditures of \$273 million through December exceeded any from the past three years.

The balance of the long term investments was \$163.9 million at the end of December, according to Controller Tolman. These funds are obligated against construction projects and encumbrances. The long term investments plus the cash balance of \$77 million were \$31 million less than the end of June. Expenditures in the Strategic Initiatives Program Fund through December were \$5.6 million. Deposits into the new Transportation Expansion and Congestion Mitigation Fund were \$8 million year-to-date. These funds were requested as a supplemental appropriation, which has since been approved.

Controller Tolman also mentioned that the Department had one audit finding in FY17. The closing packages were submitted to the State Controller's Office by the deadline; however, they were incomplete. An amendment was omitted, and has since been submitted. All of the financial information was accurate.

Annual Report on Status of State-Owned Dwellings. Capital Facilities Manager Tony Pirc provided information on the ITD-owned dwellings, including the fair rental value, rental status, and monthly rental fee. The Department owns 3 stick-framed houses, 13 manufactured homes, 5 bunkhouses, and 2 apartments at Johnson Creek and Cavanaugh Bay Air Strips, plus 19 trailer pads, of which 11 have employee-owned manufactured housing on them. ITD also owns nine trailer pads and three houses at rest area locations.

Member Coleman asked why rent is not collected at a majority of the sites. Chief Operations Officer Travis McGrath said the Department has difficulty retaining employees at some of those remote locations, so it provides housing to ensure the Department retains mission-critical employees. Controller Tolman added that if an employee is required to reside at a premise as a condition of employment, like a caretaker at an airstrip, or near a maintenance shed, the Department waives the rental fee. If it is a benefit for the employee to occupy an ITD-owned dwelling, then a minimal rental fee is assessed.

Local Rural Highway Investment Program (LRHIP) Annual Report. Local Highway Technical Assistance Council (LHTAC) Deputy Administrator Laila Kral said the goal of the LRHIP is to provide funding to rural local highway jurisdictions for construction and planning. Per Board policy, Surface Transportation Program – Rural funds may be exchanged for State Highway Funds in an amount not to exceed \$2.8 million annually. The funds are available to cities with less than 5,000 population, county road and bridge departments, and highway districts that collect local taxes or have alternative funding mechanisms for highways and bridges. Funds cannot be used for wages, equipment, or consultant use on construction projects. In FY17, 17 of

the 49 construction applications were funded for \$1.64 million; both of the federal-aid match requests were funded for a total of \$166,000; 7 of the 21 transportation plans were funded for \$330,000; and 9 of the 14 sign applications were funded for \$241,000. Four emergency projects were also funded for almost \$300,000. She highlighted some of the funded projects.

The Board thanked Deputy Administrator Kral for the report and for the good working relationship between LHTAC and ITD.

Children Pedestrian Safety Projects. Division of Engineering Services Administrator (DESA) Blake Rindlisbacher summarized the 2017 legislation allowing children pedestrian safety projects to be funded via the Strategic Initiatives Program. Staff presented a recommended list of projects last month; however, the Board held the item due to pending legislation. DESA Rindlisbacher said both chambers have passed the supplemental appropriation bill that includes funding for this program and the Governor has signed the bill.

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

RES. NO. WHEREAS, HB334 modified the Strategic Initiative Program Idaho Code § 40-
ITB18-04 719, to include funding projects on the local system; and

WHEREAS, HB334 included a new eligible project category known as Children Pedestrian Safety; and

WHEREAS, the Idaho Transportation Department and Local Highway Technical Assistance Council (LHTAC) staff have developed guidelines for the solicitation and evaluation of 2018 Children Pedestrian Safety projects; and

WHEREAS, the funding split for Children Pedestrian Safety projects will be 60% to the state highway system and 40% to the local system; and

WHEREAS, in August 2017, the Idaho Transportation Board authorized ITD staff to coordinate with LHTAC staff to jointly solicit and evaluate applications for the 2018 Children Pedestrian Safety projects and to present a list of projects totaling up to \$2 million to the Board for approval; and

WHEREAS, ITD and LHTAC staff are seeking Board approval of the recommended projects for the Strategic Initiative Program Fund.

NOW THEREFORE BE IT RESOLVED, that the Board approves the 2018 Children Pedestrian Safety projects:

- Third Street Corridor Multimodal Improvements, City of Moscow - \$250,000;
- Hiland Avenue – East 19th Street Sidewalk Connection, City of Burley - \$191,000;
- Main Street Sidewalk Improvements, City of Ashton - \$250,000;
- Marsing SH-55 Sidewalk, City of Marsing - \$175,000;

- Children Pedestrian Improvements, City of Firth - \$250,000;
- South 5th Street Pathway, City of Driggs - \$125,000;
- Ridge Crest Elementary Safety Improvements Phase 2, City of Blackfoot - \$171,000;
- Iona Street Riverside Drive and Bush Elementary Southwest Connection, City of Idaho Falls - \$250,000;
- Crosswalk Signage and Pedestrian Improvement, City of Carey - \$154,640;
- Locust and US-91 PHB and Pathway Improvements, City of Shelley - \$35,000;
- Sacajawea Elementary School SP25, City of Caldwell - \$109,446; and
- Child Pedestrian Safety Project, City of Teton - \$28,000

Executive Session on Personnel and Legal Issues. Member Horsch made a motion to meet in executive session at 10:25 AM to discuss personnel and legal issues as authorized in Idaho Code Section 74-206 (b), (c), (d), and (f). Member Kempton seconded the motion and it passed 4-0 by individual roll call vote.

The discussions on legal matters related to operations. The personnel item related to the performance of an employee.

The Board came out of executive session at 1:00 PM.

129,000 Pound Truck Route Requests – District 6. Freight Program Manager Jeff Marker said seven requests were received to designate routes in District 6 as 129,000 pound truck routes. Staff's analyses determined that all of the routes can support the higher weight limit. During the public comment period, including a public hearing on the route requests, eight comments were received. Five of the comments supported designating routes for vehicle combinations up to 129,000 pounds, two opposed route designations, and one was neutral. Staff presented its findings to the Board Subcommittee on 129,000 Pound Truck Routes last month and recommended approving all of the routes. The Subcommittee concurred.

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

RES. NO. WHEREAS, Senate Bill 1117 was enacted in 2013 allowing the Idaho
ITB18-05 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 seven requests for 129,000 pound trucking routes in District 6; and

WHEREAS, the Chief Engineer and ITD staff received the applications and reviewed the proposed routes by conducting an engineering and safety analysis of each route; and

WHEREAS, upon completion of the engineering and safety analyses, a 30-day public comment period was held, including an opportunity for verbal testimony, and eight total comments were received with five favoring approval of the requested 129,000 pound trucking routes, two opposing, and one providing a neutral comment; and

WHEREAS, the Chief Engineer's representative presented the Chief Engineer's analyses to the Board Subcommittee on 129,000 Pound Truck Routes at its meeting on January 16, 2018 with a recommendation to approve all requested routes; and

WHEREAS, after the Board Subcommittee reviewed the Chief Engineer's analyses and public comments, it passed motions to recommend approval of each of the route requests; and

WHEREAS, the Chief Engineer and the Board Subcommittee presented their analyses and recommendations to the full Board at the regularly scheduled Board meeting of February 21, 2018.

NOW THEREFORE BE IT RESOLVED, that the Board accepts the Chief Engineer's analyses and recommendations on:

- the US-20 route, milepost 307.45 to 309.88
- the US-26 route, milepost 334.374 to 402.50
- the US-26 route, milepost 272.0 to 276.53
- the SH-28 route, milepost 30.61 to 135.645
- the SH-32 route, milepost 20.64 to 28.39
- the SH-32 route, milepost 0.0 to 20.64
- the SH-47 route, milepost 0.0 to 1.01

and the recommendations of approval from the Board Subcommittee; and

BE IT FURTHER RESOLVED, that the Board directs the Chief Engineer to issue Letters of Determination that approves the referenced route requests in District 6.

Cost Increase for Northgate (Siphon) Interchange. Greydon Wright, Project Manager, said a value engineering study determined that the roundabout interchange concept would not be feasible on the I-15, Northgate Interchange project, key #20314, due to conflicts at the northbound off ramp between left turning and through movements. This conflict was not foreseen in the previous analyses because development and buildout on the west side of the project was not anticipated to occur for some time. It was recently discovered that a large residential/commercial development is going through the City of Chubbuck's zoning process, meaning the conflict will occur much sooner than previously thought.

Project Manager Wright said the value engineering study determined the best option to mitigate the conflict is a signalized standard diamond interchange, estimated at \$12.5 million. He proposed funding the additional \$4 million construction costs by delaying two projects in the area.

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

RES. NO. WHEREAS, the Idaho Transportation Board supports the Idaho Transportation
ITB18-06 Department mission of safety, mobility, and economic opportunity. In that context the Department has been invited to become part of a public private partnership to construct a new interchange on Interstate 15 at Siphon Road; and

WHEREAS, the Board, at the March 16, 2017 Board meeting requested clarifications and revisions to the cooperative agreement; and

WHEREAS, the Board, at the May 18, 2017 Board meeting and the May 31 Special Board meeting requested clarifications and revisions to the cooperative agreement; and

WHEREAS, Director Ness signed a construction cooperative agreement August 17, 2017, and revised October 12, 2017; and

WHEREAS, a Value Engineering (VE) study was held October 30 and 31. During the VE Study, it was determined that the best option for the area was a standard diamond interchange, which has a higher estimated cost than a diamond interchange with roundabouts; and

WHEREAS, preliminary engineering for the project has determined the need for a \$4.1 million cost increase for construction for the project and total remaining estimated project cost totals \$4.6 million; and

WHEREAS, \$2.14 million of the estimated remaining cost can be covered by ITD by removing key #19053 (Intersection Yellowstone and Alameda) currently programmed at \$3.838 from FY19 of the Idaho Transportation Investment Program (ITIP); and

WHEREAS, the Bannock Transportation Planning Organization will remove \$2.461 million federal funding over three years (FY19, FY20, FY21) from key #12099 (Intersection Hawthorne & Quinn Roads, Chubbuck) from the ITIP.

NOW THEREFORE BE IT RESOLVED, that prior to providing the construction funding detailed above, the Board authorizes ITD enter into a separate agreement with Bannock Transportation Planning Organization. The purpose of the agreement will be to remove key #12099 from the ITIP and transfer its funding to ITD; and

BE IT FURTHER RESOLVED, that the Board approves a delay of the Intersection Yellowstone and Alameda project, key #19053, from FY19 to FY22, and authorizes staff to update the FY18-24 ITIP accordingly.

Member Horsch commended District 5 Engineer Ed Bala and his staff for their efforts on this public/private partnership.

Policy Introduction. Transportation Legislation Policy Specialist Matthew Moore proposed changes to Board Policy 4007 Memorandum of Understanding (MOU). The revisions add Memorandum of Agreement (MOA) to the title and language stating that agreements not covered under Board Policy 4001 Authority to Sign Contracts, Agreements, and Grants and Requirement to Report Certain Contracts are considered an MOU or MOA. He also presented Administrative Policy 5007 Memorandum of Understanding or Memorandum of Agreement, formerly Administrative Policy A-01-10. The policy was revised to update the process to review, execute, and sign MOUs and MOAs.

Member Kempton made a motion to approve revisions to Board Policy 4007 Memorandum of Understanding or Memorandum of Agreement. Member Vassar seconded the motion and it passed unopposed.

Member Kempton made a motion to accept Administrative Policy 5007 Memorandum of Understanding or Memorandum of Agreement as revised. Member Vassar seconded the motion.

Member Kempton made a substitute motion to accept Administrative Policy 5007 Memorandum of Understanding or Memorandum of Agreement as a new policy, replacing A-01-10. Member Vassar seconded the motion. The motion passed unanimously.

Traffic/Design Engineer Kevin Sablan presented Administrative Policy 5546 Special Events on State Highways, formerly Administrative Policy A-12-02. The main changes re-format the policy to the current standard and require the Design/Traffic Office to develop guidelines and procedures for processing special events agreement requests.

Member Kempton made a motion to accept Administrative Policy 5546 Special Events on State Highways, replacing A-12-02. Member Coleman seconded the motion and it passed unopposed.

WHEREUPON, the Idaho Transportation Board's regular monthly meeting officially adjourned at 1:20 PM.

JERRY WHITEHEAD, Chairman
Idaho Transportation Board

Read and Approved
_____, 2018
_____, Idaho



IDAHO TRANSPORTATION BOARD

RESOLUTION FOR CONSENT ITEMS

PAGES 21-35

RES. NO. WHEREAS, consent calendar items are to be routine, non-controversial, self-
ITB18-07 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 removal of 21st Street Avenue Union Pacific Railroad (UPRR) Railroad Crossing, Caldwell project and the advance of the Look Lane UPRR Railroad Crossing, Caldwell project; the addition of the SH-75, Ketchum-Challis Highway Avalanche Repair, Custer County project; exceeding the \$1 million limit on a consultant agreement with HDR; contracts for award; and the state institution road improvement.



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date March 14-15, 2018Consent Item ☒ Information Item ☐ Amount of Presentation Time Needed _____

Presenter's Name Barbara Waite	Presenter's Title Railroad/Utility Manager	Initials BW	Reviewed By LSS
Preparer's Name Jeanette Finch	Preparer's Title Senior Research Analyst	Initials JF	

Subject

Remove **NHS-7933, 21ST AVE UPRR RRX, CALDWELL** and advance **OFFSYS, LOOK LN UPRR RRX, CALDWELL** in the approved ITIP

Key Number 20008, 20355	District 3	Route Number
----------------------------	---------------	--------------

Background Information

The purpose of this consent item is to request approval to remove NHS-7933, 21ST AVE UPRR RRX, CALDWELL and advance OFFSYS, LOOK LN UPRR RRX, CALDWELL from FY 2021 to FY 2019, per policy 5011 *Idaho Transportation Investment Program* (ITIP).

The city of Caldwell has chosen to complete the 21ST Avenue rail crossing with their own resources and requested it be removed from the program. Staff plans to replace this project with another in Caldwell to fill the slot made by the removal. Therefore, Offsys, Look Ln UPRR RRX will be advanced in its place.

This consent item requests the following program modifications:

Action	KN	Name	FY 2019
Remove	20008	21ST AVE UPRR RRX, CALDWELL	(575,000)
Advance	20355	LOOK LN UPRR RRX, CALDWELL	575,000

The COMPASS Transportation Improvement Program will be modified following their Board Meeting on April 16, 2018.

Staff requests that the project modifications be made to the RRX Program in the approved ITIP following completion of the COMPASS action on these projects.

Recommendations

Approve the removal of NHS-7933, 21ST AVE UPRR RRX, CALDWELL (KN 20008) in the amount of \$575,000 and the advance of OFFSYS, LOOK LN UPRR RRX, CALDWELL (KN 20355) also in the amount of \$575,000 and authorize staff to adjust the program accordingly.

Board Action

☐ Approved ☐ Deferred _____

☐ Other _____



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date March 14-15, 2018

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

Presenter's Name Todd Hubbard	Presenter's Title EM1, D4	Initials TH	Reviewed By LSS
Preparer's Name Jeanette Finch	Preparer's Title SRA	Initials JF	BR

Subject

Add **SH 75, Ketchum-Challis Highway Avalanche Repair, Custer Co** to FY 2018 of the Federal Lands Access Program in the approved ITIP

Key Number New	District 4	Route Number SH 75
-------------------	---------------	-----------------------

Background Information

The purpose of this board item is to add **SH 75, Ketchum-Challis Highway Avalanche Repair, Custer Co** to FY 2018 of the Federal Lands Access Program, per policy 5011 *Idaho Transportation Investment Program* (ITIP).

During the winter of 2016/2017, an unusually large amount of snowfall accumulation resulted in snow avalanches above the rockfall protection work that was completed under the previous project (Key 13547). It appears that the warm spring weather triggered the snow avalanches that severely damaged many of the rockfall protection systems and the highway guardrail.

This project will replace and repair the damaged rockfall protection systems and guardrail. The work will include partial to full removal and replacement of damaged rockfall attenuator fence systems, repair of on-slope rockfall wire mesh containment systems, rock scaling, repair of damaged guardrail, erecting a temporary rockfall debris fence to protect traffic during construction, and temporary traffic control.

The project is funded by the Federal Lands Access Program (FLAP) and administered by FHWA-Western Federal Lands (WFL), with matching funds provided by ITD.

Fund Source	Amount	Percent
FLAP	\$1,839,301	92.66%
ITD	\$ 145,699	07.34%
Total	\$1,985,000	100.00%

Staff requests that this project be added to FY 2018 of the Federal Lands Access Program (with match coming from ITD) and that the ITIP be amended accordingly.

Recommendations

Approve the addition of **SH 75, Ketchum-Challis Highway Avalanche Repair, Custer Co** to FY 2018 of the Federal Lands Access Program in the amount of \$1,985,000 (with ITD match in the amount of \$145,699) and amend the ITIP accordingly.

Board Action

☐ Approved ☐ Deferred _____

☐ Other _____



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date March, 2018

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

Presenter's Name Jason Minzghor	Presenter's Title District Engineer	Initials JM	Reviewed By LSS
Preparer's Name Karen Hiatt	Preparer's Title Engineering Manager	Initials KRH	

Subject

Approval per Board Policy 4001 to exceed the \$1,000,000 limit on consultant agreement with HDR		
Key Number 20065	District 6	Route Number I-15/US-20

Background Information

The purpose for this project is to improve the safety and mobility of the I-15/US-20 connection and adjacent interchanges. Exits 118 and 119 on I-15, and the exits for Lindsay Blvd., Riverside Dr., and Science Center Dr. on US-20. All nearing the end of their service life. With the current volume of traffic, this area has become a bottleneck to the state system and a safety concern. This project has three phases.

Phase A is near completion, which included gathering corridor information, identifying environmental and resource concerns, developing a public involvement plan, developing travel demand forecasts, identifying existing and forecasting No-Build operational and capacity level of service, developing the purpose and need and pre-study activities for the environmental process.

Phase B includes a PEL (Planning and Environmental Linkage) study, NEPA documents and environmental clearance, material phase 1 report, value planning study and the capital improvement plan for the main corridor connections between I-15 and US-20 in Bonneville County, near Idaho Falls. This major connection (Exit 119) is currently experiencing traffic backups onto the interstate throughout the day. The work completed under the PEL study can be rolled into individual NEPA documents in the future as phased projects are prioritized for funding opportunities. Under this study the preliminary development will be done to about a 15% design level. The environmental work will be taken to about 50% level of effort. This work will span the next 18 to 24 months and increase the overall amount of the agreement to an estimated amount of \$1,300,000 to \$1,700,000.

This project currently has \$1,000,000 obligated and Phase A will expend \$573,600. Funds will be moved from 2 projects; Key No. 20626, \$500,000 and Key No. 20746, \$250,000 for a total of \$1,750,000.

Recommendations

Approve the Contract with HDR on Project A020(065) to exceed \$1,000,000.00.

Board Action

☐ Approved ☐ Deferred _____

☐ Other _____



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date March 15, 2018Consent Item ☒ Information Item ☐ Amount of Presentation Time Needed _____

Presenter's Name Blake Rindlisbacher, PE	Presenter's Title Engineering Services Administrator	Initials BR	Reviewed By LSS
Preparer's Name Monica Crider, P.E.	Preparer's Title Contracting Services Engineer	Initials MC	

Subject

Board Approval of Contracts for Award		
Key Number	District	Route Number

Background Information

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

Justification is attached for awarding of contract.

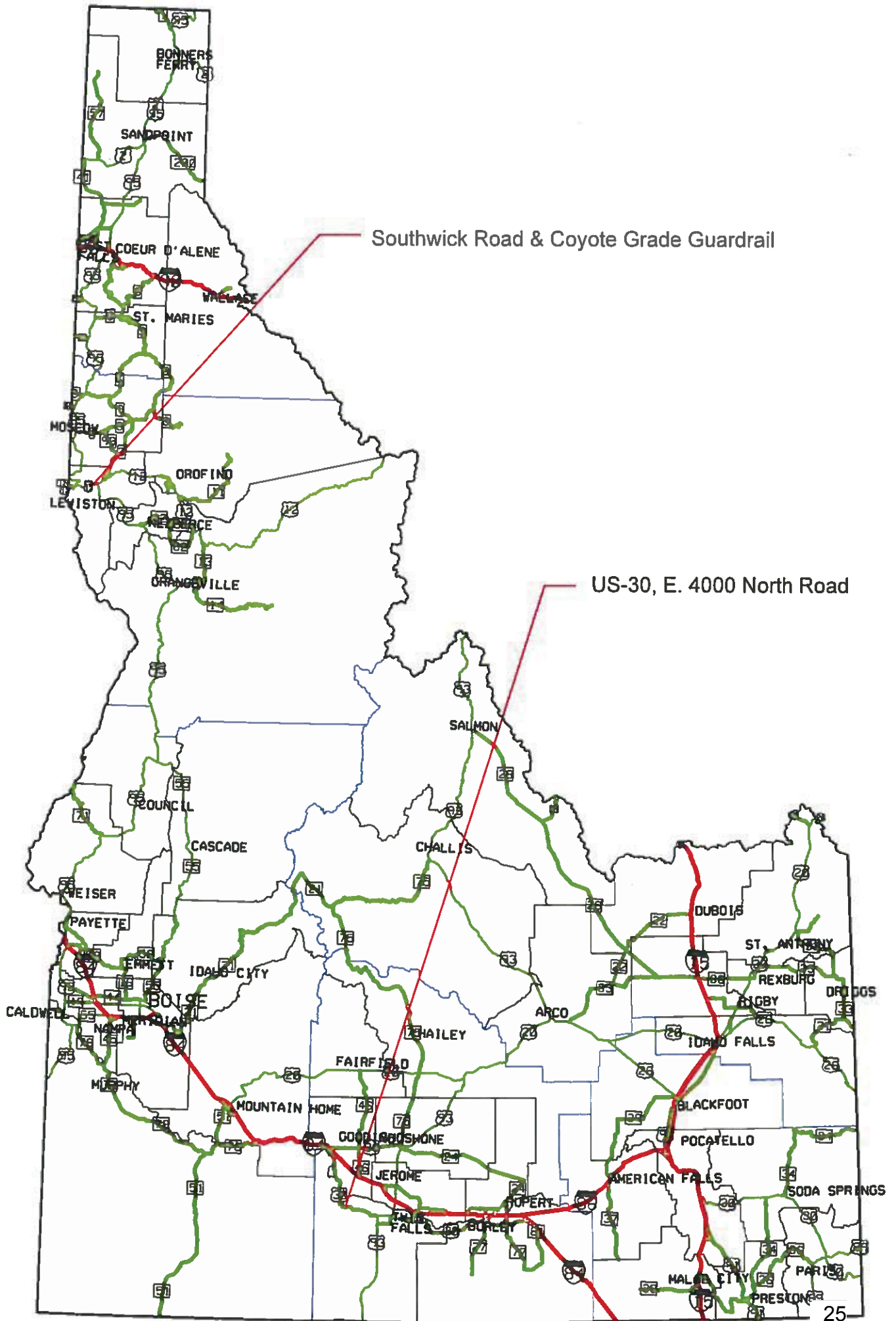
Since the last Board Agenda report Contracting Services has Bid 6 projects, 2 of them needing Board approval to award.

Recommendations

In accordance with board policy 4001, the construction contract(s) on the attached report is(are) recommended for award with board approval.

Board Action

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



Monthly Contract Status Report to the Board

CONTRACT(S) FOR BOARD APPROVAL

KEY	Engineer Estimate	Low Bid	Net +/-	% of Est	
Dist: 2	Route: OFFSYSTEM	OPENING DATE: 1/30/2018	CONTRACTOR: RAILCO, LLC	NUMBER OF BIDS: 2	
18873	\$284,576	\$525,256	\$240,680	185%	
18873	SOUTHWICK & COYOTE GRADE GRDRL, NEZ PERCE CO	SAFTY/TRAF OPER	Local		
19015	CLEAR CR RD GUARDRAIL, IDAHO CO	SAFTY/TRAF OPER	Local		
Dist: 4	Route: US-30	OPENING DATE: 2/6/2018	CONTRACTOR: KNIFE RIVER CORPORATION -NORTHWEST	NUMBER OF BIDS: 2	
13979	\$542,854	\$646,646	\$103,792	119%	
13979	E 4000 NORTH RD, TWIN FALLS CO	SAFTY/TRAF OPER	State		

DATE OF BID OPENING - JANUARY 30, 2018 - FEDERAL & STATE FINANCED
PROJECT

Idaho Federal Aid Project No. A018(873) & A019(015)
Southwick Rd and Coyote Grade Guardrail
Nez Perce & Idaho County, Key No. 18873 & 19015

DESCRIPTION: The work on this project consists of installing guardrail along Southwick Rd and Coyote Grade in Nez Perce County and along Clear Creek Road in Idaho County.

BIDDERS:

Railco, LLC Meridian, ID 83680	\$525,256.05
Knife River Corporation -Northwest Boise, ID 83709	\$596,900.00

2 BIDS ACCEPTED

ENGINEER'S ESTIMATE - \$284,576.42

LOW BID - 185 Percent of the Engineer's Estimate

(AWARD)

(REJECT)

(REQUIRES BOARD APPROVAL)

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

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



Monica Crider, P.E.
Contracting Services Engineer

Date

8/26/18

Local Highway Technical Assistance Council

3330 Grace Street
Boise, Idaho 83703

Phone 208.344.0565
Fax 208.344.0789
Toll Free 1.800.259.6841

www.lhtac.org



Mark Rekow
Chairman

Diana Thomas
Vice Chairman

Gilbert Hofmeister
Secretary/Treasurer

Jeff R. Miles, PE
Administrator

Date: February 22, 2018

Project No.: A018(873) & A019(015)

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

Key No.: 18873 & 19015

From: Jeff R. Miles, PE
Administrator

Project Identification, County:
Southwick Rd and Coyote Grade Guardrail, Nez Perce County
Clear Creek Rd Guardrail, Idaho County

RE: Justification of Bid for Award

Bids were opened, for the companioned projects 18873 Southwick Rd and Coyote Grade Guardrail, Nez Perce County and 19015 Clear Creek Rd, Idaho County, on January 30, 2018. Two (2) bids were received, the apparent low bidder was RailCo, LLC. The submitted low bid of (\$525,256.05) exceeded the Engineer's Estimate (\$284,576.43) for the project by 84.6%.

The bid items for Mobilization (Z629-05A) and Retaining Wall – Soldier Pile (S501-15A) were significantly higher than the Engineer's Estimate and are also the most expensive pay items in the projects. This variation is likely a reflection of the current high demand for all types of contractors, especially those subcontractors specialized in construction of soldier pile retaining walls. All other project pay items were bid close to the Engineer's Estimate. Analysis of the bid submitted by RailCo, LLC indicates this bid is valid with no irregularities.

These project were originally advertised approximately one year ago. One bid was received that exceeded the Engineers Estimate. This bid was rejected and changes were made, including the addition of a construction window, to the projects prior to submitting for rebid. The variation between the Engineers Estimate and the bid could be attributed to the general increase in contract prices that has occurred since this project was originally developed.

Council Members

Association of Idaho Cities
Mayor Mac Pooler
City of Kellogg

Mayor Robert Berlin
City of Roberts

Mayor Diana Thomas
City of Weiser

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 Don Ebert
Clearwater County

Commissioner Mark Rekow
Gem County

Commissioner Todd Smith
Madison County

Ex-Officio Members
Jessica Harrison, Executive Director
Association of Idaho Cities

Nick Veldhouse, Executive Director
Idaho Association of Highway Districts

Seth Grigg, Executive Director
Idaho Association of Counties

These projects will add a recognized safety improvement to roadways in both Idaho and Nez Perce Counties that have experienced roadway departure crashes, four (4) of which resulted in fatalities, in the past 5 years. Review of the received bids indicate changes to the project would not lead to significant cost savings that would justify changing or rebidding. We recommend the contract for companioned projects A018(873) and A019(015), be awarded to the low bidder, RailCo, LLC. Funds to cover the additional cost have been designated.

Sincerely,

A handwritten signature in black ink, appearing to read "J.R. Milles", written over a horizontal line.

Jeff R. Milles, PE
Administrator

cc: Gene Meinen – Idaho County
Mark Ridinger – Nez Perce County

Attachment



OFFICE OF
NEZ PERCE COUNTY ROAD & BRIDGE DEPT.

0105 33RD STREET
LEWISTON, IDAHO 83501
(208) 799-3060
(208) 799-3064 FAX

February 21, 2018

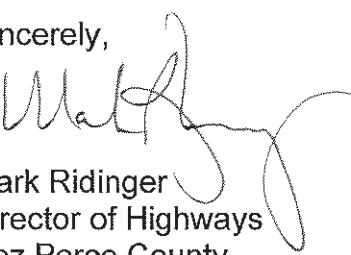
Monica Crider, P.E.
Contracting Services Manager
Idaho Transportation Department
PO Box 7129
Boise, ID 83707

Dear Ms. Crider,

Nez Perce County agrees with awarding project #A018(873), Key 18873 Southwick Road and Coyote Grade Guardrail. I have reviewed the bid amounts and concur with LHTAC's assessment that the overrun was due to the high mobilization cost. This is the second time this project has gone to bid in the past year and this time the bid was lower than the first. I do not feel that putting this project out to bid again will result in lower bids. A significant amount of time, money and effort has been put into this project to date and I feel that awarding this contract is in the best interest of everyone.

I certainly appreciate your consideration of this project. Nez Perce County appreciates the partnership between ITD and LHTAC and look forward to future safety projects. Please let me know if you have any further questions or if I can be of any assistance.

Sincerely,


Mark Ridinger
Director of Highways
Nez Perce County

C.C. Jeff R. Miles, P.E.
Kevin Kuther, P.E.

IDAHO COUNTY ROAD DEPARTMENT
4682 Highway 13 Kooskia, Id 83539
PHONE: 208-926-4471 FAX: 208-926-7721
Icroads2@qroidaho.net

February 22, 2018

Monica Crider, P.E.
Contracting Services Manager
Idaho Transportation Department
PO Box 7129
Boise, Id. 83707

Dear Ms. Crider,

Idaho County agrees with awarding KN19015 Clear Creek Road Guardrail Safety Project. Proceeding toward the construction of the guardrail will greatly add to the safety of our road system.

Respectfully,



Robert E Meinen
Road Supervisor
Idaho County R&B

C.C. Jeff Miles, P.E.
Kevin Kuther, P.E.

DATE OF BID OPENING - FEBRUARY 06, 2018 - FEDERAL & STATE FINANCED
PROJECT

Idaho Federal Aid Project No. A013(979)
US-30, E 4000 North Rd
Twin Falls County, Key No. 13979

DESCRIPTION: The work on this project consists of widening US-30 at E 4000 N Rd for new left and right turn lanes and at E 3950 N Rd. for new left turn lanes

BIDDERS:

Knife River Corporation -Northwest \$646,646.00
Boise, ID 83709

1 BIDS ACCEPTED (1 IRREGULAR – DBE)

ENGINEER'S ESTIMATE - \$542,854.45

LOW BID - 119 Percent of the Engineer's Estimate

(AWARD)

(REJECT)

(REQUIRES BOARD APPROVAL)

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

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



Monica Crider, P.E.
Contracting Services Engineer

2/21/18
Date

Department Memorandum

Idaho Transportation Department

**DATE:** February 20, 2018**Program Number(s)** A013(979)
TO: Monica Crider, P.E.
Contracting Services Engineer
Key Number(s) 13979
FROM: Devin Rigby
District 4 Engineer

Program ID, County, Etc. US-30 - E 4000 N
Road, Twin Falls Co.
RE: Justification for award of Bid

On February 6, 2018, two bids were opened for the above-mentioned project and the low bidder for the project had a bid that was 19.12% above the Engineer's Estimate. The second lowest bidder submitted a bid that was considered an "Irregular Bid" and was within 27% of the low bidder. District 4 reviewed the low bid, believes the winning bid is responsive and recommends awarding the bid to the lowest bidder.

The following items represent major differences between the Engineer's Estimate and the low bidder:

	<u>\$Eng. Est.</u>	<u>\$Low Bid</u>	<u>\$Difference</u>	
0025 205-005A - EXCAVATION	\$64,860.00	\$89,993.25	\$25,133.25	= 4.6% Eng. Est.
0045 303-022A - 3/4" AGGR TY B BASE	\$153,240.00	\$160,902.00	\$7,662.00	= 1.4% Eng. Est.
0060 405-435A - SUPERPAVE HMA PAV INCL ASPH&ADD CL SP-3	\$123,120.00	\$150,882.00	\$27,762.00	= 5.1% Eng. Est.
0210 Z629-05A - MOBILIZATION	\$50,000.00	\$92,800.00	\$42,800.00	= 7.9% Eng. Est.
			<u>Total</u>	<u>\$103,297.25</u>

Subtracting the difference from the Contractor's bid gives \$646,646.00 - \$103,297.25 = \$543,348.75 which is 100.09% of the Engineer's Estimate (\$542,854.45).

The project reconstructs two intersections on US-30 west of Filer, ID. The Engineer's Estimate was based on unit price schedule of 2017 and on observation of past experience with similar projects. District 4 believes that the higher prices on the above items are due primarily to higher asphalt prices and additional costs charged for low quantities. In addition, contractors in the area are near capacity with work and the advertisement only resulted in two bidders submitting for the contract.

This project is scheduled to be awarded in the 2018 construction season.

The district does not believe that re-advertisement will result in lower estimates.

DF

RE - Twin Falls

DE4



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date March 14 - 15, 2018Consent Item ☒Information Item ☐Amount of Presentation Time Needed N/A

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

Subject

State Institution Road Improvement		
Key Number	District	Route Number

Background Information

Board Policy 4045: State Institution Road Improvement allocates \$30,000 annually for the construction, alteration, repair and maintenance of roadways in, through and around the grounds of state institutions. The Department of Administration, Division of Public Works (DPW), will solicit projects and acquires the Governor's endorsement of projects prior to submitting the projects to the Board for consideration.

The DPW has presented their request for FY-19 for a project for the Eastern Idaho Technical College/College of Eastern Idaho. The scope of work will provide ongoing maintenance on parking and driving areas around the campus to include replacement and surface sealing. The estimated total project cost is \$60,000. Project funding will be \$30,000 ITD Grant Funds. The remainder amount will be paid by the agency, or the scope of work will be reduced.

In accordance with Idaho Code 40-310(14) this request is being made. If approved, DPW will receive the funds and administer or cause to be administered these improvement projects. The Governor has submitted the attached letter in support of this project.

Recommendations

Approval to transfer funding in the amount of \$30,000 to the DPW for the proposed project

Board Action

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



C.L. "BUTCH" OTTER

GOVERNOR
March 1, 2018

Jerry Whitehead, Chairman
Idaho Transportation Board
P.O. Box 7129
Boise, ID 83707-1129

Dear Mr. Chairman,

The Division of Public Works is recommending one project request of the Idaho Transportation Department (ITD). This request is being made per Idaho Code 40-310 (14) establishing a program for the construction, alteration, repair, and maintenance of roadways in, through and around the grounds of State institutions. The Idaho Transportation Board has authorized an amount up to \$30,000 annually for this program under ITD Board Policy B-05-15.

The recommended project for FY2019 funding is for Eastern Idaho Technical College/College of Eastern Idaho (EITC/CEI). This project will be for ongoing maintenance on parking and driving areas around the campus, to include replacement and surface sealing.

The total project cost is expected to be \$60,000. Upon project design, work in the amount of \$30,000 will be identified as payable with ITD grant funds. The remainder of the project cost will be paid by agency funds, or the project will be reduced in scope.

Idaho Code requires the Governor's approval of this request for the project to proceed. Therefore, I hereby approve the Eastern Idaho Technical College/College of Eastern Idaho request. The Division of Public Works and the Permanent Building Fund Advisory Council concur in this decision.

As Always – Idaho, "Esto Perpetua"

A handwritten signature in black ink, reading "C.L. Butch Otter". The signature is stylized, with the first letters of each name being large and prominent.

C.L. "Butch" Otter
Governor of Idaho

CLO/mw



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date March 14-15, 2018

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

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

Subject

State Fiscal Year 2018 Financial Statements		
Key Number	District	Route Number

Background Information

July 01, 2017 thru January 31, 2018, Fiscal Year 2018 Financial Statements

The financial operations of the Department as of January 31, 2018 continues this fiscal year with revenue coming in essentially on forecast year-to-date and the expenditures are following projected budgets.

- Revenues to the State Highway Account from all state sources are ahead of forecast by 2.5%. Of that total, receipts from the Highway Distribution Account are ahead of forecast by 2.2% or \$2.7M. State revenues to the State Aeronautics Fund are ahead of forecast by 7.9% or \$139,000. Staff will continue to monitor revenue and report any emerging trends.
- Expenditures are within planned budgets YTD. The difference shown in DMV is the result of encumbering funds ahead of original estimates. All other differences are timing differences between planned and actual expenditures plus encumbrances estimated year to date. Personnel costs have savings of \$11.4 million or 15.1% is due to reserves for horizontal career path increases, vacancies and timing between a position becoming vacant and filled. As of the end of January ITD had 96 vacancies.
- Contract construction cash expenditures through January of this fiscal year has exceeded any from the past three years: FY18 = \$288 M; FY17 = \$173 M; FY16 = \$184 M. After seven months in this fiscal year this is a very positive result and will assist in helping ITD achieve its objective to reduce the outstanding obligated but un-spent balances in this category and is higher than all of last year.

The balance of the long term investments as of the end of January is \$164.1 Million. These funds are obligated against both construction projects and encumbrances. The long term investments plus the cash balance (\$77M) totals \$241.6M, however that is \$31M less than the end of June.

Expenditures in the Strategic Initiatives Program Fund (GF Surplus), through the month of January, are \$6M.

Deposits into the new Transportation Expansion and Congestion Mitigation Fund of \$10.2M have occurred YTD. A supplemental appropriation for these funds was approved by JFAC in January 2018 and has been approved by the full Legislature. Projects to improve I-84 as approved by the Board will be funded in this program.

Recommendations

--

Board Action

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

User ID: asimpson
 Report ID: AD-FN-GL-010
 Run Date: 6 Feb 2018
 % of Time
 Remainin 41.67

Idaho Transportation Department

SUMMARY OF RECEIPTS AND DISBURSEMENTS

Fiscal Year: 2018

STATE HIGHWAY ACCOUNT AND STATE AERONAUTICS FUND

BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDING 1/31/2018

(all amounts in '000)

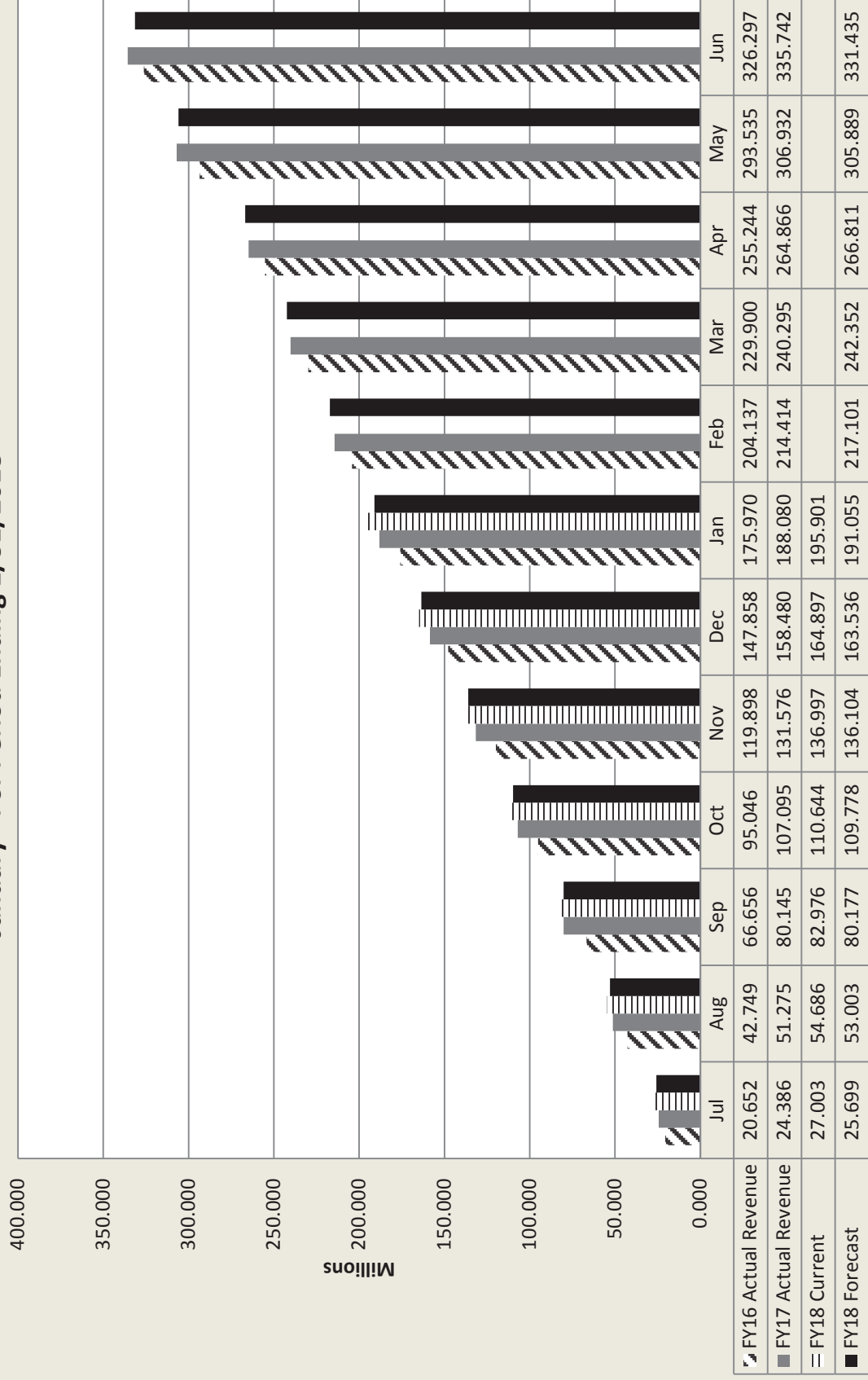
Funds Received					
	FY17 Actual YTD	FY18 Actual YTD	FY18 Forecast YTD	FY18 to FY17 Actual	FY 18 to Forecast
<u>State Highway Account</u>					
Federal Reimbursements	151,648	205,297	224,470	35.4%	-8.5%
State (Inc. H.D.A.)	188,080	195,901	191,055	4.2%	2.5%
Local	3,650	2,925	5,985	-19.9%	-51.1%
Total State Highway Account:	343,379	404,123	421,510	17.7%	-4.1%
<u>State Aeronautics Fund</u>					
Federal Reimbursements	135	175	229	29.6%	-23.7%
State	1,780	1,913	1,774	7.5%	7.9%
Total State Aeronautics Fund:	1,915	2,088	2,003	9.0%	4.3%
Total Fund Received:	345,294	406,211	423,513	17.6%	-4.1%
Disbursements (includes Encumbrances)					
	FY17 Actual YTD	FY18 Actual YTD	FY18 Budget YTD	FY18 to FY17 Actual	FY 18 to Budget
Construction Payouts	173,991	288,584	298,293	65.9%	-3.3%
<u>Operations Expenses</u>					
Highways	104,997	107,461	121,511	2.3%	-11.6%
DMV	22,994	24,949	23,880	8.5%	4.5%
Administration	13,181	15,670	16,576	18.9%	-5.5%
Transit	0	0	0	0.0%	0.0%
Facilities	864	526	2,672	-39.2%	-80.3%
Aeronautics	1,532	1,685	1,796	10.0%	-6.2%
Total Operations Expenses:	143,568	150,291	166,436	4.7%	-9.7%
<u>Transfers</u>					
Operating	25	25	25	0.0%	0.0%
Debt Service	12,502	10,491	11,780	-16.1%	-10.9%
Total Transfers:	12,527	10,516	11,805	-16.1%	-10.9%
Total Disbursements:	330,086	449,391	476,533	36.1%	-5.7%
	FY17 Actual YTD	FY18 Actual YTD	FY18 Budget YTD	FY18 to FY17 Actual	FY 18 to Budget
<u>Expenditures by Type</u>					
Personnel	66,163	64,699	76,170	-2.2%	-15.1%
Operating	55,517	59,603	50,407	7.4%	18.2%
Capital Outlay	14,530	17,165	27,104	18.1%	-36.7%
Sub-Grantee	7,358	8,825	12,755	19.9%	-30.8%
Totals Operations Expenses:	143,568	150,291	166,436	4.7%	-9.7%
Contract Construction	173,991	288,584	298,293	65.9%	-3.3%
Totals (excluding Transfers):	317,559	438,875	464,729	38.2%	37 -5.6%

State Highway Fund 0260

Fiscal Year 2018

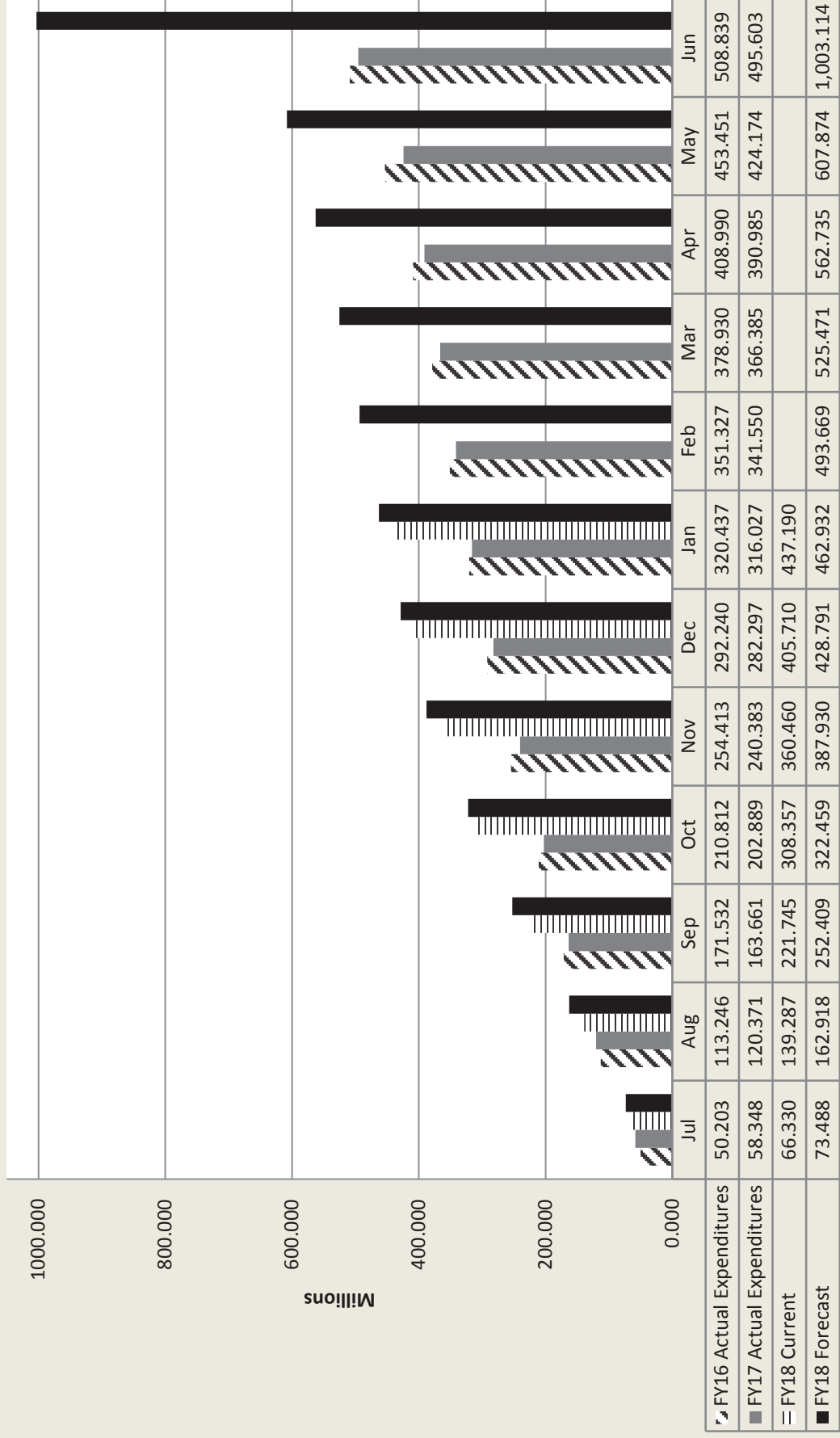
State Revenue Source Forecast vs Actual

January - For Period Ending 1/31/2018



State Highway Fund 0260

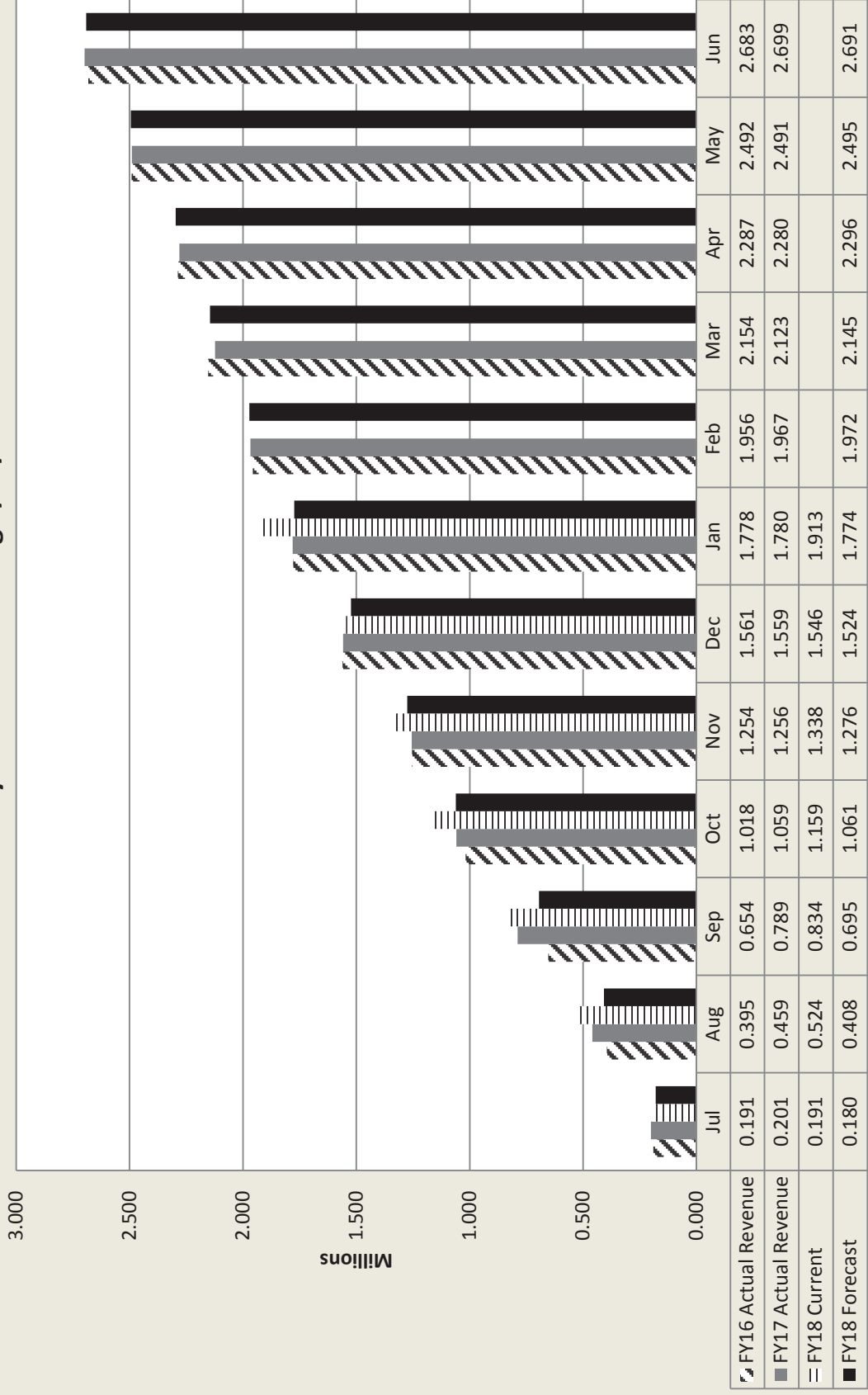
Fiscal Year 2018
Expenditures
January - For Period Ending 1/31/2018



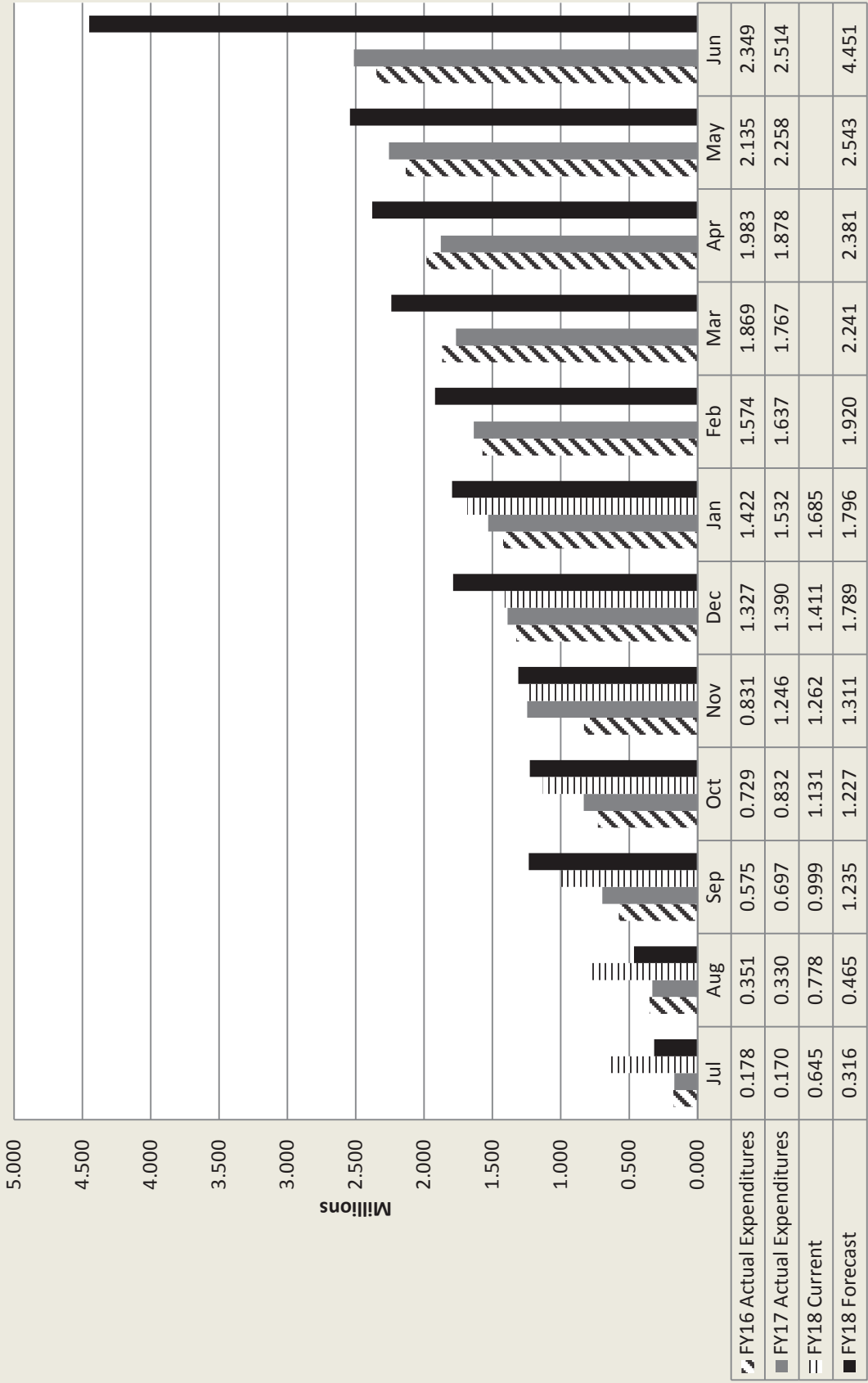
Aeronautics Fund 0221

Fiscal Year 2018

State and Interagency Revenue Sources Forecast vs Actual January - For Period Ending 1/31/2018



Aeronautics Fund 0221
Fiscal Year 2018
Expenditures
January - For Period Ending 1/31/2018



UserID: asimpson
Report ID: AD-FN-GL-002
Run Date: 06 Feb 2018

Idaho Transportation Department

OPERATING FUND BALANCE SHEET
FOR THE PERIOD ENDED 1/31/2018

	State Aeronautics Fund 0221		State Highway Fund 0260		Transportation Expansion and Congestion Mitigation Fund 0269	
	Dec-18	Jan-18	Dec-18	Jan-18	Dec-18	Jan-18
ASSETS						
Cash on Hand (Change Fund)	0	0	5,845	5,845	0	0
Cash in Bank (Daily Cash Operations)	1,949,220	2,030,561	77,691,122	77,461,361	8,046,878	10,234,731
Investments (Long Term Investments)	817,970	819,184	163,893,004	164,139,480	0	0
Total Cash & Investments	2,767,190	2,849,745	241,589,972	241,606,686	8,046,878	10,234,731
Receivables - Other	6,956	0	1,037,973	1,043,830	0	0
- Due From Locals (Project Overruns)	35,853	11,620	2,527,589	2,024,117	0	0
- Inter Agency	13,284	7,534	138,986	120,047	0	0
Total Receivables	56,093	19,154	3,704,548	3,187,995	0	0
Inventory on Hand	0	0	16,980,981	16,483,357	0	0
Total Assets:	2,823,283	2,868,899	262,275,501	261,278,038	8,046,878	10,234,731
LIABILITIES						
Vouchers Payable	0	0	0	0	0	0
Sales Tax Payable	0	0	7,636	16,360	0	0
Deferred Revenue (Local Projects Match)	0	0	16,056,031	15,851,603	0	0
Accounts Receivable Overpayment	0	0	0	0	0	0
Contractor Retained % (In Lieu Of Performance Bond)	0	0	291,788	232,821	0	0
Total Liabilities:	0	0	16,355,455	16,100,783	0	0
FUND BALANCE						
Reserve for Encumbrance	175,021	93,077	49,049,784	37,697,996	0	0
Fund Balance	2,648,262	2,775,822	196,870,262	207,479,258	8,046,878	10,234,731
Total Fund Balance:	2,823,283	2,868,899	245,920,046	245,177,255	8,046,878	10,234,731
Total Liabilities and Fund Balance	2,823,283	2,868,899	262,275,501	261,278,038	8,046,878	10,234,731

UserID: asimpson
Report ID: AD-FN-GL-002
Run Date: 06 Feb 2018

Idaho Transportation Department

OPERATING FUND BALANCE SHEET FOR THE PERIOD ENDED 1/31/2018

	Strategic Initiatives Fund (State Share) 0270.02		Strategic Initiatives Fund (Local Share) 0270.05		Total Strategic Initiatives Fund 0270	
	Dec-18	Jan-18	Dec-18	Jan-18	Dec-18	Jan-18
ASSETS						
Cash on Hand (Change Fund)		0	0	0	0	0
Cash in Bank (Daily Cash Operations)	14,106,736	13,732,428	0	0	14,106,736	13,732,428
Investments (Long Term Investments)	0	0	0	0	0	0
Total Cash & Investments	14,106,736	13,732,428	0	0	14,106,736	13,732,428
Receivables - Other	0	0	0	0	0	0
- Due From Locals (Project Overruns)	0	0	0	0	0	0
- Inter Agency	0	0	0	0	0	0
Total Receivables	0	0	0	0	0	0
Inventory on Hand	0	0	0	0	0	0
Total Assets:	14,106,736	13,732,428	0	0	14,106,736	13,732,428
LIABILITIES						
Vouchers Payable	0	0	0	0	0	0
Sales Tax Payable	0	0	0	0	0	0
Deferred Revenue (Local Projects Match)	0	0	0	0	0	0
Accounts Receivable Overpayment	0	0	0	0	0	0
Contractor Retained % (In Lieu Of Performance Bond)	24,285	24,285	0	0	24,285	24,285
Total Liabilities:	24,285	24,285	0	0	24,285	24,285
FUND BALANCE						
Reserve for Encumbrance	0	0	0	0	0	0
Fund Balance	14,082,451	13,708,143	0	0	14,082,451	13,708,143
Total Fund Balance:	14,082,451	13,708,143	0	0	14,082,451	13,708,143
Total Liabilities and Fund Balance	14,106,736	13,732,428	0	0	14,106,736	13,732,428

User ID: asimpson
Report ID: AD-FN-GL-003
Run Date: 06 Feb 2018
% of Time
Remaining: 41.7

Idaho Transportation Department
STATEMENT OF REVENUES AND EXPENDITURES
BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 1/31/2018

Fund: 0260 State Highway Fund

Fiscal Year: 2018
Budget Fiscal Year: 2018

	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)
REVENUES									
Federal Sources									
FHWA - Highway	194,550,901	180,507,120	9,571,535	0	(14,043,781)	-7.22%	415,341,581	234,834,461	56.54 %
FHWA - Indirect Cost Allocation	17,334,937	15,779,275	773,222	0	(1,555,662)	-8.97%	25,000,000	9,220,725	36.88 %
Federal Transit Authority	9,568,001	5,620,247	725,980	0	(3,947,754)	-41.26%	15,871,800	10,251,553	64.59 %
NHTSA - Highway Safety	2,796,875	2,739,342	22,781	0	(57,533)	-2.06%	4,453,800	1,714,458	38.49 %
Other Federal Aid	219,100	650,757	70,581	0	431,657	197.01 %	4,130,000	3,479,243	84.24 %
Total Federal Sources:	224,469,814	205,296,741	11,164,099	0	(19,173,073)	-8.54%	464,797,181	259,500,440	55.83 %
State Sources									
Equipment Buy Back	0	0	0	0	0	0.00 %	13,848,700	13,848,700	100.00 %
Miscellaneous Revenues	17,936,888	20,069,284	2,759,426	0	2,132,396	11.89 %	30,408,429	10,339,145	34.00 %
Total State Sources:	17,936,888	20,069,284	2,759,426	0	2,132,396	11.89 %	44,257,129	24,187,845	54.65 %
Local Sources									
Match For Local Projects	5,985,485	2,533,946	343,511	0	(3,451,539)	-57.67%	17,533,129	14,999,183	85.55 %
Other Local Sources	0	391,029	0	0	391,029	0.00 %	0	(391,029)	0.00 %
Total Local Sources:	5,985,485	2,924,975	343,511	0	(3,060,510)	-51.13%	17,533,129	14,608,154	83.32 %
TOTAL REVENUES:	248,392,187	228,290,999	14,267,036	0	(20,101,187)	-8.09%	526,587,439	298,296,439	56.65 %
TRANSFERS-IN									
Highway Distribution Account	123,000,800	125,746,796	21,370,872	0	2,745,996	2.23 %	205,097,800	79,351,004	38.69 %
Fuel/Registration Direct	39,309,814	39,172,869	5,520,669	0	(136,945)	-0.35%	64,380,570	25,207,701	39.15 %
Ethanol Fuels Tax	10,807,300	10,912,106	1,352,719	0	104,806	0.97 %	17,700,000	6,787,894	38.35 %
TOTAL TRANSFERS-IN:	173,117,914	175,831,771	28,244,260	0	2,713,857	1.57 %	287,178,370	111,346,599	38.77 %
TOTAL REV AND TRANSFERS-IN:	421,510,101	404,122,770	42,511,296	0	(17,387,331)	-4.13%	813,765,809	409,643,039	50.34 %

User ID: asimpson
Report ID: AD-FN-GL-003
Run Date: 06 Feb 2018
% of Time
Remaining: 41.7

Idaho Transportation Department

STATEMENT OF REVENUES AND EXPENDITURES

BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 1/31/2018

Fund: 0260 State Highway Fund

Fiscal Year: 2018

Budget Fiscal Year: 2018

EXPENDITURES

Operations Expense

	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)
Permanent Staff Salaries	49,652,747	42,208,568	5,719,285	0	7,444,179	14.99 %	86,653,834	44,445,266	51.29 %
Board, Hourly, OT, Shift Diff	937,640	629,102	218,999	0	308,538	32.91 %	1,033,300	404,198	39.12 %
Fringe Benefits	24,904,289	21,245,691	3,084,197	0	3,658,598	14.69 %	42,928,366	21,682,675	50.51 %
In State Travel Expense	873,516	800,893	80,362	6,300	66,323	7.59 %	1,528,146	720,953	47.18 %
Out of State Travel Expense	194,420	194,454	21,201	0	(34)	-0.02%	350,480	156,026	44.52 %
Operating Expenditures	48,861,249	40,320,810	7,547,465	17,820,786	(9,280,347)	-18.99%	85,940,469	27,798,872	32.35 %
Capital Equipment Expense	24,391,643	11,815,045	8,222,031	4,796,489	7,780,109	31.90 %	26,982,597	10,371,063	38.44 %
Capital Facilities Expense	2,642,181	444,845	148,211	37,667	2,159,669	81.74 %	5,809,438	5,326,926	91.69 %
Trustee & Benefit Payments	12,181,971	8,203,126	1,509,839	82,364	3,896,482	31.99 %	20,583,800	12,298,311	59.75 %
Total Operations Expense:	164,639,656	125,862,534	26,551,591	22,743,605	16,033,517	9.74 %	271,810,429	123,204,290	45.33 %

Contract Construction

Operating Expenditures	4,585,200	3,796,929	633,021	88,665	699,606	15.26 %	30,810,664	26,925,070	87.39 %
Capital Projects	293,189,481	283,667,166	14,312,915	631,511	8,890,805	3.03 %	691,341,090	407,042,414	58.88 %
Trustee & Benefit Payments	518,000	399,580	120,785	0	118,420	22.86 %	9,151,506	8,751,926	95.63 %
Total Contract Construction:	298,292,681	287,863,675	15,066,721	720,176	9,708,830	3.25 %	731,303,260	442,719,409	60.54 %
TOTAL EXPENDITURES:	462,932,337	413,726,209	41,618,312	23,463,781	25,742,347	5.56 %	1,003,113,689	565,923,699	56.42 %

TRANSFERS OUT

Statutory	25,000	25,000	0	0	0	0.00 %	25,000	0	0.00 %
Operating	11,779,500	10,490,552	0	0	1,288,948	10.94 %	53,641,900	43,151,348	80.44 %

TOTAL TRANSFERS OUT:

TOTAL EXPD AND

TRANSFERS OUT:

t for Fiscal Year 2018:

(53,226,736) (20,118,990) 892,984

(243,014,780)

(199,432,009)

80.41 %

57.63 %

User ID: asimpson
Report ID: AD-FN-GL-003
Run Date: 06 Feb 2018
% of Time
Remaining: 41.7

Fund: 0260 State Highway Fund

Fiscal Year: 2018
Budget Fiscal Year: 2018

Idaho Transportation Department
STATEMENT OF REVENUES AND EXPENDITURES
BUDGET TO ACTUAL
FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 1/31/2018

	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)
Contract Construction									
Operating Expenditures									
Operating Expenditures	835,000	565,587	47,845	14,851	254,562	30.49 %	13,744,637	13,164,199	95.78 %
Operating Expenditures	3,750,000	3,231,176	585,093	73,814	445,009	11.87 %	16,019,678	12,714,687	79.37 %
Operating Expenditures	200	165	83	0	35	17.29 %	1,046,349	1,046,184	99.98 %
Total Operating Expenditures	4,585,200	3,796,929	633,021	88,665	699,606	15.26 %	30,810,664	26,925,070	87.39 %
Capital Outlay									
Capital Outlay	92,820,899	96,914,614	3,294,505	51,559	(4,145,274)	-4.47 %	259,078,856	162,112,683	62.57 %
Capital Outlay	170,256,232	163,600,925	10,460,256	579,952	6,075,356	3.57 %	362,402,506	198,221,630	54.70 %
Capital Outlay	24,147,458	20,540,103	285,120	0	3,607,355	14.94 %	54,418,650	33,878,547	62.26 %
Capital Outlay	5,964,892	2,611,524	273,034	0	3,353,368	56.22 %	15,441,078	12,829,554	83.09 %
Total Capital Outlay	293,189,481	283,667,166	14,312,915	631,511	8,890,805	3.03 %	691,341,090	407,042,414	58.88 %
Trustee & Benefit Payments									
Trustee & Benefit Payments	13,000	3,962	250	0	9,038	69.53 %	3,315,807	3,311,845	99.88 %
Trustee & Benefit Payments	500,000	394,192	120,535	0	105,808	21.16 %	5,096,397	4,702,205	92.27 %
Trustee & Benefit Payments	5,000	1,427	0	0	3,573	71.46 %	739,302	737,875	99.81 %
Total Trustee & Benefit Payments	518,000	399,580	120,785	0	118,420	22.86 %	9,151,506	8,751,926	95.63 %
Total Contract Construction:	298,292,681	287,863,675	15,066,721	720,176	9,708,830	3.25 %	731,303,260	442,719,409	60.54 %

User ID: asimpson
Report ID: AD-FN-GL-003
Run Date: 06 Feb 2018
% of Time
Remaining: 41.7

Idaho Transportation Department
STATEMENT OF REVENUES AND EXPENDITURES
BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 1/31/2018

Fund: 0269 Transportation Expansion and Congestion Mitigation Fund

Fiscal Year:	2018	Year to Date Actual	Current Month Activity	Year to Date Encumbrance	Variance Favorable / Unfavorable (E = A - B - D)	Percent Variance (F = E / A)	Annual Appropriation	Appropriation Balance (H = G - B - D)	Percent Remaining (I = H / G)
Budget Fiscal Year:	2018	(A)	(B)	(C)	(D)	(E = A - B - D)	(G)	(H = G - B - D)	(I = H / G)
REVENUES									
Miscellaneous Revenues	66,000	23,966	8,161	0	(42,034)	-63.69%	66,000	42,034	63.69 %
TOTAL REVENUES:	66,000	23,966	8,161	0	(42,034)	-63.69%	66,000	42,034	63.69 %
TRANSFERS-IN									
Cigarette Tax	0	694,258	694,258	0	694,258	0.00 %	5,110,600	4,416,342	86.42 %
Sales Tax	9,219,300	9,516,506	1,485,433	0	297,206	3.22 %	15,248,100	5,731,594	37.59 %
TOTAL TRANSFERS-IN:	9,219,300	10,210,765	2,179,692	0	991,465	10.75 %	20,358,700	10,147,935	49.85 %
TOTAL REV AND TRANSFERS-IN:	9,285,300	10,234,731	2,187,853	0	949,431	10.23 %	20,424,700	10,189,969	49.89 %
Net for Fiscal Year 2018:									
	9,285,300	10,234,731	2,187,853		949,431		20,424,700	10,189,969	

User ID: asimpson
Report ID: AD-FN-GL-003
Run Date: 06 Feb 2018
% of Time
Remaining: 41.7

Idaho Transportation Department

STATEMENT OF REVENUES AND EXPENDITURES

BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 1/31/2018

Fund: 0270 Strategic Initiatives Program Fund

	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)
Fiscal Year: 2018									
Budget Fiscal Year: 2018									
REVENUES									
State Sources - Miscellaneous Revenues	68,000	125,886	16,974	0	57,886	85.13 %	205,200	79,314	38.65 %
TOTAL REVENUES:	68,000	125,886	16,974	0	57,886	85.13 %	205,200	79,314	38.65 %
TOTAL REV AND TRANSFERS-IN:	68,000	125,886	16,974	0	57,886	85.13 %	205,200	79,314	38.65 %

EXPENDITURES

Contract Construction - Capital Projects	19,620,282	6,002,778	391,282	0	13,617,504	69.41 %	19,620,282	13,617,504	69.41 %
TOTAL EXPENDITURES:	19,620,282	6,002,778	391,282	0	13,617,504	69.41 %	19,620,282	13,617,504	69.41 %
TOTAL EXPD AND TRANSFERS OUT:	19,620,282	6,002,778	391,282	0	13,617,504	69.41 %	19,620,282	13,617,504	69.41 %
Net for Fiscal Year 2018:	(19,552,282)	(5,876,892)	(374,308)		13,675,390		(19,415,082)	(13,538,190)	

User ID: asimpson
Report ID: AD-FN-GL-003
Run Date: 06 Feb 2018
% of Time
Remaining: 41.7

Idaho Transportation Department

STATEMENT OF REVENUES AND EXPENDITURES
BUDGET TO ACTUAL
FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 1/31/2018

Fund: 0375 GARVEE Debt Service Fund

Fiscal Year: 2018
Budget Fiscal Year: 2018

	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)
REVENUES									
State Sources - Miscellaneous Revenues	0	46,564	9,454	0	46,564	0.00 %	0	(46,564)	0.00 %
TOTAL REVENUES:	0	46,564	9,454	0	46,564	0.00 %	0	(46,564)	0.00 %
TRANSFERS-IN									
Operating	0	15,190,552	0	0	15,190,552	0.00 %	0	(15,190,552)	0.00 %
TOTAL TRANSFERS-IN:	0	15,190,552	0	0	15,190,552	0.00 %	0	(15,190,552)	0.00 %
TOTAL REV AND TRANSFERS-IN:	0	15,237,115	9,454	0	15,237,115	0.00 %	0	(15,237,115)	0.00 %

EXPENDITURES

Bond Principal / Interest	0	53,964,500	10,829,436	0	(53,964,500)	0.00 %	0	(53,964,500)	0.00 %
TOTAL EXPENDITURES:	0	53,964,500	10,829,436	0	(53,964,500)	0.00 %	0	(53,964,500)	0.00 %
TOTAL EXPD AND TRANSFERS OUT:	0	53,964,500	10,829,436	0	(53,964,500)	0.00 %	0	(53,964,500)	0.00 %

Net for Fiscal Year 2018:

(38,727,385)

0

38,727,385

User ID: asimpson
Report ID: AD-FN-GL-003
Run Date: 06 Feb 2018
% of Time
Remaining: 41.7

Idaho Transportation Department

STATEMENT OF REVENUES AND EXPENDITURES

BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 1/31/2018

Fund: 0221 State Aeronautics Fund

Fiscal Year: 2018
Budget Fiscal Year: 2018

	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)
REVENUES									
Federal Sources - FAA	229,063	174,750	28,427	0	(54,313)	-23.71%	441,700	266,950	60.44 %
State Sources - Miscellaneous Revenues	281,229	337,915	199,454	0	56,686	20.16 %	366,425	28,510	7.78 %
Interagency Sources - Miscellaneous Revenues	127,944	149,874	0	0	21,930	17.14 %	225,000	75,126	33.39 %
TOTAL REVENUES:	638,236	662,539	227,881	0	24,303	3.81 %	1,033,125	370,586	35.87 %
TRANSFERS-IN									
Operating	1,364,467	1,425,455	167,937	0	60,988	4.47 %	2,100,000	674,545	32.12 %
TOTAL TRANSFERS-IN:	1,364,467	1,425,455	167,937	0	60,988	4.47 %	2,100,000	674,545	32.12 %
TOTAL REV AND TRANSFERS-IN:	2,002,703	2,087,993	395,818	0	85,291	4.26 %	3,133,125	1,045,131	33.36 %

EXPENDITURES

Permanent Staff Salaries	432,977	391,020	56,625	0	41,957	9.69 %	751,092	360,072	47.94 %
Board, Hourly, OT, Shift Diff	34,700	38,472	3,610	0	(3,772)	-10.87%	54,300	15,828	29.15 %
Fringe Benefits	207,308	185,843	26,744	0	21,465	10.35 %	357,608	171,765	48.03 %
In State Travel Expense	39,058	38,946	281	0	112	0.29 %	58,835	19,889	33.80 %
Out of State Travel Expense	9,453	6,529	199	0	2,924	30.93 %	17,800	11,271	63.32 %
Operating Expenditures	429,631	348,328	69,101	65,624	15,679	3.65 %	998,510	584,558	58.54 %
Capital Equipment Expense	45,588	41,588	34,286	4,357	(357)	-0.78%	161,000	115,055	71.46 %
Capital Facilities Expense	24,881	4,881	0	20,000	(0)	0.00%	99,480	74,599	74.99 %
Trustee & Benefit Payments	572,847	539,576	159,354	0	33,271	5.81 %	1,951,935	1,412,359	72.36 %
TOTAL EXPENDITURES:	1,796,443	1,595,183	350,202	89,981	111,278	6.19 %	4,450,560	2,765,395	62.14 %

TOTAL EXPD AND

ANSFERS OUT:

Net for Fiscal Year 2018:

(1,317,435)

(1,720,264)



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date March 14-15, 2018Consent Item ☐ Information Item ☒ Amount of Presentation Time Needed _____

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

Subject

Monthly Reporting of Federal Formula Program Funding Through February 2018		
Key Number	District	Route Number
N/A	N/A	N/A

Background Information

Idaho received obligation authority through March 23rd (174/365th) via a continuing resolution signed on February 9th. This \$130.0 million corresponds to \$128.1 million with match after a reduction for prorated indirect costs. We expect an FY 2018 Appropriations Act on or around March 23rd.

Idaho has received apportionments via notices through February 28, 2018 of \$301.7 million which includes *Redistribution of Certain Authorized Funds*. Currently, obligation authority is 43.1% of apportionments.

The exhibits on the following page summarize these amounts and show allotments and remaining funds by program through February 28, 2018.

Recommendations

For Information

Board Action

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



Board Agenda Item

ITD 2210 (Rev. 10-13)

Exhibit One Actual Formula Funding for FY2018

Per FAST Tables – Total Year	
Federal Aid Only	\$302,157
Including Match	\$327,648
Per Apportionments – Total Year	
Federal Aid Only	\$301,704
Including Match	\$327,157
Obligation Limits through 3/23/2018	
Federal Aid Only	\$130,040
Less prorated \$25M indirect costs w/Match	\$128,087

- Notes:
1. All dollars in Thousands
 2. 'Approved Program' amounts from the FY 2018 Board Approved Program (Sky Blue Book).
 3. Apportionment and Obligation Authority amounts reflect available funds via federal notices received through January 31, 2018.

Exhibit Two Allotments of Available Formula Funding through February 8, 2018

Program	Allotted Total Program Funding	Total Program Funding Remaining
All Other SHS Programs	\$88,030	\$29,835
GARVEE Formula Debt Service*	\$13,549	\$2,776
State Planning and Research*	\$3,212	\$1,253
Metropolitan Planning*	\$864	\$313
Transportation Alternatives (Urban/Rural)	\$1,699	\$519
Recreational Trails	\$735	\$732
STBG - Local Urban	\$3,725	(\$132)
STBG - Transportation Mgt. Area	\$4,347	\$2,603
Transportation Alternatives (TMA)	\$206	\$168
STBG – Local Rural	\$5,967	\$1,404
Local Bridge	\$2,341	\$1,779
Off System Bridge	\$1,756	\$712
Local HSIP	\$1,655	(\$1,144)
Total (excluding indirect costs)	\$128,087	\$40,819

- Notes:
1. All dollars in Thousands.
 2. Allotments based on the FY 2018 Board Approved Program (Sky Blue Book).
 3. Funding amounts include match and reflect total formula funding available (excluding indirect costs).
 4. Data reflects both obligation and de-obligation activity (excluding indirect costs) as of February 28th.
 5. Advanced construction conversions of \$108.4 million are outstanding for FY 2018.
- * These programs are provided 100% Obligation Authority. Other programs are reduced accordingly.



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date March 14-15, 2018Consent Item ☐ Information Item ☒ Amount of Presentation Time Needed _____

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

Subject

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

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

Background Information

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

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

Recommendations

Information only

Board Action

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



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date March 15, 2018Consent Item ☐ Information Item ☒ Amount of Presentation Time Needed _____

Presenter's Name Blake Rindlisbacher, PE	Presenter's Title Engineering Services Administrator	Initials BR	Reviewed By LSS
Preparer's Name Monica Crider, P.E.	Preparer's Title Contracting Services Engineer	Initials MC	

Subject

Contract Awards and Advertisements		
Key Number	District	Route Number

Background Information

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

Also attached is the Current Advertisement Report.

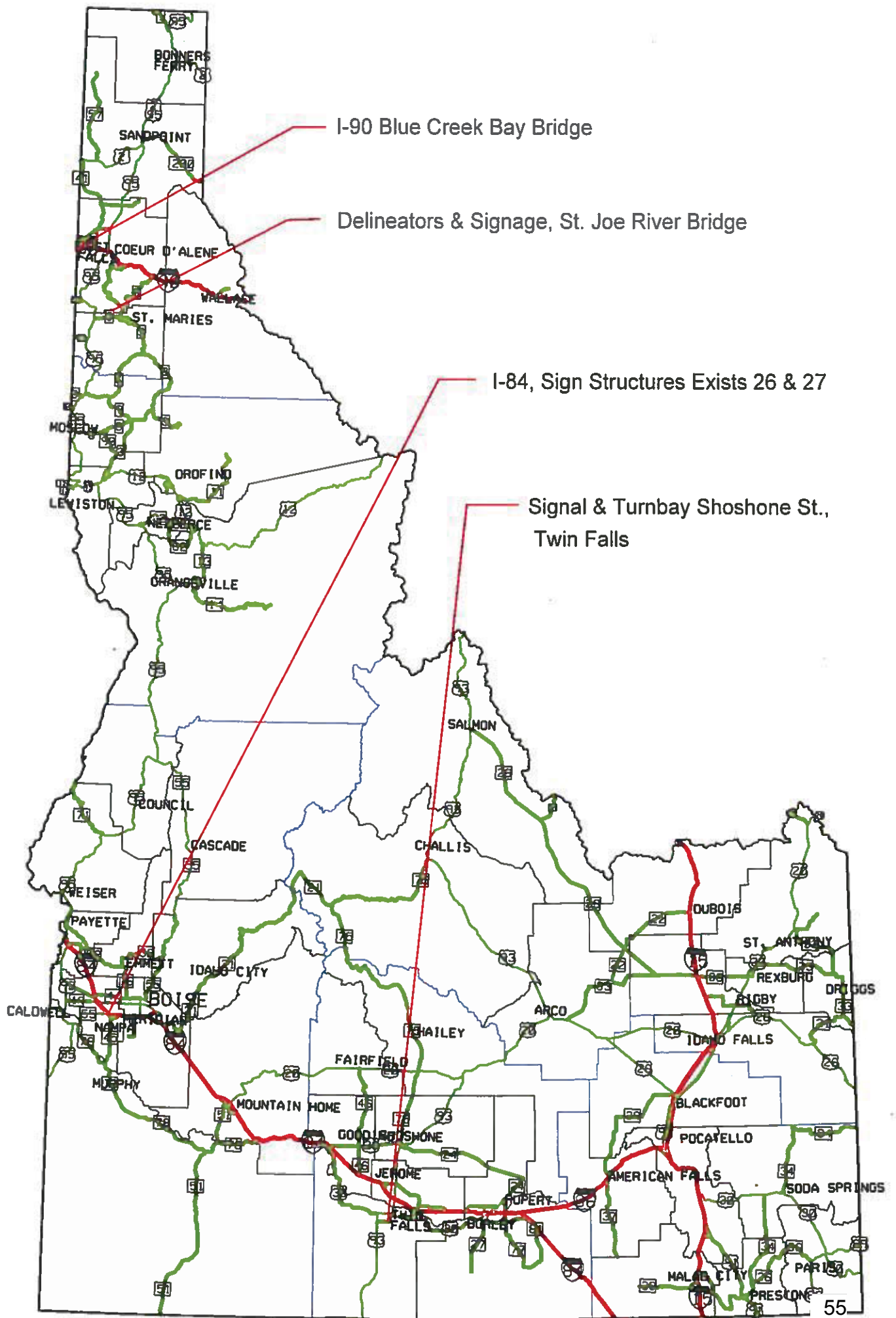
Since the last Board Agenda report Contracting Services has Bid 6 projects, 2 of them needing Board approval to award.

Recommendations

For Information Only.

Board Action

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



Monthly Contract Status Report to the Board

CONTRACT ACCEPTED BY STAFF SINCE LAST BOARD MEETING

KEY	Engineer Estimate	Low Bid	Net +/-	% of Est
Dist: 1	Route: I-90	OPENING DATE: 2/6/2018	CONTRACTOR: RECORD STEEL & CONSTRUCTION INC dba RSCI	NUMBER OF BIDS: 4
19431	\$13,916,902	\$10,856,491	(\$3,060,410)	78%
19431	BLUE CR BAY BR, KOOTENAI CO	BR/APPRS	State	
Dist: 1	Route: OffSystem	OPENING DATE: 2/6/2018	CONTRACTOR: NORTHWEST LANDSCAPE LLC	NUMBER OF BIDS: 2
20290	\$87,386	\$88,203	\$817	101%
20290	DELINEATORS AND SIGNAGE, ST JOE RV RD, BENEWAH CO	SAFTY/TRAF OPER	Local	
Dist: 3	Route: I-84	OPENING DATE: 2/13/2018	CONTRACTOR: CORAL CONSTRUCTION COMPANY	NUMBER OF BIDS: 2
18830	\$922,885	\$831,153	(\$91,732)	90%
18830	SIGN STRUCTURES, EXITS 26 AND 27	SAFTY/TRAF OPER	State	
Dist: 4	Route: OFF SYSTEM	OPENING DATE: 2/6/2018	CONTRACTOR: ELECTRIC 1 WEST, INC.	NUMBER OF BIDS: 1
20295	\$979,407	\$952,671	(\$26,736)	97%
20295	SIGNALS AND TURN BAY, SHOSHONE ST, TWIN FALLS	SAFTY/TRAF OPER	Local	

Record count: 4

Monthly Contract Advertisement As of 02-27-2018

	Key	Job Type	Route Type
Dist: 1	Route: I-90	OPENING DATE: 3/6/2018	
	12311	\$1,000,000 to \$2,500,000	
	12311	SELTICE WAY CONGESTION MITIGATION	SAFTY/TRAFF OPER Local
Dist: 1	Route: US-95	OPENING DATE: 2/27/2018	
	12964	\$5,000,000 to \$10,000,000	
	12964	ALDERSON LN TO KOOTENAI RV/RR BR BONNERS FERRY	RESRF/RESTO&REHAB State
Dist: 2	Route: Off System	OPENING DATE: 3/13/2018	
	13450	\$1,000,000 to \$2,500,000	
	13450	ROBINSON PARK RD BR, LATAH CO	BR/APPRS Local
Dist: 2	Route: Off System	OPENING DATE: 3/6/2018	
	13444	\$100,000 to \$250,000	
	13444	VINEYARD DR GUARDRAIL, LEWISTON	SAFTY/TRAFF OPER Local
Dist: 2	Route: SH-8 & SH-11	OPENING DATE: 2/27/2018	
	18729	\$1,000,000 to \$2,500,000	
	18729	FY19 D2 SEALCOATS	PM State
Dist: 3	Route: SH-16	OPENING DATE: 3/13/2018	
	18872	\$1,000,000 to \$2,500,000	
	18872	INT BEACON LIGHT RD	SAFTY/TRAFF OPER State

Dist: 3 Route: SH-45 OPENING DATE: 3/13/2018

20225 \$500,000 to \$1,000,000

20225 DEER FLAT TO I-84B RESRF/RESTO&REHAB State
MICROSEAL, NAMPA

Dist: 3 Route: SH-69 OPENING DATE: 2/27/2018

19965 \$2,500,000 to \$5,000,000

19965 KUNA TO MERIDIAN RESRF/RESTO&REHAB State

Dist: 4 Route: Off System OPENING DATE: 3/20/2018

19688 \$250,000 to \$500,000

19688 INT HANKINS & SAFTY/TRAF OPER Local
ADDISON AVE SIGNAL,
TWIN FALLS HD

Dist: 4 Route: I-84 OPENING DATE: 3/6/2018

18881 \$15,000,000 to \$25,000,000

18881 I 86 SALT LAKE SYSTEM BR/APPRS State
INTERCHANGE

Dist: 5 Route: Off System OPENING DATE: 3/13/2018

11244 \$5,000,000 to \$10,000,000

11244 E ONEIDA ST, PRESTON RECONST/REALIGN Local

Dist: 5 Route: SH-34 OPENING DATE: 3/13/2018

19579 \$1,000,000 to \$2,500,000

19579 TINCUP CR BR MP 106.4, BR/APPRS State
CARIBOU COUNTY

Dist: 6 Route: SH-33 OPENING DATE: 3/6/2018

20758 \$2,500,000 to \$5,000,000

20758 D6 SH 33 AND US 93 RESRF/RESTO&REHAB State
MILL AND INLAY

Dist: 6 Route: SH-32 OPENING DATE: 2/27/2018

20757 \$1,000,000 to \$2,500,000

20757 D6 SH 32, SH 33, AND US PM State
93 FOG SEAL



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date March 15, 2018

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

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

Subject

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

Background Information

For all of ITD:

Consultant Services processed thirty-three (33) new professional services agreements and work tasks totaling **\$4,491,931** and one (1) supplemental agreement to an existing professional services agreement totaling **\$101,000** from February 2, 2018 through February 22, 2018.

New Professional Services Agreements and Work Tasks

<i>Reason Consultant Needed</i>	<i>District</i>								<i>Total</i>
	1	2	3	4	5	6	HQ		
Resources not Available									
Design	3	1	1	1	1				7
Environmental					2				2
Aerial Photography									
Geotechnical				1					1
Testing & Inspection			2	3					5
Surveying	1	1	1	1	1				5
Construction	1			1					2
Bridge	2						1		3
Local Public Agency Projects	1	3	3	0	0	1	0		8
Total	8	5	7	7	4	1	1		33



Board Agenda Item

ITD 2210 (Rev. 10-13)

For ITD District Projects:

Twenty-five (25) new professional services agreements and work tasks were processed during this period totaling **\$3,821,986**. No Supplemental Agreements were processed.

District 1

<i>Project</i>	<i>Reason Consultant Needed</i>	<i>Description</i>	<i>Selection Method</i>	<i>Consultant</i>	<i>Amount</i>
I-90, Kingston IC#43, Shoshone Co	Resources not available: Bridge	Bridge Girder Inspection Services	Minor Agreement	Olsson Associates	\$21,000
SH-41, Burlington Northern Railroad Bridge, Bonner Co	Resources not available: Construction	Engineer of Record Services	Individual Project Solicitation	HDR Engineering	Prev: \$835,800 This: \$142,300 Total: \$978,100
SH-41, E Paire Ave to Lancaster Rd, Kootenai Co	Resources not available: Bridge	Bridge Design	Individual Project Solicitation	Forsgren Associates	\$452,886
State, FY20 D1 Bridge Repair	Resources not available: Design	Roadway Design & Traffic Control Plans	Direct from Term Agreement	Precision Engineering	\$69,000
US-95, Anderson Ln to Kootenai River Bridge, Bonners Ferry	Resources not available: Design	Add'l design services and public information meeting	RFI from Term Agreement	HMH LLC	Prev: \$325,800 This: \$123,000 Total: \$448,800
SH-41, E Prairie Ave to Lancaster Rd; Lancaster Rd to Boekel Rd	Resources not available: Design	Drainage Design Assistance	Direct from Term Agreement	HDR Engineering	\$49,000
US-95, Various	Resources not available: Surveying	Monument Preservation Surveys	Direct from Term Agreement	Meckel Engineering & Surveying	\$76,500

District 2

<i>Project</i>	<i>Reason Consultant Needed</i>	<i>Description</i>	<i>Selection Method</i>	<i>Consultant</i>	<i>Amount</i>
SH-11, FY23 Top of Greer Grade to Weippe, Clearwater Co	Resources not available: Design	Roadway Design Services incl. materials investigations, traffic control plans and PS&E	Direct from Term Agreement	American Geotechnics	\$100,000



Board Agenda Item

ITD 2210 (Rev. 10-13)

US-95, Thorn Creek Rd to Moscow, Ph 1	Resources not available: Surveying	Surveying Services for Right-of-Way Plans & Acquisition	RFI from Term Agreement	David Evans & Associates	Prev: \$264,300 This: \$ 51,300 Total: \$315,600
---------------------------------------	------------------------------------	---	-------------------------	--------------------------	---

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, Hammett Union Pacific Railroad Bridge; Hammett Business Loop, Elmore Co	Resources not available: Testing & Inspection	Construction Engineering, Inspection & Testing	Individual Project Solicitation	Horrocks Engineers	\$669,200
I-84, Karcher IC, Nampa	Resources not available: Testing & Inspection	Construction Management, Inspection & Testing	RFI from Term Agreement	HDR Engineering	\$382,700
Sh-55, Payette River Bridge, Horseshoe Bend	Resources not available: Design	Design Changes Due to Widening of the Bridge	RFI from Term Agreement	Six Mile Engineering	Prev: \$493,100 This: \$ 35,800 Total: \$528,900 Board approved > \$500K Feb '18 Mtg
SH-16, Phyllis Canal Bridge & South Stage	Resources not available: Surveying	Surveying Services	Direct from Term Agreement	T-O Engineers	\$84,800

District 4

<i>Project</i>	<i>Reason Consultant Needed</i>	<i>Description</i>	<i>Selection Method</i>	<i>Consultant</i>	<i>Amount</i>
I-84, Various, Jerome Co	Resources not available: Construction	Engineer of Record Services	Individual Project Solicitation	HDR Engineering	Prev: \$578,500 This: \$ 34,000 Total: \$612,500
US-93, Notch Butte Climbing Lanes	Resources not available: Design	Roadway Design through PS&E	Individual Project Solicitation	H.W. Lochner	\$376,200
State, FY 13 D4 Material Source Acquisition	Resources not available: Surveying	Materials Source Surveying	Direct from Term Agreement	Garcia Land Surveying	\$100,000



Board Agenda Item

ITD 2210 (Rev. 10-13)

US-30, Banbury to Buhl, Twin Falls Co	Resources not available: Testing & Inspection	Materials Testing for Superpave HMA	Direct from Term Agreement	Horrocks Engineers	\$30,000
State, FY17 D4 Material Sources	Resources not available: Geotechnical	Material Source Investigation Drilling, Testing & Reporting	RFI from Term Agreement	Haley & Aldrich	\$249,500
SH-46, Camas Co Line to Jct US-20, Camas Co	Resources not available: Testing & Inspection	Materials Testing and Inspection	Direct from Term Agreement	Strata	\$51,000
SH-46, US-30 to Ken Curtis Bridge, Twin Falls Co	Resources not available: Testing & Inspection	Construction Testing and Inspection	RFI from Term Agreement	Horrocks Engineers	\$121,400

District 5

<i>Project</i>	<i>Reason Consultant Needed</i>	<i>Description</i>	<i>Selection Method</i>	<i>Consultant</i>	<i>Amount</i>
I-15, Northgate IC, Chubbuck	Resources not available: Design	Roadway & Bridge Design Services, Ph III: Final Design through PS&E	Individual Project Solicitation	Stanley Consultants	Prev: \$ 987,918 This: \$ 494,400 Total: \$1,482,318 Board approved > \$1 M Jan '18 Mtg
I-15, Rose Rd IC, Bingham Co	Resources not available: Environmental	Asbestos Testing	Direct from Term Agreement	Materials Testing & Inspection	Prev: \$1,301 This: \$2,000 Total: \$3,301
State, FY17 D5 Aerial Photography	Resources not available: Surveying	Survey Data Transformations	RFI from Term Agreement	Aero-Graphics	Prev: \$486,000 This: \$ 4,000 Total: \$490,000
State, FY12b D5 Bridge Repair	Resources not available: Environmental	Asbestos Sampling and Testing	Direct from Term Agreement	Materials Testing & Inspection	\$2,000



Board Agenda Item

ITD 2210 (Rev. 10-13)

Headquarters

<i>Project</i>	<i>Reason Consultant Needed</i>	<i>Description</i>	<i>Selection Method</i>	<i>Consultant</i>	<i>Amount</i>
State, FH 18 SHS Bridge Inspection	Resources not available: Bridge	Viaduct Inspection	Direct from Term Agreement	Burgess & Niple	\$100,000

For Local Public Agency Projects:

Eight (8) new professional services agreements totaling **\$669,945** were processed during this period. One (1) supplemental agreement was processed totaling **\$101,000**.

Local Public Agency Projects

<i>Project</i>	<i>Sponsor</i>	<i>Description</i>	<i>Selection Method</i>	<i>Consultant</i>	<i>Amount</i>
Delineators & Signage, St. Joe River Rd	Benewah County	Construction Engineering, Inspection & Testing	Local project Direct from Term Agreement	T-O Engineers	\$10,500
Genesee-Juliaetta Rd	South Latah Highway District	Construction Engineering, Inspection & Testing	Local project Direct from Term Agreement	J-U-B Engineers	\$17,300
9th St Grade; 5th Ave to Idaho St	City of Lewiston	Roadway Design, Ph II: Design through PS & E	Local Project RFI	Parametrix	Prev: \$ 64,000 This: \$139,600 Total: \$203,600
Lapwai Rd Safety Improvements	Nez Perce County	Preliminary Engineering for Safety Improvements	Local project Direct from Term Agreement	Keller Associates	\$30,600
Farmway Rd / Highway 44	Notus- Parma Highway District	Independent Assurance Lab Testing	Local project Direct from Term Agreement	GeoTek	\$3,500
Horseshoe Park Pathway & SW Ave Improvements	City of New Plymouth	Design of Horseshoe Park Pathway & Southwest Ave Pedestrian &	Local Project RFI	Holladay Engineering Company	\$88,100



Board Agenda Item

ITD 2210 (Rev. 10-13)

		Bicycle Improvements			
E Idaho St & Holly Ave	City of New Plymouth	Construction Engineering, Inspection & Testing	Local Project RFI	Stanley Consultants	\$306,200
Shoulder Widening, S 4500 W Rd / Cedron Rd Shoulder Widening	Teton County	Construction Engineering, Inspection & Testing	Local project Direct from Term Agreement	Forsgren Associates	\$74,145

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>
6	Pence Bridge	T-O Engineers	1/17 Construction Engineering, Inspection and Testing	Add'l Construction Engineering, Inspection & Testing	Prev: \$253,300 This: \$101,000 Total: \$354,300

Recommendations

For Information Only

Board Action

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



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date March 5, 2018Consent Item ☐Information Item ☒Amount of Presentation Time Needed 30 minutes

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

Subject

Human Resources		
Key Number	District	Route Number

Background Information

Provide an annual report to the Board as required by Administrative Policies:

5020 - Employee Education and Training

5056 - Employee Safety and Risk Management

The report will include an update on the strategic initiatives and goals HR has achieved this past year.

Recommendations

For information.

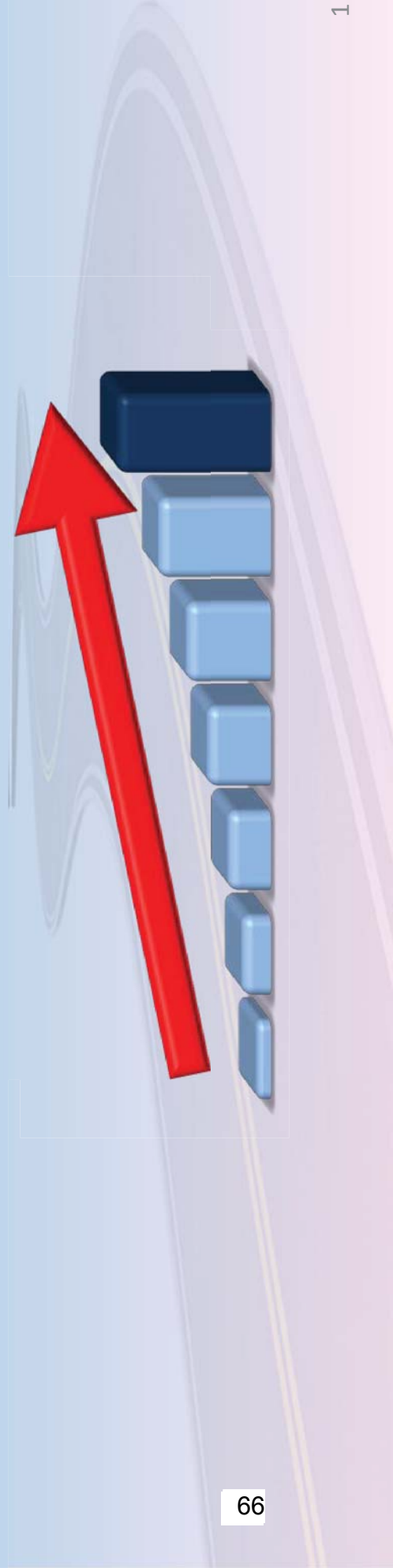
Board Action

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



Our Mission:
Your Safety. Your Mobility.
Your Economic Opportunity.

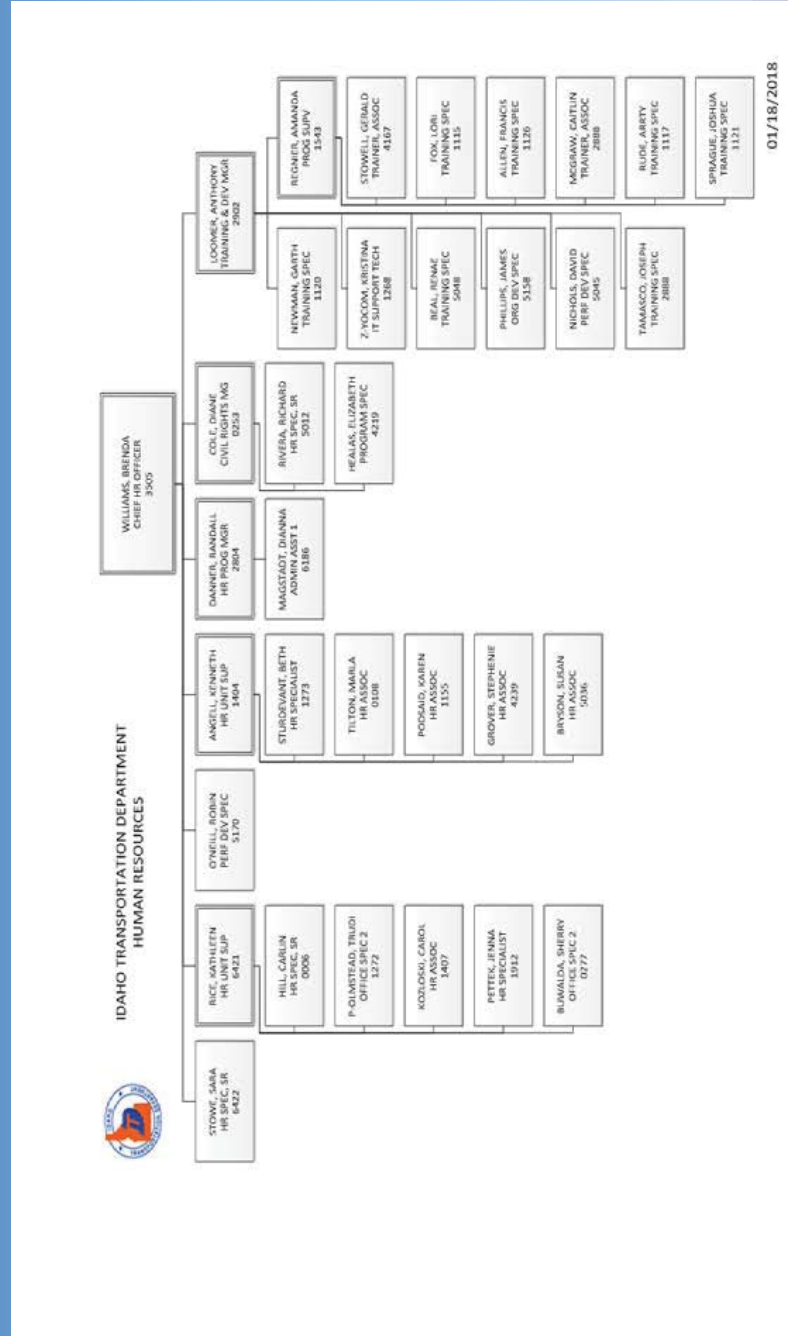
Human Resources Annual Report 2018



HR Vision and Mission

- HR Vision - Be a highly sought after employer known for providing extraordinary customer service, fostering a constructive results-driven culture, implementing innovative business practices and continually developing employees.
- HR Mission - Attract and retain the best talent!

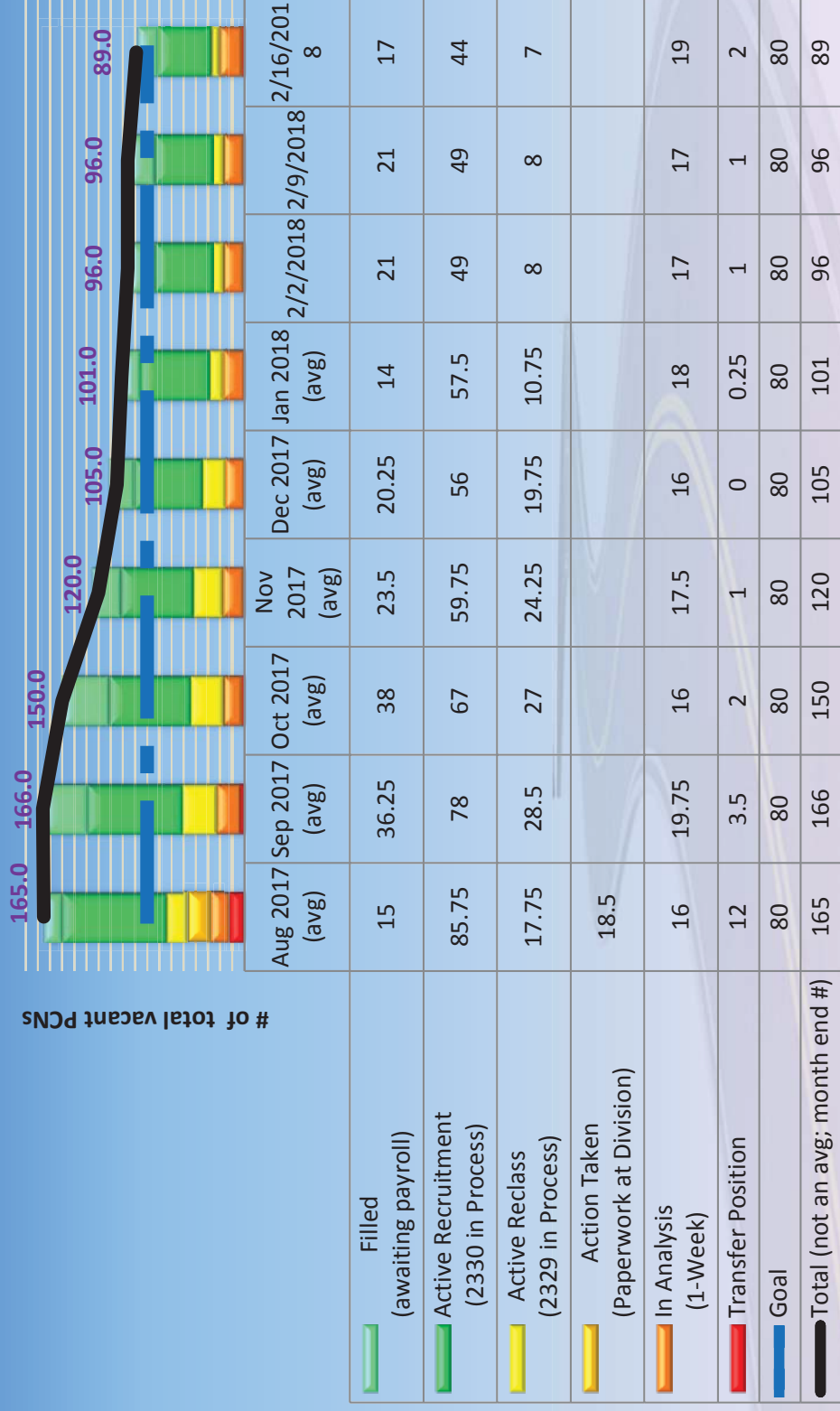
HR Structure





Our Mission:
Your Safety. Your Mobility.
Your Economic Opportunity.

HR Services - Vacancies





Our Mission:
Your Safety. Your Mobility.
Your Economic Opportunity.

HR Services - Recruitment

Recruitment Activity	2015	2016	2017
Re-appointments	0	2	2
New Hire	68	118	161
Reinstatement	2	5	8
Rehire	31	20	36
Promotion	42	69	90
Transfer into Classified Service	1	3	3
Transfer from Other Agency	4	6	17
Transfer Within Agency	40	35	42
TOTAL	188	258	359



Our Mission:
Your Safety. Your Mobility.
Your Economic Opportunity.

Human Resources Services - Turnover

Turnover	2015	2016	2017
Appointment Expires – Temporary	43	24	36
Federal Job	4	2	4
School District Job	1	1	1
City Job	7	2	7
Military	1	0	0
Private Sector Job	13	7	13
Personal	31	44	57
Retirement	68	88	73
Medical Retirement	1	5	3
Layoff/Medical	20	5	4
Death	3	5	4
County Job	4	1	1
State Job (excludes Idaho)	1	0	0
Termination – Dismissal	6	5	3
Failure to Complete Entrance Probation	4	4	4
Transfer to Other Agency	7	7	7
TOTAL	214 (14.6%)	200 (13.6%)	217 (14.8%)



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Human Resources Services

Leave of Absence	2015	2016	2017
Employee Accommodation/ Return to work/FMLA Cases	287	295	279
Dependent FMLA	89	73	75
TOTAL CASES	376	368	354

Behavior Corrections	2015	2016	2017
Written Warning	34	22	20
Suspension/Disciplinary	14	11	14
Dismissal	8	7	4
TOTAL	56	40	38

Front Desk Activity	2016	2017
Badges Issued	4,312	3,234
Calls Answered	13,521	21,271



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Employee Safety and Risk Management

Major Accomplishments:

- Published Administrative Policy 5552: Employee Shift Duration and Fatigue Management - November 2017.
- Supervisor Safety Training: 10 classes; 149 supervisors
 - Class Objective – Educate supervisors on safety tasks that included monitoring job hazards, understand regulatory compliance, safety practices, safety documentation, identify safety hazards within or among work groups.

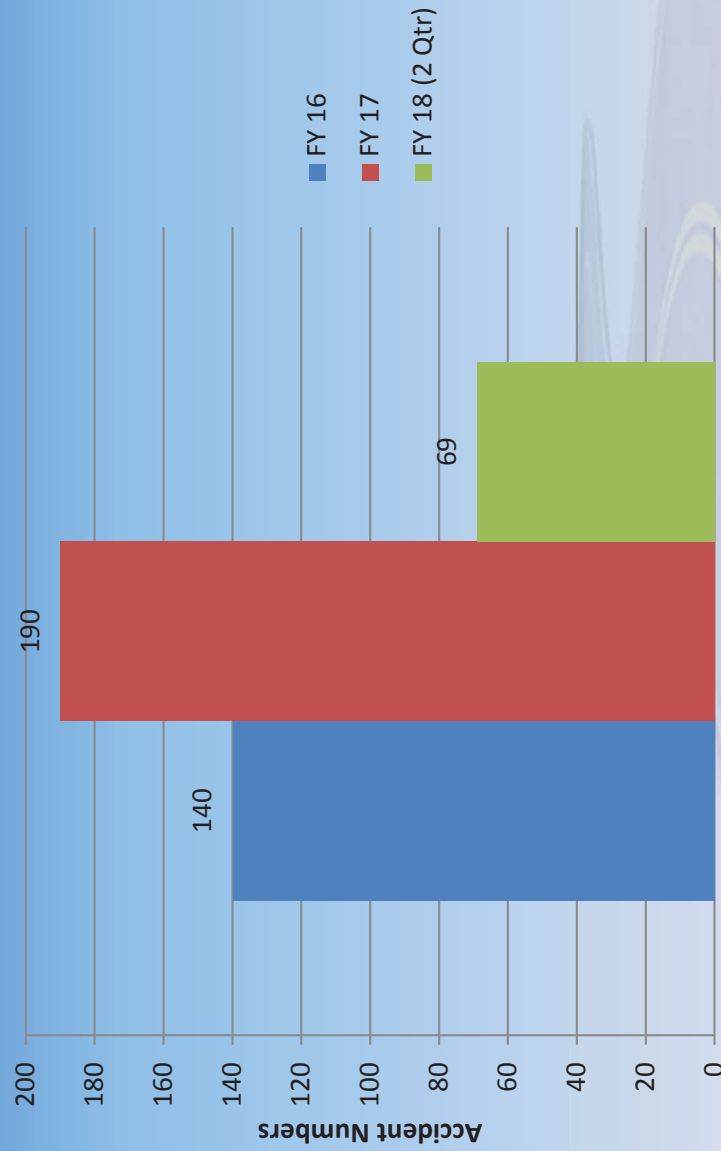




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Employee Safety and Risk Management

All Vehicular- By FY

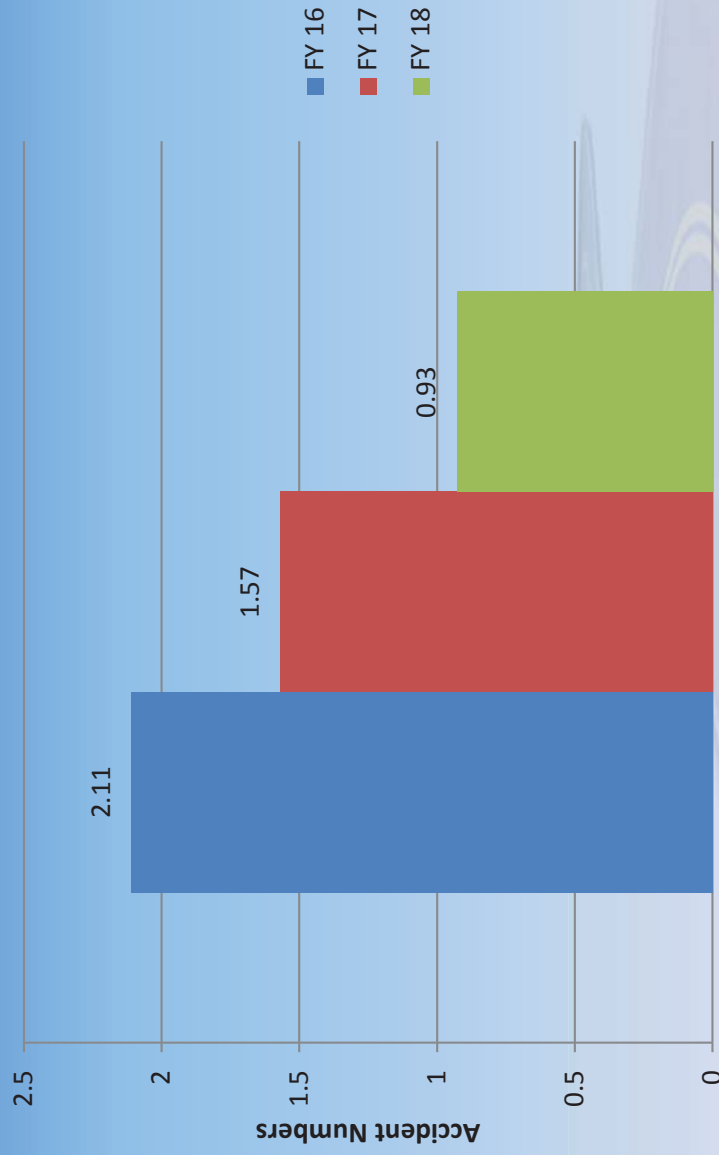




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Employee Safety and Risk Management

Days Away or Restricted Rate – By FY





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Training and Development

- Facilitated Accountability and Coaching training for 200 leaders - The Executive Team actively participated in the rollout.
- Completed 360 leadership surveys for the Executive Team and Senior Leadership Team * This survey measures the impact the leader is having on their team.
- Launched a new 18 month 'leadership accelerator" program to become part of ITD's employee and leadership development strategy. This is a development program for 25 of our high potential front-line employees





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Office of Civil Rights

As recipients of federal funding, ITD maintains an on the job/supportive services program designed to increase the number of minorities, women and disadvantaged individuals employed in the Federal-aid highway construction industry. ITD's Office of Civil Rights collaborates with key partners at FHWA, Department of Labor, AGC and the local construction community to leverage resources to identify workforce needs and facilitate the OJT training program.



Office of Civil Rights - Heavy Equipment Operator School

The Heavy Equipment Operator Training Program was a continued success with 90% employment rate of the trainees within one month of completing the program.

Training Special Provision Program monitoring on federal projects. Depending on the location and duration of the federal project, training hours are part of the contract with the Prime Contractor. In 2017 there was 52% attainment in the assigned hours versus 99% in 2016. The 15 year average for training hour attainment on ITD projects is 60%.

The Office of Civil Rights encourages utilization of trainees to ensure ITD's commitment to highway workforce development.



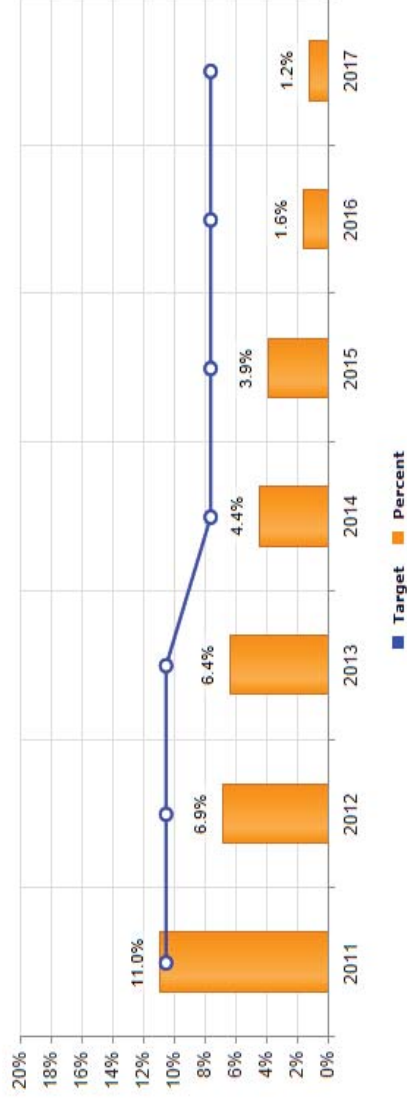
Office of Civil Rights - Disadvantaged Business Enterprise (DBE)

ITD changed to a race/gender-conscious DBE Program as a part of the Conciliation Agreement signed by ITD and USDOT in May 2016. This provided the opportunity to establish a stronger relationship with the contracting community. The Office of Civil Rights attended frequent stakeholder meetings with the Associated General Contractors to develop/modify/simplify federal-aid bidding procedures for projects with DBE goals.

Outreach and guidance to the contracting community for compliance with new DBE goal requirements, including one-on-one assistance with identifying and soliciting DBEs, is provided each week pre and post-bid opening.

ITD's annual 2017 DBE participation goal is 8.3%. DBE goal assignment is now averaging 6.26%. Most primes have been exceeding the assigned project goals in their project commitments.

% DBE Attainment on Closed-out Federal-aid Contract Dollars



Office of Civil Rights - Americans with Disabilities Act (ADA)

The ADA Curb Ramp statewide inventory as of 2017 shows 29% compliance with approximately 5800 ramps to be constructed or brought into compliance.

The Office of Civil Rights is currently part of a team working to improve the data collection and reporting process of the statewide inventory.



Office of Civil Rights Program Training

The Office of Civil Rights provides statewide training to local public agencies, contractors, potential DBE firms and ITD (LHTAC & ACHD) staff on the following programs. These include, Title VI (includes Limited English Proficiency and Environmental Justice), DBE Program (includes B2GNow data system), Contractor Compliance and ADA (includes Transition Plan, curb ramp inventory, external accommodations and complaints).

The following is a sample of the training provided by the OCR staff in 2017:

- Doing Business with the Government Outreach (for the purpose of recruiting new Disadvantage Business Enterprises -16 presentations were conducted statewide for a total of 150 attendees)
- Association of Idaho Cities Annual Conference
- AGC Workforce Development Forum
- Public Transportation Summit
- Design & Construction Engineers Conference



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date March 15th

Consent Item ☐

Information Item ☒

Amount of Presentation Time Needed 15 Minutes

Presenter's Name Stephen Hunt	Presenter's Title VRT Principle Planner	Initials	Reviewed By LSS
Preparer's Name Kim McGourty	Preparer's Title Public Transportation Manager	Initials	

Subject

Valley Regional Transit Short Range Plan Presentation		
Key Number	District	Route Number

Background Information

In addition to Idaho Transportation Department's Public Transportation Office's responsibility to develop a statewide public transportation plan, each transportation authority is responsible for developing regional and local plans to meet the specific needs of their area.

Valley Regional Transit (VRT) is a regional public transportation authority formed by citizen vote in November of 1998. A regional public transportation authority is defined in the Idaho Code as a regional government entity accountable to local governments and exclusively oriented to serve a region's public transportation needs, coordinate services, and encourage the private sector to deliver transportation solutions.

VRT is responsible for developing and delivering a variety of transportation solutions to meet the varying needs of up to 19 rural, suburban, and urban local governments and agencies within its two-county service area.

ValleyConnect 2.0 is VRT's short range public transportation plan, addressing the region's travel needs and providing a blueprint for the future of public transportation in the Treasure Valley. This plan addresses services and capital projects aimed at lowering the cost of urban transportation and providing the freedom to move in an efficient manner.

Recommendations

No action required from the Idaho Transportation Board. This is an information update only.



Board Agenda Item

ITD 2210 (Rev. 10-13)

Board Action

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

TOPIC: ValleyConnect 2.0

DATE: March 2, 2018

Summary:

Valley Regional Transit (VRT) is in the process of updating the ValleyConnect, VRT's six year capital and service plan. This update is being coordinated with the Compass Communities In Motion update and will reflect the regions goals and objectives for public transit. ValleyConnect 2.0 will guide future VRT activities and be used to help coordinate VRT activities with our stakeholders.

ValleyConnect 2.0 will include plans for significant growth in fixed route and other VRT programs. This growth is based on Communities in Motion and a review of our peers.

The plan will explore the transit activities that VRT would take in the following two fixed route scenarios:

Scenario	Est. Fixed Route Operating Dollars	Est. Annual Fixed Route Service Hours	Est. Total Capital Costs
Intermediate Scenario	\$20,000,000	200,000	\$98,000,000
Growth Scenario	\$40,000,000	400,000	\$191,000,000

ValleyConnect 2.0 is a plan for how the residents of Ada and Canyon counties can maintain the freedom to move even while the region continues to add more jobs, people, and opportunities.

- Increase the number of jobs and households with access to transit: Connect Meridian, Kuna, Eagle, Nampa, Caldwell, Parma, and Wilder.
- Increase the amount of transit service by four (4) times. (There are currently approximately 100K annual hours.)
- Create a grid of frequent reliable transit: Nine (9) frequent routes across Ada and Canyon County – 15 minutes all day with service until 9PM or later. (There are currently no frequent services.)
- Create a grid of congestion-free transit services: Over 100 of Miles of premium service (There are currently no premium services. State Street would be the first. We are planning on adding Fairview, Vista, Overland, Chinden, and Curtis to that.)
- Increase the hours of operation: Most all-day services (almost 70%) have service until 9PM, eight (8) routes run seven (7) days a week (That would be 15 routes that run until 9PM or later. Currently, there are only two (2).)
- Increase transit use: Target ridership increase – 800% to between 10-12 million annual boardings. (Today we have approximately 1.2 million)

ValleyConnect 2.0 was developed in collaboration with local jurisdiction land-use and development plans. It is supportive of Boise's Transportation Action Plan, providing higher levels of transit service on identified mixed use corridors. It is supportive of Nampa's plans to intensify

development in the Nampa Gateway corridor. It connects growing communities of Kuna, Star, and Middleton. It integrates the current Bus Rapid Transit plans for State Street which connect the cities of Boise, Eagle, and Garden City and supports transit oriented development in that corridor. It increases access to health care facilities such as the St. Luke's and St. Alphonsus campuses in both Ada and Canyon counties. It improves transit accessibility to educational facilities. It creates high quality, frequent transit connections between Caldwell and Nampa and connects with developing centers such as the Treasure Valley Marketplace.

ValleyConnect 2.0 also responds to public requests for longer hours of service, more frequent service, and more weekend service and lays the foundation for rail service in the region.

This draft also incorporates staff, RCC, and Board member comments; specifically, it addresses the following;

- Incorporates the rail planning into the plan
- Refines the description of three scenarios including updating the definition of the Redesign Scenario
- Further describes the relationship of the ValleyConnect 2.0 plan with on-going service plans
- Provides a draft of potential funding options and the needs to further develop a specific funding plan
- Incorporates current Capital and operating needs
- Outlines some of the non-fixed route operating and capital needs
- Removes the Redesign scenario
- Strengthens the connection between transit decisions and land-use
- Strengthens the emphasis on the application of innovative strategies

This draft has also been edited by a technical writer and illustrated and laid out by a graphic designer to help reinforce and communicate the core messages.

The Valley Regional Transit staff believes the current draft plan is ready for a robust public and stakeholder outreach to gain further insight on the ValleyConnect 2.0 scenarios. Valley Regional Transit staff will continue to work with the VRT Board and Executive Board to complete an outline of potential funding.

VRT staff has presented this draft to the Technical Resource Group, the Executive Board, and the Regional Coordination Council for their input and comment, and they have all provided input and recommended that the VRT Board approve this draft document for public outreach and review.

VRT staff will present the findings of the outreach process to the VRT Board of Directors and prepare the final completed ValleyConnect 2.0 plan for VRT Board of Director action in the April 2018.

Implication (policy and/or financial):

Although this action does not have direct financial impacts, approval of the goals, performance measures, prioritization themes, network design principles, and size and scope of the scenarios will define:

- How VRT will use performance measurement to inform its progress toward its goals

- Identify the themes VRT will consider when prioritizing projects
- Establish the principles VRT will consider when designing new fixed route services or restructuring existing services
- Establish the scope of VRT growth plans which will inform and guide funding discussions, identification of transit needs, grant strategies, etc.

Highlights:

Completed:

- March 2017 – Drafted plan goals and objectives and Finalized SWOT analysis
- April 2017 – Completed public and stakeholder input on transportation needs, Drafted Initial ValleyConnects2.0 conceptual networks
- May 2017 – Finalized ValleyConnect 2.0 outline, discussed network design principles, and the role of community transportation and technology
- June 20, 2017 – ValleyConnect 2.0 status update to Regional Coordination Council (RCC) for their information.
- June 2017 – Identified initial capital needs and programmatic supports and presented them to the Technical Resource Group (TRG) for their comment
- July 2017 – Identified draft performance metrics and presented them to the Technical Resource Group (TRG) for their comment
- August – Identified draft prioritization themes and presented to the Technical Resource Group (TRG) for their comment
- September – ValleyConnect 2.0 status update to Regional Coordination Council (RCC) and VRT Board of Directors for their comment and concurrence.
- November – Present draft of ValleyConnect 2.0 at joint VRT Executive Board and RCC for comment and recommendation
- January – Present final draft of ValleyConnect 2.0 for VRT Board approval

Upcoming:

- January to March 2018 – Initiate a robust education and outreach phase with stakeholders and the general public and report findings to Valley Regional Transit Board of Directors
- April 2018 – Present completed ValleyConnect 2.0 plan to VRT Board for action
- 2018 – Establish performance metric targets and prioritization process

More Information: Stephen Hunt, Principal Planner, 208.258.2701 shunt@valleyregionaltransit.org



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date 3/15/2018

Consent Item ☐

Information Item ☐

Amount of Presentation Time Needed 15 Minutes

Presenter's Name Kim McGourty	Presenter's Title Public Transportation Manager	Initials KM	Reviewed By LSS
Preparer's Name Kim McGourty	Preparer's Title Public Transportation Manager	Initials KM	

Subject

Public Transportation 2018-2020 Application Funding Recommendations		
Key Number	District	Route Number

Background Information

ITD-Public Transportation issued a two year competitive application process for the following programs: 5310 Enhanced Mobility of Seniors and Individuals with Disabilities, 5311 Formula Grant for Rural Areas, 5339 Bus and Bus Facilities, and the Vehicle Investment Program (VIP).

The Public Transportation Office also issued an annual call for applications for the 5311(f) Intercity Bus program.

Using FTA scope eligibility and priorities, ITD-PT staff made funding recommendations for the two year rural applications and the annual intercity bus applications.

On March 8th, the Public Transportation Program Manager presented subrecipient grant applications to the Public Transportation Advisory Council (PTAC), and asked for their comments and concurrence on funding recommendations made by ITD-PT staff.

ITD-PT seeks approval from the ITD Board on the two year awards for the rural applications, which will become available upon approval from the Federal Transit Administration, as well as the annual Intercity Bus Application recommendations, upon FTA approval. All funding agreements will begin October 1st, 2018.

Per Board Policy 4038, the Public Transportation Manager hereby brings forth the aforementioned funding recommendations and requests the ITD Board's approval of proposed recommendations.

Recommendations

Approval of public transportation funding recommendations for the 2018-2020 rural awards and the 2018-2019 Intercity Bus funding. Resolution on page 102.



Board Agenda Item

ITD 2210 (Rev. 10-13)

Board Action

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

Idaho Transportation Department's
Public Transportation Office

2018-2019 Intercity Bus Application
Funding Recommendation



3/15/2018

Introduction

The Idaho Transportation Department serves the citizens of Idaho by promoting a transportation system that is focused on Your Safety, Your Mobility, and Your Economic Opportunity. The Department works to provide and promote a wide range of transportation options and infrastructure that allow for Idahoans to move safely throughout the state. As part of this ongoing effort, the Department's Public Transportation Office is responsible for the coordination, promotion, and oversight of many of the public transportation operations throughout Idaho.

The Public Transportation Office is made up of the public transportation manager and five grants officers, responsible for a myriad of items as identified by the Federal Transit Administration (FTA), state government, and local jurisdictions. Among its many duties, the Public Transportation Office is charged with statewide public transportation planning, coordination, grant administration, compliance, performance management, safety monitoring, technical assistance, and acting as a liaison between federal, state and local stakeholders.

The Public Transportation Office is committed to the success of our partners, all public transportation providers throughout Idaho, and works tirelessly to ensure that a framework is in place in which they can operate effectively and efficiently, and at the guidance of their local boards and jurisdictions. The Public Transportation Office values these partnerships with all stakeholders across Idaho and will continue to use applications such as this and other innovative practices to ensure that funds reach the front line users as we continue to promote public transportation options in Idaho.

Application Process

The Public Transportation Office would first like to thank all of those that applied for funding during this 2018-2019 Intercity Bus Application Call for Projects. The need for funds continually outpaces that which is available, however Idaho's public transportation provider community continues to meet that challenge through innovative business principles and working to incorporate best practices into their operations. Below is a brief summary of the outreach efforts undertaken by the department to solicit projects as well as the timeline and process for review and final decision.

- 1/3/2018 - Press Release issued announcing the opening of the Intercity Bus Application available from 1/3/2018-2/1/2018.
- 1/3/2018 - Applications released on ITD's website
- 2/1/2018 - Application closed
- 2/1/2018-2/28/2018 – Public comment period, and technical assistance calls between applicant and the ITD-PT Office
- 3/1/2018 – 3/7/2018 ITD-PT Office developed technical review recommendation of projects
- 3/8/2018 – ITD-PT technical review recommendations, applications, and public comment presented to the Public Transportation Advisory Council (PTAC)
- 3/15/2018 – Idaho Transportation Board will make final determination on project(s) to fund

5311 (f) Intercity Bus Program

Funding Requested	Funding Available	Funding Recommended	Balance
\$1,104,545	\$1,192,351	\$702,704	\$489,647

Applicant & Scope	Federal Request	Technical Review Recommendation	Allocation Notes
Salt Lake Express			
Idaho Falls to Jackson Route (Existing Subsidized)	\$195,434	\$195,434	Recommending funding for routes currently funded by ITD-PT*
Rexburg to West Yellowstone Route (Existing Subsidized)	\$207,841	\$207,841	
Sun Valley to Twin Falls Route (Existing Subsidized)	\$299,429	\$299,429	
Rexburg to Butte Montana Route (Existing Unsubsidized)	\$207,841	\$ 0	
Preston to Logan Utah Route (New Service)	\$180,000	\$ 0	
SMART Transit			
Overhead Costs For Intercity Ticket Office in Multimodal Transit Hub	\$14,000	\$ 0	Application not sufficient to demonstrate funding need at this time

*In 2017 the Idaho Transportation Board awarded Salt Lake Express \$702,704.90 for the Jackson, West Yellowstone, and Sun Valley routes. This was a one year contract from October 1, 2017-September 30, 2018.

The Idaho Transportation Board also approved \$468,727.10 to Northwestern Stagelines to extend their existing contract from Boise to Moscow to September 2019, and thus aligning their agreement with the federal fiscal year. Northwestern Stagelines did not apply for this funding application at this time, as the funding period was already covered by their existing agreement.

In an effort to maintain sustainable services and funding for the long haul, and to ensure fiscal responsibility on the department's behalf, the ITD-Public Transportation office is recommending to only fund the existing three routes in the amount of \$702,704, with the expectation of both Salt Lake Express and Northwestern Stagelines coming to the table for funding at the next application cycle/RFP for the timeframe of October 2019-September 2021. At this junction, the anticipated costs of the two providers will reach the full appropriation threshold of \$1.2 million.

With the proposed award of \$702,704 this leaves \$489,647 unobligated and available for a one-time capital call for projects for intercity providers.

Idaho Transportation Department's
Public Transportation Office

2018-2020 Rural Application
Funding Recommendation



3/15/2018

Introduction

The Idaho Transportation Department serves the citizens of Idaho by promoting a transportation system that is focused on Your Safety, Your Mobility, and Your Economic Opportunity. The Department works to provide and promote a wide range of transportation options and infrastructure that allow for Idahoans to move safely throughout the state. As part of this ongoing effort, the Department's Public Transportation Office is responsible for the coordination, promotion, and oversight of many of the public transportation operations throughout Idaho.

The Public Transportation Office is made up of the public transportation manager and five grants officers, responsible for a myriad of items as identified by the Federal Transit Administration (FTA), state government, and local jurisdictions. Among its many duties, the Public Transportation Office is charged with statewide public transportation planning, coordination, grant administration, compliance, performance management, safety monitoring, technical assistance, and acting as a liaison between federal, state and local stakeholders.

The Public Transportation Office is committed to the success of our partners, all public transportation providers throughout Idaho, and works tirelessly to ensure that a framework is in place in which they can operate effectively and efficiently, and at the guidance of their local boards and jurisdictions. The Public Transportation Office values these partnerships with all stakeholders across Idaho and will continue to use applications such as this and other innovative practices to ensure that funds reach the front line users as we continue to promote public transportation options in Idaho.

Application Process

The Public Transportation Office would first like to thank all of those that applied for funding during this 2018-2020 Congressional Application Call for Projects. The need for funds continually outpaces that which is available, however Idaho's public transportation provider community continues to meet that challenge through innovative business principles and working to incorporate best practices into their operations. Below is a brief summary of the outreach efforts undertaken by the department to solicit projects as well as the timeline and process for review and final decision.

- July 2017 Presentation at the ITD-PT summit on the new application format, sections, requirements, and timelines
- 9/1/2017 Press release issued announcing the opening of the Congressional Application available from 9/1/2017-10/31/2017
- 9/1/2017 Applications released on ITD's website (Application period extended to 60 days to accommodate public transportation provider board approval by applicants)
- 10/31/2017 Application closed
- 11/1/2017 Technical assistance calls began between ITD-PT Office and applicants to ensure that any information that was left out of the application was submitted
- 11/30/2017 Technical assistance calls ended; any applicant who did not submit missing information was deemed ineligible
- 12/1/2017 – 1/12/2018 ITD Public Transportation developed technical review recommendation of projects
- 1/29/2018 – Public comment period begins; applications and ITD-PT technical review recommendations made available to the public
- 2/28/2018 – Public comment period closes
- March 2018 – ITD-PT technical review recommendations, applications, and public comment presented to the Public Transportation Advisory Council (PTAC)
- March 2018 – Idaho Transportation Board makes final determination on projects to fund

5310 Program for Elderly and Individuals with Disabilities

District	Funding Requested	Funding Available	Balance
D1	\$103,858.00	\$ 128,099.00	\$ 24,241.00
D2	\$177,000.00	\$ 83,003.00	\$ (93,997.00)
D3	\$642,139.00	\$ 177,651.00	\$ (464,488.00)
D4	\$198,988.00	\$ 198,988.00	\$ -
D5	\$176,202.00	\$ 88,474.00	\$ (87,728.00)
D6	\$ -	\$ 105,356.00	\$ 105,356.00
Total	\$1,298,187.00	\$ 781,571.00	\$ (516,616.00)

Applicant & Score	Scope	Federal Request	Technical Review Recommendation	Allocation Notes
District 1				
Valley Vista Score: 20	Operating & Maintenance	\$103,858	\$103,858	Funded at prior year level up to requested amount
District 2				
Disability Action Center Score: 20	Purchase of Service	\$177,000	\$149,438	Funded at prior year level up to district allocation amount. Then additional funds awarded from unrequested districts.
District 3				
TVT Score: 20	Purchase of Service	\$522,139	\$214,000	Funded at prior year level up to district allocation amount.
VRT Score: 19	Purchase of Service	\$120,000	\$75,000	Then additional funds available from unrequested districts. Awarded to top score until fully funded
District 4				
LINC Score: 18	Purchase of Service	\$198,988	\$179,129	Funded at prior year award level Remaining district allocations swept for statewide redistribution
District 5				
Shoshone-Bannock Tribe Score: 17	Operating and Maintenance	\$176,202	\$60,146	Utilized statewide redistribution to fund remaining 5311 requested amount with 5310 funds.

Total Available	\$ 781,571
Total Recommended	\$ 781,571
Remaining Balance	\$ 0

5311 Rural Formula Program

District	Funding Requested	Funding Available	Balance
D1	\$2,336,282.18	\$1,719,705.00	\$ (616,577.18)
D2	\$1,397,221.59	\$1,228,361.00	\$ (168,860.59)
D3	\$2,989,579.15	\$2,702,393.00	\$ (287,186.15)
D4	\$3,654,271.80	\$3,193,738.00	\$ (460,533.80)
D5	\$1,728,770.65	\$1,474,033.00	\$ (254,737.65)
D6	\$1,620,569.45	\$1,965,377.00	\$ 344,807.55
Total	\$13,726,694.82	\$12,283,607.00	\$ (1,443,087.82)

Applicant & Score	Scope	Federal Request	Technical Review Recommendation	Allocation Notes
District 1				
Shoshone County Score: 21	Admin/Ops/ Maintenance	\$331,560	\$205,000	Funded at prior year award levels (up to demonstrated need). Statewide reallocation based on rural population distribution per district goes to top score until fully funded
SPOT Score: 21	Admin/Ops/ Maintenance	\$1,161,743.78	\$907,183	
Valley Vista Score: 20	Admin	\$35,502.40	\$35,502	
CDA Tribe Score: 19	Admin/Ops/ Maintenance	\$973,256	\$660,894	
District 2				
Appaloosa Express Score: 20	Operating & Maintenance	\$205,869.59	\$164,978	Funded at prior year award levels. Remaining district allocation split between top scores in the district
SMART Score: 20	Admin/Ops/ Maintenance	\$1,191,352	\$1,131,589	Statewide reallocation based on rural population distribution per district goes to top score until fully funded
District 3				
TVT Score: 20	Admin/Ops/ Maintenance/ Capital	\$2,989,579.15	\$2,832,605	Funded at prior year award level up to district allocation amount. Statewide reallocation based on rural population distribution per district put towards top scoring applicant

District 4				
Mountain Rides (MRTA) Score: 23	Admin/Ops/ Maintenance	\$2,799,999	\$2,536,130	Funded at prior year award levels. Remaining district allocation awarded to top scores in the district
Trans IV Score: 19	Admin/Ops/ Maintenance	\$854,272.80	\$808,487	Statewide reallocation based on rural population distribution per district put towards top score
District 5				
PRT Score: 21	Admin/Ops/ Maintenance	\$1,474,028.65	\$1,474,029	Funded at prior year award levels. Remaining district allocation split between top scores in the district
Shoshone-Bannock Tribe Score: 17	Operating & Maintenance	\$254,742	\$78,540	Statewide reallocation based on rural population distribution per district put towards top score
District 6				
START Bus Score: 21	3 rd Party Contract for Driggs→Grand Targhee Route	\$233,195.34	\$233,195	Funded at prior year levels, up to requested amount (minus expansion requests). Remaining district allocation split between top scores in the district until fully funded
START Bus Score: 19	Admin/Ops/ Maintenance	\$342,458	\$342,458	
Lemhi Ride Score: 19	Admin/Ops/ Maintenance	\$253,834.50	\$253,835	
TRPTA Score: 16	Admin/Ops/ Maintenance/ Capital	\$791,081.61	\$619,182	

Total Available	\$ 12,283,607
Total Recommended	\$ 12,283,607
Remaining Balance	\$ 0

5339 Bus and Bus Facilities Program

District	Funding Requested	Funding Available	Balance
D1	\$ 434,400.00	\$ 504,798.00	\$ 70,398.00
D2	\$ 397,127.00	\$ 360,570.00	\$ (36,557.00)
D3	\$ 962,667.80	\$ 793,254.00	\$ (169,413.80)
D4	\$1,072,640.00	\$ 937,482.00	\$ (135,158.00)
D5	\$ 300,000.00	\$ 432,684.00	\$ 132,684.00
D6	\$1,808,000.00	\$ 576,912.00	\$(1,231,088.00)
Total	\$ 4,974,834.80	\$ 3,605,700.00	\$ (1,369,134.80)

Applicant & Score	Scope	Federal Request	Technical Review Recommendation	Allocation Notes
District 1				
SPOT Score: 26	Three (3) 18-passenger buses	\$204,000	\$204,000	Funded top score(s) at full level. Remaining district allocation awarded to next top score(s) in the district
CDA Tribe Score: 24	Two (2) Buses	\$230,400	\$230,400	Final remaining allocation swept for statewide redistribution
District 2				
SMART Score: 25	One (1) Heavy Duty Bus Two (2) Medium Duty Buses	\$397,127	\$397,127	Funded top score(s) at full level. Remaining district allocation awarded to next top score(s) in the district Statewide reallocation based on rural population distribution per district put towards top score until fully funded
District 3				
ACHD Score: 23	Four (4) 12-Seat Vans	\$153,867.80	153,867.80	Funded top score(s) at full level with exception of duplicated grants competing for nationally competitive discretionary funds.
TVT Score: 23	Four (4) ADA Medium Duty Cut-Away Buses & Four (4) ADA Vans In-Vehicle Count Management	\$668,800	\$501,600	Remaining district allocation split between top scores in the district
TVT Score: 23	Technology & Replace 17 Mobile Tablets	\$20,000	\$20,000	Statewide reallocation based on rural population distribution per district put towards top score until fully funded
VRT Score: 17	Middleton Park n Ride	\$120,000	\$120,000	

District 4				
Mountain Rides (MRTA) Score: 27	Two (2) Heavy Duty Bus Replacements One (1) Medium Duty Bus Replacement Four (4) Replacement Vanpool Vans	\$968,000	\$968,000	Funded top score(s) at full level. Remaining district allocation awarded to next top score(s) in the district
Minidoka Memorial Hospital Score: 19	Maintenance Shop/Parking Garage for Vehicles	\$104,640	\$104,640	Statewide reallocation based on rural population distribution per district put towards top score until fully funded
District 5				
PRT Score: 23	Four (4) 25-29ft Cut-Away Buses	\$300,000	\$300,000	Funded top score at full level Remaining allocation swept for statewide reallocation
District 6				
START Bus Score: 17	One (1) 45ft Bus	\$520,000	\$520,000	Funded top score at full level. Remaining district allocation awarded to next top score
TRPTA Score: 16	Seven (7) 30ft Buses	\$1,288,000	\$86,065	Additional funding awarded from statewide reallocation

Total Available	\$ 3,605,700
Total Recommended	\$ 3,605,700
Remaining Balance	\$ 0

Vehicle Investment Program (VIP)

District	Funding Requested	Funding Available	Difference
D1	\$ -	\$ 87,360.00	\$ 87,360.00
D2	\$ -	\$ 62,400.00	\$ 62,400.00
D3	\$234,936.00	\$137,280.00	\$(97,656.00)
D4	\$197,064.00	\$162,240.00	\$(34,824.00)
D5	\$ -	\$ 74,880.00	\$ 74,880.00
D6	\$192,000.00	\$ 99,840.00	\$(92,160.00)
Total	\$ 624,000.00	\$ 624,000.00	\$ -

Applicant & Score	Scope	Federal Request	Technical Review Recommendation	Allocation Notes
District 3				
EOA Score: 15	Three (3) 6-Passenger ADA Mini-Vans	\$121,440	\$121,440	Funded top score(s) at full level. Remaining district allocation swept for statewide redistribution
TVT Score: 23	5339 Application Request: Two (2) ADA Vans	\$113,496	\$113,496	Remaining \$113,496 after all projects were funded recommended to TVT from request in 5339 program due to high score and demonstrated need
District 4				
Mountain Rides (MRTA) Score: 25	One (1) Light Duty Bus Replacement	\$112,000	\$112,000	Funded top score(s) at full level. Remaining district allocation awarded to next top score(s) in the district
Minidoka Memorial Hospital Score: 24	One (1) ADA 14-Passenger Van	\$57,864	\$57,864	Additional funding awarded from statewide reallocation
Crisis Center Score: 13	One (1) ADA Minivan	\$27,200	\$27,200	
District 6				
Lemhi Ride Score: 22	One (1) ADA Cut-Away Bus	\$64,000	\$64,000	Funded top score at full level. Remaining district allocation awarded to next top score
TRPTA Score: 15	Two (2) Vans	\$128,000	\$128,000	Additional funding awarded from statewide reallocation

Total Available	\$ 624,000
Total Recommended	\$ 624,000
Remaining Balance	\$ 0

WHEREAS, the Public Transportation Office is charged with soliciting, reviewing, and programming public transportation projects in the rural areas of Idaho; and

WHEREAS, the Idaho Transportation Board serves as the final approver of Federal Transit Administration (FTA) funded projects in Idaho before being submitted to FTA; and

WHEREAS, the funding sources include four FTA grants, the 5310 Elderly and Persons with Disabilities Program, 5311 Rural Formula Program, 5311(f) Intercity Bus Program and 5339 Bus and Bus Facilities Program, and one State grant Vehicle Investment Program; and

WHEREAS, the Public Transportation Office has solicited, reviewed, provided for public comment, presented and received unanimous concurrence from the Public Transportation Advisory Council on the proposed projects.

NOW THEREFORE BE IT RESOLVED, that the Board acknowledges the projects proposed, which is made a part hereof with like effect, and approves the rural funding amount of \$17,294,878, and Intercity Bus program funding amount of \$702,704 for submittal to the FTA for final approval; and

BE IT FURTHER RESOLVED, that these projects are submitted for inclusion in the FY18-21 Statewide Transportation Investment Program and programmed in FY18.



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date March 15, 2018

Consent Item ☐

Information Item ☐

Amount of Presentation Time Needed 10 minutes

Presenter's Name Reymundo Rodriguez	Presenter's Title Compliance Program Manager	Initials	Reviewed By LSS
Preparer's Name Reymundo Rodriguez	Preparer's Title Compliance Program Manager	Initials	

Subject

North America Plate Update		
Key Number	District	Route Number

Background Information

The Idaho North America Plate came into being with the enactment of House Bill 226. The law became effective in July 2009, and allows both Idaho-based and non-Idaho-based trailers to have permanent Idaho registrations and plates for a one-time fee. The plate remains with the trailer for as long as the title-holder retains ownership of the trailer.

Within the law, there is also a provision for a Business Logo Plate, allowing a customer to have its logo custom printed on the Idaho North America permanent plate. The logo is displayed within the left-hand area of the plate. Additional set-up programming fees are required and design requirements are involved for the Business Logo Plate.

Trailers not based in Idaho can receive either plate without being titled in Idaho, but ownership documentation must be provided. Both the Idaho North America permanent plate and the Business Logo plate are available to Idaho-based and non-Idaho-based trailers.

Staff will provide the Board with a status update and the efforts to promote this trailer registration program.

Recommendations

Informational purposes only

Board Action

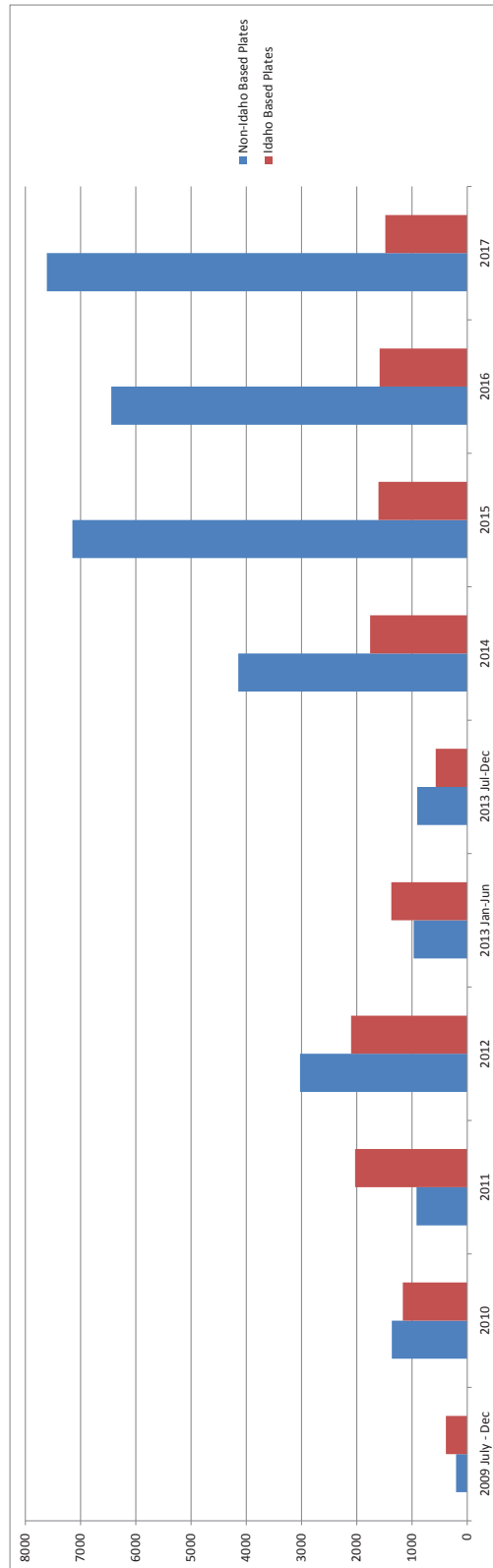
☐ Approved ☐ Deferred _____
☐ Other _____

CURRENT MARKETING ACTIVITIES

ITD's Motor Carrier Services (MCS) staff uses a variety of marketing communication channels to build awareness of the Plate program. The following is an overview of those efforts since the North America Plate's inception in July 2009:

- **trucking.idaho.gov:** A link to the program description/fact sheet and application form is posted on the Idaho trucking home page; this same information can be found via <http://itd.idaho.gov/dmv/MotorCarrierServices/NorthAmericanPermanentTrailerPlates.htm>
- **E-Trails Newsletter:** Since June 2009, the newsletter included information about the North America & Business Logo plate; the electronic version was sent to a list of approximately 1,000 and the hard copy was mailed to 6,000. The monthly newsletter became a quarterly newsletter in 2012. Every other issue, contained an informational story detailing the North American Plate. The last newsletter was sent in fall of 2016
- **Idaho Trucking Association (ITA) Newsletter:** ITA's newsletter ran stories about the Plate in its June 2009 and December 2009 editions.
- **Idaho Trucking Association Convention:** An in-person presentation was given at the August 2009 annual convention
- **State Trucking Association Information Letter:** Sent an informational letter to state trucking associations in 2010 detailing new opportunity with customer statements and the North America & Business Logo Fact Sheet.
- **Trucker's Handbook:** An insert explaining the program was added to existing copies of the handbook (2,000) and distributed to new and existing motor carriers
- **Trucker's Guide CD:** An updated version of this information CD contains information about the program. The CD is distributed to new and existing motor carriers (approximately 500)
- **Trucker Seminars:** MCS staff conducted 18 trucker seminars following the 2009 enactment of the North America Plate. Presentations were held at eight locations throughout Idaho, ITD continued to hold these annual seminars through 2015. In 2016 and 2017, there were no seminars conducted. ITD does plan to conduct seminar in 2017.

	2009 July - Dec	2010	2011	2012	2013 Jan-Jun	2013 Jul-Dec	2014	2015	2016	2017	Cumulative YTD
Non-Idaho Based Plates	201	1366	919	3028	969	906	4144	7150	6444	7612	32739
Idaho Based Plates	387	1166	2030	2102	1376	570	1759	1608	1585	1484	14067
Total # NA Perm Plates	588	2532	2949	5130	2345	1476	5903	8758	8029	9096	46806
Reg Fee	\$105.00	\$105.00	\$105.00	\$105.00	\$105.00	\$99.00	\$99.00	\$99.00	\$99.00	\$99.00	
Yearly Non-Idaho Based Total \$	\$21,105.00	\$143,430.00	\$96,495.00	\$317,940.00	\$101,745.00	\$89,694.00	\$410,256.00	\$707,850.00	\$637,956.00	\$753,588.00	\$3,280,059.00
Yearly Idaho Based Total \$	\$40,635.00	\$122,430.00	\$213,150.00	\$220,710.00	\$144,480.00	\$56,430.00	\$174,141.00	\$159,192.00	\$156,915.00	\$146,916.00	\$1,434,999.00
YRLY Combined Total \$	\$61,740.00	\$265,860.00	\$309,645.00	\$538,650.00	\$246,225.00	\$146,124.00	\$584,397.00	\$867,042.00	\$794,871.00	\$900,504.00	\$4,715,058.00
NA Plate Running Total	\$61,740.00	\$327,600.00	\$1,175,895.00	\$1,422,120.00	\$1,422,120.00	\$1,568,244.00	\$2,152,641.00	\$3,019,683.00	\$3,814,554.00	\$4,715,058.00	





Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date March 15, 2018

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

Presenter's Name Ben Ward	Presenter's Title D1 Traffic Engineer	Initials	Reviewed By
Preparer's Name Ben Ward	Preparer's Title D1 Traffic Engineer	Initials	

Subject

Relinquishment of Coeur d'Alene Lake Drive to Local Agencies		
Key Number 13425	District 1	Route Number Old US 10 (Coeur d'Alene Lake Drive)

Background Information

In 2014, District 1 renewed the effort with local agencies to discuss the potential for local agency ownership of US-10, also known as Coeur d'Alene Lake Drive, between Sherman Ave and Higgins Point. Upon completion of the Coeur d'Alene Lake Dr. Master Plan, the City of Coeur d'Alene and East Side Highway District (ESHD) were identified as agencies best suited to take ownership of the corridor.

Between September and December of 2017, legal counsel for ITD, the City, and ESHD reviewed and approved the language of their agreements.

On December 13, 2017, the ITD Board Subcommittee on Adjustments to the State Highway System approved sending the agreements to the City and ESHD governing bodies for final approval and execution.

On January 2, 2018, the Coeur d'Alene City Council signed the agreement to assume ownership of Coeur d'Alene Lake Drive from Sherman Ave to Silver Beach Road, which is the east city limits. This agreement includes a transfer of \$840,000 from the State to the City.

On January 15, 2018, the East Side Highway District Board of Commissioners signed the agreement to assume ownership from Silver Beach Rd to Higgins Point. This agreement includes a transfer of \$2,707,000 from the State to ESHD.

The total transfer amount is \$3,547,000. Funding for this could come from several sources or combinations thereof. For the Board's consideration the following is offered:

1. Delay ITD District 1 rehabilitation project, KN 20685, US 95, Mica CR to Cougar CR, Kootenai Co. (\$3.9M FY19 ST HB Funds)
2. Provide funding from FY 18 statewide balancing and current available bid savings. (\$2.8M FY18 ST as of 3/1/18)
3. Provide funding from the FY 18 Board Unallocated program. (\$5.0M FY18 ST Board Unallocated as of 3/1/18)
4. Combination of any.



Board Agenda Item

ITD 2210 (Rev. 10-13)

Recommendations

Approve, execute and fund the two agreements in the amount of \$3,547,000 to complete the jurisdictional transfer of Coeur d'Alene Lake Drive, (Old US 10). Resolution on page 121.

Board Action

☐ Approved ☐ Deferred _____
☐ Other _____

ROAD CLOSURE AND MAINTENANCE AGREEMENT

PARTIES

This Agreement is made and entered into this _____ day of _____, _____, by and between the **IDAHO TRANSPORTATION BOARD**, by and through the **IDAHO TRANSPORTATION DEPARTMENT**, hereafter called the "State," and the **CITY OF COEUR D'ALENE**, hereafter called the "City."

PURPOSE

The State will relinquish to the City the portion of Coeur d'Alene Lake Drive that falls within the existing city limits, as shown on the attached print marked "Exhibit A" ("multimodal transportation facility") and made part of this Agreement. This Agreement is entered into pursuant to Idaho Code Section 40-203B.

The City intends to manage and maintain the multimodal transportation facility, including the existing trail, parkway, and road, except as otherwise stated herein.

The Parties agree as follows:

SECTION I: That the State will:

1. Relinquish and abandon to the City, by official notification from the Idaho Transportation Board, the multimodal transportation facility consisting of E. Coeur d'Alene Lake Drive, including the right-of-way appurtenant thereto, between Sherman Avenue and S. Silver Beach Road within the boundaries of the City, as shown on Exhibit A, pursuant to the following conditions:
 - a. To be utilized as multimodal transportation facility.
 - b. To revert to the State if it ever ceases to function as a public transportation facility.
 - c. The relinquished transportation facility includes state lands other than lands owned by the Idaho Transportation Department. These other state lands include fill placed below the ordinary high water mark of Lake Coeur D'Alene during construction of the highway. These state lands are under the jurisdiction of the State Board of Land Commissioners through the Idaho Department of Lands. The proposed transfer of the transportation facility does not affect ownership of these state lands. Such lands will remain under the ownership of the State Board of Land Commissioners through the Idaho Department of Lands.
2. Pay the sum of \$840,000 to the City for the care and maintenance of E. Coeur d'Alene Lake Drive as a multimodal transportation facility as described in Exhibit A.
3. Maintain the Potlatch Hill Bridge and slide area until such time that funds become available to remove the bridge and construct an at-grade intersection,
4. Upon transfer of the multimodal transportation facility, modify the MOU between ITD and Idaho Parks and Recreation regarding the park and trail system to eliminate the portion of

the roadway transferred to the City.

SECTION II: That the City will:

1. Except as otherwise stated in the agreement, consent to the abandonment by the State and accept the jurisdiction of and responsibility for, in full and every respect, that portion of existing multimodal transportation facility known as E. Coeur d'Alene Lake Drive, within the city limits, including the right-of-way appurtenant thereto, as shown on Exhibit A, as of the date of approval by the Idaho Transportation Board.
2. Maintain and administer the roadway as public multimodal transportation facility in its entirety except as prescribed above by the State.

SECTION III: Approval and Effect

This Agreement will become effective when it is signed by the parties then reviewed and approved by the Idaho Transportation Board.

EXECUTION

This Agreement is executed for the State by its Chief Engineer; and executed for the City by the Mayor, attested to by the City Clerk, with the imprinted corporate seal of the City of Coeur d'Alene.

IDAHO TRANSPORTATION DEPARTMENT

APPROVED FOR SUBMISSION TO THE
IDAHO TRANSPORTATION BOARD

Chief Engineer

APPROVED AS TO FORM:

RECOMMENDED BY:

Deputy Attorney General

District Engineer

ATTEST:

CITY OF COEUR D'ALENE


City Clerk

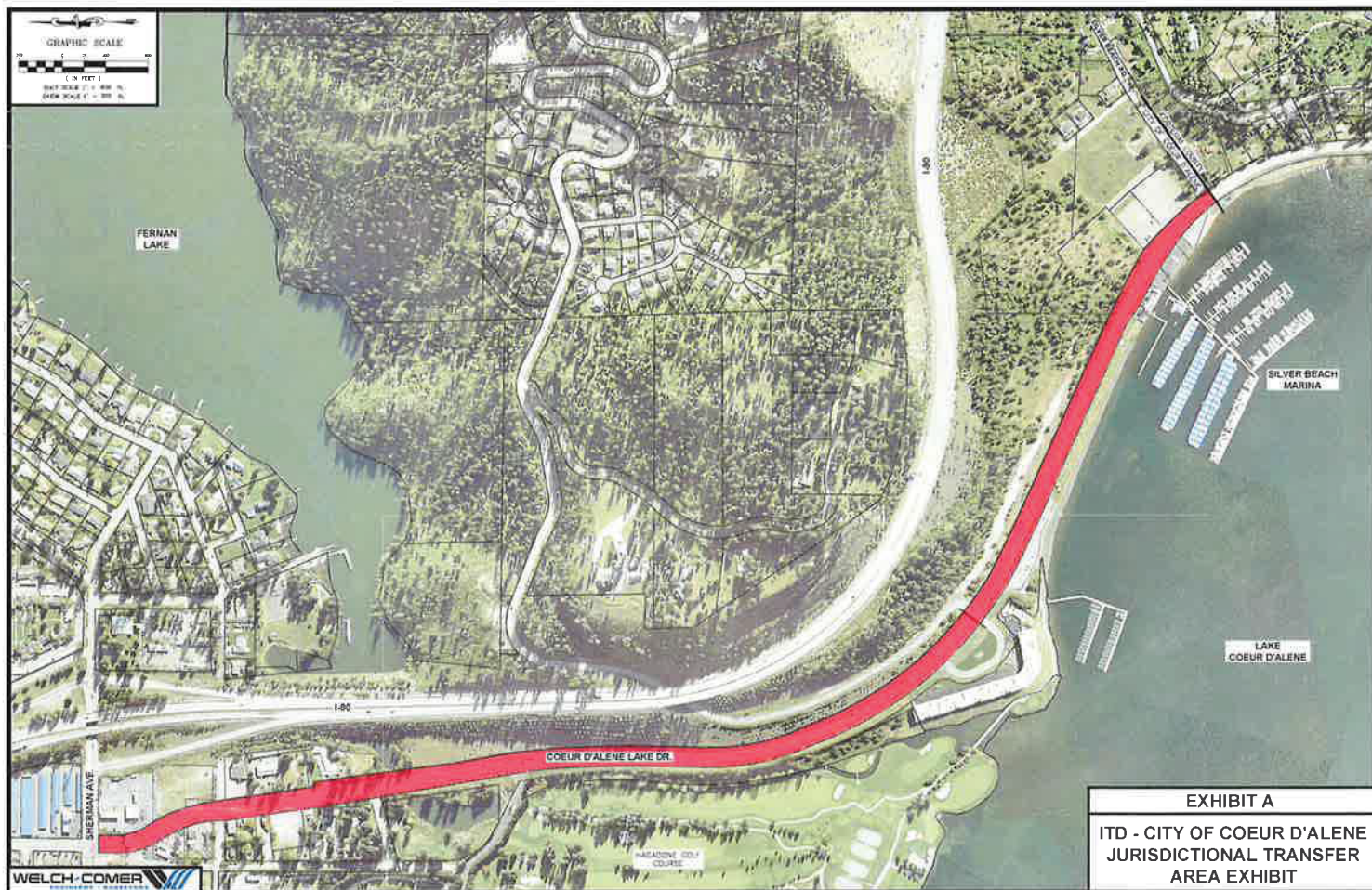

Mayor

(SEAL)

By regular/special meeting on

01/02/18

hm.filename



RESOLUTION NO. 18-001

A RESOLUTION OF THE CITY OF COEUR D'ALENE, KOOTENAI COUNTY, IDAHO, AUTHORIZING A JURISDICTIONAL TRANSFER AGREEMENT WITH THE IDAHO DEPARTMENT OF TRANSPORTATION FOR THAT PORTION OF COEUR D'ALENE LAKE DRIVE WITHIN THE CITY LIMITS.

WHEREAS, the Street & Engineering Director of the City of Coeur d'Alene has recommended that the City of Coeur d'Alene enter into a Jurisdictional Transfer Agreement with the Idaho Department of Transportation (ITD) for the transfer of that portion of Coeur d'Alene Lake Drive which lies within the City limits to the City of Coeur d'Alene, pursuant to terms and conditions set forth in an agreement, a copy of which is attached hereto as Exhibit "I" and by reference made a part hereof; and

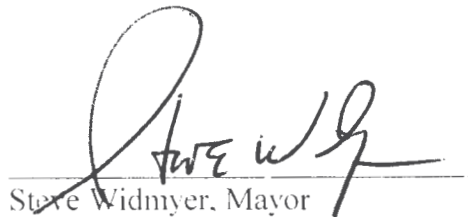
WHEREAS, it is deemed to be in the best interests of the City of Coeur d'Alene and the citizens thereof to enter into such agreement.

NOW, THEREFORE,

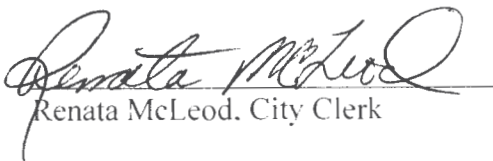
BE IT RESOLVED by the Mayor and City Council of the City of Coeur d'Alene that the City enter into a Jurisdictional Transfer Agreement with ITD for the transfer of that portion of Coeur d'Alene Lake Drive which lies within the City limits, in substantially the form attached hereto as Exhibit "I" and incorporated herein by reference, with the provision that the Mayor, City Administrator, and City Attorney are hereby authorized to modify said agreement to the extent the substantive provisions of the agreement remain intact.

BE IT FURTHER RESOLVED that the Mayor and City Clerk be and they are hereby authorized to execute such agreement on behalf of the City.

DATED this 2nd day of January, 2018.


Steve Widmyer, Mayor

ATTEST:


Renata McLeod, City Clerk

Motion by Gookin. Seconded by Evans. to adopt the foregoing resolution.

ROLL CALL:

COUNCIL MEMBER GOOKIN	Voted Aye
COUNCIL MEMBER MCEVERS	Voted Aye
COUNCIL MEMBER MILLER	Voted Aye
COUNCIL MEMBER EDINGER	Voted Aye
COUNCIL MEMBER EVANS	Voted Aye
COUNCIL MEMBER ENGLISH	Voted Aye

Motion Carried.

AGREEMENT TO ASSUME CONTROL OF HIGHWAY UPON ABANDONMENT

PARTIES

This Agreement is made and entered into this _____ day of _____, by and between the **IDAHO TRANSPORTATION BOARD** by and through the **IDAHO TRANSPORTATION DEPARTMENT**, hereafter called the State, and **EAST SIDE HIGHWAY DISTRICT**, hereafter called ESHD.

PURPOSE

This Agreement is entered into pursuant to Idaho Code, Section 40-203B. The State intends to abandon that portion of E. Coeur d'Alene Lake Drive that falls outside the existing Coeur d'Alene city limits, as shown on the attached print marked "Exhibit A" ("multimodal transportation facility") and made part of this Agreement, and ESHD intends to take the abandoned highway into its jurisdiction upon the terms and conditions set forth herein.

The Parties agree as follows:

SECTION I: That the State will:

1. Relinquish and abandon to ESHD by official notification from the Idaho Transportation Board, the multimodal transportation facility consisting of E. Coeur d'Alene Lake Drive, including the right-of-way appurtenant thereto, between S. Silver Beach Road and the Higgins Point Trailhead, as shown on Exhibit A, pursuant to the following conditions:
 - a. East Side Highway District shall continue to utilize the abandoned right of way as a multimodal transportation facility consisting of a trail, a boat launch, a parkway and a highway currently known as "East Coeur d'Alene Lake Drive".
 - b. If the highway district vacates the right of way in accordance with I.C. § 40-203, it shall transfer it to the Idaho Transportation Board pursuant to I.C. § 67-2322, or successor statute.
 - c. The transportation facility is partially situated upon state lands. When East Coeur d'Alene Lake Drive was constructed, fill was placed below the ordinary high water mark of Lake Coeur D'Alene. The area below the ordinary high water mark is owned by the Idaho Department of Lands. The proposed abandonment of the transportation facility does not affect ownership of the underlying state land below the ordinary high water mark. Such lands will remain under the ownership of the State Board of Land Commissioners through the Idaho Department of Lands.
2. Pay the sum of \$2,707,000 to ESHD to defray the cost of the operation and maintenance of E. Coeur d'Alene Lake Drive as a multimodal transportation facility as described in Exhibit A. Provided however, nothing herein shall be construed to require ESHD to maintain the multimodal transportation facility to any certain

specification, and the Board shall retain its discretion on maintenance and operation of the multimodal transportation facility.

3. The abandonment does not transfer liability to ESHD for the construction equipment that slid into Lake Coeur d'Alene near Higgins Point during the construction of Interstate 90 in the 1990 era, including a D9 dozer and a 632 CAT Scraper. The State shall continue to be liable for the control, maintenance, and environmental remediation arising from the submerged equipment.
4. The construction of I-90 in the 1990 era disturbed soils in an area near Redmond Hill, which has since been prone to minor slides. The abandonment does not include this area. ESHD shall have no responsibility for repair and remediation of any future catastrophic slide event in the Redmond Hill slide area. The State shall remain liable for stabilizing the slope and remediating any major slide event in this area. A major slide event shall include a slide which deposits enough material upon East Coeur d'Alene Lake Drive that one or more lanes must be closed for more than one day to effectuate repairs to remediate the slide. Provided however, such liability shall not include slope settlement which results in a minor amount of earth and rock debris falling upon East Coeur d'Alene Lake Drive, and ESHD shall be responsible for the removal of such material as part of its ordinary maintenance and operation of East Coeur d'Alene Lake Drive.
5. Upon transfer of the multimodal transportation facility modify the MOU between ITD and Idaho Parks and Recreation regarding the park and trail system to eliminate the portion of the roadway transferred to ESHD.

SECTION II: That ESHD will:

1. Except as otherwise stated in the agreement, East Side Highway District shall pass a resolution pursuant to I.C. 40-203B consenting to the abandonment by the State and accepting the jurisdiction of and responsibility for that portion of the existing multimodal transportation facility known as E. Coeur d'Alene Lake Drive, including the right-of-way appurtenant thereto, as shown on Exhibit A, as of the date of approval by the Idaho Transportation Board, subject to the terms of this agreement.
2. Maintain and administer the roadway as an existing public multimodal transportation facility in its entirety to the extent the Board determines in its discretion is appropriate.
3. Upon transfer of the multimodal transportation facility enter into a MOU with Idaho Parks and Recreation for the accommodation and continuing operation of the park facility. The transfer of the multimodal transportation facility is made subject to the terms of the Interagency Agreement for Maintenance of the Coeur d'Alene Parkway, entered into between ITD and the Idaho Department of Parks and Recreation on October 2, 1998, subject to such modifications as may be negotiated with IDPR.

SECTION III: Approval and Effect

This Agreement will become effective upon its execution by the parties and the approval of the Idaho Transportation Board.

EXECUTION

This Agreement is executed for the State by its Chief Engineer; and executed for ESHD by the ESHD Commissioners, and attested to by the ESHD Clerk.

IDAHO TRANSPORTATION DEPARTMENT

APPROVED FOR SUBMISSION TO THE
IDAHO TRANSPORTATION BOARD

Chief Engineer

RECOMMENDED BY:

District Engineer

ATTEST:

Angela Siuering
ESH D Clerk

John Huston
ESH D Commissioner

EAST SIDE HIGHWAY DISTRICT

Graham Ostensen
ESH D Commissioner

Mark W. Heddington
ESH D Commissioner

(SEAL)

By regular/special meeting on

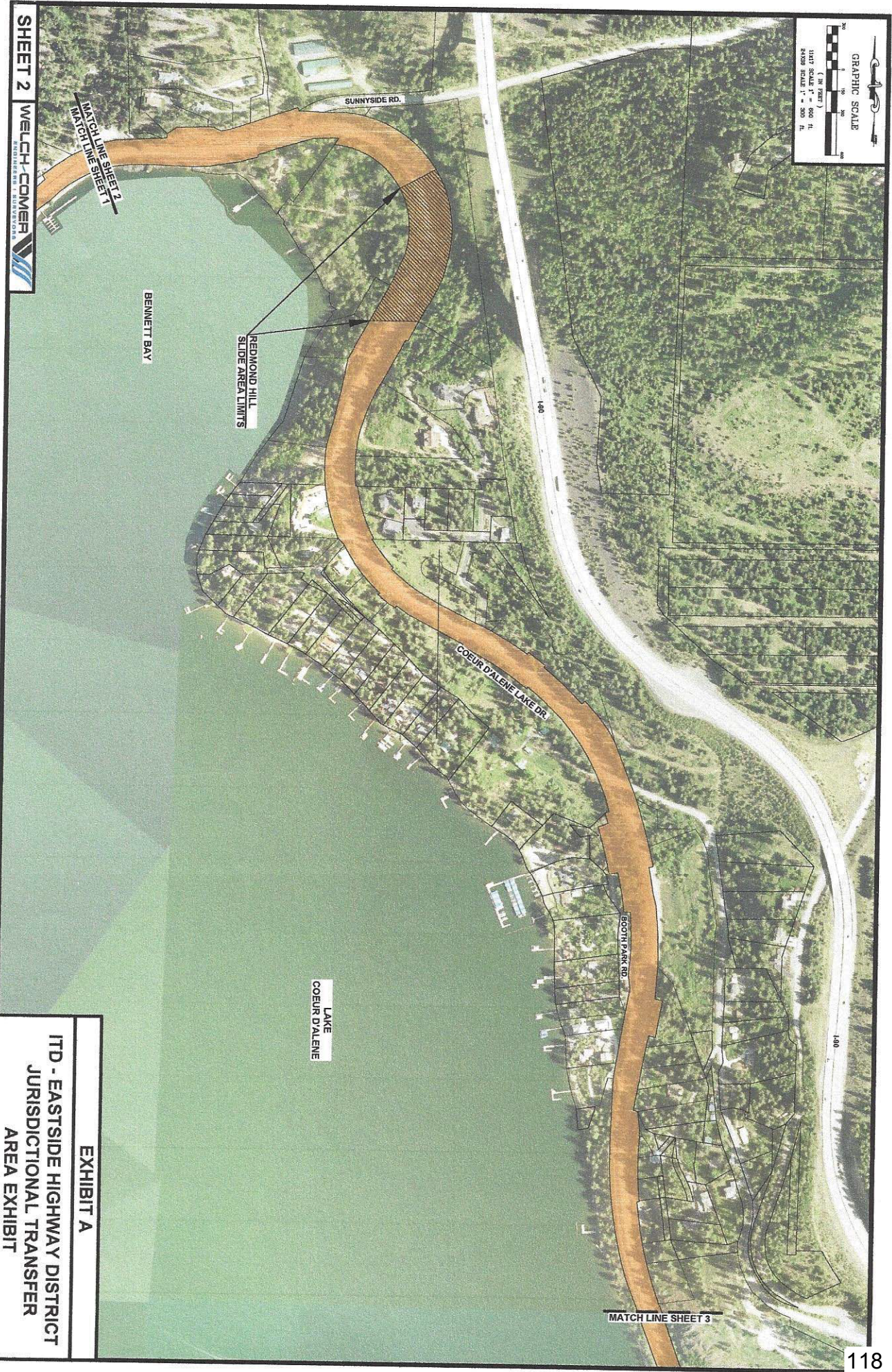
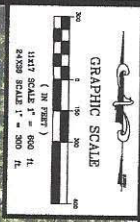
January 15, 2018



EXHIBIT A

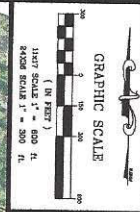
**ITD - EASTSIDE HIGHWAY DISTRICT
JURISDICTIONAL TRANSFER
AREA EXHIBIT**





SHEET 2
WELCH-COMER
ENGINEERS - SURVEYORS

EXHIBIT A
ITD - EASTSIDE HIGHWAY DISTRICT
JURISDICTIONAL TRANSFER
AREA EXHIBIT



SHEET 1
WELCH-COMER
ENGINEERS & SURVEYORS

EXHIBIT A
ITD - EASTSIDE HIGHWAY DISTRICT
JURISDICTIONAL TRANSFER
AREA EXHIBIT



MATCH LINE SHEET 2

EAST SIDE HIGHWAY DISTRICT
6095 E. Mullan Trail Road, Coeur d' Alene, Idaho 83814
Phone 208-765-4714 • Fax 208-667-6752

COPY

RESOLUTION 2018-01

WHEREAS, Idaho Transportation Department intends to abandon a portion of East Coeur d' Alene Lake Drive that falls outside the existing Coeur d'Alene city limits, and the East Side Highway District intends to accept the highway into its maintenance jurisdiction upon the terms and conditions set forth in an agreement between the **IDAHO TRANSPORTATION BOARD** by and through the **IDAHO TRANSPORTATION DEPARTMENT**, and the **EAST SIDE HIGHWAY DISTRICT**.

NOW THEREFORE, BE IT RESOLVED, the Commissioners of the East Side Highway District authorize to enter into an Agreement to Assume Control of that portion of East Coeur d' Alene Lake Drive, that falls outside the existing Coeur d' Alene city limits, as authorized under Idaho Code 40-203B,

BE IT FURTHER BE RESOLVED, that on the 15th day of January, 2018 the commissioners of the East Side Highway District, hereby adopt this said **Resolution 2018-01**, in which the following roll call was held:

Chairman Graham Christensen
Commissioner John Austin
Commissioner Mark Addington

yes
yes
yes

ADOPTED AND APPROVED by the commissioners of the East Side Highway District on the 15th day of January, 2018,

Graham Christensen
Chairman Graham Christensen
Sub District #1

1/15/18
Date

John Austin
Commissioner John Austin
Sub District #2

1/15/18
Date

Mark Addington
Commissioner Mark Addington
Sub District #3

1/15/18
Date

SEAL:

ATTEST:

Angela Sieverding
Angela Sieverding, District Clerk

RESOLUTION

WHEREAS, it has long been desired to remove Coeur d'Alene Lake Drive (Old US 10) from the state highway system and have it function as a local road under local jurisdiction; and

WHEREAS, Coeur d'Alene Lake Drive functions as a local road and therefore should be managed by the City of Coeur d'Alene and East Side Highway District; and

WHEREAS, the Idaho Transportation Department completed a Master Plan for the Coeur d'Alene Lake Drive to memorialize maintenance needs and costs as well as notable features and risks; and

WHEREAS, ITD, with concurrence from the Idaho Transportation Board Subcommittee on State Highway System Adjustments, has successfully negotiated terms with the City and Highway District around the foundation of the Master Plan and codified in state and local agreements; and

WHEREAS, City of Coeur d'Alene has signed an agreement to take jurisdictional control of the portion of Coeur d'Alene Lake Drive from Sherman Avenue to Silver Beach Road; and

WHEREAS, East Side Highway District has signed an agreement to take jurisdictional control of the portion of Coeur d'Alene Lake Drive from Silver Beach Road to Higgins Point.

NOW, THEREFORE BE IT RESOLVED that the Idaho Transportation Board approves the transfer of Coeur d'Alene Lake Drive to the City of Coeur d'Alene and East Side Highway District according to the signed agreements; and

BE IT FURTHER RESOLVED that the Idaho Transportation Board authorizes allocation of \$3,547,000 funds to cover future care and maintenance as stipulated in the agreements. The funding is to be provided via:

- ___ 1. delaying District 1 rehabilitation project, key #20685, US 95, Mica CR to Cougar CR, Kootenai Co. (\$3.9M FY19 ST HB Funds)
- ___ 2. FY18 statewide balancing and current available bid savings (\$2.8M FY18 ST as of March 1, 2018)
- ___ 3. FY18 Board Unallocated program (\$5M FY18 ST Board Unallocated as of March 1, 2018)
- ___ 4. a combination of the above



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date March 15th, 2018

Consent Item ☐ Information Item ☐ Amount of Presentation Time Needed 15 minutes

Presenter's Name Maranda Obray	Presenter's Title Sr. Transportation Planner	Initials MO	Reviewed By RG
Preparer's Name Maranda Obray	Preparer's Title Sr. Transportation Planner	Initials MO	RG

Subject

Educational Meeting w/ Magic Valley Stakeholders RE: Metropolitan Planning Organizations (MPOs)		
Key Number	District	Route Number

Background Information

In August 2017, the Office of Management and Budget (OMB) designated Twin Falls and Jerome counties as a Metropolitan Statistical Area (MSA) from their previous designation of a Mircopolitan Statistical Area. MSAs can be designated at any time by the OMB to analyze labor market and economic conditions with a geographical area. Statistical data about MSAs helps government officials and businesses review information about per capita income, spending patterns and unemployment rates. The resulting data can be used to formulate policies designed to stimulate economic growth in the region. The MSA does not equate to an urban-rural classification; many MSAs contain both urban and rural territory and populations.

Recently, there was some confusion regarding the difference between an MSA and the designation of a Metropolitan Planning Organization (MPO). Through the release of the U.S. Census Bureau's *Decennial Qualified Urbanized Areas* update, an area which has more than 50,000 in populations will be classified as an Urbanized Area (UZA); which leads to the creation of a Metropolitan Planning Organization (MPO). An MPO is a federally mandated and federally funded transportation policy-making organization that is made up of representatives from local government and governmental transportation authorities.

The Idaho Transportation Department (ITD) is **anticipating** that the existing Twin Falls Urban Area (which includes portions of the City of Twin Falls and Kimberly; as well as, Twin Falls County) will meet that 50,000 population threshold when the Census is conducted on April 1, 2020; triggering the requirement of an MPO to be established when the Census data is released in 2022. ITD is dedicated to helping the Magic Valley area be successful and therefore, has created an Advance Team to assist all partners and stakeholders throughout this process. ITD, in conjunction with the Federal Highways Administration (FHWA), the Lewis-Clark Metropolitan Planning Organization (LCVMPO) and the Bannock Transportation Planning Organization (BTPO) Directors, and LHTAC are here to provide stakeholders with information about the criteria required for developing the Magic Valley MPO.

The Idaho Transportation Department (ITD) invited interested community leaders and agencies to learn more about the probability of the Magic Valley Metropolitan Planning Organization (MVMPO) designation; bringing everyone to the table to begin the **continuing, corroborative and comprehensive** relationship we will build throughout this process. The meeting was held on February 22nd, 2018, to educate stakeholders about the:

- Difference between a Metropolitan Statistical Area (MSA) and a Metropolitan Planning Area (MPA);
- Federal and state process of designating the MVMPO;
- Impacts of the MVMPO for the area;
- Potential membership and structure of the Policy Board, Technical Advisory Committee and Citizens Advisory Committees;
- Roles and responsibilities of the organization;
- Products and plans the MPO will be required to produce;
- Understanding of relationships between organizations;
- Decision-making process used by the MPO;
- Potential challenges of the organization; and
- ITD's role in making the MVMPO successful within the next 5 years.

In the fall, the Advanced Team will meet with the local elected officials to assist in determining the MPO membership, structure and adopted policies.



Board Agenda Item

ITD 2210 (Rev. 10-13)

Recommendations

For information.

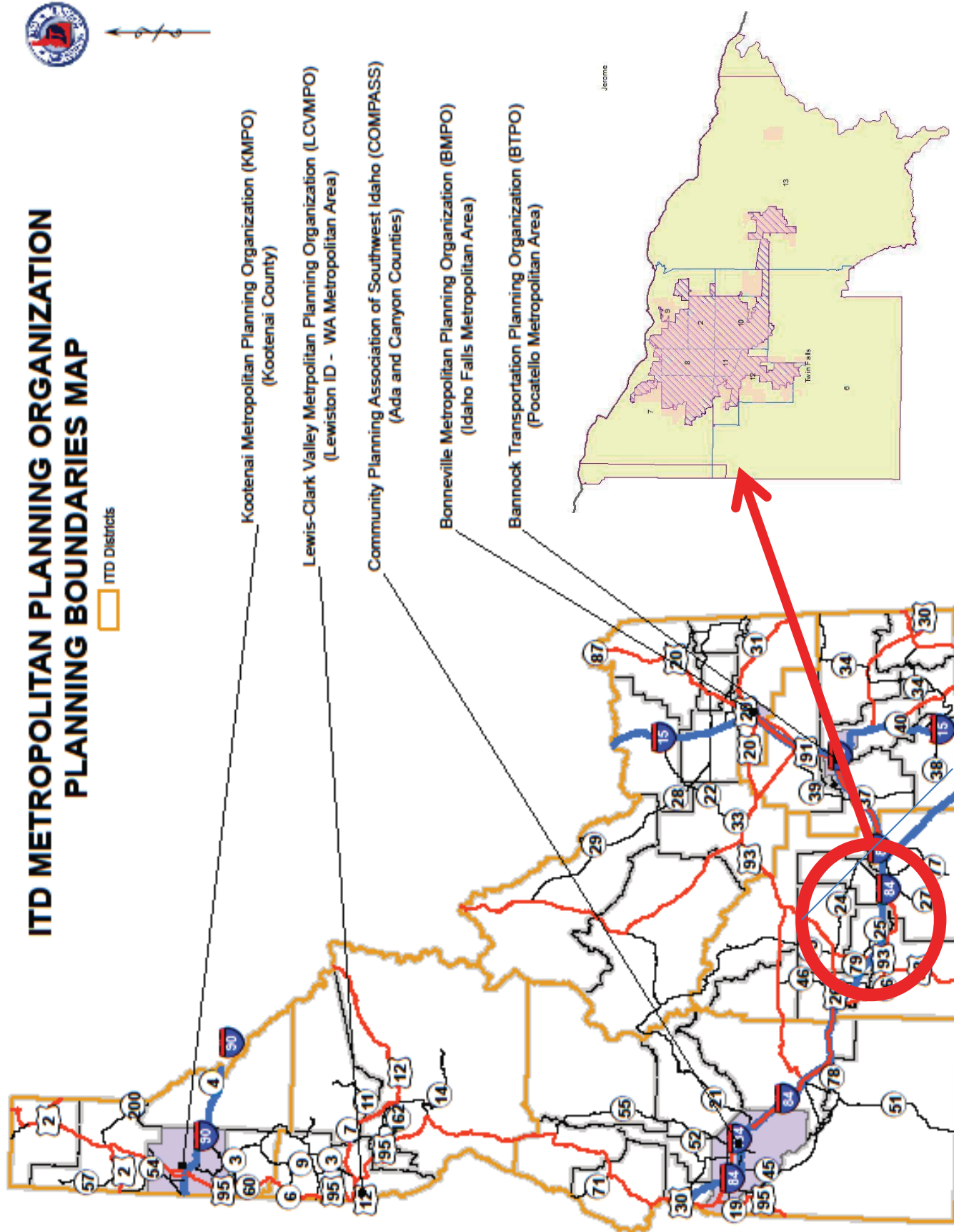
Board Action

☐ Approved ☐ Deferred _____
☐ Other _____

ITD METROPOLITAN PLANNING ORGANIZATION PLANNING BOUNDARIES MAP



ITD Districts





Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date March 14-15, 2018

Consent Item ☐

Information Item ☐

Amount of Presentation Time Needed 10 minutes

Presenter's Name Randy Gill	Presenter's Title ITIP Program Manager	Initials RG	Reviewed By LSS
Preparer's Name Blake Rindlisbacher, P.E.	Preparer's Title Engineering Services Administrator	Initials BR	

Subject

Introduction of new ITIP Program Manager		
Key Number	District	Route Number

Background Information

One of the primary focuses of the Highway Leadership Team (HILT) is delivery of the projects included in the Idaho Transportation Investment Program (ITIP). The HILT is moving from 6 individual district offices delivering projects to a state-wide delivery focus. The HILT vision is One Highways, doing things better every day. In order to effectively leverage resources and provide for a consistent workload for employees, the HILT envisioned a new Section within the Division of Engineering Services called the ITIP Program Management Office. I am pleased to announce that Randy Gill has been selected as the ITIP Program Manager which will coordinate with the HILT and lead statewide program delivery efforts.

Randy brings a wealth of experience and knowledge to the ITIP Program Management Office. Randy began his ITD career in District 3 Design. Over the years he has also worked in Local Roads, Roadway Design and the DMC (Design, Materials & Construction) and Planning Services. Randy has been the Planning Services Manager since December 2015. In recent years Randy has been instrumental to the Highway Leadership Team's focus on statewide program delivery and ITIP program management metrics and reports.

Recommendations

For information.

Board Action

☐ Approved ☐ Deferred _____
☐ Other _____