

A G E N D A

IDAHO TRANSPORTATION BOARD

June 17, 2020



A G E N D A

Workshop and Regular Meeting of the Idaho Transportation Board

June 17, 2020

The meeting will be conducted remotely.

To listen:

1. Dial 1-844-740-1264
 - a. meeting number/access code: 133 750 1895
 - b. meeting password: 1234

KEY:

ADM = Administration

CD = Chief Deputy

DIR = Director

HR = Human Resources

OP = Operations

Workshop

	Time*
Information Items	
1. Strategic outlook FY21 – Financial Planning & Analysis Manager (FP&AM) Collins	8:00
2. Strategic outlook FY22 – FP&AM Collins	8:10
3. Trends and state revenue – Economics and Research Mgr. Thompson	8:20
4. Draft FY22 budget request – Financial Planning Manager Bray	8:35
5. Break	8:55
6. Draft FY21-27 Idaho Transportation Investment Program – Senior Transportation Planner Hesterman	9:05
7. Public outreach – Communication Manager Trimboli	9:50
8. Break	10:00

Workshop documents provided under separate cover.

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



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Time*

BUSINESS MEETING

9. CALL MEETING TO ORDER **10:15**

10. SAFETY/SECURITY SHARE: Mountain Home Foreman Vaughn5

11. BOARD MINUTES – May 21, 2020.....6

12. BOARD MEETING DATES.....21 10:20

July 16	September 16
August 20	October 14-15 – Boise

13. CONSENT CALENDAR.....22

CD GARVEE Program annual legislative report23

OP _____ Adjust Safety – Local Program26

OP — Update of Safety Rest Areas and Oasis partnerships27

OP — Consultant agreements31

OP	Contract for award.....	34
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14. INFORMATIONAL CALENDAR

OP Contract award information and current advertisements39

OP	Professional services agreements and term agreement work tasks report.....	46
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OP FY20 General Funds apportionment for State Highway System Bridge

Replacement and Rehabilitation in the approved Program.....	53
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ADM	Monthly report of federal formula program funding through May.....	72
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15. MONTHLY REPORT: INTERNAL & EXTERNAL DEPARTMENT ACTIVITIES - Director Ness and Chief Deputy Stokes **10:25**

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		Page #	Time*
16. AGENDA ITEMS			
Action Items			
HR	_____ New Administrative Policy 5558 Use of Electronic Devices while Operating		
Danner	Vehicles/Equipment (Resolution on page 79)	74	10:40
Information Item			
ADM	_____ State FY20 financial statements	79A	10:50
Weiskircher			
Action Items			
ADM	_____ Review of the draft FY21-27 Idaho Transportation Investment Program	80	10:55
Collins	(Resolution on page 81)		
CD	_____ FY21 Idaho Airport Aid Program	82	11:00
Statham	(Resolution on page 85)		
DIR	_____ 2021 potential legislative ideas	86	11:10
McCarty			
Information Items			
17. ADOPT-A-HIGHWAY PRESENTATION: Big Kitty Inc.			11:20
18. DISTRICT 3 REPORT: District 3 Engineer Lakey			11:30
19. EXECUTIVE SESSION (working lunch**)			11:50
PERSONNEL ISSUES [SECTION 74-206(a), (b)]			
LEGAL ISSUES [SECTION 74-206(c), (d), (f)]			
20. AGENDA ITEMS, continued			
OP	_____ COVID traffic counts and crashes	89	1:20
Pridmore/Tomlinson			
OP	_____ Post COVID aggressive driving	96	1:35
Tomlinson/Wills			

***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.*

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<u>June 17, 2020</u>		Page #	Time*
21. AGENDA ITEMS, continued			
Action Items			
OP _____ Tomlinson	Federal Fiscal Year 2021 Highway Safety Plan (Resolution on page 103)	102	1:50
OP _____ Allen	City of Fernan Village sewer line mitigation..... (Resolution on page 106)	104	1:55
OP _____ Beachler	2020 Functional Classification review..... (Resolution on page 117)	107	2:05
OP _____ Beachler	Community Planning Association of Southwest Idaho National Highway System change request (Resolution on page 132)	118	2:10
OP _____ Pond	Administrative settlement over \$200,000..... (Resolution on page and 134)	133	2:20
Information Items			
OP _____ Pond	Overview on surplus property	135	2:25
22. ADJOURNMENT (estimated time)			2:40

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D3 Safety Share

- Improperly secured signage



REGULAR MEETING OF THE IDAHO TRANSPORTATION BOARD

May 21, 2020

Due to the COVID-19 virus, the meeting was conducted via telephone.

Idaho Transportation Board Chairman Bill Moad called the meeting to order at 8:00 AM on Thursday, May 21, 2020. The following principals participated:

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

Safety/Security Share. Shane Brown with the District 5 Vegetation Crew emphasized the importance of reading labels, as they provide valuable information about the product. He also stressed using proper personal protective equipment.

Chairman Moad thanked Mr. Brown for the important message.

Board Minutes. Member Vassar made a motion to approve the minutes of the regular Board meeting held on April 16, 2020 as submitted. Vice Chairman Kempton seconded the motion and it passed 6-0 by roll call vote.

Board Meeting Dates. The following meeting dates are scheduled:

June 17, 2020
July 16, 2020
August 20, 2020

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

RES. NO. WHEREAS, consent calendar items are to be routine, non-controversial, self-
ITB20-19 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 addition of the annual FY20 Technology Transfer project; adjustments to the State Funded

System Support Program, Americans with Disabilities Act ramps; consultant agreements; and a contract for award.

1) Addition of Annual FY20 Technology Transfer Project. The annual Technology Transfer project funds Idaho's Technology Transfer (T2) Center. The T2 Center is a part of a national program that provides training and technical assistance to local transportation agencies. The funding for the \$300,000 project is split evenly from federal-aid and the Local Highway Technical Assistance Council. Staff requests adding the project to FY20.

2) Adjust State Funded System Support Program, Americans with Disabilities Act (ADA) Ramps. Staff requests the following adjustments to the State Funded System Support Program: advance Pocatello's FY21 11 ADA Ramps, key #22450 to FY20 for \$59,600; delay Cascade's FY20 7 ADA Ramps, key #22087 to FY21 for \$35,000; and remove Hailey's key #22089 6 ADA Ramps for \$60,000, Riggins' key #22096 19 ADA Ramps for \$50,350, and Weiser's key #22099 17 ADA ramps for \$59,500 from FY20.

3) Request to Approve Consultant Agreements. In accordance with Board Policy 4001 Authority to Sign Contracts, Agreements, and Grants and Requirement to Report Certain Contracts, staff requests approval to exceed the \$1 million agreement limit for key #19431 – Blue Creek Bay Bridge, District 1 for construction engineering and inspection services of approximately \$2 million; key #19883 – US-95, North Corridor Access Improvements, District 1 for construction engineering and inspection services of approximately \$1.2 million; keys #20283 and #20280 – District 1 and District 2 Bridge Replacements for construction engineering and inspection services of approximately \$1.3 million; and key #9070 – Cherrylane Bridge, District 2 for design services of approximately \$3.2 million.

4) Contract for Award. The low bid on key #20189 – FY21 District 6 Bridge Repair was more than ten percent over the engineer's estimate, requiring justification and Board approval. The Superpave Hot Mix Asphalt Paving Including Asphalt and Additives Class Special-5, Special Crossover, and Cold Milling items accounted for the majority of difference between the engineer's estimate and low bid. The construction of crossovers is rarely performed and the location can vary the price substantially. The small quantity of cold milling and asphalt to be placed in multiple locations at different times throughout the project presumably led to the higher unit prices. Bidding the project late in the season also likely contributed to the higher bids. The District does not believe re-advertising the project would result in lower bids and recommends awarding the contract. Low bidder: Knife River Corporation – Mountain West - \$3,751,573.

Information Items. 1) Contract Awards and Advertisements. Key #13492 – SMA-7169, Intersection Linder and Deer Flats Roads. Low bidder: Knife River Corporation – Mountain West - \$3,081,532.

Key #19312 – SH-27, Poleline Intersection Improvement, District 4. Low bidder: Staker & Parson DBA Idaho Materials & Construction - \$994,141.

Key #18728 – FY20 Capital Maintenance, Ada County Highway District. Low bidder: Knife River Corporation – Mountain West - \$3,589,354.

Key #21827 – Cedar to Flandro, Pocatello. Low bidder: DePatco Inc. - \$1,825,775.

Key #19030 – Packsaddle Road, Teton River Bridge. Low bidder Cannon Builders Inc. - \$589,731.

Key #20142 – I-15, FY21 District 5 Bridge Repair. Low bidder: Cannon Builders Inc. - \$2,951,473.

Key #12315 – STC-5743, Kidd Island Road, Worley Highway District. Low bidder: Knife River Corporation – Mountain West - \$1,972,000.

Key #12049 – West 9th Street, Pioneer to West Indianhead Road, Weiser. Low bidder: Braun-Jensen Inc. - \$1,667,000.

Key #19749 – STC-5829, Riverview Drive Guardrail Installation, Post Falls Highway District. Low bidder: Selland Construction Inc. - \$376,433.

Key #20457 – SH-34, Tin Cup Bridge Milepost 106.08, District 5. Low bidder: Knife River Corporation – Mountain West - \$1,718,358.

Key #22244 – FY20 District 3 Signal Cabinets. Low bidder: Power Plus Inc. - \$430,815.

Key #22219 – I-15B, Broadway, Yellowstone to Bellin, District 6. Low bidder: H-K Contractors Inc. - \$2,295,669.

The list of projects currently being advertised was provided.

2) Professional Services Agreements and Term Agreement Work Tasks Report. From March 26 through April 29, 47 new professional services agreements and work tasks were processed, totaling \$6,365,596. Nine supplemental agreements to existing professional services agreements were processed during this period in the amount of \$4,194,141.

3) State FY20 Financial Statements through March. Revenues to the State Highway Account from all state sources were below projections by 0.7%. Receipts from the Highway Distribution Account were 1.7% or \$3 million more than forecast. The equipment buy back program is \$6.6 million below forecast; however, that is a difference in timing. State revenues to the State Aeronautics Fund were ahead of projections by 4%, or \$102,000. This is primarily due to the receipts for aircraft registrations and insurance proceeds on the Smiley Creek damaged building; however, total receipts from aviation fuel taxes are below the forecast by 3.4% or \$71,500. Expenditures were within planned budgets. Personnel costs had savings of \$9.4 million or 9.5% due to reserves for horizontal career path increases, vacancies, and timing between a position becoming vacant and being filled. Contract construction cash expenditures of \$376.3 million exceeded any from the past three years.

The balance of the long-term investments was \$109.9 million and the cash balance was \$82.3 million at the end of March. Expenditures in the Strategic Initiatives Program Fund were \$21.9 million. No additional funds, other than interest earned on the cash balance, are coming

into this fund due to the expiration of the law effective May 31, 2019 that required the transfer. Deposits into the Transportation Expansion and Congestion Mitigation Fund of \$13.8 million was 11.5% ahead of forecast. Expenditures in the GARVEE Capital Projects Fund through March were \$15.4 million.

4) Monthly Reporting of Federal Formula Program Funding through April. Idaho received obligation authority of \$286.6 million through September 30 via an appropriations act signed in December 2019. This includes \$936,200 of Highway Infrastructure General Funds carried over from last year in the Transportation Management Area. In February \$14.1 million of Highway Infrastructure General Funds were received. Obligation authority through September 30 is \$300.7 million, which corresponds to \$301.5 million with match after a reduction for prorated indirect costs. Idaho received apportionments via notices through February 13 of \$331.7 million, including Redistribution of Certain Authorized Funds and Highway Infrastructure General Funds. Obligation authority is currently 90.7% of apportionments. Of the \$301.5 million allotted, \$105.9 million remains.

5) FY21-24 Strategic Plan for the Division of Financial Management (DFM). The draft FY21-24 Strategic Plan was presented to the Board for review. The Plan is to include the Department's vision and/or mission statement, goals and objectives, performance measures and benchmarks and key external factors. It is due to DFM by July 1.

Director's Monthly Report on Activities. Director Ness said the monthly report on activities will be a different format. He and Chief Deputy Stokes will provide highlights and allow more time for questions and discussion. Due to the COVID-19 pandemic, employees are continuing to work from home if possible. A team is developing a plan to bring employees back to the office in a phased approach, in line with guidelines from the governor's plan. The highest priorities will continue to be on safety, providing services, and remaining flexible. The first group is expected back in early June.

Chief Deputy Stokes said a lot of meetings, conferences, and training have been cancelled. Because training is so important, a team was established to develop a plan to provide training via technology. He commended the employees who responded to the March 31 earthquake. Crews are in the process of inspecting every bridge within 50 miles of the epicenter. To date, 136 of the 161 bridges on the state and local system have been inspected and no damage has been found. Chief Deputy Stokes said staff typically presents legislative ideas to the Board in May. The Department is taking a minimal approach to legislation and at this time, is planning one proposal regarding odometer readings to comply with federal regulations. He encouraged the Board to let staff know if it has any legislative ideas.

Chairman Moad thanked Director Ness and Chief Deputy Stokes for the informative reports.

FY21 Compensation Plan. Chief Human Resources Officer (CHRO) Brenda Williams presented the proposed FY21 compensation plan. The components consist of a 3% payline move; Horizontal Career Path eligibility; addressing classifications with compression, high turnover, and retention challenges (traffic signal electrician, mechanic, and land surveyor); and step rate increases for Transportation Technician and Transportation Technician Apprentice

classifications. The last two components were approved by the Board last year; however, those actions are still pending Division of Human Resources' and Division of Financial Management's approval. Historically, the Board has supported the Horizontal Career Path initiative.

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

RES. NO. WHEREAS, the Idaho Transportation Department's FY21 Change in
ITB20-20 Employee Compensation (CEC) plan has been developed in accordance with
ITD's compensation policy; and

WHEREAS, Department staff presented the details of and implementation plan for the proposed CEC plan, including eligibility requirements, to the Idaho Transportation Board at its May 21, 2020 meeting.

NOW THEREFORE BE IT RESOLVED, that the Board approves the Department's FY21 CEC Plan, with the basic components as follows:

- When pay schedules are adjusted upward by 3%, employees with a rate of pay that falls below the 80% compa-ratio of his or her pay grade will be brought to the new 80% compa-ratio of his or her pay grade regardless of performance or probationary status;
- Employees who meet eligibility expectations and step pay rate requirements in an approved Horizontal Career Path (HCP) Career Path will advance to the next step pay rate within their respective career path;
- In an effort to attract and retain employees in hard-to-recruit, specialized positions, a 10% increase will be given to Traffic Signal Electricians, Mechanics, and Land Surveyors; and
- A step pay rate (dollar amount) increase to the classification of Transportation Technician and Transportation Technician Apprentice to be more competitive with the labor market. The starting rate for a Transportation Technician Apprentice will go from \$14.60 to \$16.50, Transportation Technician Step 1 from \$16.75 to \$18.00, and Transportation Technician Step 2 from \$18.90 to \$19.50. Current employees under the new step pay rates will be adjusted accordingly; and

BE IT FURTHER RESOLVED, that the Board approves the Department to implement the CEC plan effective June 14, 2020 funded with base; and

BE IT FURTHER RESOLVED, that the Board directs staff to submit the FY21 CEC Plan to the Division of Financial Management.

Revisions to Administrative Policy 5508 Smoking Policy. CHRO Williams said this administrative policy is being revised to prohibit the use of smoking, including the use of e-cigarettes or other devices that emit a vapor or smoke in all ITD owned or leased buildings, vehicles, and equipment, and within 25 feet of an ITD building.

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

RES. NO. WHEREAS, the Idaho Transportation Board is charged with setting policies for
ITB20-21 the Idaho Transportation Department; and

WHEREAS, Administrative Policy 5508 Smoking Policy was revised to prohibit the use of smoking, including the use of e-cigarettes or other devices that emit a vapor or smoke (vaping) in all ITD owned or leased buildings, vehicles, and equipment, and within 25 feet of an ITD building.

NOW THEREFORE BE IT RESOLVED, that the Board concurs with revisions to Administrative Policy 5508 Smoking Policy.

Chairman Moad thanked CHRO Williams for the presentations.

SH-16, I-84 to SH-44 Cost Estimates. Transportation Program Manager (TPM) Amy Schroeder summarized last month's presentation on the SH-16, I-84 to SH-44 corridor, focusing on the importance of getting the corridor ready for construction and the opportunity to use savings to continue work on the highway. She presented two resolutions: the first would allocate I-84 GARVEE bond savings to the SH-16 corridor, directing \$20 million to right-of-way acquisition and \$14 million for design services. If that resolution is approved, TPM Schroeder will request authorization to exceed the \$1 million limit for design services.

In response to Chairman Moad's questions, TPM Schroeder said the \$20 million for right-of-way includes purchasing the property necessary for the interchanges, and the \$14 million should complete the design so the project would be shovel-ready.

Member DeLorenzo asked about the GARVEE corridors that the Board could re-direct the GARVEE savings to. TPM Schroeder acknowledged the limited options for GARVEE funds, as the second GARVEE legislation listed 12 corridors and some of those have been completed. Staff recommends completing the SH-16 corridor.

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

RES. NO. WHEREAS, the Idaho Transportation Board is charged with determining the
ITB20-22 timeframe and scope of improvements for the State Transportation System; and

WHEREAS, Idaho Code § 40-310 directs the Board to plan, design and develop statewide transportation systems when determined to be in the public interest; and

WHEREAS, Idaho Code § 40-315 directs the Board to consider the cost of the projects and whether or not the project could be funded without GARVEE bonding, and to balance and coordinate the use of bonding with the use of highways construction funding; and

WHEREAS, \$108 million has been invested in the corridor-wide environmental evaluation and the design and construction of Phase 1 that completed the SH-16 connection between US-20/26 and SH-44 in 2014; and

WHEREAS, in 2017 and 2018 the Board allocated \$8 million for preliminary engineering and \$90.4 million for right-of-way preservation of Phase 2 between I-84 and US-20/26; and

WHEREAS, design refinements that reduce right-of-way impacts, further refine corridor costs, and address construction phasing and forward compatibility have been completed; and

WHEREAS, advantages of advancing the design of Phase 2 between I-84 and US-20/26 have been presented to the Board; and

WHEREAS, \$34 million savings of GARVEE bonds from the 2017 authorization have been identified on the I-84, Caldwell to Nampa corridor as a possible offset.

NOW THEREFORE BE IT RESOLVED, that the Board approves reallocating \$34 million GARVEE savings from I-84, Caldwell to Nampa to SH-16; with \$14 million to advance the design of Phase 2 and \$20 million toward right-of-way acquisition. The Board further directs staff to work with the Community Planning Association of Southwest Idaho to amend the Regional Transportation Investment Program to include this work.

TPM Schroeder estimates the final design can be completed for \$14 million in 18 to 24 months. The design work will be split into two separate packages. In response to Member Thompson's question, TPM Schroeder replied that the packages are fairly equitable.

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

RES. NO. WHEREAS, in December 2017 the Idaho Transportation Board authorized staff
ITB20-23 to proceed with preliminary engineering of Phase 2 of the SH-16, I-84 to SH-44
corridor; and

WHEREAS, proceeding with final design through Plans, Specifications, and Estimates (PS&E) of Phase 2 will continue the progress in the corridor and may be advantageous for securing future construction funding; and

WHEREAS, the final design services through PS&E for Phase 2 is estimated to cost approximately \$14 million and take between 18 and 24 months to complete; and

WHEREAS, Board Policy 4001 delegates authority for signing and executing contracts to the Director and designates limits and controls for staff authority regarding contracts, agreements, and grants; and

WHEREAS, the Director is authorized to seek necessary professional services outside the Idaho Transportation Department when the required services are not available within the Department; and

WHEREAS, agreements, including supplemental agreements, with professional services providers that would bring the Department's obligation to more than \$1,000,000 require Board approval.

NOW THEREFORE BE IT RESOLVED, that the Board approves proceeding with final design through PS&E of Phase 2 of the SH-16 corridor, with a total cost for these services not to exceed \$14 million.

The Board commended TPM Schroeder and her team for their work on this project.

Division of Motor Vehicle (DMV) Update. DMV Administrator (DMVA) Alberto Gonzalez said ITD started issuing REAL ID-compliant drivers licenses, or Star Cards, in January 2018. The federal deadline for citizens to use these documents for federal purposes was October 1, 2020. Due to COVID-19, the Department of Homeland Security extended the deadline to October 1, 2021. Staff is exploring options to expedite the process of issuing these cards and will continue encouraging citizens to get a Star Card after the state reopens.

DMVA Gonzalez also reported on the Division's efforts during the coronavirus pandemic. Overall, the Ports of Entry are conducting business as usual. Approximately 130 employees are working from home. Work on the modernization project is continuing; however, the implementation date for the next phase is being postponed. Training county staff remotely has been occurring while the county offices are closed. The number of on-line transactions surged. He also reported on plans to reopen offices and anticipates a backlog of transactions, including 40,000 driver's licenses and identification cards, 50,000 vehicle registrations, and over 10,000 titles. Citizens are being encouraged to complete transactions online and staff will provide support to the counties to help with the backlog.

The Board commended DMVA Gonzalez for his leadership.

Add SH-33 State Highway System Adjustment Payment, Madison County Project. Chief Engineer (CE) Blake Rindlisbacher referenced last month's action to transfer a portion of SH-33 in Sugar City and the East Side Frontage Road/Farm Field Access to Madison County. The agreements for these transactions included a one-time cash payment of \$850,000 and \$3,100,000 to defray the cost of operation for the East Side Frontage Road and SH-33, Sugar City Half Interchange Connector Road, respectively. He requested the addition of an FY21 project in the Idaho Transportation Improvement Program to complete the transactions.

Vice Chairman Kempton made a motion, seconded by Member Vassar, and passed unopposed by individual roll call vote to approve the following resolution:

RES. NO. WHEREAS, Idaho Transportation Department staff and Madison County staff
ITB20-24 have signed a Road Closure and Maintenance Agreement to transfer a portion of the East Side Frontage Road/Farm Field Access to Madison County; and

WHEREAS, Department staff and Madison County staff have signed a Road Closure and Maintenance Agreement to transfer a portion of SH-33 from milepost 337.478 to milepost 339.759 and the Sugar City Half Interchange Connector Road

from milepost 100.00 to milepost 100.12 and milepost 100.367 to milepost 100.587 to Madison County; and

WHEREAS, the Department is prepared to incorporate this project into the approved Idaho Transportation Improvement Program (ITIP); and

WHEREAS, Department staff and Madison County have negotiated a one-time cash payment of \$850,000 for the East Side Frontage; and

WHEREAS, Department staff and Madison County have negotiated a one-time cash payment of \$3,100,000 for the SH-33 in Sugar City.

NOW THEREFORE BE IT RESOLVED, that project SH-33, SHS (State Highway System) Adjustment Payment, Madison County be added to the ITIP at a cost of \$3,950,000. FY 2021 State funds will be used for both the \$850,000 and the \$3,100,000 payments; and

BE IT FURTHER RESOLVED, that the Idaho Transportation Board approves the staff request to adjust the Program and amend the approved FY20-26 ITIP accordingly.

129,000 Pound Truck Route Requests, Districts 3 and 4. Freight Program Manager (FPM) Scott Luekenga presented the Chief Engineer's analysis on the request to designate I-84 Business in Caldwell, milepost 0.0 to 0.94 as a 129,000 pound truck route. DMV reported that the route is designated as a red route, allowing 115-foot overall vehicle length and a 6.5-foot off-track. The bridge analysis determined that the two bridges on the route will safely support vehicle combinations up to 129,000 pounds, assuming the axle configuration conforms to the legal requirements. The pavement is in fair to very poor condition. The Office of Highway Safety reported one non-interstate high accident intersection location and no high accident location clusters on the route. The Chief Engineer's analysis recommends proceeding with the request, and the Board Subcommittee on 129,000 Pound Truck Routes approved a motion to send the application to the full Board with a recommendation for approval.

Member DeLorenzo said one comment was received during the public comment period, asking who would benefit from the route designation. Regarding the section of pavement in very poor condition, the District does not have a project in the Program to address that, but District Engineer Caleb Lakey informed the Subcommittee that the maintenance crew can patch that section to improve the pavement condition.

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

RES. NO. WHEREAS, Senate Bill 1117 was enacted in 2013 allowing the Idaho
ITB20-25 Transportation Board to designate state highways for permitted vehicle combinations up to 129,000 pounds upon request; and

WHEREAS, the Board established a Subcommittee on 129,000 Pound Truck Routes to implement provisions of the legislation; and

WHEREAS, the Idaho Transportation Department has received a request for a 129,000 pound route in District 3: I-84 Business Loop, Caldwell, milepost 0.0 to 0.94; and

WHEREAS, the Chief Engineer and ITD staff received the application and reviewed the proposed route by conducting an engineering and safety analyses of the 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 one (1) comment was received with none in support and one (1) adversarial on the specific route; and

WHEREAS, the Chief Engineer presented his analyses to the Board Subcommittee on 129,000 Pound Truck Routes at its meeting on April 16, 2020 with a recommendation to approve the route; and

WHEREAS, after the Board Subcommittee reviewed the Chief Engineer's analyses and public comment, it passed a motion to approve the route request; 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 May 21, 2020.

NOW THEREFORE BE IT RESOLVED, that the Board accepts the Chief Engineer's analyses and recommendation on District 3: I-84 Business Loop, Caldwell, milepost 0.0 to milepost 0.94; and

BE IT FURTHER RESOLVED, that the Board directs the Chief Engineer to issue a Letter of Determination that approves the referenced route request in District 3; and

BE IT FURTHER RESOLVED, following the fourteen day public appeals period, this resolution is effective June 3, 2020.

FPM Luekenga said three applications for routes in District 4 have also been received and analyzed. The DMV confirmed that SH-79 from milepost 0.0 to 0.23 falls under the red route category allowing 115-foot overall vehicle length and a 6.5-foot off-track. The bridge analysis determined that the one bridge on the route will safely support vehicle combinations up to 129,000 pounds, assuming the axle configuration conforms to the legal requirements. The pavement is in good condition with no deficient sections. There are no safety concerns. The Chief Engineer's analysis recommends proceeding with the request, and the Board Subcommittee on 129,000 Pound Truck Routes concurred.

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

RES. NO. WHEREAS, Senate Bill 1117 was enacted in 2013 allowing the Idaho

ITB20-26 Transportation Board to designate state highways for permitted vehicle combinations up to 129,000 pounds upon request; and

WHEREAS, the Board established a Subcommittee on 129,000 Pound Truck Routes to implement provisions of the legislation; and

WHEREAS, the Idaho Transportation Department has received a request for a 129,000 pound route in District 4: SH-79, milepost (MP) 0.0 to MP 0.23; and

WHEREAS, the Chief Engineer and ITD staff received the application and reviewed the proposed route by conducting an engineering and safety analyses of the 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 (8) comments were received with three (3) in support, three (3) were adversarial, and two (2) neither for or against the specific route; and

WHEREAS, the Chief Engineer presented his analyses to the Board Subcommittee on 129,000 Pound Truck Routes at its meeting on April 16, 2020 with a recommendation to approve the route; and

WHEREAS, after the Board Subcommittee reviewed the Chief Engineer's analyses and public comments, it passed a motion to approve the route request; 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 May 21, 2020.

NOW THEREFORE BE IT RESOLVED, that the Board accepts the Chief Engineer's analyses and recommendation on District 4: SH-79, MP 0.0 to MP 0.23; and

BE IT FURTHER RESOLVED, that the Board directs the Chief Engineer to issue a Letter of Determination that approves the referenced route request in District 4; and

BE IT FURTHER RESOLVED, following the fourteen day public appeals period, this resolution is effective June 3, 2020.

FPM Luekenga said the DMV confirmed that SH-46 from MP 85.33 to 100.15 falls under the red route category allowing 115-foot overall vehicle length and a 6.5-foot off-track. The bridge analysis confirmed that the five bridges on the route will safely support vehicle combinations up to 129,000 pounds, assuming the axle configuration conforms to the legal requirements. The pavement is in good condition with no deficient sections. There are no safety

concerns. The Chief Engineer's analysis recommends proceeding with the request, and the Board Subcommittee on 129,000 Pound Truck Routes concurred at its meeting last month.

Vice Chairman Kempton and Member Horsch mentioned some of the comments received on the route, specifically the concern with trucks' capacity to travel up the grade on SH-46; however, the Board Subcommittee believes the engineering analysis supports the 129,000 pound truck route designation.

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

RES. NO. WHEREAS, Senate Bill 1117 was enacted in 2013 allowing the Idaho
ITB20-27 Transportation Board to designate state highways for permitted vehicle combinations up to 129,000 pounds upon request; and

WHEREAS, the Board established a Subcommittee on 129,000 Pound Truck Routes to implement provisions of the legislation; and

WHEREAS, the Idaho Transportation Department has received a request for a 129,000 pound route in District 4: SH-46, milepost (MP) 85.33 to MP 100.15; and

WHEREAS, the Chief Engineer and ITD staff received the application and reviewed the proposed route by conducting an engineering and safety analyses of the 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 nine (9) comments were received with three (3) in support, four (4) were adversarial, and two (2) neither for or against the specific route; and

WHEREAS, the Chief Engineer presented his analyses to the Board Subcommittee on 129,000 Pound Truck Routes at its meeting on April 16, 2020 with a recommendation to approve the route; and

WHEREAS, after the Board Subcommittee reviewed the Chief Engineer's analyses and public comments, it passed a motion to approve the route request; 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 May 21, 2020.

NOW THEREFORE BE IT RESOLVED, that the Board accepts the Chief Engineer's analyses and recommendation on SH-46, MP 85.33 to MP 100.15; and

BE IT FURTHER RESOLVED, that the Board directs the Chief Engineer to issue a Letter of Determination that approves the referenced route request in District 4; and

BE IT FURTHER RESOLVED, following the fourteen day public appeals period, this resolution is effective June 3, 2020.

FPM Luekenga said the DMV confirmed that US-93 from MP 41.55 to 48.30 falls under the red route category allowing 115-foot overall vehicle length and a 6.5-foot off-track. The bridge analysis confirmed that the only bridge on the route will safely support vehicle combinations up to 129,000 pounds, assuming the axle configuration conforms to the legal requirements. The pavement is in good condition with no deficient sections. The Office of Highway Safety identified two non-interstate high accident intersection locations and one high accident location cluster. The Chief Engineer's analysis recommends proceeding with the request, and the Board Subcommittee on 129,000 Pound Truck Routes supported designating this route for vehicle combinations up to 129,000 pounds.

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

RES. NO. WHEREAS, Senate Bill 1117 was enacted in 2013 allowing the Idaho
ITB20-28 Transportation Board to designate state highways for permitted vehicle
 combinations up to 129,000 pounds upon request; and

WHEREAS, the Board established a Subcommittee on 129,000 Pound Truck Routes to implement provisions of the legislation; and

WHEREAS, the Idaho Transportation Department has received a request for a 129,000 pound route in District 4: US-93, milepost (MP) 41.55 to MP 48.30; and

WHEREAS, the Chief Engineer and ITD staff received the application and reviewed the proposed route by conducting an engineering and safety analyses of the 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 (8) comments were received with three (3) in support, three (3) were adversarial, and two (2) neither for or against the specific route; and

WHEREAS, the Chief Engineer presented his analyses to the Board Subcommittee on 129,000 Pound Truck Routes at its meeting on April 16, 2020 with a recommendation to approve the route; and

WHEREAS, after the Board Subcommittee reviewed the Chief Engineer's analyses and public comments, it passed a motion to approve the route request; 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 May 21, 2020.

NOW THEREFORE BE IT RESOLVED, that the Board accepts the Chief Engineer's analyses and recommendation on US-93, MP 41.55 to MP 48.30; and

BE IT FURTHER RESOLVED, that the Board directs the Chief Engineer to issue a Letter of Determination that approves the referenced route request in District 4; and

BE IT FURTHER RESOLVED, following the fourteen day public appeals period, this resolution is effective June 3, 2020.

Chairman Moad thanked FPM Luekenga for his work on these route designations.

Community Planning Association of Southwest Idaho (COMPASS) Functional Classification Change Request. Senior Transportation Planner (STP) Robert Beachler said COMPASS is requesting changes to the federal aid functional classification system. It would like to update the classification of two routes; change the classification of three roadways based on how they function or have been constructed; and add a principal arterial. All of the routes are on the local system. He added that this is for informational purposes and he will seek approval of these changes next month.

COMPASS National Highway System (NHS) Change Request. STP Beachler also reported COMPASS's intent to request removing 129 centerline miles from the NHS next month. These routes do not serve the purpose outlined in NHS criteria.

In response to questions, STP Beachler said many local public agencies requested designating principal arterials as NHS routes per the 2012 federal Moving Ahead for Progress in the 21st Century Act. This designation has data collection and reporting requirements, which can be a burden to the agency. The Department has not reached out to local jurisdictions to determine if they would like to remove routes at this time, but will consider doing so.

Chairman Moad thanked STP Beachler for the reports.

Highway Safety Plan. Highway Safety Manager (HSM) John Tomlinson presented the draft FY21 Highway Safety Plan, which funds behavioral programs for projects to help reduce traffic crashes, deaths, and injuries. The document, required by the National Highway Traffic Safety Administration, was presented to the Idaho Traffic Safety Commission last month.

Idaho Traffic Safety Commission Annual Report. HSM Tomlinson provided an overview on the Commission, which was established in Idaho Code. Its members have varied backgrounds, including law enforcement, education, and medical. It meets twice a year to help develop performance plans and goals and to approve projects for funding.

Crash Data and Zero Fatalities Awards in District 5. HSM Tomlinson said there have been 47 highway fatalities so far this year, compared to 55 at this time last year. Traffic volumes dropped significantly when the stay-at-home order was issued on March 25. As the state starts to reopen, the traffic volumes are increasing. There were 9 total fatalities in April, but there have been 14 fatalities so far this month. Efforts are underway for the 100 Deadliest Days of Summer

Campaign, from Memorial Day to Labor Day. The focus will be on using seat belts, obeying the speed limit, and driving sober.

HSM Tomlinson was pleased to recognize Bear Lake County and Power County for recording zero highway fatalities last year. He commended the sheriffs' offices, commissioners, Idaho State Police, and District 5 maintenance crews for their safety accomplishments.

Chairman Moad thanked HSM Tomlinson for the reports.

District 5 Annual Report. District 5 Engineer (DE) Todd Hubbard said one of his focuses as a new district engineer has been to meet every district employee. His priorities are safety and encouraging employees to always continue learning. He commended staff for achieving a winter mobility rate of 91% this past winter and delivering 100% of its FY21 projects on time. He highlighted several partners, including with Bannock County, the Cities of Pocatello and Chubbuck, and the private sector on the I-15, Northgate Interchange; the National Weather Service on the forecast and informing it of weather conditions in the field; the City of Blackfoot on a local bridge over the Snake River and the nearby SH-39 intersection; and the Idaho Department of Fish and Game on wildlife corridors.

The Board commended DE Hubbard for his leadership.

Executive Session on Personnel and Legal Issues. Vice Chairman Kempton made a motion to meet in executive session at 11:05 AM to discuss personnel issues as authorized in Idaho Code Section 74-206 (a) and (b) and legal issues as authorized in Idaho Code Section 74-206 (f). Member Vassar seconded the motion and it passed 5-0 by individual roll call vote. (Due to audio difficulties, Member DeLorenzo's vote was not recorded; however, she participated in the executive session.)

The discussion on legal matters related to operations. The discussions on personnel matters related to the hiring of an employee and the performance of an employee.

The Board came out of executive session at 12:00 noon.

WHEREUPON, the Idaho Transportation Board's regular monthly meeting officially adjourned at 12:00 noon.

BILL MOAD, Chairman
Idaho Transportation Board

Read and Approved
_____, 2020
_____, Idaho

BOARD MEETING DATES

2020

July 16
August 20
September 16

October 14-15 - Boise
November _____ - Boise
December _____ - Boise

2020

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

"X" = holiday

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

Action: Approve the Board meeting schedule.



IDAHO TRANSPORTATION BOARD

RESOLUTION FOR CONSENT ITEMS

Pages 23-38

RES. NO. WHEREAS, consent calendar items are to be routine, non-controversial, self-explanatory items that can be approved in one motion; and
ITB20-29

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 GARVEE Program annual legislative report; adjustments to the Safety – Local Program; the update of Safety Rest Areas and Oasis partnerships; consultant agreements; and a contract for award.



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date June 17, 2020Consent Item ☒ Information Item ☐ Amount of Presentation Time Needed _____

Presenter's Name Amy Schroeder, P.E.	Presenter's Title Transportation Program Manager	Initials	Reviewed By
Preparer's Name Amy Schroeder, P.E.	Preparer's Title Transportation Program Manager	Initials	

Subject

GARVEE Program Annual Legislative Report		
Key Number	District	Route Number

Background Information

In 2017, Senate Bill 1206 authorized an additional \$300 million GARVEE bonds. That legislation requires the Board submit an annual report by June 30th of each year. The report describes the planned highway projects and projects under construction that are being financed with GARVEE bonds.

This annual report summarizes the amounts allocated to various GARVEE-approved corridors, summarizes the bond amounts, and graphically shows the location of projects included in this funding authorization.

All of the projects are on schedule and tracking well against their budgets. Construction on I-84 in Nampa is scheduled to be complete this fall and expansion toward Caldwell will begin next spring. Construction began last year on the SH-53 interchange on US-95 and will continue into next year. And the Granite North project (15 miles north of the Coeur d'Alene area) is being advertised this summer to begin construction later this fall.

Upon approval of this consent item, staff will distribute the annual report.

Recommendations

Approval of the 2020 GARVEE Transportation Program Annual Report.

Board Action

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

2020 GARVEE Annual Report

FUNDING

The 2017 Idaho Legislature passed Senate Bill 1206 authorizing \$300 million in additional Grant Anticipation Revenue Vehicle (GARVEE) Bonds for much-needed transportation improvements. ITD reviewed the unfunded projects in all of the approved GARVEE corridors, and selected these improvements because of their positive benefits to safety and mobility. To complete the critical improvements, the Idaho Transportation Board committed several other sources of state and federal aid to the following transportation corridors:

PROJECT	Total	Funding Sources (in millions)			
		GARVEE	State	Federal	Local
I-84, Caldwell to Nampa	\$312.7	\$151.5	\$70.1	\$90.24 ¹	\$0.88
U.S. 95, Garwood to Sagle	\$91.0	\$64.0	-	\$27.0	-
Idaho 16, I-84 to U.S. 20/26 ²	\$132.2	\$84.5	\$21.7	\$26.0	-
Fund Source Total:		\$300.0	\$91.8	\$143.24	\$0.88

¹ Federal Funds = Infrastructure for Rebuilding America (INFRA) Grant

² Final design and partial right-of-way acquisition

GARVEE BONDS

The Idaho Transportation Department (ITD) secures its GARVEE bonds with a pledge of future federal transportation funding. Bonds are issued on an as-needed basis to ensure that funds are available for the duration of the contract while limiting interest costs, and with consideration of the bond market, interest rates, and draw-down periods.

The previous GARVEE Program included improvements in six of the 13 authorized corridors and included a commitment from the Idaho Transportation Board of \$857.6 million for GARVEE Bonds (\$840 million + \$17.6 million interest earnings) and \$81 million of federal-aid for a total program of \$938.5 million. ITD, in partnership with the Idaho Housing and Finance Association, has issued eight bond series and refinanced three of those, with a weighted average interest rate of 3.75%.

The first bond series of the \$300 million authorized in 2017 were sold in May 2019. The interest rate on this bond series was 3.26%. This bond series included funds for US 95, I-84, and Idaho 16. ITD anticipates a second bond series early in 2021 for the construction on I-84 between Nampa and Caldwell.



Current GARVEE Project Information

US 95

Granite North, SH 53 Interchange and Garwood Road

Safety and capacity improvements in two areas: Granite North from the Bonner County Line north to Trails End Road, and a new interchange and realignment on SH 53, with a grade separation at Garwood Road.

\$64 million GARVEE bonds, \$27 million in Federal Aid

Construction: Start Summer 2019, Finish 2023

I-84

Caldwell to Nampa Expansion

Safety and capacity improvements between Caldwell and Franklin Blvd. in Nampa.

\$151.5 million GARVEE bonds, \$70.1 million State funds, \$90.24 million Federal Aid (INFRA grant), \$881,000 local match

Construction: Start Fall 2018, Finish 2023

SH 16

I-84 to US 20/26 and SH 44

Final design and a portion of right-of-way acquisition.

\$84.5 million GARVEE bonds

\$21.7 million State funds, \$26.0 million Federal Aid

Right-of-way: Start acquisition Spring 2020

GARVEE BOND ALLOCATIONS BY CORRIDOR
(millions of dollars, rounded)

CORRIDOR	PRIOR GARVEE	CURRENT GARVEE	TOTAL
US 95, Garwood to Sagle	135.7	64.0	199.7
US 95, Worley North	57.6	-	57.6
Idaho 16, Jct I-84 to Emmett	107.0	84.5**	191.5
I-84, Caldwell to Meridian	284.9	151.5**	436.4
I-84, Orchard to Isaacs Canyon	183.8	-	183.8
US 30, McCammon to Lava Hot Springs	88.6	-	88.6
TOTAL*:	857.6	300.0	1,157.6

*Non-GARVEE fund sources are not shown

**\$34 million savings transferred from I-84 to Idaho 16 final design and right-of-way

— = Previous GARVEE work in authorized corridors.
— = Current GARVEE work in authorized corridors.



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date June 17, 2020Consent Item ☒ Information Item ☐ Amount of Presentation Time Needed _____

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

Subject

Adjust the **Safety – Local Program** in the FY 2020 – 2026 approved ITIP

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

Background Information

The purpose of this consent item is to add back into the Safety – Local Program two projects at the request of the Local Highway Technical Assistance Council (LHTAC) and the project sponsors, per policy 5011 *Idaho Transportation Investment Program* (ITIP).

These two projects unintentionally fell off the program during the FY 2019 end of year activities when funding was lower than expected due to limited obligation authority. Therefore, LHTAC and the individual project sponsors request the projects be added to the current approved FY 2020 program. There has been adequate savings in other Safety – Local projects to cover the addition of these two projects. These program adjustments will leave the program fiscally constrained

Key Number	District	Project Name	Total Project Cost
20682	2	LOCAL, DYNAMIC SPEED LIMIT SIGNS, LAPWAI	\$ 49,000
20748	5	STC-1809, N BEACH RD & DINGLE E SHORE RD, BEAR LAKE CO	\$ 39,000
Total			\$ 88,000

Staff requests the project additions be made in the Safety – Local Program and that the ITIP be revised accordingly.

Recommendations

Approve the project adjustments in the Safety – Local Program and authorize staff to adjust the ITIP accordingly. Add to FY 2020, Local, Dynamic Speed Limit Signs, Lapwai (\$49,000) and STC-1809, N Beach Rd & Dingle E Shore Rd, Bear Lake Co (\$39,000).

Board Action

☐ Approved ☐ Deferred _____

☐ Other _____



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date June 16-17, 2020Consent Item ☒Information Item ☐

Amount of Presentation Time Needed _____

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

Subject

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

Background Information

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

For 2020, the rest area chart was updated to reflect current (2019) Average Daily Traffic Count data. All rest area facilities currently meet requirements in the first section.

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

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

Recommendations

Approve attached Rest Area Map and Chart.

Board Action

☐ Approved ☐ Deferred _____
☐ Other _____

2020 SAFETY REST AREAS AND OASIS PARTNERSHIPS PROGRAM

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

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

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

SAFETY REST AREA CLASSIFICATION

Existing Safety Rest Area Meeting Requirements

PROG FY	REST AREA TYPE	REST AREA LOCATION	DIST	RTE	APPROX. M.P.	HWY ADT 2019
MR	Basic Plus	Sheep Creek	2	US-95	189	2,500
MR	Basic Plus	Mineral Mountain	2	US-95	371	3,100
MR	Deluxe	Midvale	3	US-95	101	2,800
MR	Deluxe	Blacks Creek EB	3	I-84	62	27,500
MR	Deluxe	Blacks Creek WB	3	I-84	62	27,500
MR	Gateway	Snake River View	3	I-84	1	21,500
MR	Deluxe	Bliss EB	4	I-84	133	18,000
MR	Deluxe	Bliss WB	4	I-84	133	18,000
MR	Deluxe	Cotterell EB	4	I-84	229	10,000
MR	Deluxe	Cotterell WB	4	I-84	229	10,000
MR	Basic Plus	Hagerman	4	US-30	184	1,900
MR	Deluxe	Juniper NB	4	I-84	269	9,800
MR	Deluxe	Juniper SB	4	I-84	269	9,800
MR	Deluxe	Timmerman	4	US-20 /SH-75	177/101	1,600/ 3,100
MR	Gateway	Cherry Creek	5	I-15	7	12,000
MR	Deluxe	Big Lost River	6	US-20/26	265	1,700
MR	Basic Plus	Clark Hill	6	US-26	357	4,400
MR	Gateway	Dubois	6	I-15	167	3,400

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

PROG FY	REST AREA TYPE	REST AREA LOCATION	DIST	RTE	APPROX. M.P.	HWY ADT 2019
RE	Basic Plus	Huetter WB	1	I-90	8	59,000
RE	Gateway	Huetter EB	1	I-90	8	59,000
RE	Basic Plus	Lenore	2	US-12	28	3,500
RE	Basic Plus	Malad Summit	5	I-15	25	11,000
RE	Deluxe	North Blackfoot NB	5	I-15	101	25,000
RE	Deluxe	North Blackfoot SB	5	I-15	101	25,000
RE	Deluxe	Coldwater	5	I-86	19	7,700
RE	Deluxe	Massacre Rocks	5	I-86	31	7,700

Public/Private & Oasis Partnerships

PROG FY	PUBLIC/PRIVATE STOP LOCATION	DIST	RTE	APPROX. M.P.	HWY ADT 2019
MR	Oasis Partnership with Flying J Truck Stop at McCammon	5	I-15B	4	5,300
MR	Winchester Partnership Rest Area	2	US-95	252	3,600
MR	Oasis Partnership with Valley County Store At Twin Falls	4	I-84	173	27,500
MR	Oasis Partnership with Mr. Gas Travel Center at Jerome	4	I-84	165	23,000
MR	Oasis Partnership with Travelers Oasis At Twin Falls	4	I-84	182	22,000

Partnership Rest Area/Visitor Center

PROG FY	VISITOR CENTER LOCATION	PARTNER	DIST.	RTE	APPROX M.P.	HWY ADT 2019
MR	Visitor Center at Bonners Ferry	City of Bonners Ferry	1	US-95B	507	12,000
MR	Rest Area at Lost Trail Pass	Montana Department of Transportation	6	US-93	350	670
MR	Rest Area at Lolo Pass (Gateway)	U.S. Forest Service/ MDOT	2	US-12	174	570

Total – 34 facilities

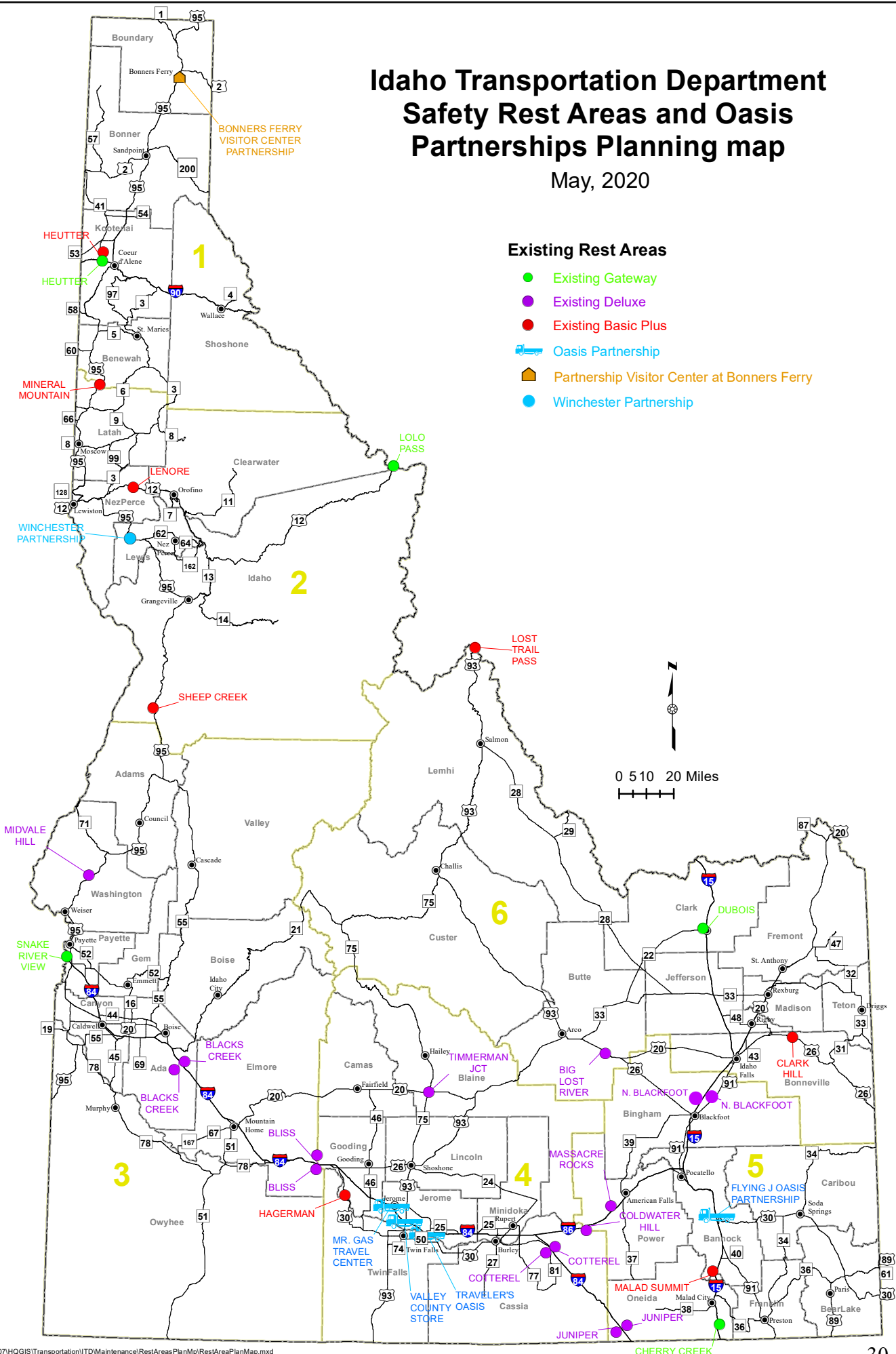
MR – Indicates rest areas that currently meet requirements.

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

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

Idaho Transportation Department Safety Rest Areas and Oasis Partnerships Planning map

May, 2020





Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date June 17, 2020Consent Item ☒ Information Item ☐ Amount of Presentation Time Needed _____

Presenter's Name Monica Crider, P.E.	Presenter's Title Contracting Services Engineer	Initials MC	Reviewed By MC
Preparer's Name Holly McClure	Preparer's Title Grants/Contracts Officer	Initials HM	LSS

Subject

REQUEST TO APPROVE CONSULTANT AGREEMENTS

Key Number Various	District 5	Route Number Various
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Background Information

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

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

Recommendations

Approve: (see attached sheets for additional detail)

- KN 22185, Statewide Asset Attribute Inventory (District 5) – development services of approximately \$2.5M
- KN 20186, I-15, UPRR Inkorn Overpass, Bannock County (District 5) - for design services of approximately \$1.4M

Board Action

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



DATE: May 19, 2020

Program Number(s) A022(185)

TO: Monica Crider, PE
Contracting Services Engineer

Key Number(s) 22185

FROM: Todd Hubbard, PE
District 5 Engineer

Program ID, County, Etc.
Statewide Asset Attribute
Inventory

RE: Request to increase professional services agreement amount to over \$1,000,000 for
Cyclomedia Technology

The purpose of this project is to perform vehicle-based field data collection and utilize the collected data for the subsequent extraction of a list of deliverable asset inventory datasets. ITD will determine specifications, including database schema, for these extracted datasets. Data collection and extraction will be performed for all of Idaho's state highway system, and the project's length should encompass a single collection and extraction cycle, expected to take approximately one year. In the approximate six months following data delivery and implementation, training, outreach, and usage evaluation will be conducted.

Cyclomedia Technology was selected through an individual project solicitation to perform these services, and an agreement is currently being negotiated.

Sufficient funds (\$2.5M) to cover this agreement have already been scheduled and obligated.

The purpose of this board item is to request approval to exceed the \$1 million professional services agreement amount on this project, up to \$2.5M.



DATE: May 28, 2020

Program Number(s)A20186

TO: Monica Crider, PE
Contracting Services Engineer

Key Number(s)20186

FROM: Scott Redding, PE
District 5 Staff Engineer

Program ID, County, Etc.UPRR Inkom Overpass
I-15, Bannock Co

RE: Request to increase total professional service agreement amounts to over \$1,000,000 for design services by HDR Engineering.

The purpose of this project is to replace the existing UPRR bridge on I-15 in Inkom to meet current standards and replace a deteriorating structure.

In November 2017, HDR Engineering was selected to design this project through an individual project solicitation.

An agreement was written for \$341,000 for preliminary engineering design work. Subsequent supplemental agreements were written for additional geotechnical and cultural services necessary to complete the preliminary design, and for public involvement/outreach services, for a total agreement amount of \$557,220.

A third supplemental will encompass taking the preliminary design through final design. Negotiations with HDR are ongoing to determine the scope and man hours needed and are indicating a \$700,000 supplemental in order to complete this project by September 2021. The district is working on identifying funds to cover this supplemental.

HDR will also be needed for a post award consultant agreement for Engineer of Record tasks. The estimated cost of the agreement is \$100,000.

The purpose of this board item is to request approval to extend the existing consultant services agreement amount on this project to \$1,400,000 to complete design services and provide engineer of record tasks.



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date June 17, 2020

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

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

Subject

Board Approval of Contracts for Award		
Key Number	District	Route Number

Background Information

INFORMATION

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

Year to Date Bid Summary (10/1/19 to 06/02/20)					
Contracts Bid		Contracts Requiring Board Approval to Award		Contracts Requiring Board Approval to Reject	
ITD	Local	ITD	Local	ITD	Local
43	17	5	4	1	0

ACTION

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

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

Contracts requiring Board Approval to Award -Justification received 05/05/20 to 06/02/20	
ITD	Local
1	0

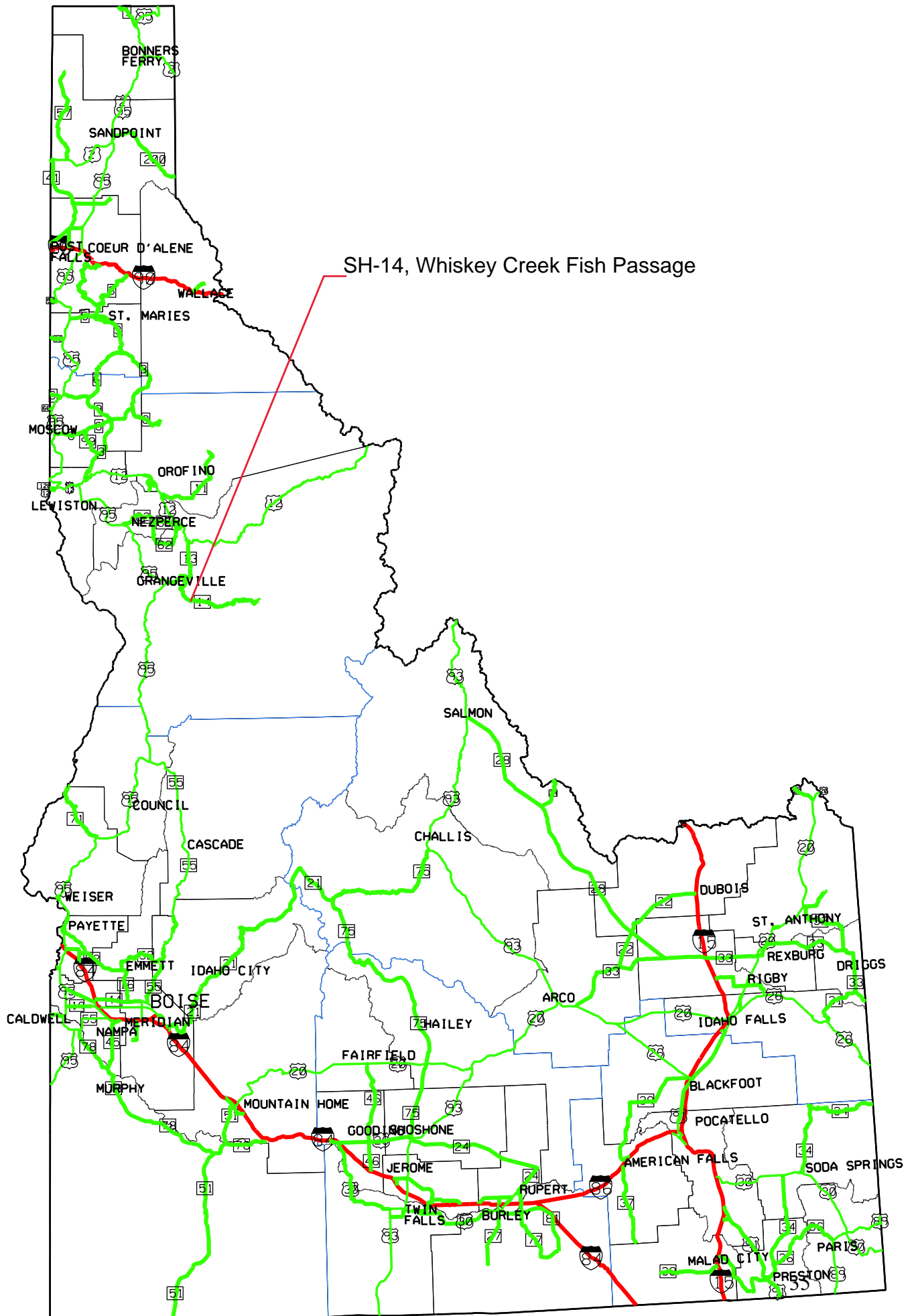
Recommendations

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

Board Action

☐ Approved ☐ Deferred _____

☐ Other _____



SH-14, Whiskey Creek Fish Passage

Monthly Status Report to the Board

CONTRACT(S) FOR BOARD APPROVAL

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

2	21964	SH-14	6/2/2020		5	\$433,835.00	\$486,000.00	\$52,165.00
SH-14, Whiskey Creek Fish Passage						Federal		112%
Contractor: Clearwater Construction Inc DBA Clearwater Western								

IDAHO FEDERAL AID Project No. A021(964)
SH-14, Whiskey Cr Fish Passage
Idaho County, Key No. 21964

DESCRIPTION: The work on this project consists of removing the existing culvert, and installing a new open bottom pipe arch with precast footings on SH-14, MP 38.95 to MP 38.99

BIDDERS:

CLEARWATER CONSTRUCTION, INC. dba CLEARWATER WESTERN BOISE, ID	\$486,000.00
KNIFE RIVER CORPORATION - MOUNTAIN WEST BOISE, ID	\$529,920.00
ASCORP INC. dba DEBCO CONSTRUCTION OROFINO, ID	\$535,000.00
M L ALBRIGHT & SONS, INC. LEWISTON, ID	\$574,259.00
ENGINEERED STRUCTURES, INC. MERIDIAN, ID	\$730,699.17

5 BIDS ACCEPTED

ENGINEER'S ESTIMATE - \$433,835.00

LOW BID - 112% 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.

Digitally signed by
Dana Dietz
Date: 2020.06.03
15:40:32 -06'00'

DANA DIETZ P.E.
Contracts Engineer

Date

Department Memorandum

Idaho Transportation Department

**DATE:** June 3, 2020**Program Number(s)** A021(964)**TO:** Monica Crider, P.E.
Contracting Services Engineer**Key Number(s)** 21964**FROM:** Doral J. Hoff, P.E.
District 2 Engineer**Program ID, County, Etc.** SH-14 Whiskey Cr
Fish Passage**RE:** JUSTIFICATION OF BID AWARD

On June 2, 2020, 5 bids were opened for the above-mentioned project. The low bidder was 112% of the Engineers Estimate (\$433,835) at \$486,000.00 for a difference of \$52,165. The three low bids were within 10% of each other. District 2 reviewed the bids and recommends that the Contract be awarded to the low-bidder.

The majority of the difference between the Engineers Estimate and the low-bidder can be found in the 13' corrugated plate arch. The Engineer estimated this item at \$570 per foot for a total cost of \$39,900, and the low bidder bid \$1,225 per foot for a total cost of \$85,750. The difference in total cost of this item accounts for about 10% of the bid. The source of the Engineer's Estimate came from recent bids on similar items.

Eighty percent of the SH-14 Whiskey Creek Fish Passage project is funded by the USFS and twenty percent of the project is funded by the Idaho Transportation Department. The project improves fish passage and replaces a culvert on SH-14 that is near the end of its design life. The majority of USFS funding comes from a grant from the Bonneville Power Administration. If the funding for this grant is not used during this year, the USFS will lose the money. ITD's share of additional funding for the costs above 100% of the Engineers Estimate is only about \$10,000 and is currently budgeted for. The USFS indicated that they could cover their additional funding.

District 2 and the USFS recommend awarding the project to the low bidder, because we believe this is a competitive bid. Rejecting the bid may eliminate the opportunity to replace this pipe with mostly USFS funding.

cc: DE DESIGN/CONSTRUCTION A



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date June 17, 2020Consent Item ☐Information Item ☒

Amount of Presentation Time Needed _____

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

Subject

Contract Awards and Advertisements

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

Background Information

INFORMATION

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

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

NOTE:

The table below shows year to date summaries for both ITD and Local contracts bid. These ITD Contracts and the ITD project numbers do not match as there are times that multiple projects are companioned and bid and awarded as one contract.

Year to Date Bid Summary 10/01/19 to 06/02/20					
Contracts Bid		Contracts Requiring Board Approval to Award		Contracts Requiring Board Approval to Reject	
ITD	Local	ITD	Local	ITD	Local
43	17	5	4	1	0

RECENT ACTIONS

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

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

Contracts Requiring no action from the Board 05/05/20 to 06/02/20	
ITD	Local
5	3

FUTURE ACTIONS

The Current Advertisement Report is attached.

Recommendations

For Information Only.

Board Action

☐ Approved ☐ Deferred _____
☐ Other _____

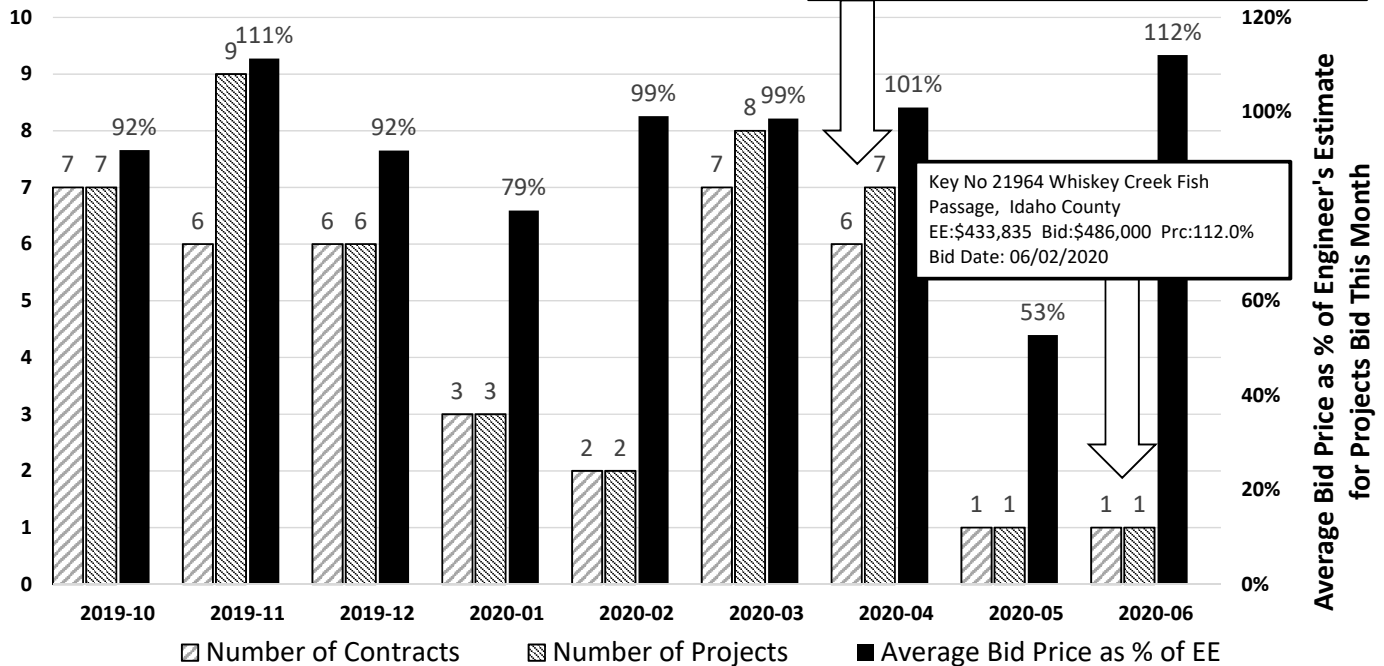
FFY20 State Infrastructure Project Bid Results: YTD Summary By Cost

44 Projects YTD through June 2, 2020

YTD Total for all 44 projects:

Ratio of Bid Costs / Engineer's Estimates = \$191.9 / \$193.2M = 99.3%

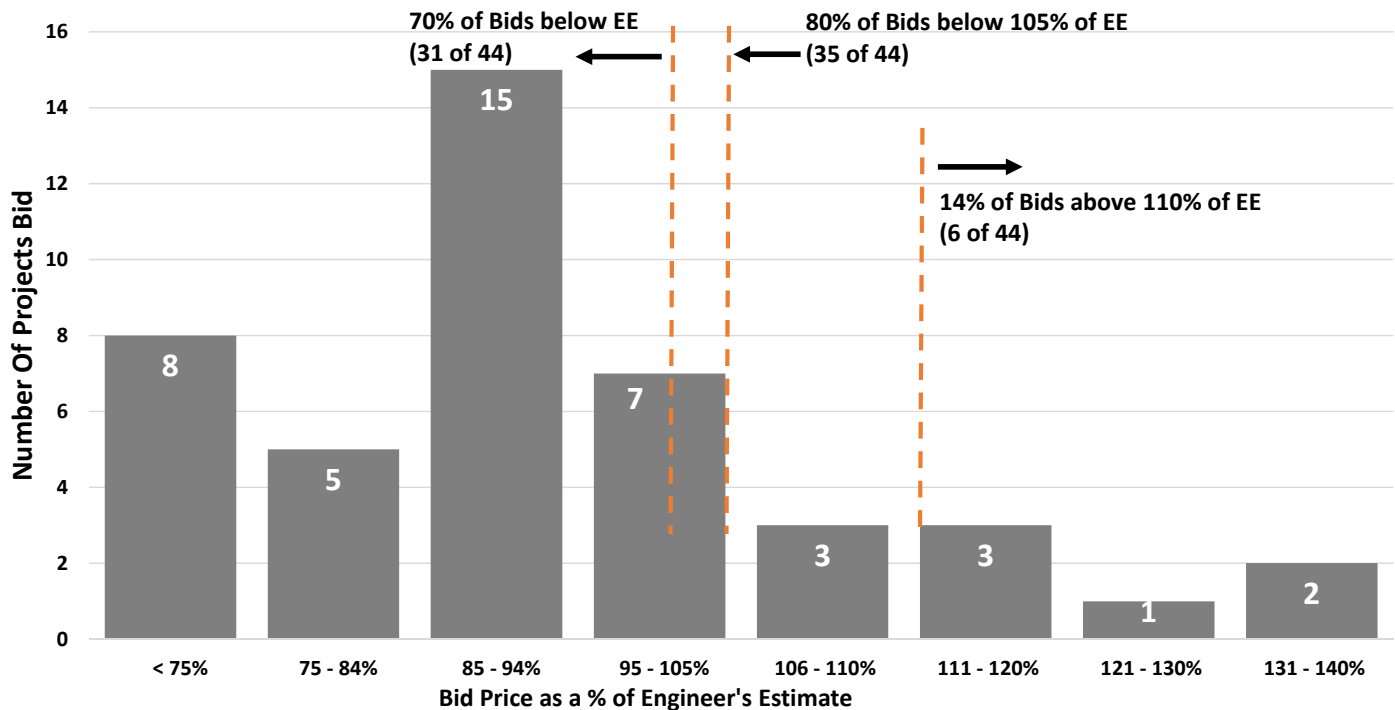
Key No 20142, FY21 D5 BRIDGE REPAIR BANNOCK/BINGHAM COUNTIES EE:\$3,180,600 Bid:\$2,951,473 Prc:92.8% Bid Date:04/21/2020, was missing on previous Board Report



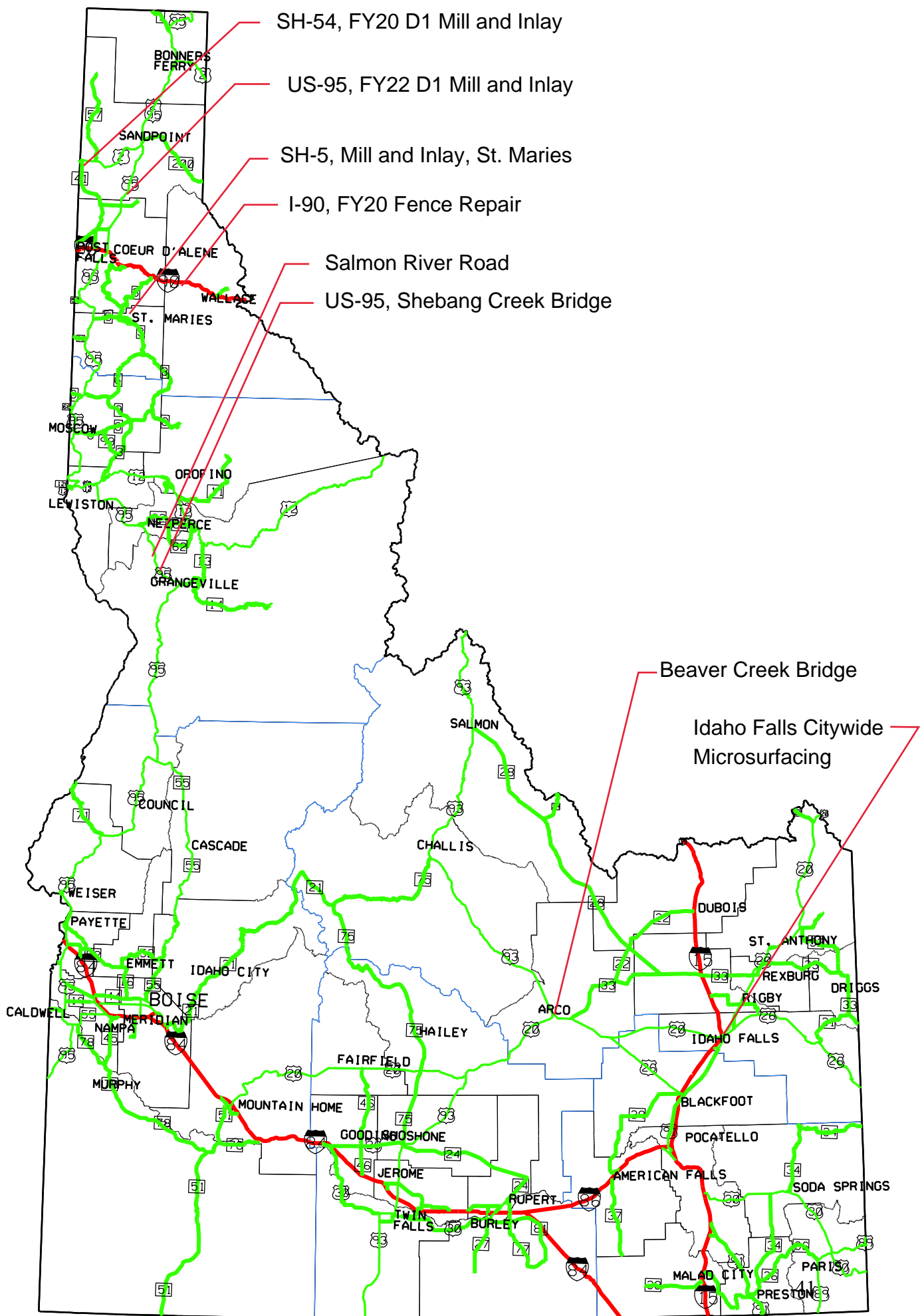
Notes: 1) Local Project are not included 2) Contracts may have multiple Projects

FFY20 State Infrastructure Project Bid Results: YTD Summary By Project Count

44 Projects YTD through June 2, 2020



Note: Local Projects are not included



Monthly Status Report to the Board

CONTRACT(S) ACCEPTED BY STAFF SINCE LAST BOARD MEETING

District	Key No.	Route	Opening Date	No. of Bids	Eng. Est.	Fixed Cost Variable Quantity	Net +/- % of EE
LHTAC (2)	19819	OFF SYS	5/5/2020	2	315,266 SY \$551,400.00	251,944 SY	(-63,322 SY) 80%
Salmon River Road					Federal		
Contractor: Poe Asphalt Paving Inc							

District	Key No.	Route	Opening Date	No. of Bids	Eng. Est.	Low Bid	Net +/- % of EE
LHTAC (6)	13135	OFF SYS	5/5/2020	4	\$956,530.90	\$684,099.00	(\$272,431.90) 72%
Beaver Creek Bridge					Federal		
Contractor: DL Beck Inc							

District	Key No.	Route	Opening Date	No. of Bids	Eng. Est.	Low Bid	Net +/- % of EE
2	20648	US-95	5/12/2020	6	\$376,007.00	\$198,340.00	(\$177,677.00) 53%
US-95, Shebang Creek Bridge					State		
Contractor: Razz Construction Inc							

District	Key No.	Route	Opening Date	No. of Bids	Eng. Est.	Low Bid	Net +/- % of EE
LHTAC (6)	13586	OFF SYS	5/12/2020	3	\$904,789.00	\$756,871.28	(\$147,917.72) 84%
Idaho Falls Citywide Microsurfacing					Federal		
Contractor: Intermountain Slurry Seal Inc							

District	Key No.	Route	Opening Date	No. of Bids	Eng. Est.	Fixed Cost Variable Quantity	Net +/- % of EE
1	22262	SH-54	5/12/2020	3	28,304 SY \$550,000.00	28,304 SY	0 SY 100%
SH-54, FY20 D1 Mill and Inlay (SIA)					State		
Contractor: Earth Smart Enterprise LLC DBA North West Road and Drive							

District	Key No.	Route	Opening Date	No. of Bids	Eng. Est.	Fixed Cost Variable Quantity	Net +/-
							% of EE
1	22263	SH-5	5/12/2020	3	28,160 SY	28,160 SY	0 SY
SH-5, Mill and Inlay, St. Maries (SIA)					\$550,000.00		100%
Contractor: Poe Asphalt Paving Inc					State		

District	Key No.	Route	Opening Date	No. of Bids	Eng. Est.	Fixed Cost Variable Quantity	Net +/-
							% of EE
1	22264	US-95	5/19/2020	4	42,936 SY	42,936 SY	0 SY
US-95, FY22 D1 Mill and Inlay (SIA)					\$550,000.00		100%
Contractor: Wood's Crushing and Hauling Inc					State		

District	Key No.	Route	Opening Date	No. of Bids	Eng. Est.	Fixed Cost Variable Quantity	Net +/-
							% of EE
1	22274	I-90	5/26/2020	2	36,369 SY	20,002 SY	(-16,367 SY)
I-90, FY20 Fence Repair (SIA)					\$257,000.00		55%
Contractor: Northwest Landscape LLC					State		

Monthly Contract Advertisement As of 06-01-2020

District	Key No.	Route	Bid Opening Date
LHTAC(2)	20605	OFF SYS	6/2/2020
STC-4771, Southwick Road Safety Improvements \$1,000,000 to \$2,500,000			Federal

District	Key No.	Route	Bid Opening Date
LHTAC(2)	13897	OFF SYS	6/2/2020
STC-4737, Winchester Road, Evergreen Highway District \$2,500,000 to \$5,000,000			Federal

District	Key No.	Route	Bid Opening Date
6	22420	SH-48	6/2/2020
SH-48, FY20 D6 Mill and Inlay (SIA) \$100,000 to \$500,000			State

District	Key No.	Route	Bid Opening Date
1	22265/22270/ 22273	SH-1, US-95 & I-90	6/2/2020
2020, SH-1, US-95 & I-90 \$100,000 to \$500,000			State

District	Key No.	Route	Bid Opening Date
3	22618	I-84	6/9/2020
I-84, Middleton Road Overpass \$5,000,000 to \$10,000,000			Federal

District	Key No.	Route	Bid Opening Date
2	22459	US-95	6/9/2020
US-95, MP 189.5 to MP 190 Guardrail (SIA) \$100,000 to \$500,000			State

District	Key No.	Route	Bid Opening Date
1	22301	Varies Routes	6/9/2020
FY21 D1 Special Pavement Markings (SIA) \$100,000 to \$500,000			State

District	Key No.	Route	Bid Opening Date
1	22275	I-90	6/9/2020
I-90, FY21 Fence Repair (SIA) \$100,000 to \$500,000			State

District	Key No.	Route	Bid Opening Date
1	22286	I-90	6/9/2020
I-90, FY22 Fence Repair (SIA) \$100,000 to \$500,000			State

District	Key No.	Route	Bid Opening Date
LHTAC(1)	20402	OFF SYS	6/16/2020
SMA-5719, Pleasant View Road & Prairie Avenue, Post Falls \$1,000,000 to \$2,500,000			Federal

District	Key No.	Route	Bid Opening Date
1	22271/22272	SH-5	6/23/2020
SH-5, FY21/22 D1 Deep Base Repair (SIA) \$500,000 to \$1,000,000			State



Board Agenda Item ITD 2210 (Rev. 10-13)

Meeting Date June 17, 2020

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

Presenter's Name Monica Crider, P.E.	Presenter's Title Contracting Services Engineer	Initials MC	Reviewed By LSS
Preparer's Name Holly McClure	Preparer's Title Grants/Contracts Officer	Initials HM	

Subject

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

Background Information

For all of ITD:

Consultant Services processed thirty-two (32) new professional services agreements and work tasks totaling **\$5,247,570** and five (5) supplemental agreements to existing professional services agreements totaling **\$411,248** from April 30, 2020 through May 29, 2020.

New Professional Services Agreements and Work Tasks

<i>Reason Consultant Needed</i>	<i>District</i>								<i>Total</i>
	1	2	3	4	5	6	HQ		
Resources not Available									
Bridge Design			1	1					2
Environmental	2		1	1					4
Surveying	2			2	1				5
Construction	1				1				2
Planning						1			1
Materials				1	2				3
Roadway Design	1		1						2
Local Public Agency Projects	4		6	1		2			13
Total	10		9	6	4	3			32



Board Agenda Item

ITD 2210 (Rev. 10-13)

For ITD District Projects:

Nineteen (19) new professional services agreements and work tasks were processed during this period totaling **\$1,568,911**. Two (2) supplemental agreements totaling **\$365,273** were processed.

District 1

<i>Project</i>	<i>Reason Consultant Needed</i>	<i>Description</i>	<i>Selection Method</i>	<i>Consultant</i>	<i>Amount</i>
US 95, North Corridor Access Improvements, Coeur d'Alene	Resources not available: Construction	Construction Engineering and Inspection Services, Year 2	Individual Project Solicitation	Ruen-Yeager & Associates	Prev: \$606,995 This: \$591,541 Total: \$1,198,536 Board Approved \$1.2M during May 2020 Meeting
SH 53, Intersection North Ramsey Road, Kootenai County	Resources not available: Roadway Design	Drainage Design	Direct from Term Agreement	David Evans & Associates	\$33,746
FY20 D1 Planning and Scoping	Resources not available: Surveying	Surveying Services	Direct from Term Agreement	David Evans & Associates	\$62,222
FY20 D1 Planning and Scoping	Resources not available: Surveying	Aerial Photography/LIDAR Acquisition and Mapping	Direct from Term Agreement	Aero-Graphics, Inc.	\$43,855
SH 53, North Latah Street to MP 9.3, Rathdrum	Resources not available: Environmental	Archaeological and Historical Survey Report	Direct from Term Agreement	Gorman Preservation Associates	\$17,769
SH 3, Goosehaven Road to Round Lake Road, Benewah County	Resources not available: Environmental	Wetland Delineation and Report	Direct from Term Agreement	Resource Planning Unlimited	\$10,251



Board Agenda Item

ITD 2210 (Rev. 10-13)

District 2

None this month

District 3

<i>Project</i>	<i>Reason Consultant Needed</i>	<i>Description</i>	<i>Selection Method</i>	<i>Consultant</i>	<i>Amount</i>
FY24 D3 Hi Priority Bridge Repairs	Resources not available: Bridge Design	Bridge Repair/ Rehabilitation: Site Visit	RFI from Term Agreement	Forsgren Associates	\$16,893
SH 21, South Fork Payette Bridge (Lowman), Boise County	Resources not available: Environmental	Biological Assessment	Direct from Term Agreement	Stephanie Eisenbarth	\$15,461
I 84, Franklin IC to Karcher IC, Canyon County	Resources not available: Roadway Design	Additional On- Call Project Milestone Reviews	Direct from Term Agreement	HDR Engineering	Prev: \$25,000 This: \$60,000 Total: \$85,000

District 4

<i>Project</i>	<i>Reason Consultant Needed</i>	<i>Description</i>	<i>Selection Method</i>	<i>Consultant</i>	<i>Amount</i>
US 30, Bickell Overpass, Twin Falls County	Resources not available: Materials	Phase IV Materials Report	Direct from Term Agreement	GeoEngineers, Inc.	\$92,660
FY24 D4 Hi Priority Bridge Repair	Resources not available: Bridge Design	Bridge Inspection, Design, Mitigation Services	Direct from Term Agreement	Wiss, Janney, Elstner Associates	\$75,459
SH 75, Galena Summit Slide, Blaine County	Resources not available: Environmental	Complete MOA work to meet 106 requirements	Direct from Term Agreement	Gorman Preservation Associates	\$14,970
I 84, FY25 Bliss Rest Area Parking Expansion	Resources not available: Surveying	Surveying Services	Direct from Term Agreement	Parametrix	\$48,308
SH 75, Bellevue	Resources not available: Surveying	Right-of-Way Surveying	Direct from Term Agreement	Galena Engineering	\$4,906



Board Agenda Item

ITD 2210 (Rev. 10-13)

District 5

<i>Project</i>	<i>Reason Consultant Needed</i>	<i>Description</i>	<i>Selection Method</i>	<i>Consultant</i>	<i>Amount</i>
US 30, Portneuf River Bridge, Bannock County	Resources not available: Construction	Additional Engineer of Record Services	RFI from Term Agreement	Burns & McDonnell Engineering	Prev: \$128,900 This: \$2,000 Total: \$130,900
FY23 Blackfoot Signal Upgrade	Resources not available: Materials	Phase IV Materials Report	Direct from Term agreement	Innovate Geotechnical	\$18,210
US 91, Blackfoot Canal, Bingham County	Resources not available: Materials	Phase IV Materials Report	Direct from Term Agreement	American Geotechnics	\$47,219
FY23 Blackfoot Signal Upgrade	Resources not available: Survey	Surveying Services	Direct from Term Agreement	Harper-Leavitt Engineering	\$13,441

District 6

<i>Project</i>	<i>Reason Consultant Needed</i>	<i>Description</i>	<i>Selection Method</i>	<i>Consultant</i>	<i>Amount</i>
FY20 D6 Asset Management	Resources not available: Planning	US 20 Corridor Refresh	RFI from Term Agreement	DKS Associates	\$400,000

Headquarters

None this month.

Supplemental Agreements to Existing ITD Professional Service Agreements

<i>District</i>	<i>Project</i>	<i>Consultant</i>	<i>Original Agreement Date/Description</i>	<i>Supplemental Agreement Description</i>	<i>Total Agreement Amount</i>
1	SH 53, Hauser Lake Road to North Bruss Road, Kootenai County	T-O Engineers	11/2018, Roadway Design Services, Phase II	Additional Design Services Necessary for PS&E	Prev: \$1,095,100 This: \$324,442 Total: \$1,419,542 Board Approved \$1.5M during April 2020 Meeting



Board Agenda Item

ITD 2210 (Rev. 10-13)

2	SH 6, Gold Creek Bridge & SH 6, Old Potlatch Mill Road to Princeton Flats	HDR Engineering	5/2019, Construction Engineering, Inspection and Testing Services	Right-of-Way Services	Prev: \$738,471 This: \$40,831 Total: \$779,302
---	---	-----------------	---	-----------------------	--

For Local Public Agency Projects:

Thirteen (13) new professional services agreements totaling **\$3,678,659** were processed during this period. Three (3) supplemental agreements totaling **\$45,975** were processed.

<i>Project</i>	<i>Sponsor</i>	<i>Description</i>	<i>Selection Method</i>	<i>Consultant</i>	<i>Amount</i>
Westside Road; Trout Creek Bridges	Boundary County	Construction Engineering and Inspection Services	RFI from Term Agreement	HMH, LLC	\$293,149
Ramsey Road; Chilco to Scarcello	Lakes Highway District	Construction Engineering and Inspection Services	Individual Project Solicitation	David Evans & Associates	\$591,947
Riverview Drive Guardrail Installation	Post Falls Highway District	Construction Engineering and Inspection Services	Direct from Term Agreement	HMH, LLC	\$52,935
Kidd Island Road	Worley Highway District	Construction Engineering and Inspection Services	Individual Project Solicitation	J-U-B Engineers	\$316,396
West 9 th Street; Pioneer to West Indianhead Road, Weiser	City of Weiser	Construction Engineering and Inspection Services	RFI from Term Agreement	Stanley Consultants	\$316,559
Simco Road Rehabilitation, Elmore County	Mountain Home Highway District	Roadway Design through PS&E	Individual Project Solicitation	HMH, LLC	\$434,613
FY20 Capital Maintenance, ACHD	Ada County Highway District	Engineer of Record Services	Individual Project Solicitation	Precision Engineering	Prev: \$474,300 This: 23,920 Total: \$498,220



Board Agenda Item

ITD 2210 (Rev. 10-13)

FY22 Pavement Preservation and ADA, Phase 1	Ada County Highway District	Pavement Rehabilitation and Pedestrian Ramp Upgrades	Individual Project Solicitation	Six Mile Engineering	\$513,592
Eastside Drive Bridge, Valley County	Valley County	Bridge Design, Phase II: Completion of Design through PS&E	Individual Project Solicitation	Keller Associates	Prev: \$160,960 This: 435,153 Total: \$596,113
Midway Road; Karcher to Caldwell Blvd.	Canyon Highway District #4	Roadway Design Services: Phase I	Individual Project Solicitation	Precision Engineering	\$115,742
Shoe String Road Safety and Rehabilitation	Gooding Highway District	Roadway Design Services through PS&E	Individual Project Solicitation	Forsgren Associates	\$357,471
Beaver Creek Bridge, Clark County	Clark County	Engineer of Record Services	RFI from Term Agreement	Forsgren Associates	Prev: \$324,190 This: \$21,910 Total: \$346,100
Beaver Creek Bridge, Clark County	Clark County	Construction Engineering, Inspection, Sampling & Testing Services	RFI from Term Agreement	Civil Science	\$205,272

Supplemental Agreements to Existing Local Professional Services Agreements

<i>District</i>	<i>Project</i>	<i>Consultant</i>	<i>Original Agreement Date/Description</i>	<i>Supplemental Agreement Description</i>	<i>Total Agreement Amount</i>
1	Ramsey Road; Wyoming Avenue to Lancaster Road	David Evans & Associates	6/2019, Roadway Design Phase 1a, Revised Concept Approval	Revise NEPA Document	Prev: 187,548 This: \$13,390 Total: \$200,938
3	FY19 Capital Maintenance, Phase 1	Keller Associates	8/2019, Construction Engineering, Inspection and Testing Services	Additional Testing Services	Prev: \$265,217 This: \$28,420 Total: \$293,637
6	12 th Street/Idaho Canal Bridge, Idaho Falls	City of Idaho Falls	11/2019, Materials Testing and Inspection Services	Additional Testing Services	Prev: \$34,739 This: \$4,165 Total: \$38,904



Board Agenda Item

ITD 2210 (Rev. 10-13)

Recommendations

For Information Only

Board Action

☐ Approved ☐ Deferred _____
☐ Other _____



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date June 17, 2020

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

Presenter's Name Blake Rindlisbacher	Presenter's Title Chief Engineer	Initials	Reviewed By
Preparer's Name Matt Farrar	Preparer's Title Bridge Engineer	Initials	

Subject

FY 2020 General Funds Apportionment for **State Highway System Bridge Replacement and Rehabilitation** in the approved FY 2020 – 2026 ITIP

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

Background Information

During the February 19, 2020 Board meeting the “Distribution of the FY 2020 Further Consolidated Appropriation Act, Formula Bridge Replacement and Rehabilitation Program Funds” item was presented by Joel Drake, Financial Officer for Financial Planning and Analysis (FP&A). The resolution was approved by the Board to split the funds equally between ITD and LHTAC. FP&A is providing the detailed information below as a follow up to the Board to show where the funds are being used.

Idaho received \$8,450,501.20 in FY 2020 General Funds Apportionment specifically for Bridge Replacement and Rehabilitation. This provided \$4,225,250.60 each for the State Highway System (ITD) and the Local Highway System (LHTAC).

The LHTAC projects were presented under separate cover to the Board on April 16, 2020. The State Highway System projects are shown below. Their portion of \$4,225,250.60 with match of \$334,700.40 equals **\$4,559,951.00**. The shortfall of **\$569,049** will be provided by other Federal-aid funds

Key Number	District	NBIS#	Program Year	Project Name	Cost
ORN22792	1	17265	2023	I 90, GOLCONDA ACCESS RD IC WBL, SHOSHONE CO	851,000
ORN22793	1	17315	2023	I 90, OVER NO TRACKS BR, SHOSHONE CO	918,000
ORN23045	5	13225	2023	US 26, SNAKE RV BR REPAIR, BLACKFOOT	1,150,000
ORN23046	5	16700	2023	US 89, BEAR RV BR REPAIR, BEAR LAKE CO	710,000
ORN23047	5	16695	2023	US 89, BEAR LAKE OUTLET CANAL BR, BEAR LAKE CO	850,000
ORN22698	6	12583	2023	SH 33S, US 20 INT, MADISON CO	650,000
Total					5,129,000

All of these projects are currently included in the Draft FY 2021 – 2027 Program and will be presented during the June workshop by Nathan Hesterman, FP&A.

Recommendations

Information only

Board Action

☐ Approved ☐ Deferred _____
☐ Other _____



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date June 17, 2020Consent Item ☐ Information Item ☒ Amount of Presentation Time Needed _____

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

Subject

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

Background Information

Idaho received \$286.6 million of obligation authority through September 30th via an appropriations act signed on December 20, 2019. This includes \$936,200 of *Highway Infrastructure General Funds* carried over from last year in the Transportation Management Area. On February 13th we also received \$14.1 million of *Highway Infrastructure General Funds*. \$4.6 million earmarked toward bridges will not be used until FY 2023. Obligation authority through September 30th (365/365^{ths}) is \$296.1 million which corresponds to \$297.0 million with match after a reduction for prorated indirect costs.

Idaho has received apportionments via notices through February 13th of \$331.7 million. This includes *Redistribution of Certain Authorized Funds* and *Highway Infrastructure General Funds*. Currently, obligation authority is 90.7% of apportionments.

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

Recommendations

For Information

Board Action

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



Board Agenda Item

ITD 2210 (Rev. 10-13)

Exhibit One Actual Formula Funding for FY2020

Per FAST Tables – Total Year	
Federal Aid Only	\$317,314
Including Match	\$344,009
Per Apportionments – Total Year	
Federal Aid Only	\$331,650
Including Match	\$359,552
Obligation Limits through 9/30/2020	
Federal Aid Only	\$296,136
Less prorated \$25M indirect costs w/Match	\$296,982

- Notes:
1. All dollars in Thousands
 2. 'Approved Program' amounts from the FY 2020 Board Approved Program (Sky Blue Book).
 3. Apportionment and Obligation Authority amounts reflect available funds via federal notices received through February 13, 2020.

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

Program	Allotted Program Funding through 9/30/2020	Program Funding Remaining as of 5/31/2020
All Other SHS Program	\$163,376	\$12,490
GARVEE Formula Debt Service*	\$62,318	\$48,459
State Planning and Research*	\$7,076	\$834
Metropolitan Planning*	\$1,941	\$0
Railroad Crossings	\$1,941	\$2,469
Transportation Alternatives (Urban/Rural)	\$3,571	\$1,625
Recreational Trails	\$1,540	\$1,593
STBG - Local Urban	\$8,333	\$9
STBG - Transportation Mgt. Area	\$11,558	\$264
Transportation Alternatives (TMA)	\$432	\$0
STBG – Local Rural	\$13,720	\$637
Local Bridge	\$9,462	\$6,978
Off System Bridge	\$3,676	(\$1,642)
Local Safety	\$8,038	\$2,047
Total (excluding indirect costs)	\$296,982	\$75,763

- Notes:
1. All dollars in Thousands.
 2. Allotments based on the FY 2020 Board Approved Program (Sky Blue Book).
 3. Funding amounts include match and reflect total formula funding available (excluding indirect costs).
 4. Data reflects both obligation and de-obligation activity (excluding indirect costs) through May 31st.
 5. Advanced construction conversions of \$43.1 million are outstanding for FY 2020.
- * These programs are provided 100% Obligation Authority. Other programs are reduced accordingly.



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date June 17, 2020Consent Item ☐ Information Item ☐ Amount of Presentation Time Needed 10

Presenter's Name Randall Danner	Presenter's Title Safety & Risk Manager	Initials RD	Reviewed By LSS
Preparer's Name Randall Danner	Preparer's Title Safety & Risk Manager	Initials RD	

Subject

New Policy - Administrative Policy 5558 - Use of Electronic Devices while Operating Vehicles/Equipment		
Key Number	District	Route Number

Background Information

The staff is proposing to replace the Director's Memo Cell Phone Use in ITD Owned Vehicles with a policy that addresses the use of new technology such as GPS map and guidance systems, wired and Bluetooth video and music players.

Recommendations

Concur with revisions to Administrative Policy 5508. Resolution on page 79.

Board Action

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



Director's Office

Date: November 3, 2011
To: All ITD Employees
Subject: Cell Phone Use in ITD Owned Vehicles
Review Date: November 3, 2012

Safety is a key objective of ITD Executive Management. Safety is part of the Department's strategic plan, it is one of our performance measures, and it is one of the key objectives in the new long range system plan. Since safety on the roadways receives such high attention for those who travel on Idaho's highways, it is equally important to management that employees set an example to others and be as safe as possible.

In an effort to model safe driving practices, effective October 25, 2010 all Department personnel are prohibited from using a cell phone or other messaging device, including hands-free or text messaging operations, for any reason while operating a moving ground vehicle or piece of off-road motorized equipment to perform work duties for ITD. Examples include, but are not limited to, automobiles, pickups, trucks, snow plows, cranes, boom trucks, bucket trucks, backhoes, excavators, loaders, motor graders, rollers, tractors of any kind, etc. The only approved communication device is an ITD radio when required. Drivers on ITD business are required to stop the vehicle in a safe location to safely use a cell phone or other messaging or electronic device other than the 2-way radio. ITD employees riding as passengers may use the cell phone, including text messaging.



ADMINISTRATIVE POLICY 5558

Page 1 of 3

**USE OF ELECTRONIC DEVICES WHILE DRIVING AND OPERATING ITD
VEHICLES AND EQUIPMENT**

Purpose

The Idaho Transportation Department (ITD) leadership is committed to the safety and security of all employees. A key element of this is to provide guidance for eliminating or reducing distractions while operating ITD-owned vehicles and equipment. This policy establishes guidelines for the use of cellular phones, two-way radios, cameras, Bluetooth-connected or wired music players, as well as GPS-mapping and guidance systems while driving ITD vehicles or operating ITD-owned or leased equipment. Examples include, but are not limited to, automobiles, SUVs, pickups, trucks, snow plows, cranes, boom trucks, bucket trucks, backhoes, excavators, loaders, motor graders, rollers, tractors of any kind.

Legal Authority

- Idaho Code 40-314(2) - The Idaho Transportation Board has authority over all employment matters.
- Idaho Code 40-314(3) - The Idaho Transportation Board exercises the powers and duties necessary to carry out the provisions of title 40.
- Idaho Code 40-505 - The Director of the Idaho Transportation Department is the administrative officer of the Idaho Transportation Board and has authority to control, supervise and direct employees, subject to the Board's oversight.

Applicability

This policy applies to all ITD employees and non-ITD personnel while driving ITD vehicles or operating off-road/heavy equipment. This policy does not apply to passengers in ITD vehicles.

Responsibility

Employees who are charged with traffic violations or other criminal offenses resulting from the use of a mobile device while driving will be solely responsible for all liabilities that result from such actions.

Headphones

Wired or wireless earbuds, earphones or Bluetooth headsets are prohibited. Two way radio communication headphones with boom microphones, required for ITD specific tasks, are permitted.

Cell Phone Use for Voice Communication

In an effort to model safe driving practices, all personnel are prohibited from using cell phones or other “smart” or mobile devices for voice or video communication while operating ground vehicles or a piece of off-road motorized equipment. Voice or video communication may be performed by operators only if the vehicle is parked out of the roadway with the vehicle transmission in park or neutral with the brake set, or equipment implements grounded with the engine at idle for heavy equipment.

Texting in ITD Vehicles and Equipment

Reading, writing, reviewing, sending, or manual preparation and transmission of written communications via handheld-wireless devices is prohibited while operating any ITD vehicle or equipment. This includes voice-to-text and any other hands-free form of text communication. Operators may text in ITD vehicles only if the vehicle is parked out of the roadway with the vehicle transmission in park or neutral and the brake set, or equipment implements grounded with the engine at idle for heavy equipment.

Two-way Radios

ITD personnel are permitted to use two-way radio systems for short, focused, burst communication. Transmissions should be limited to official ITD business.

Cameras

Cameras, including cell phone, still or video cameras, may be used while operating ITD vehicles and equipment under the following conditions: the cameras must be fixed in place with a permanent or temporary mount. The camera must be aimed, turned on and readied for use while the vehicle is parked out of the roadway with the vehicle transmission in park or neutral with the brake set. Cameras must be able to be activated using a single button to begin and single button to end filming. Any review of the images captured must be conducted once the vehicle is parked out of the roadway with the vehicle transmission in park or neutral with the brake set.

Music Players

Music players (i.e. MP3, MP4, iPads, iPods, tablet or cell phone) may be used while operating ITD vehicles and equipment under the following conditions: the system must be connected, programmed, manipulated or synced only when the vehicle is parked out of the roadway with the vehicle transmission in park or neutral with the brake set, or equipment implements grounded with the engine at idle for heavy equipment.

Navigation Systems

Built-in vehicle-mounted navigation systems or stand-alone navigation systems may be utilized in the hands-free mode while driving ITD automobiles, SUVs and pickups only.

Stand-alone navigation systems, including cell phone and tablet applications may be utilized only in the hands-free, turn-by-turn voice mode. All navigation systems must be initiated, programmed or recalibrated only if parked out of the roadway with the vehicle transmission in park or neutral with the brake set.

Brian W. Ness
Director

Date _____

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

WHEREAS, Administrative Policy 5558 Use of Electronic Devices While Driving and Operating ITD Vehicles and Equipment was revised to address use of new technology such as GPS map and guidance systems, wired and Bluetooth video and music players while driving ITD vehicles or operating ITD-owned or leased equipment.

NOW THEREFORE BE IT RESOLVED, the Board concurs with revisions to Administrative Policy 5558 Use of Electronic Devices While Driving and Operating ITD Vehicles and Equipment.



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date June 17, 2020

Consent Item ☐

Information Item ☐

Amount of Presentation Time Needed 5 Min

Presenter's Name Kirk Weiskircher	Presenter's Title Acting General Ledger Manager	Initials DT	Reviewed By
Preparer's Name David Tolman	Preparer's Title Controller	Initials DT	

Subject

State Fiscal Year 2020 Financial Statements		
Key Number	District	Route Number

Background Information

July 01, 2019 thru April 30, 2020, Fiscal Year 2020 Financial Statements

The financial operations of the Department as of April 30, 2020 shows this fiscal year with expenditures following projected budgets. ITD will experience revenue reduction due to COVID-19.

- Special revenue update as of the end of May – transfers to ITD from the H.D.A. and for the Fuel/Registration direct is essentially right on forecast. Preliminary, receipts in the month of May are off approximately 21% or \$4.7M effectively eliminating any positive revenue over forecast as of the end of April as noted below. Staff will keep the Board informed as additional information is available.
- Revenues to the State Highway Account from all state sources as of the end of April are ahead of forecast by 0.3%. Of that total, receipts from the Highway Distribution Account are ahead of forecast by 2.4% or \$4.3M. The one category that is below forecast (-\$6.6M) is in the equipment buy back and it is simply a difference in timing. State revenues to the State Aeronautics Fund are ahead of forecast by 2.8% or \$78,000. This is primarily due to the receipts for aircraft registrations and insurance proceeds on the Smiley Creek damaged building. However total receipts from aero fuel taxes are below forecast YTD by - 3.6% or \$80,200. Staff will continue to monitor revenue and provide future updates.
- Expenditures are within planned budgets YTD. There are timing differences between planned and actual expenditures plus encumbrances estimated. Personnel costs have savings of \$10.4M or 9.5% is due to reserves for horizontal career path increases, vacancies and timing between a position becoming vacant and filled.
- Contract construction cash expenditures through March of this year has exceeded any from the past three years: FY20 = \$395.1M; FY19 = \$369.4M; FY18 = \$348.4M. After ten months in this fiscal year ITD continues on the effort of increased delivery over the prior year.

The balance of the long term investments as of the end of April is \$110.1 Million. This is after a transfer of \$30M to the cash balance to ensure the continued payouts of construction is not constrained. These funds are obligated against both construction projects and encumbrances. The long term investments plus the cash balance (\$92.1M) totals \$202.2M.

Expenditures in the Strategic Initiatives Program Fund (GF Surplus), through the month of April, were \$24.7M. There are no additional funds (other than interest earned on the cash balance) coming into this fund with the expiration of the law effective May 31, 2019 that required the transfer.

Deposits into the Transportation Expansion and Congestion Mitigation Fund of \$17.2M is 18.9% ahead of forecast. The receipts into this fund for FY20 are committed to construction projects identified in the ITIP.

Expenditures in the GARVEE Capital Projects Fund, funded with proceeds from the bond sale of May 2019, through the month of April were \$16M.



Board Agenda Item

ITD 2210 (Rev. 10-13)

Recommendations

For information.

Board Action

☐ Approved ☐ Deferred _____
☐ Other _____

User ID: kbentley
 Report ID: AD-FN-GL-010
 Run Date: 7 May 2020
 % of Time
 Remainin 16.67

Idaho Transportation Department

SUMMARY OF RECEIPTS AND DISBURSEMENTS
 STATE HIGHWAY ACCOUNT AND STATE AERONAUTICS FUND
 BUDGET TO ACTUAL
 FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDING 4/30/2020
 (all amounts in '000)

Fiscal Year: 2020

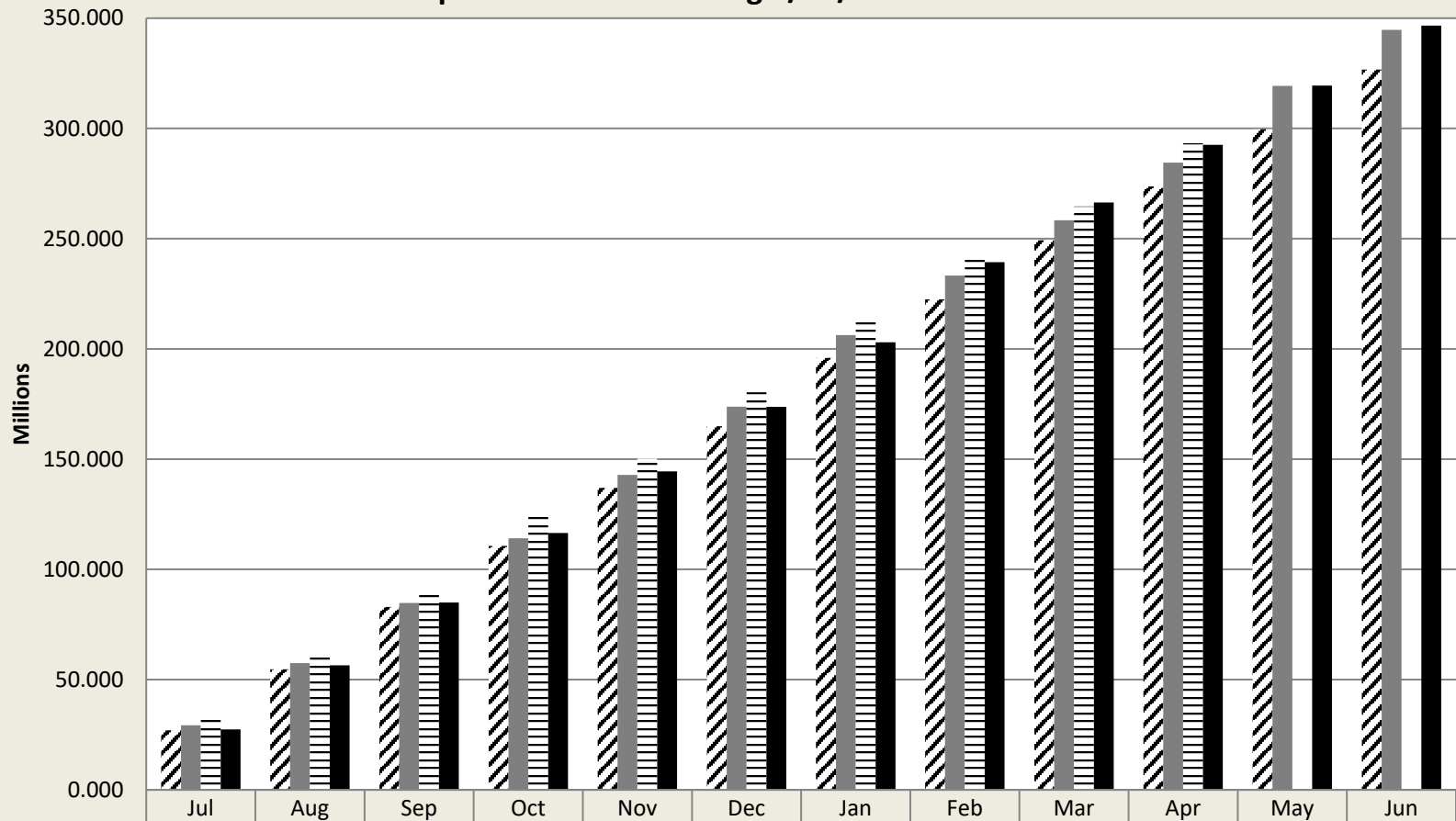
Funds Received					
	FY19 Actual YTD	FY20 Actual YTD	FY20 Forecast YTD	FY20 to FY19 Actual	FY 20 to Forecast
<u>State Highway Account</u>					
Federal Reimbursements	243,631	296,902	286,983	21.9%	3.5%
State (Inc. H.D.A.)	284,523	293,293	292,534	3.1%	0.3%
Local	9,388	21,041	15,037	124.1%	39.9%
Total State Highway Account:	537,542	611,236	594,555	13.7%	2.8%
<u>State Aeronautics Fund</u>					
Federal Reimbursements	271	483	256	78.6%	88.8%
State	2,840	2,853	2,775	0.4%	2.8%
Total State Aeronautics Fund:	3,111	3,336	3,031	7.2%	10.1%
Total Fund Received:	540,653	614,572	597,585	13.7%	2.8%
Disbursements (includes Encumbrances)					
	FY19 Actual YTD	FY20 Actual YTD	FY20 Budget YTD	FY20 to FY19 Actual	FY 20 to Budget
Construction Payouts	373,453	397,066	416,778	6.3%	-4.7%
<u>Operations Expenses</u>					
Highways	147,150	151,304	171,577	2.8%	-11.8%
DMV	27,804	26,518	29,384	-4.6%	-9.8%
Administration	21,206	22,115	25,214	4.3%	-12.3%
Facilities	3,384	3,572	399	5.6%	796.1%
Aeronautics	4,164	2,641	3,065	-36.6%	-13.8%
Total Operations Expenses:	203,707	206,150	229,638	1.2%	-10.2%
<u>Transfers</u>					
Operating	25	0	0	-100.0%	0.0%
Debt Service	10,903	12,809	12,787	17.5%	0.2%
Total Transfers:	10,928	12,809	12,787	17.2%	0.2%
Total Disbursements:	588,087	616,025	659,204	4.8%	-6.6%
	FY19 Actual YTD	FY20 Actual YTD	FY20 Budget YTD	FY20 to FY19 Actual	FY 20 to Budget
<u>Expenditures by Type</u>					
Personnel	95,313	98,960	109,376	3.8%	-9.5%
Operating	72,255	72,144	78,604	-0.2%	-8.2%
Capital Outlay	21,202	21,678	24,968	2.2%	-13.2%
Sub-Grantee	14,936	13,369	16,690	-10.5%	-19.9%
Totals Operations Expenses:	203,707	206,150	229,638	1.2%	-10.2%
Contract Construction	373,453	397,066	416,778	6.3%	-4.7%
Totals (excluding Transfers):	577,159	603,216	646,416	4.5%	-6.7%

State Highway Fund 0260

Fiscal Year 2020

State Revenue Source Forecast vs Actual

April - For Period Ending 4/30/2020



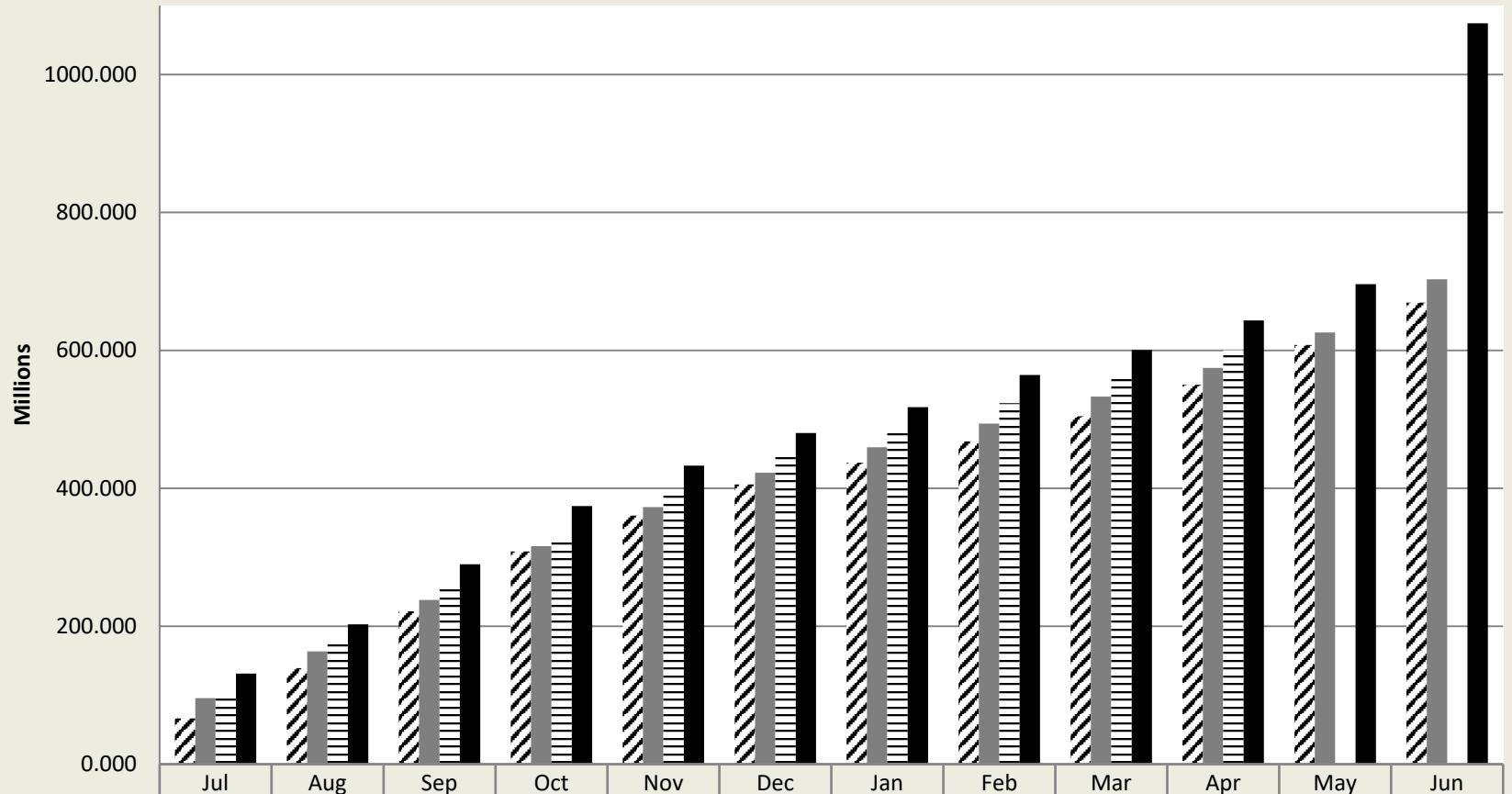
	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
FY18 Actual Revenue	27.003	54.686	82.976	110.644	136.997	164.897	195.901	222.483	249.311	273.673	299.623	326.714
FY19 Actual Revenue	29.298	57.454	84.752	114.108	142.878	173.775	206.239	233.249	258.362	284.523	319.267	344.728
FY20 Current	32.334	60.074	89.748	123.908	150.217	180.320	214.342	240.972	264.584	293.293		
FY20 Forecast	27.394	56.487	84.985	116.487	144.443	173.700	203.029	239.328	266.394	292.534	319.428	346.663

State Highway Fund 0260

Fiscal Year 2020

Expenditures

April - For Period Ending 4/30/2020



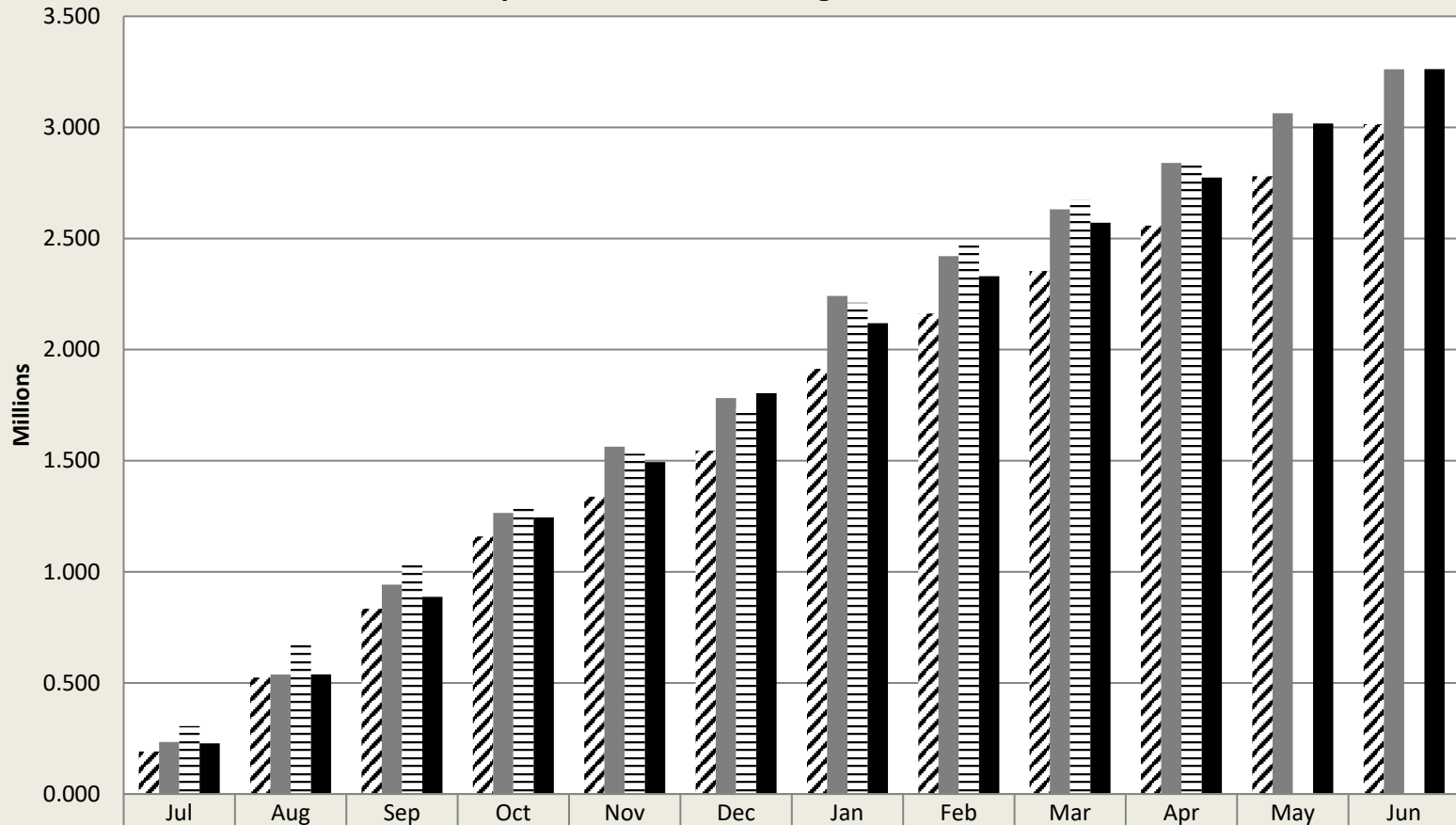
▨ FY18 Actual Expenditures	66.330	139.287	221.745	308.357	360.460	405.710	437.190	468.029	504.461	550.126	607.868	669.206
■ FY19 Actual Expenditures	95.849	163.446	238.100	316.163	372.747	422.734	459.444	493.898	533.081	574.555	626.054	703.065
= FY20 Current	100.532	174.652	255.180	324.290	390.416	448.247	484.733	523.466	565.891	600.575		
■ FY20 Forecast	131.408	202.727	289.868	374.372	432.869	480.181	517.777	564.341	600.712	643.443	696.155	1,074.368

Aeronautics Fund 0221

Fiscal Year 2020

State and Interagency Revenue Sources Forecast vs Actual

April - For Period Ending 4/30/2020



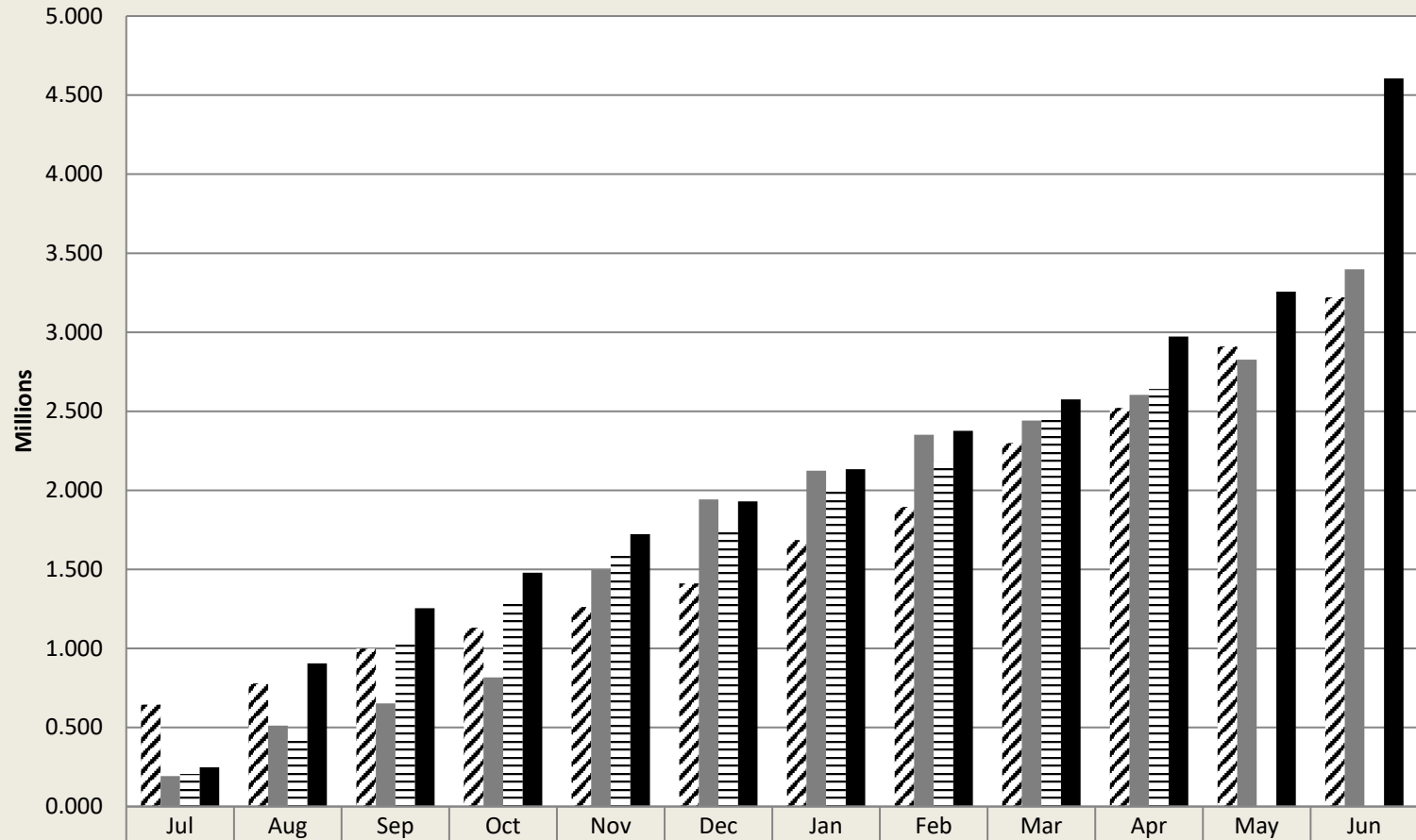
▨ FY18 Actual Revenue	0.191	0.524	0.834	1.159	1.338	1.546	1.913	2.162	2.354	2.558	2.780	3.015
■ FY19 Actual Revenue	0.234	0.538	0.943	1.265	1.563	1.782	2.242	2.421	2.631	2.840	3.064	3.261
▬ FY20 Current	0.306	0.679	1.033	1.301	1.531	1.733	2.211	2.486	2.673	2.853		
■ FY20 Forecast	0.228	0.539	0.888	1.245	1.494	1.804	2.119	2.330	2.571	2.775	3.018	3.263

Aeronautics Fund 0221

Fiscal Year 2020

Expenditures

April - For Period Ending 4/30/2020



FY18 Actual Expenditures	0.645	0.778	0.999	1.131	1.262	1.411	1.685	1.894	2.299	2.522	2.909	3.220
FY19 Actual Expenditures	0.193	0.512	0.652	0.816	1.498	1.943	2.124	2.351	2.441	2.604	2.826	3.398
FY20 Current	0.206	0.426	1.047	1.310	1.591	1.736	2.014	2.177	2.474	2.641		
FY20 Forecast	0.248	0.906	1.255	1.479	1.722	1.930	2.134	2.376	2.576	2.973	3.257	4.606

UserID: kbentley
 Report ID: AD-FN-GL-002
 Run Date: 07 May 2020

Idaho Transportation Department

OPERATING FUND BALANCE SHEET FOR THE PERIOD ENDED 4/30/2020

	State Aeronautics Fund 0221		State Highway Fund 0260		Transportation Expansion and Congestion Mitigation Fund 0269	
	Mar-20	Apr-20	Mar-20	Apr-20	Mar-20	Apr-20
ASSETS						
Cash on Hand (Change Fund)	0	0	5,845	5,845	0	0
Cash in Bank (Daily Operations)	2,715,177	2,687,196	82,340,957	92,091,502	43,800,172	43,868,155
Investments (Long Term: STO - Diversified Bond Fund)	856,999	858,447	109,878,097	110,065,992	0	0
Total Cash & Investments	3,572,175	3,545,643	192,224,899	202,163,338	43,800,172	43,868,155
Receivables - Other	(0)	(0)	1,279,219	1,281,365	0	0
- Due From Locals (Project Overruns)	45,910	63,836	1,279,710	1,376,328	0	0
- Inter Agency	10,568	3,069	8,822	7,981	0	0
Total Receivables	56,478	66,905	2,567,751	2,665,675	0	0
Inventory on Hand	0	0	17,250,640	17,388,379	0	0
Total Assets:	3,628,654	3,612,548	212,043,291	222,217,391	43,800,172	43,868,155
LIABILITIES						
Vouchers Payable	0	0	1,896	1,762	0	0
Sales Tax Payable	0	0	9,761	3,986	0	0
Deferred Revenue (Local Projects Match)	0	0	24,725,421	23,333,792	0	0
Accounts Receivable Overpayment	0	0	0	0	0	0
Contractor Retained % (In Lieu Of Performance Bond)	0	0	222,644	228,076	0	0
Total Liabilities:	0	0	24,959,722	23,567,617	0	0
FUND BALANCE						
Reserve for Encumbrance	369,446	277,488	38,346,708	36,426,808	0	0
Fund Balance	3,259,207	3,335,060	148,736,860	162,222,967	43,800,172	43,868,155
Total Fund Balance:	3,628,654	3,612,548	187,083,569	198,649,775	43,800,172	43,868,155
Total Liabilities and Fund Balance	3,628,654	3,612,548	212,043,291	222,217,391	43,800,172	43,868,155

UserID: kbentley
 Report ID: AD-FN-GL-002
 Run Date: 07 May 2020

Idaho Transportation Department

OPERATING FUND BALANCE SHEET FOR THE PERIOD ENDED 4/30/2020

	Strategic Initiatives Fund (State Share) 0270.02		Strategic Initiatives Fund (Local Share) 0270.05		Total Strategic Initiatives Fund 0270	
	Mar-20	Apr-20	Mar-20	Apr-20	Mar-20	Apr-20
ASSETS						
Cash on Hand (Change Fund)	0	0	0	0	0	0
Cash in Bank (Daily Operations)	23,322,724	21,523,702	48,893	48,961	23,371,617	21,572,663
Investments (Long Term: STO - Diversified Bond Fund)	0	0	0	0	0	0
Total Cash & Investments	23,322,724	21,523,702	48,893	48,961	23,371,617	21,572,663
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:	23,322,724	21,523,702	48,893	48,961	23,371,617	21,572,663
LIABILITIES						
Vouchers Payable	0	0	0	0	0	0
Sales Tax Payable	0	0	0	0	0	0
Deferred Revenue (Local Projects Match)	0	0	0	0	0	0
Accounts Receivable Overpayment	0	0	0	0	0	0
Contractor Retained % (In Lieu Of Performance Bond)	0	0	0	0	0	0
Total Liabilities:	0	0	0	0	0	0
FUND BALANCE						
Reserve for Encumbrance	0	0	0	0	0	0
Fund Balance	23,322,724	21,523,702	48,893	48,961	23,371,617	21,572,663
Total Fund Balance:	23,322,724	21,523,702	48,893	48,961	23,371,617	21,572,663
Total Liabilities and Fund Balance	23,322,724	21,523,702	48,893	48,961	23,371,617	21,572,663

User ID: kbentley
 Report ID: AD-FN-GL-003
 Run Date: 07 May 2020
 % of Time
 Remaining: 16.7

Idaho Transportation Department

STATEMENT OF REVENUES AND EXPENDITURES

BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 4/30/2020

Fund: 0260 State Highway Fund

Fiscal Year: 2020
 Budget Fiscal Year: 2020
 REVENUES

	Year to Date Allotment (A)	Year to Date Actual (B)	Current Month Activity (C)	Year to Date Encumbrance (D)	Variance Favorable / Unfavorable (E = A - B - D)	Percent Variance (F = E / A)	Annual Appropriation (G)	Appropriation Balance (H = G - B - D)	Percent Remaining (I = H / G)
Federal Sources									
FHWA - Highway	253,827,600	264,745,849	16,050,258	0	10,918,249	4.30 %	506,686,702	241,940,853	47.75 %
FHWA - Indirect Cost	19,987,200	19,178,724	1,353,320	0	(808,476)	-4.04%	25,000,000	5,821,276	23.29 %
Federal Transit Authority	9,100,000	8,189,799	844,128	0	(910,201)	-10.00%	14,483,600	6,293,801	43.45 %
NHTSA - Highway Safety	3,225,000	3,679,943	426,339	0	454,943	14.11 %	4,642,800	962,857	20.74 %
Other Federal Aid	843,330	1,107,332	35,436	0	264,002	31.30 %	4,130,000	3,022,668	73.19 %
Total Federal Sources:	286,983,130	296,901,648	18,709,480	0	9,918,517	3.46 %	554,943,102	258,041,455	46.50 %
State Sources									
Equipment Buy Back	8,328,900	1,721,422	0	0	(6,607,478)	-79.33%	8,328,900	6,607,478	79.33 %
Miscellaneous Revenues	26,341,517	27,020,701	2,764,538	0	679,184	2.58 %	32,146,224	5,125,523	15.94 %
Total State Sources:	34,670,417	28,742,123	2,764,538	0	(5,928,294)	-17.10%	40,475,124	11,733,001	28.99 %
Local Sources									
Match For Local Projects	15,037,200	21,028,335	577,692	0	5,991,135	39.84 %	36,651,278	15,622,943	42.63 %
Other Local Sources	0	12,448	0	0	12,448	0.00 %	0	(12,448)	0.00 %
Total Local Sources:	15,037,200	21,040,783	577,692	0	6,003,583	39.92 %	36,651,278	15,610,495	42.59 %
TOTAL REVENUES:	336,690,747	346,684,554	22,051,710	0	9,993,806	2.97 %	632,069,504	285,384,951	45.15 %
TRANSFERS-IN									
Highway Distribution Account	184,740,800	189,095,871	18,457,703	0	4,355,071	2.36 %	218,971,500	29,875,629	13.64 %
Fuel/Registration Direct	57,361,100	58,247,868	5,819,873	0	886,768	1.55 %	68,416,500	10,168,632	14.86 %
Ethanol Fuels Tax	15,762,100	16,031,942	1,667,655	0	269,842	1.71 %	18,800,000	2,768,058	14.72 %
Statutory	0	1,175,642	0	0	1,175,642	0.00 %	0	(1,175,642)	0.00 %
TOTAL TRANSFERS-IN:	257,864,000	264,551,324	25,945,231	0	6,687,323	2.59 %	306,188,000	41,636,677	13.60 %
TOTAL REV AND TRANSFERS-IN:	594,554,747	611,235,878	47,996,940	0	16,681,129	2.81 %	938,257,504	327,021,628	34.85 %

User ID: kbentley
 Report ID: AD-FN-GL-003
 Run Date: 07 May 2020
 % of Time
 Remaining: 16.7

Idaho Transportation Department

STATEMENT OF REVENUES AND EXPENDITURES

BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 4/30/2020

Fund: 0260 State Highway Fund

Fiscal Year: 2020
 Budget Fiscal Year: 2020
 EXPENDITURES

	Year to Date Allotment	Year to Date Actual	Current Month Activity	Year to Date Encumbrance	Variance Favorable / Unfavorable	Percent Variance	Annual Appropriation	Appropriation Balance	Percent Remaining
	(A)	(B)	(C)	(D)	(E = A - B - D)	(F = E / A)	(G)	(H = G - B - D)	(I = H / G)
Operations Expense									
Permanent Staff Salaries	73,224,196	66,332,568	6,305,403	0	6,891,628	9.41 %	90,663,435	24,330,867	26.84 %
Board, Hourly, OT, Shift Diff	1,455,677	1,257,985	89,867	0	197,692	13.58 %	1,623,678	365,693	22.52 %
Fringe Benefits	33,731,243	30,480,293	2,978,475	0	3,250,950	9.64 %	41,220,687	10,740,394	26.06 %
In State Travel Expense	1,421,862	1,210,050	42,515	0	211,812	14.90 %	1,720,308	510,258	29.66 %
Out of State Travel Expense	286,573	177,221	2,418	0	109,352	38.16 %	350,480	173,259	49.43 %
Technology Operating Expense	21,625,183	16,892,568	1,890,897	4,627,577	105,037	0.49 %	25,852,564	4,332,418	16.76 %
Operating Expense	54,092,881	43,175,854	3,624,225	5,011,461	5,905,566	10.92 %	67,324,961	19,137,646	28.43 %
Technology Equipment Expense	2,209,830	1,414,611	183,275	474,362	320,857	14.52 %	2,209,830	320,857	14.52 %
Capital Equipment Expense	22,325,797	10,451,005	681,047	6,046,655	5,828,137	26.10 %	22,331,637	5,833,977	26.12 %
Capital Facilities Expense	389,597	2,747,949	389,378	525,359	(2,883,711)	-740.18%	5,834,597	2,561,289	43.90 %
Trustee & Benefit Payments	15,901,961	12,124,709	1,141,256	558,283	3,218,969	20.24 %	19,390,900	6,707,908	34.59 %
Total Operations Expense:	226,664,800	186,264,813	17,328,756	17,243,697	23,156,289	10.22 %	278,523,077	75,014,566	26.93 %
Contract Construction									
Technology Operating Expense	0	1,706,925	53,968	180,826	(1,887,751)	0.00 %	0	(1,887,751)	0.00 %
Operating Expense	7,050,000	1,943,478	249,731	438,964	4,667,558	66.21 %	17,994,003	15,611,561	86.76 %
Capital Projects	407,939,404	391,005,999	18,458,128	1,273,134	15,660,272	3.84 %	771,597,538	379,318,406	49.16 %
Trustee & Benefit Payments	1,788,900	516,966	40,214	0	1,271,934	71.10 %	6,253,502	5,736,536	91.73 %
Total Contract Construction:	416,778,304	395,173,368	18,802,041	1,892,924	19,712,013	4.73 %	795,845,043	398,778,752	50.11 %
TOTAL EXPENDITURES:	643,443,104	581,438,181	36,130,797	19,136,621	42,868,302	6.66 %	1,074,368,120	473,793,318	44.10 %
TRANSFERS OUT									
Operating	12,787,332	12,808,782	0	0	(21,450)	-0.17%	57,527,200	44,718,418	77.73 %
TOTAL TRANSFERS OUT:	12,787,332	12,808,782	0	0	(21,450)	-0.17%	57,527,200	44,718,418	77.73 %
TOTAL EXPD AND TRANSFERS OUT:	656,230,436	594,246,963	36,130,797	19,136,621	42,846,852	6.53 %	1,131,895,320	518,511,736	45.81 %
Net for Fiscal Year 2020:	(61,675,689)	16,988,915	11,866,144		59,527,981		(193,637,816)	(191,490,108)	

User ID: kbentley
 Report ID: AD-FN-GL-003
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 % of Time
 Remaining: 16.7

Idaho Transportation Department

STATEMENT OF REVENUES AND EXPENDITURES

BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 4/30/2020

Fund: 0260 State Highway Fund

		Year to Date Allotment	Year to Date Actual	Current Month Activity	Year to Date Encumbrance	Variance Favorable / Unfavorable	Percent Variance	Annual Appropriation	Appropriation Balance	Percent Remaining
		(A)	(B)	(C)	(D)	(E = A - B - D)	(F = E / A)	(G)	(H = G - B - D)	(I = H / G)
Fiscal Year: 2020										
Budget Fiscal Year: 2020										
Contract Construction										
Operating Expenditures										
Operating Expenditures	Dedicated	1,000,000	469,272	20,242	45,856	484,873	48.49 %	5,942,604	5,427,477	91.33 %
Operating Expenditures	Federal	6,000,000	3,175,390	281,789	573,935	2,250,675	37.51 %	11,519,387	7,770,062	67.45 %
Operating Expenditures	Local	50,000	5,741	1,667	0	44,259	88.52 %	532,012	526,271	98.92 %
Total Operating Expenditures		7,050,000	3,650,403	303,699	619,791	2,779,806	39.43 %	17,994,003	13,723,810	76.27 %
Capital Outlay										
Capital Outlay	Dedicated	101,455,521	120,321,211	2,650,145	164,464	(19,030,155)	-18.76%	188,029,074	67,543,398	35.92 %
Capital Outlay	Federal	262,760,454	238,511,060	15,249,234	1,067,874	23,181,519	8.82 %	506,996,042	267,417,107	52.75 %
Capital Outlay	FICR	35,772,600	16,321,846	237,747	40,795	19,409,959	54.26 %	41,107,644	24,745,003	60.20 %
Capital Outlay	Local	7,950,829	15,851,881	321,002	0	(7,901,052)	-99.37%	35,464,778	19,612,897	55.30 %
Total Capital Outlay		407,939,404	391,005,999	18,458,128	1,273,134	15,660,272	3.84 %	771,597,538	379,318,406	49.16 %
Trustee & Benefit Payments										
Trustee & Benefit Payments	Dedicated	400,000	1,499	0	0	398,501	99.63 %	2,420,042	2,418,543	99.94 %
Trustee & Benefit Payments	Federal	1,338,900	515,467	40,214	0	823,433	61.50 %	3,489,273	2,973,806	85.23 %
Trustee & Benefit Payments	Local	50,000	0	0	0	50,000	100.00 %	344,187	344,187	100.00 %
Total Trustee & Benefit Payments		1,788,900	516,966	40,214	0	1,271,934	71.10 %	6,253,502	5,736,536	91.73 %
Total Contract Construction:		416,778,304	395,173,368	18,802,041	1,892,924	19,712,012	4.73 %	795,845,043	398,778,751	50.11 %

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Idaho Transportation Department

STATEMENT OF REVENUES AND EXPENDITURES

BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 4/30/2020

Fund: 0269 Transportation Expansion and Congestion Mitigation Fund

Fiscal Year:	2020	Year to Date Allotment	Year to Date Actual	Current Month Activity	Year to Date Encumbrance	Variance Favorable / Unfavorable	Percent Variance	Annual Appropriation	Appropriation Balance	Percent Remaining
Budget Fiscal Year:	2020	(A)	(B)	(C)	(D)	(E = A - B - D)	(F = E / A)	(G)	(H = G - B - D)	(I = H / G)
REVENUES										
Miscellaneous Revenues		550,000	761,004	61,410	0	211,004	38.36 %	660,000	(101,004)	-15.30%
TOTAL REVENUES:		550,000	761,004	61,410	0	211,004	38.36 %	660,000	(101,004)	-15.30%
TRANSFERS-IN										
Cigarette Tax		600,000	1,676,173	1,273,007	0	1,076,173	179.36 %	4,330,169	2,653,997	61.29 %
Sales Tax		13,350,000	14,804,231	1,427,526	0	1,454,231	10.89 %	17,699,656	2,895,425	16.36 %
TOTAL TRANSFERS-IN:		13,950,000	16,480,403	2,700,533	0	2,530,404	18.14 %	22,029,825	5,549,422	25.19 %
TOTAL REV AND TRANSFERS-IN:		14,500,000	17,241,407	2,761,943	0	2,741,408	18.91 %	22,689,825	5,448,418	24.01 %
EXPENDITURES										
Contract Construction - Capital Projects		19,526,153	14,836,322	2,693,960	0	4,689,831	24.02 %	62,507,633	47,671,312	76.26 %
TOTAL EXPENDITURES:		19,526,153	14,836,322	2,693,960	0	4,689,831	24.02 %	62,507,633	47,671,312	76.26 %
TOTAL EXPD AND TRANSFERS OUT:		19,526,153	14,836,322	2,693,960	0	4,689,831	24.02 %	62,507,633	47,671,312	76.26 %
Net for Fiscal Year 2020:		(5,026,153)	2,405,086	67,983		7,431,239		(39,817,808)	(42,222,894)	

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Idaho Transportation Department

STATEMENT OF REVENUES AND EXPENDITURES

BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 4/30/2020

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

Fiscal Year:	2020	Year to Date Allotment	Year to Date Actual	Current Month Activity	Year to Date Encumbrance	Variance Favorable / Unfavorable	Percent Variance	Annual Appropriation	Appropriation Balance	Percent Remaining
Budget Fiscal Year:	2020	(A)	(B)	(C)	(D)	(E = A - B - D)	(F = E / A)	(G)	(H = G - B - D)	(I = H / G)
REVENUES										
State Sources - Miscellaneous Revenues		770,200	614,848	33,601	0	(155,352)	-20.17%	862,300	247,452	28.70 %
TOTAL REVENUES:		770,200	614,848	33,601	0	(155,352)	-20.17%	862,300	247,452	28.70 %
TOTAL REV AND TRANSFERS-IN:		770,200	614,848	33,601	0	(155,352)	-20.17%	862,300	247,452	28.70 %
EXPENDITURES										
Contract Construction - Capital Projects		20,000,000	23,743,775	1,832,623	0	(3,743,775)	-18.72%	44,768,703	21,024,928	46.96 %
TOTAL EXPENDITURES:		20,000,000	23,743,775	1,832,623	0	(3,743,775)	-18.72%	44,768,703	21,024,928	46.96 %
TOTAL EXPD AND TRANSFERS OUT:		20,000,000	23,743,775	1,832,623	0	(3,743,775)	-18.72%	44,768,703	21,024,928	46.96 %
Net for Fiscal Year 2020:		(19,229,800)	(23,128,927)	(1,799,022)		(3,899,127)		(43,906,403)	(20,777,476)	

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 % of Time
 Remaining: 16.7

Idaho Transportation Department

STATEMENT OF REVENUES AND EXPENDITURES

BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 4/30/2020

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

	Year to Date Allotment	Year to Date Actual	Current Month Activity	Year to Date Encumbrance	Variance Favorable / Unfavorable	Percent Variance	Annual Appropriation	Appropriation Balance	Percent Remaining
Fiscal Year: 2020	(A)	(B)	(C)	(D)	(E = A - B - D)	(F = E / A)	(G)	(H = G - B - D)	(I = H / G)
Budget Fiscal Year: 2020									
REVENUES									
State Sources - Miscellaneous Revenues	0	782	68	0	782	0.00 %	0	(782)	0.00 %
TOTAL REVENUES:	0	782	68	0	782	0.00 %	0	(782)	0.00 %
TOTAL REV AND TRANSFERS-IN:	0	782	68	0	782	0.00 %	0	(782)	0.00 %
EXPENDITURES									
Contract Construction - Trustee & Benefit Payments	25,831	0	0	0	25,831	100.00 %	25,831	25,831	100.00 %
TOTAL EXPENDITURES:	25,831	0	0	0	25,831	100.00 %	25,831	25,831	100.00 %
TOTAL EXPD AND TRANSFERS OUT:	25,831	0	0	0	25,831	100.00 %	25,831	25,831	100.00 %
Net for Fiscal Year 2020:	(25,831)	782	68		26,613		(25,831)	(26,613)	

User ID: kbentley
 Report ID: AD-FN-GL-003
 Run Date: 07 May 2020
 % of Time
 Remaining: 16.7

Idaho Transportation Department

STATEMENT OF REVENUES AND EXPENDITURES

BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 4/30/2020

Fund: 0374 GARVEE Capital Project Fund

	Year to Date Allotment	Year to Date Actual	Current Month Activity	Year to Date Encumbrance	Variance Favorable / Unfavorable	Percent Variance	Annual Appropriation	Appropriation Balance	Percent Remaining
	(A)	(B)	(C)	(D)	(E = A - B - D)	(F = E / A)	(G)	(H = G - B - D)	(I = H / G)
Fiscal Year: 2020									
Budget Fiscal Year: 2020									
REVENUES									
State Sources - Miscellaneous Revenues	0	17,171,883	1,894,606	0	17,171,883	0.00 %	0	(17,171,883)	0.00 %
TOTAL REVENUES:	0	17,171,883	1,894,606	0	17,171,883	0.00 %	0	(17,171,883)	0.00 %
TOTAL REV AND TRANSFERS-IN:	0	17,171,883	1,894,606	0	17,171,883	0.00 %	0	(17,171,883)	0.00 %
EXPENDITURES									
Permanent Staff Salaries	0	0	(1,365)	0	0	0.00 %	0	0	0.00 %
Board, Hourly, OT, Shift Diff	0	0	(46)	0	0	0.00 %	0	0	0.00 %
Fringe Benefits	0	0	(727)	0	0	0.00 %	0	0	0.00 %
Operating Expenditures	0	136,450	13,262	0	(136,450)	0.00 %	0	(136,450)	0.00 %
Capital Projects	0	14,728,192	641,242	0	(14,728,192)	0.00 %	0	(14,728,192)	0.00 %
TOTAL EXPENDITURES:	0	14,864,642	652,366	0	(14,864,642)	0.00 %	0	(14,864,642)	0.00 %
TRANSFERS OUT									
Statutory	0	1,175,642	0	0	(1,175,642)	0.00 %	0	(1,175,642)	0.00 %
TOTAL TRANSFERS OUT:	0	1,175,642	0	0	(1,175,642)	0.00 %	0	(1,175,642)	0.00 %
TOTAL EXPD AND TRANSFERS OUT:	0	16,040,284	652,366	0	(16,040,284)	0.00 %	0	(16,040,284)	0.00 %
Net for Fiscal Year 2020:	0	1,131,599	1,242,240		1,131,599		0	(1,131,599)	

User ID: kbentley
 Report ID: AD-FN-GL-003
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 % of Time
 Remaining: 16.7

Idaho Transportation Department

STATEMENT OF REVENUES AND EXPENDITURES

BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 4/30/2020

Fund: 0375 GARVEE Debt Service Fund

	Year to Date Allotment	Year to Date Actual	Current Month Activity	Year to Date Encumbrance	Variance Favorable / Unfavorable	Percent Variance	Annual Appropriation	Appropriation Balance	Percent Remaining
	(A)	(B)	(C)	(D)	(E = A - B - D)	(F = E / A)	(G)	(H = G - B - D)	(I = H / G)
Fiscal Year: 2020									
Budget Fiscal Year: 2020									
REVENUES									
State Sources - Miscellaneous Revenues	0	105,792	4,591	0	105,792	0.00 %	0	(105,792)	0.00 %
TOTAL REVENUES:	0	105,792	4,591	0	105,792	0.00 %	0	(105,792)	0.00 %
TRANSFERS-IN									
Operating	0	17,508,782	0	0	17,508,782	0.00 %	0	(17,508,782)	0.00 %
TOTAL TRANSFERS-IN:	0	17,508,782	0	0	17,508,782	0.00 %	0	(17,508,782)	0.00 %
TOTAL REV AND TRANSFERS-IN:	0	17,614,574	4,591	0	17,614,574	0.00 %	0	(17,614,574)	0.00 %
EXPENDITURES									
Bond Principal / Interest	0	59,831,014	402,288	0	(59,831,014)	0.00 %	0	(59,831,014)	0.00 %
TOTAL EXPENDITURES:	0	59,831,014	402,288	0	(59,831,014)	0.00 %	0	(59,831,014)	0.00 %
TOTAL EXPD AND TRANSFERS OUT:	0	59,831,014	402,288	0	(59,831,014)	0.00 %	0	(59,831,014)	0.00 %
Net for Fiscal Year 2020:	0	(42,216,440)	(397,698)		(42,216,440)		0	42,216,440	

User ID: kbentley
 Report ID: AD-FN-GL-003
 Run Date: 07 May 2020
 % of Time
 Remaining: 16.7

Idaho Transportation Department

STATEMENT OF REVENUES AND EXPENDITURES

BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 4/30/2020

Fund: 0221 State Aeronautics Fund

Fiscal Year: 2020	Year to Date Allotment	Year to Date Actual	Current Month Activity	Year to Date Encumbrance	Variance Favorable / Unfavorable	Percent Variance	Annual Appropriation	Appropriation Balance	Percent Remaining
Budget Fiscal Year: 2020	(A)	(B)	(C)	(D)	(E = A - B - D)	(F = E / A)	(G)	(H = G - B - D)	(I = H / G)
REVENUES									
Federal Sources - FAA	256,000	483,454	63,836	0	227,454	88.85 %	667,500	184,046	27.57 %
State Sources - Miscellaneous Revenues	334,831	470,835	17,614	0	136,004	40.62 %	362,500	(108,335)	-29.89%
Interagency Sources - Miscellaneous Revenues	186,700	209,131	0	0	22,431	12.01 %	250,000	40,869	16.35 %
TOTAL REVENUES:	777,531	1,163,420	81,450	0	385,889	49.63 %	1,280,000	116,580	9.11 %
TRANSFERS-IN									
Operating	2,253,117	2,172,914	161,789	0	(80,203)	-3.56%	2,650,000	477,086	18.00 %
TOTAL TRANSFERS-IN:	2,253,117	2,172,914	161,789	0	(80,203)	-3.56%	2,650,000	477,086	18.00 %
TOTAL REV AND TRANSFERS-IN:	3,030,648	3,336,334	243,239	0	305,686	10.09 %	3,930,000	593,666	15.11 %
EXPENDITURES									
Permanent Staff Salaries	642,600	584,982	58,014	0	57,618	8.97 %	796,788	211,806	26.58 %
Board, Hourly, OT, Shift Diff	39,300	42,602	0	0	(3,302)	-8.40%	57,900	15,298	26.42 %
Fringe Benefits	282,656	261,158	25,420	0	21,498	7.61 %	348,512	87,354	25.06 %
In State Travel Expense	46,068	40,336	157	0	5,732	12.44 %	59,246	18,910	31.92 %
Out of State Travel Expense	17,328	20,050	0	0	(2,722)	-15.71%	17,800	(2,250)	-12.64%
Technology Operating Expense	40,165	42,604	7,042	0	(2,439)	-6.07%	46,585	3,981	8.55 %
Operating Expense	1,074,106	690,901	74,395	255,354	127,850	11.90 %	1,276,197	329,941	25.85 %
Technology Equipment Expense	9,600	4,080	4,080	0	5,520	57.50 %	9,600	5,520	57.50 %
Capital Equipment Expense	33,000	0	0	5,380	27,620	83.70 %	33,000	27,620	83.70 %
Capital Facilities Expense	0	7,676	0	451	(8,127)	0.00 %	50,000	41,873	83.75 %
Trustee & Benefit Payments	788,502	685,617	61,932	0	102,885	13.05 %	1,910,083	1,224,466	64.11 %
TOTAL EXPENDITURES:	2,973,325	2,380,006	231,039	261,185	332,133	11.17 %	4,605,711	1,964,519	42.65 %
TOTAL EXPD AND TRANSFERS OUT:	2,973,325	2,380,006	231,039	261,185	332,133	11.17 %	4,605,711	1,964,519	42.65 %
Net for Fiscal Year 2020:	57,323	956,328	12,200		637,819		(675,711)	(1,370,853)	79R

Board Agenda Item

Meeting Date June 17, 2020Amount of Time Needed for Presentation 5 minutes

Presenter's Name Justin Collins	Presenter's Title Manager FP&A	Initials JC	Reviewed By LSS
Preparer's Name Nathan Hesterman	Preparer's Title Sr. Transportation Planner	Initials ndh	

Subject

Review of the Draft FY 2021 - 2027 Idaho Transportation Investment Program

Route Number NA	Project Number NA	Key Number NA
District statewide	Location NA	

Background Information

From January through May, 2020, Department staff and our local partners from the metropolitan planning organizations (MPOs) and the Local Highway Technical Assistance Council (LHTAC) collaborated to create the Draft FY 2021 – 2027 Idaho Transportation Investment Program (ITIP).

The listing of projects for the FY 2021 – 2027 program years has been provided under separate cover to Board members. Projects in the ITIP are divided into separate programs with specific objectives as found in the online FY 2021 Program Update Manual. Projects require funds to be developed (preliminary engineering, design, and environmental approval), possibly for right-of-way acquisition, and for contract construction (including construction engineering). Project costs are shown accordingly in the ITIP. The program year listed for a project within the ITIP is the year by which all funds will be obligated with the State or Federal government. Except for very large projects which may be split funded over multiple years, this is usually the year of letting and construction. Projects are sequenced in each program by program year and District. Exhibits for the Workshop are also provided under separate cover which help analyze and explain the draft program.

The draft program is multimodal in nature and includes projects from the following categories: highway construction, planning, public transportation, alternative transportation (i.e. bicycle/pedestrian), and aeronautics.

The next step of the process is to proceed into a 30-day public comment period slated to occur during July, 2020. Board action on this item indicates concurrence to begin public involvement and is not meant to indicate Board approval of the projects in the draft program. Final review and subsequent approval is scheduled for the September 2020 Board Meeting.

Recommendations

Proceed with public involvement of the Draft FY 2021 - 2027 ITIP per the attached resolution, page 81.

Board Action

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

Board Agenda Item



RESOLUTION

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

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

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

WHEREAS, the Transportation Board has reviewed the list of projects and analysis for the Draft FY 2021 - 2027 ITIP; and

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

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

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

NOW THEREFORE BE IT RESOLVED that the Idaho Transportation Board will commence public involvement in July with project and program information incorporated from the publication entitled *Draft FY 2021 - 2027 ITIP, June Board Meeting*.



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date June 17, 2020Consent Item ☐Information Item ☐Amount of Presentation Time Needed 10 min

Presenter's Name Bill Statham	Presenter's Title Manager of Airport Planning/Dev.	Initials BS	Reviewed By
Preparer's Name Bill Statham	Preparer's Title Manager of Airport Planning/Dev.	Initials BS	

Subject

FY-21 Idaho Airport Aid Program (IAAP)		
Key Number	District Statewide	Route Number Statewide

Background Information

The IAAP provides state funding to public airports. Annual funding is dependent upon Aeronautics revenues, the level of federal funding available, and the demonstrated needs of Idaho airports. As funds vary, the eligibility of airports and their grant amounts also vary.

This year started with a very optimistic financial picture for the Aeronautics grant program. Those plans were dramatically changed by the COVID-19 pandemic. We were left with a program of \$1,000,000.00 as allocated by the recent Legislature.

The CARES passed Congress March 27, 2020 with \$10 billion available. These grants provide 100% of Airport Improvement Program and supplemental discretionary funding. No grant match is needed for Primary Commercial Service, all Reliever and some public-owned General Aviation airports. The COVID-19 pandemic has created a major change to the manner in which people perform almost all tasks.

The FAA Airports District Office will select National Plan of Integrated Airport Systems (NPIAS) projects and allocate funding. The State of Idaho will have only advisory duties in this process. The SFY-21 IAAP Program will allocate funds to only non-NPIAS (community) airports with projects listed in the Idaho State Capital Improvement Plan with submitted and accepted applications.

The 2020 supplemental funds qualify for 100% funding using CARES Act funds. However, depending on the timing of the programming, there may not be CARES Act funds available to fund all or a portion of the local share. The 2019 supplemental funds do not qualify for 100% funding using CARES Act funds. Sponsors are still required to match their normal percentage for 2019 supplemental grants.

The past IAAP made funding decisions for all 7 types of projects. This year the IAAP will fund only three of the seven types of projects. These include 1) community airport construction projects, 2) community airport planning projects, and the, 3) any roll over or emergency funding remaining.

Those were the choices available to the Idaho Aeronautics Advisory Board. The AAB selected and recommended the attached program during their 28 May 2020 meeting. The IAAP will only recommend funding to good projects.

Recommendations

The Division of Aeronautics recommends the FY-21 IAAP programs, as presented, to the Idaho Transportation Board for approval and implementation. This approval is with the understanding that final grant amounts may change as awarded, a revised match rate, actual Bids received, and minor scope changes prior to construction. Resolution on page 85.

Board Action

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

IDAHO TRANSPORTATION BOARD

17 JUNE 2020

SFY-21 IDAHO AIRPORT AID PROGRAM

PRESENTED BY: WILLIAM P. STATHAM

NOTABLE PROJECTS IN THE SFY-21 IAAP

Pavement Maintenance Projects (4)	\$ 1,031,530.00
Emmett, Craigmont, Hazelton, and Soda Springs	

Planning Projects (4)	\$ 128,000.00
Cottonwood, Fairfield, Midvale, and Oneida County	

Land Acquisition Projects	\$ 96,500.00
Rigby Airport	

Complete Airport Reconstruction	
Glenn's Ferry	\$ 155,100.00

Turf Runway Maintenance	
Donald D. Coski Memorial	\$ 3,656.00

Pilot Facilities	
Carey	\$ 40,000.00

IDAHO AIRPORT AID PROGRAM for State Fiscal Year-21						17 June 2020	
#	Non-NPIAS Airports	Project Description	Priority Score	Total \$	Sponsor \$	IAAP \$	Delay
1	Emmett Municipal	RW, TW, Apron fog and slurry seal rehab	23	\$ 160,930	\$ 80,465	\$ 80,465	No Delay
2	Craigmont Municipal	RW & Apron Rehab	22	\$ 625,500	\$ 156,375	\$ 469,125	No Delay
3	Hazelton Municipal	RW, TW, & Apron Rehab	21	\$ 205,100	\$ 102,550	\$ 102,550	No Delay
4	Soda Springs	Crack seal and slurry coat RW	21	\$ 40,000	\$ 20,000	\$ 20,000	No Delay
5	Donald D. Coski Memorial	Mower and Harrow to maintain landing surface	20	\$ 3,656	\$ 1,828	\$ 1,828	No Delay
6	Rigby Airport	Land Acquisition for RPZ control	20	\$ 96,500	\$ 48,250	\$ 48,250	No Delay
7	Glenns Ferry	Extra funding request to complete 2018 grant	18	\$ 155,100	\$ 77,550	\$ 77,550	No Delay
8	Cottonwood	Small Airport Planning	17	\$ 32,000	- - - -	\$ 32,000	No Delay
9	Fairfield	Small Airport Planning	17	\$ 32,000	- - - -	\$ 32,000	No Delay
10	Midvale	Small Airport Planning	17	\$ 32,000	- - - -	\$ 32,000	No Delay
11	Oneida County (Malad)	Small Airport Planning	17	\$ 32,000	- - - -	\$ 32,000	No Delay
12	Carey Airport	Restroom and pilot lounge	10	\$ 40,000	\$ 10,000	\$ 30,000	No Delay
-	Emergency Projects	As or If requested at up to Four Airports	- - -	\$ 15,992	\$ 7,996	\$ 7,996	No Delay
		RECOMMENDED BY AAB on 28 May 2020		\$ 1,470,778	\$ 505,014	\$ 965,764	

RES. NO. WHEREAS, the Idaho Transportation Board has the authority to locate, design,
_____ construct, reconstruct, alter, extend, repair and maintain state aeronautical
 facilities, and

WHEREAS, the Idaho Transportation Board has the authority to expend funds for
the construction, maintenance and improvement of public owned aeronautical
facilities; and

WHEREAS, the Idaho Aeronautics Advisory Board, at its May 28, 2020 meeting
concurred with the provided Idaho Airport Aid Program

NOW THEREFORE BE IT RESOLVED, that the Idaho Airport Aid Program for
state fiscal year 2021 be approved; and

BE IT FURTHER RESOLVED, the Idaho Transportation Board directs the
Division of Aeronautics to issue grant offers for the SFY- 2021 year including the
amounts shown for additional supplemental projects to Idaho airports; and

BE IT FURTHER RESOLVED, the Idaho Transportation Board adopts the
proposed allocation of airport funds.



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date June 17, 2020Consent Item ☐Information Item ☐Amount of Presentation Time Needed 10

Presenter's Name Mollie McCarty	Presenter's Title Governmental Affairs Manager	Initials MM	Reviewed By LSS
Preparer's Name Mollie McCarty	Preparer's Title Governmental Affairs Manager	Initials MM	

Subject

2021 Potential Legislative Ideas		
Key Number	District	Route Number

Background Information

The attached legislative ideas provide brief descriptions and fiscal impacts for three potential 2021 proposals:

- Update Idaho code for federal odometer disclosure requirements
- Non-resident violator compact cleanup
- Eliminate requirement to surrender a suspended driver license

Staff will submit legislative ideas on behalf of the board. Idea forms must be submitted to the Division of Financial Management (DFM) by July 10, 2020, for their review and approval. New to the process this year is a requirement to meet with the Governor's staff and DFM prior to submitting an idea.

DFM approval of legislative ideas authorizes the department's staff to proceed with the development of draft legislation. Draft legislation will be presented to the Board for their review and approval in July and must be submitted to DFM by August 14, 2020.

Recommendations

For information and discussion, and potential action.

Board Action

☐ Approved ☐ Deferred _____
☐ Other _____

ITD CONCEPT

Session Year: Concept #:

Title:

Contact ID	Contact	Phone	E-Mail
Dealers	Brian Goeke	334-8684	brian.goeke@itd.idaho.gov

Brief description of legislation and how it will "solve the problem":

As of January 1, 2021, federal code (49 CFR 580.17) requires odometer disclosure requirements for vehicles 20 years old or older. Prior to this change, the requirements applied to vehicles 10 years old or older. This proposal updates Idaho Code 49-502 to align with the changes.

Odometer reporting on vehicle titles is an essential function for the prevention of fraud. The odometer reading on a title allows the buyer to determine whether an odometer is accurate and whether the vehicle has been tampered with.

IF BILL PASSES:

FISCAL IMPACT: LEVEL OF IMPACT:

FISCAL IMPACT NARRATIVE:

IF BILL FAILS:

FISCAL IMPACT: LEVEL OF IMPACT:

FISCAL IMPACT NARRATIVE:

Comments:

ITD CONCEPT

Session Year: Concept #:

Title:

Contact ID	Contact	Phone	E_Mail
Dealers	Brian Goeke	334-8684	brian.goeke@itd.idaho.gov

Brief description of legislation and how it will "solve the problem":

The department seeks to repeal 49-2501 as a measure to clean up obsolete Idaho Code. The main purpose of the Non-Resident Violator Compact (NRVC) is to serve as a reciprocal agreement to ensure the payment of citations when a non-resident motorist commits an offense in a state and returns to their home state without paying the required fine. Under the NRVC the citing state could request that the home state suspend a driver's license until the outstanding fine was paid. In 2018, House Bill 599 repealed Idaho Code section 49-1505 and eliminated the department's authority to suspend driver licenses/privileges for unpaid infractions. As a result, Idaho is no longer able to comply with the NRVC.

Leaving the corresponding statute intact causes confusion with other jurisdictions regarding whether or not Idaho is still a participating state.

IF BILL PASSES:

FISCAL IMPACT: LEVEL OF IMPACT:

FISCAL IMPACT NARRATIVE:

IF BILL FAILS:

FISCAL IMPACT: LEVEL OF IMPACT:

FISCAL IMPACT NARRATIVE:

Comments:

ITD CONCEPT

Session Year: Concept #:

Title:

Contact ID	Contact	Phone	E_Mail
VSM	Amy Smith	334-8660	amy.smith@itd.idaho.gov

Brief description of legislation and how it will "solve the problem":

Driver licenses are increasingly used for identity purposes for many actions such as banking, seeking employment or boarding a commercial airplane under the upcoming REAL ID Act. Citizens who have a driving suspension or disqualification need to retain their physical card for proof of identity purposes. Current code in 49-327 and 49-331 creates ambiguous situations that occasionally lead law enforcement officers to take a citizen's suspended license. This proposal eliminates unnecessary code, reduces confusion and ensures consistency.

IF BILL PASSES:

FISCAL IMPACT: LEVEL OF IMPACT:

FISCAL IMPACT NARRATIVE:

IF BILL FAILS:

FISCAL IMPACT: LEVEL OF IMPACT:

FISCAL IMPACT NARRATIVE:

Comments:

There are a small number of law enforcement agencies that believe that because code indicates the license should be seized, they do so. This results in the purchase of a duplicate license upon reinstatement, since it is destroyed after seizure. This will prevent individuals from being cited, for possession, since the majority of citizens use their physical driver license as a means of picture identification for a variety of government and banking services.



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date June 17, 2020

Consent Item ☐

Information Item ☐

Amount of Presentation Time Needed 15 minutes

Presenter's Name	Presenter's Title	Initials	Reviewed By
Margaret Pridmore and John Tomlinson	Roadway Data Manager	MP/JT	LSS
Preparer's Name	Preparer's Title	Initials	
Margaret Pridmore and John Tomlinson	Roadway Data Manager	MP/JT	

Subject

COVID Traffic Counts and Crashes		
Key Number	District	Route Number

Background Information

When the Stay at Home Order was issued by Governor Brad Little effective March 25, 2020, traffic counts began dropping almost immediately. From the beginning of March to the beginning of April, traffic was down 38% statewide. Margaret Pridmore will talk about what her team observed as they keep up to date data on ITD's website, and show comparisons to traffic volumes the past several years.

Along with decreased traffic counts, traffic related fatalities on Idaho roads were affected. John Tomlinson will talk about what trends were seen, and talk about how Idaho is doing YTD as compared with last year's numbers. He will also talk about the 100 Deadliest Days, and the plans to save lives this Summer.

Recommendations

For information.



Board Agenda Item

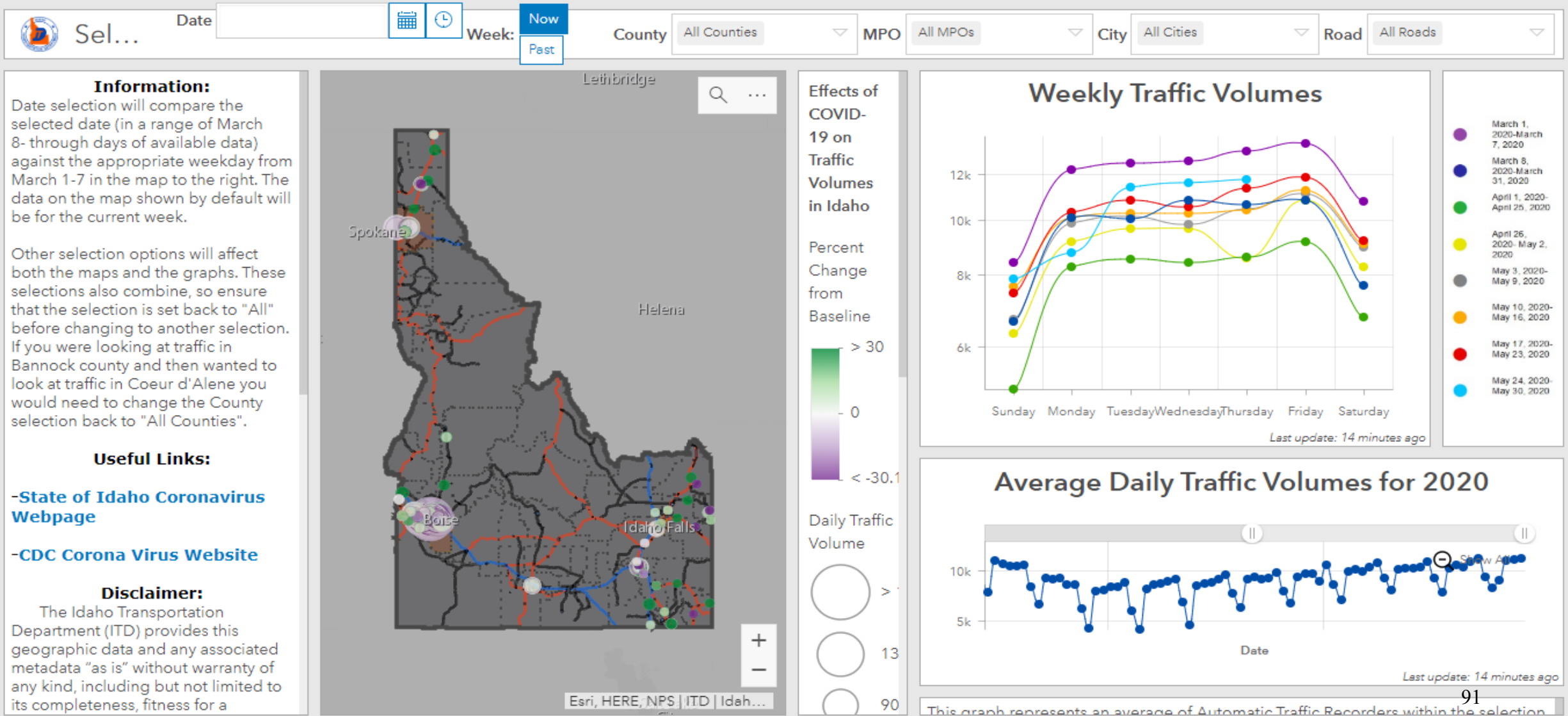
ITD 2210 (Rev. 10-13)

Board Action

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<input type="checkbox"/> Other	_____	

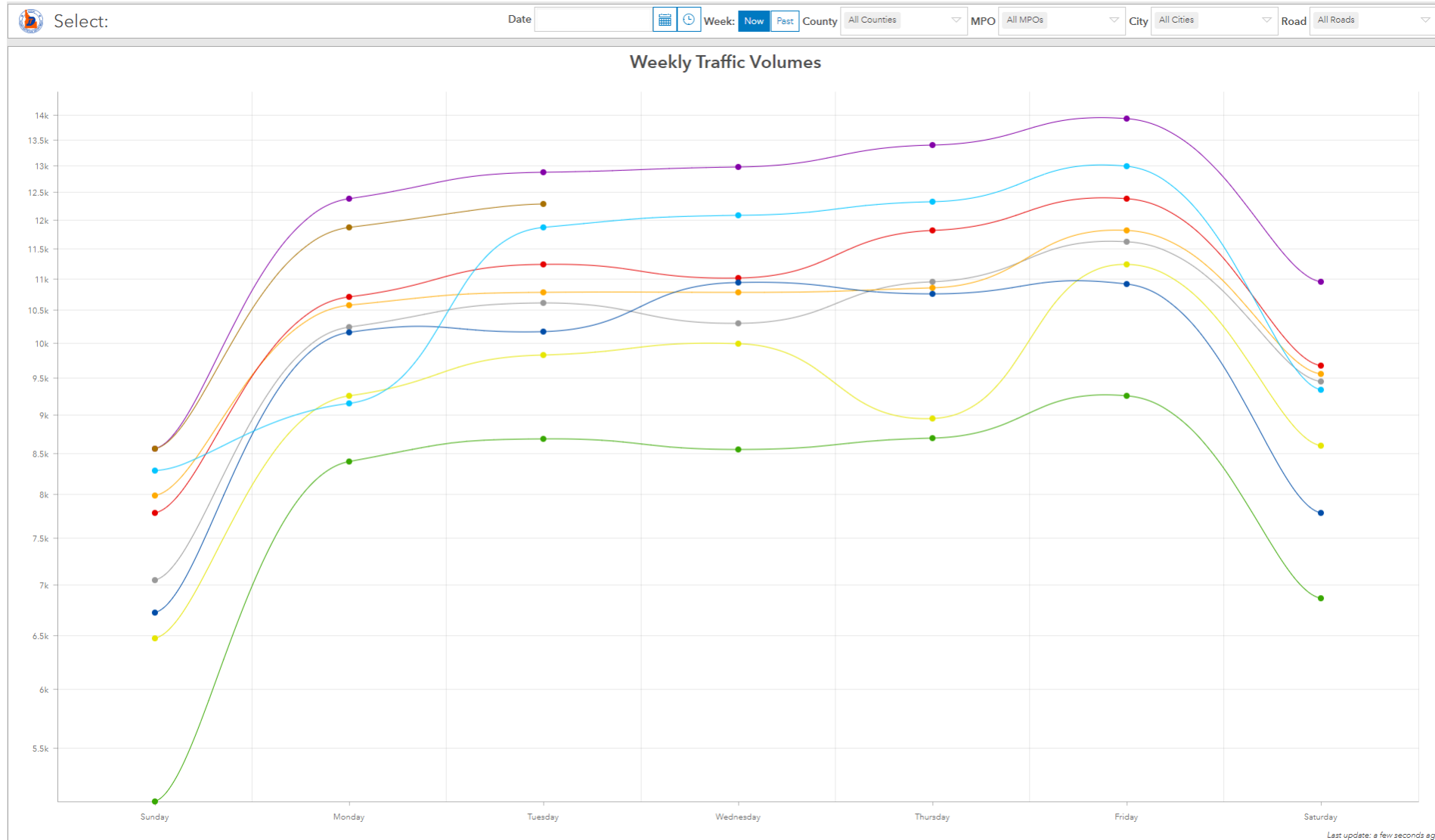
COVID-19 Traffic Monitoring Statewide

ipplan.maps.arcgis.com/apps/opstdashboard/index.html#/516d5001a04246c388bdf20cda9d93db?filter=1





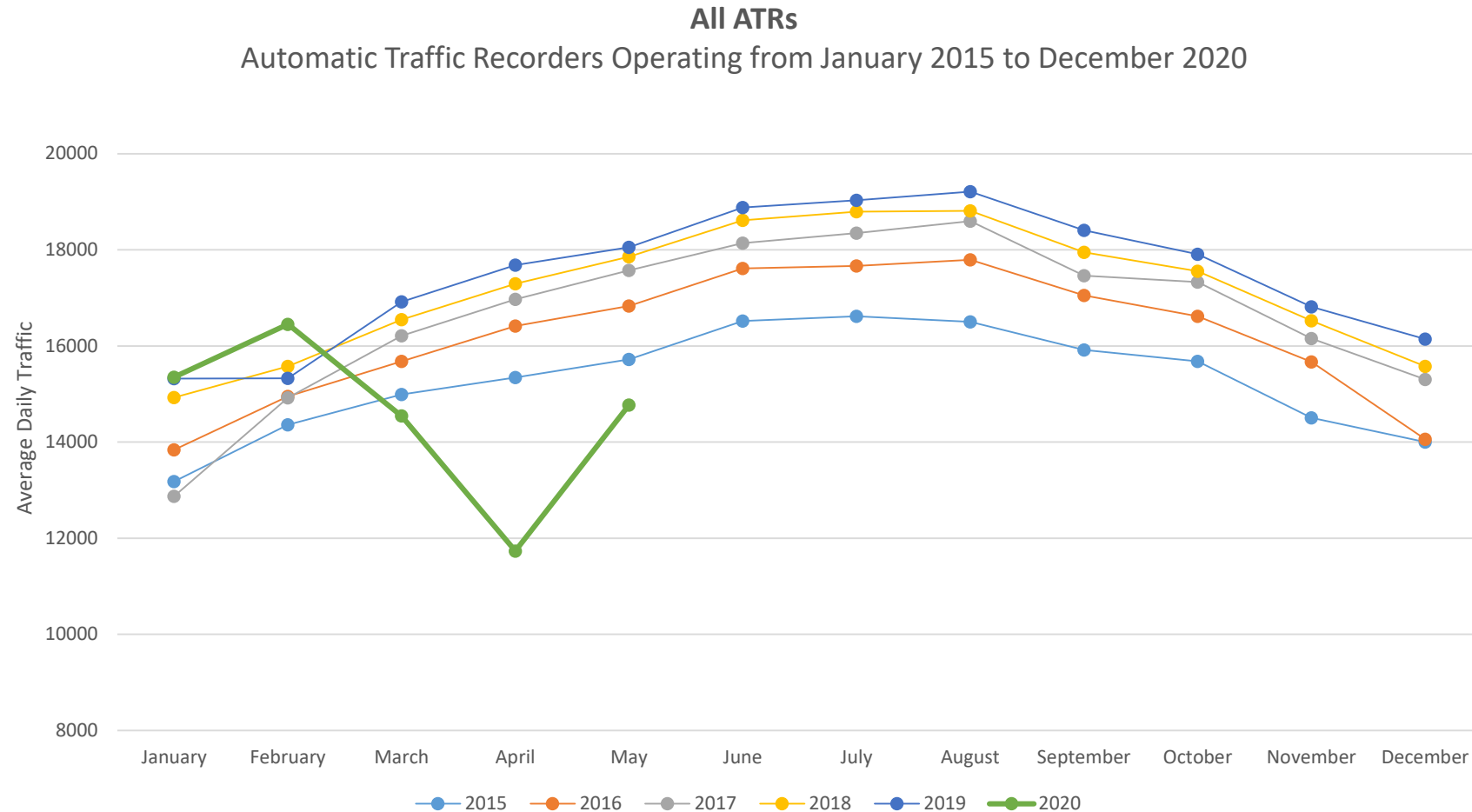
COVID-19 Traffic Monitoring Statewide



- March 1, 2020-March 7, 2020
- March 8, 2020-March 31, 2020
- April 1, 2020-April 25, 2020
- April 26, 2020-May 2, 2020
- May 3, 2020-May 9, 2020
- May 10, 2020-May 16, 2020
- May 17, 2020-May 23, 2020
- May 24, 2020-May 30, 2020
- May 31, 2020-June 6, 2020

COVID-19 Traffic Monitoring Statewide

Monthly Automatic Traffic Recorder trend report





COVID-19 Traffic Monitoring Statewide Points of Interest

- First week of April: -38% estimated traffic (Low Point)
- Climbing steadily weekly
- April Commercial Traffic: -13.3% estimated volumes
- May Commercial Traffic: -2.4% estimated volumes
- Partnership with FHWA and Software Vendor
- Lessons Learned
 - Anticipate the question
 - Make our data more available
 - Vet data from outside sources



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date June 17, 2020Consent Item ☐Information Item ☐Amount of Presentation Time Needed 15 minutes

Presenter's Name John Tomlinson and Kyle Wills	Presenter's Title Corporal, Boise PD	Initials JT/KW	Reviewed By LSS
Preparer's Name Kyle Wills	Preparer's Title Corporal, Boise PD	Initials KW	

Subject

Post COVID Aggressive Driving		
Key Number	District	Route Number

Background Information

Governor Brad Little issued a Stay at Home Order effective March 25, 2020. During April, most law enforcement agencies in Idaho (and across the Nation) slowed or eliminated their traffic enforcement activities due to social distancing guidelines. As traffic became light, some drivers decided to turn Idaho roads into raceways. Corporal Kyle Wills of the Boise Police Department will share some firsthand experiences of the triple digit speeds he has seen on I-84 near the airport. He will also touch on what the Office of Highway Safety is doing to partner with agencies across the state to deter this behavior.

Corporal Wills will have some PowerPoint slides containing social media posts he did, which started a lengthy discussion on high speeds.

Recommendations

For information.

Board Action

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

POST COVID AGGRESSIVE DRIVING

JUNE 17, 2020

CORPORAL KYLE
WILLS – BOISE PD
AND REGION 3 LEL



Multiple speeds daily in excess of 100 mph on I-84 and I-184, as well as, double and triple the speed limits on surface streets.





Kyle Lei

May 27 at 4:46 PM · 🌐

It's #watchoutwednesday & I'm spending time this pm on 3 mile creek rd & surrey ct for a complaint of speeders. If you're planning to drive through here remember the speed limit is 20 & there are plenty of kids around so SLOW DOWN! Oh yeah, #wavewithfive as you pass by. 😊



👍❤️😬 Scott Bolen and 38 others

12 Comments



Kyle Lei

May 6 · 🌐

For #watchoutwednesday you can find us keeping the workers & drivers safe in the construction zone 🚧 at Cole & Victory. Just a reminder that the speed limit is 25 in the construction & no left turns allowed from Cole Rd N or S Bound. #buckleupbuckaroo #dontmeetusontheroadside



5 Comments

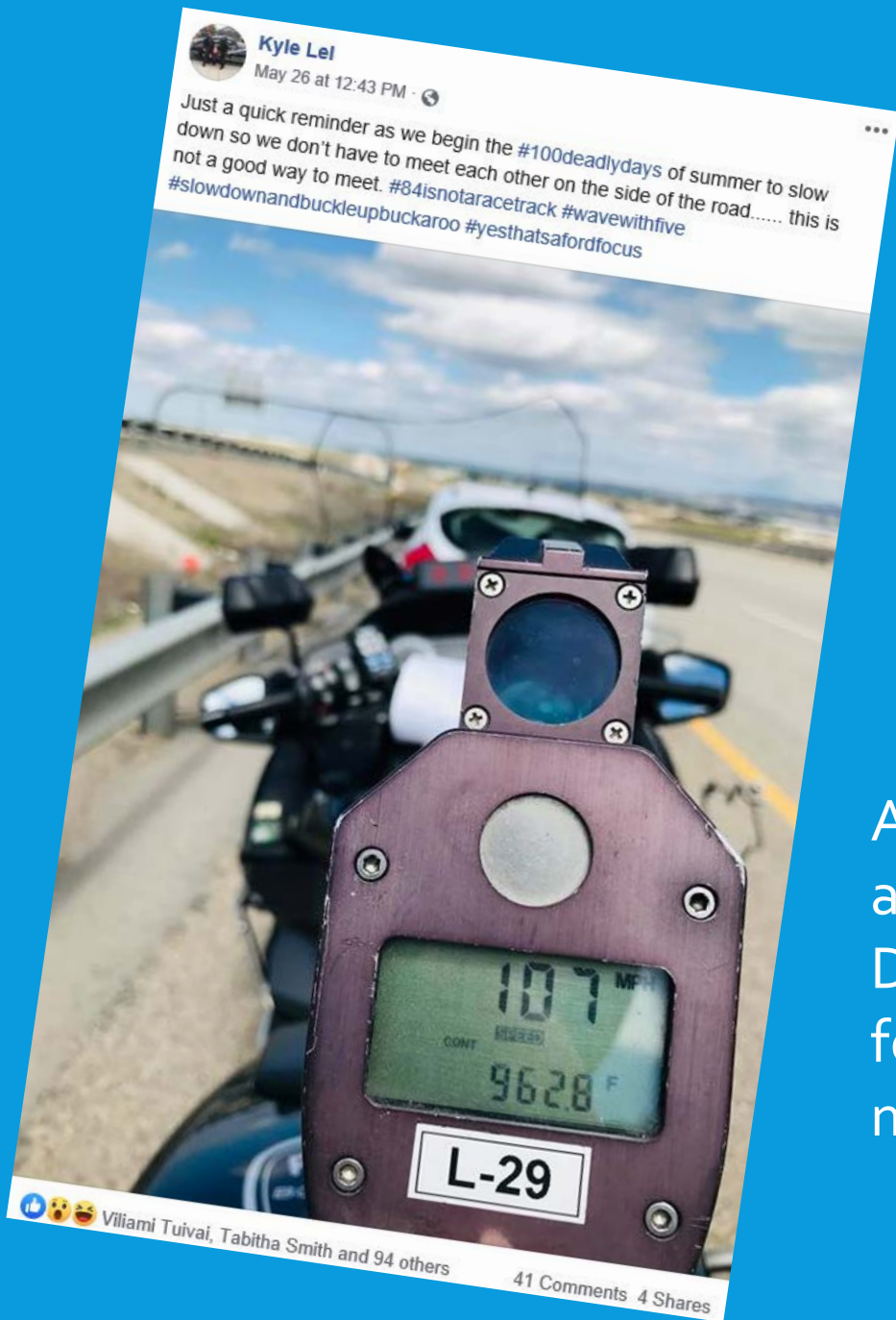
👍❤️ Viliami Tuivai, Tabitha Smith and 23 others

An emphasis was placed on working construction zones and traffic complaints received.



There was also educational outreach, media, and feel good stories sprinkled in the increased enforcement!





And teachable moments as we began the 100 Deadly Days Campaign followed with a large media response.



And finally a reminder
for all Idahoans:





QUESTIONS?



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date June 17, 2019Consent Item ☐Information Item ☐Amount of Presentation Time Needed 5 minutes

Presenter's Name John Tomlinson	Presenter's Title Highway Safety Manager	Initials JT	Reviewed By
Preparer's Name John Tomlinson	Preparer's Title Highway Safety Manager	Initials JT	

Subject

FFY 2021 Highway Safety Plan		
Key Number	District	Route Number

Background Information

This presentation is to seek Board approval of the FFY 2021 Highway Safety Plan, which is required to be submitted each year to the National Highway Traffic Safety Administration (NHTSA) on July 1, 2020.

I will answer any questions or comments made by the Board, based on the preliminary informational HSP presentation at last month's Board Meeting.

Recommendations

The Board approve the FFY 2021 Highway Safety Plan to be submitted to the National Highway Traffic Safety Administration. Resolution on page 103.

Board Action

☐ Approved ☐ Deferred _____
☐ Other _____

WHEREAS, Idaho experienced 24,031 reportable traffic crashes, 234 traffic deaths, and 1,250 people seriously injured in 2018; and

WHEREAS, the economic cost of traffic crashes in Idaho for 2018 was more than \$4.1 billion; and

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

WHEREAS, the National Highway Traffic Safety Administration (NHTSA) may allocate about \$3.9 million in funding behavior safety programs for Idaho to help eliminate traffic deaths and serious injuries; and

WHEREAS, the Idaho Traffic Safety Commission and the Office of Highway Safety have developed the Highway Safety Plan for Federal Fiscal Year 2021 to work toward the elimination of Idaho traffic deaths, serious injuries, and economic losses; and

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

NOW THEREFORE BE IT RESOLVED, that the Idaho Transportation Board adopts the Highway Safety Plan for Federal Fiscal Year 2021, which is on file in the Office of Highway Safety.



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date June 17, 2020

Consent Item ☐

Information Item ☐

Amount of Presentation Time Needed 5 minutes

Presenter's Name Damon Allen, PE	Presenter's Title District 1 Engineer	Initials	Reviewed By LSS
Preparer's Name William Roberson	Preparer's Title District Planner	Initials	

Subject

City of Fernan Village sewer line mitigation		
Key Number N/A	District 1	Route Number I 90

Background Information

The purpose of this agenda item is to seek Board approval for cost participation in an amount not to exceed \$20,000 to partially fund a city replacement of an existing sewer line constructed in the 70s that is under Interstate 90.

The City is replacing the wastewater collection system for the commercial property fronting on Coeur d'Alene Lake Drive. The existing pressure sewer line runs under I-90 and is no longer serviceable. Because the sewer line was in existence before I-90 was constructed, the State has agreed to cover the cost of re-construction of that portion as part of the Commercial Sewer LID project. The City will be responsible for all other costs of the Commercial Sewer LID project.

ITD and FHWA will not allow open-trench construction on I-90. For these reasons the City has requested ITD participation in the cost to bore a casing for a replacement line under I-90, since they would otherwise use less-expensive open-trench methods if the freeway hadn't been constructed.

It is in the public interest for ITD to participate in the cost of the sewer improvements because:

- ITD's 1978 construction of I-90 over the sewer line removed any flexibility the City once had in maintaining the system, like open trenching or closing roads to repair.
- Boring eliminates potential disruption to traffic on I-90 during the sewer's replacement.
- Having a signed agreement, including cost participation gives ITD the ability to review and approve the City contracting and design procedures to protect I-90.
- The City does not have the additional economic resources to conduct a deep bore across the width of the I-90 right of way.



Board Agenda Item

ITD 2210 (Rev. 10-13)

Recommendations:

Approve attached resolution with funding from District operations budget, page 106.

Board Action

☐ Approved ☐ Deferred _____
☐ Other _____



Board Agenda Item

ITD 2210 (Rev. 10-13)

RESOLUTION

WHEREAS, the Idaho Transportation Board supports the ITD mission of safety, mobility, and economic opportunity. In that context the Idaho Transportation

WHEREAS, the Department has been invited to become part of partnership to reconstruct the sanitary sewer under Interstate 90 at Coeur D'Alene Lake Drive.

WHEREAS, it is in the public interest for ITD to participate in the reconstruction cost because the sanitary sewer predates the interstate; and

WHEREAS, it is in the public interest for ITD to participate in the reconstruction cost because financial participation guarantees the right for ITD to approve the design of the project to best protect I-90; and

WHEREAS, the cost of participation can be covered by ITD District operating funds and the City LID funding, Fernan Sewer Improvements.

NOW THEREFORE BE IT RESOLVED that the Board finds it in the public interest for ITD to participate in the not-to-exceed cost of \$20,000 from District Operating, to replace the sanitary sewer under Interstate 90 at Coeur D'Alene Lake Drive in the City of Fernan Village.



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date 6/17/2020

Consent Item ☐

Information Item ☐

Amount of Presentation Time Needed 10

Presenter's Name Robert Beachler	Presenter's Title Sr. Transportation Planner	Initials RB	Reviewed By BR
Preparer's Name Robert Beachler	Preparer's Title Sr. Transportation Planner	Initials RB	SS
			LSS

Subject

2020 Functional Classification Review		
Key Number	District 1-6	Route Number

Background Information

In accordance with Board Policy 4060, an updated Functional Classification Map of the State Highway System (SHS) is to be presented to the Board for approval each year.

There have been no changes to Idaho's State Highway Systems Functional Classification map since approval by FHWA October 28, 2016.

The Community Planning Association of Southwest Idaho (COMPASS) is requesting changes to the Federal Aid Functional Classification System within the COMPASS Planning area.

- Updating the Functional Classification of two existing roadways- Northside Blvd and Federal Way.
- Requests changing the classification of three existing roadways based on how they function or have been constructed.
- Requesting to add Orchard Street re-alignment segment as a principal arterial.

Attached COMPASS document shows the location of the roadways segments requesting functional classification changes.

Attachments: SHS Functional Classification Map 17Jun2020 attach1.pdf
COMPASS Functional Classification Change Request 17Jun2020 attach2.pdf
2020 Functional Classification Review Resolution 17Jun2020 attach3.doc

Recommendations

Department staff has reviewed the Functional Classification Map for the State Highway System and there are no changes for 2020 and recommends the Idaho Transportation Board approve the State Highway System Functional Classification Map, and accepts COMPASS' request to update and change the Federal Aid Functional Classification of the select roadways within the COMPASS Planning Area, p. 117.

Board Action

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

Idaho

State Highway System

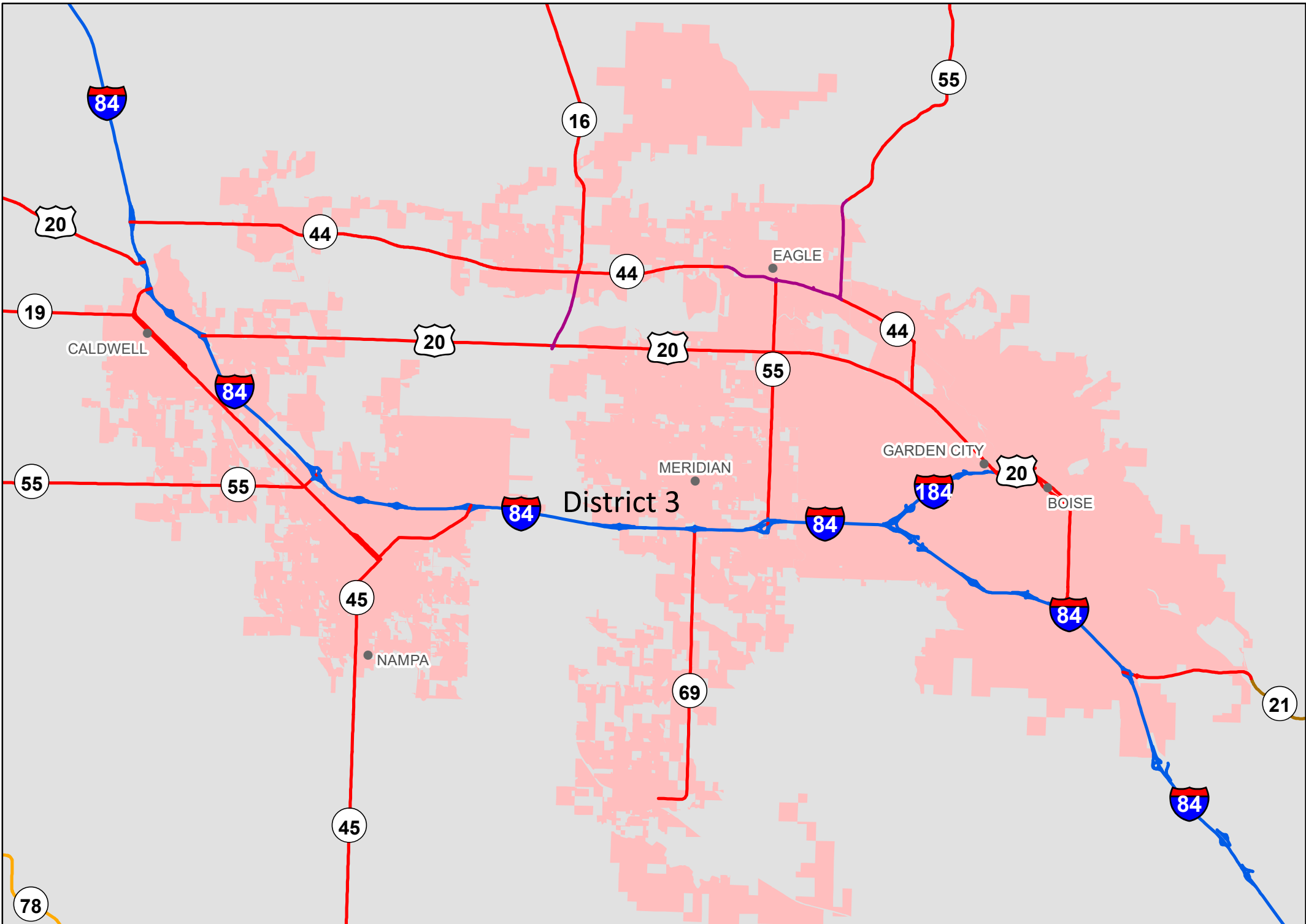
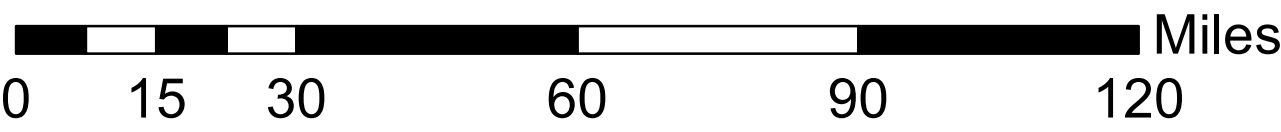
Functional Classification Map

FHWA approved October 28, 2016

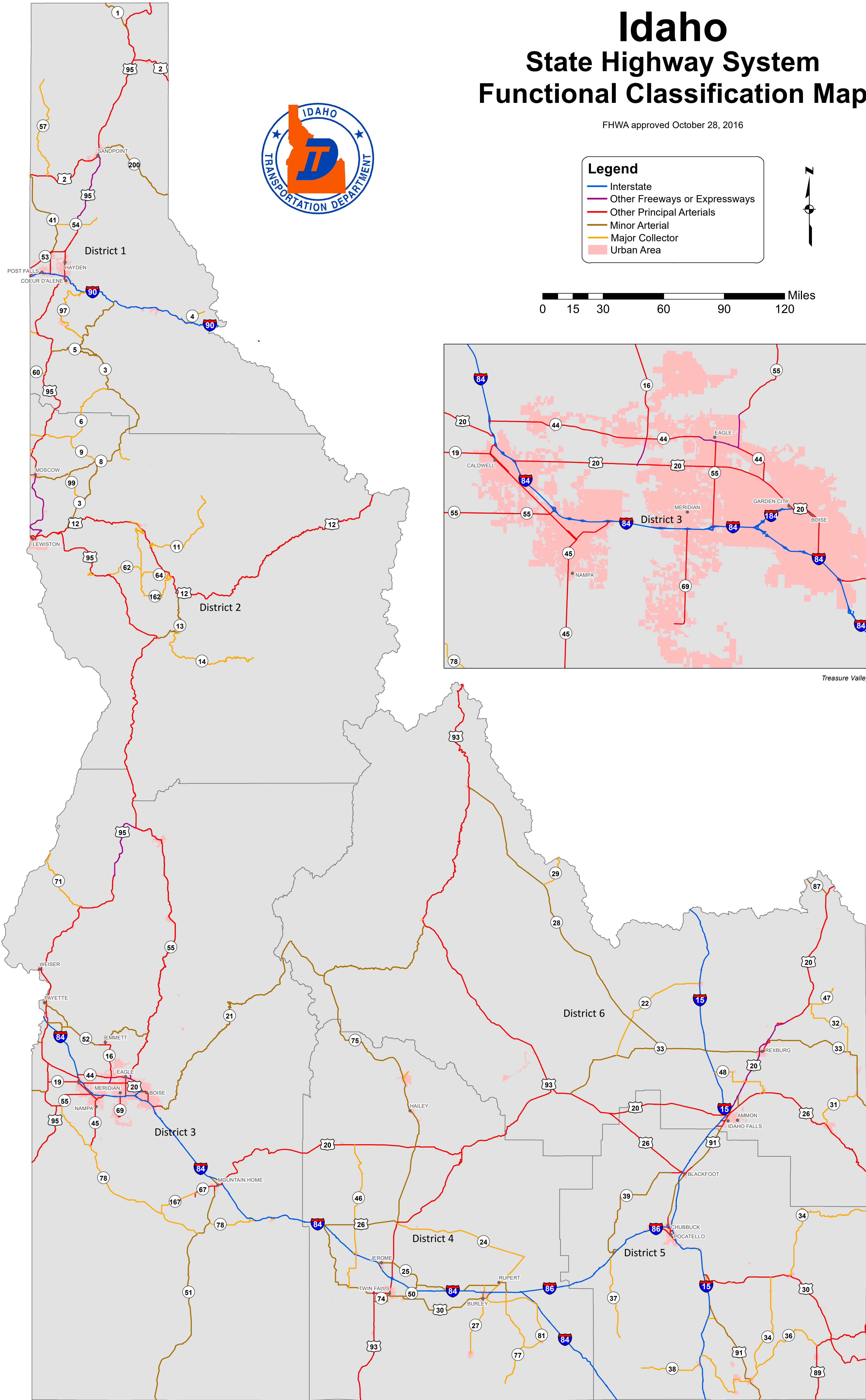


Legend

- Interstate
- Other Freeways or Expressways
- Other Principal Arterials
- Minor Arterial
- Major Collector
- Urban Area



Treasure Valley Map Inset





March 16, 2020

Kenneth Kanownik, AICP
Planning Services Manager
Division of Highways – Highways Development
Idaho Transportation Department
3311 West State Street
Boise, ID 83707-1129

RE: 2025 Federal Aid Functional Classification

Dear Mr. Kanownik:

Thank you for providing an opportunity to request changes to the 2025 Federal Aid Functional Classification System within the COMPASS Planning Area.

The requested changes are in attachment 1 which contains maps with associated comments. The nature of the changes are the following:

- Correct the classification in sections of two existing roadways – Northside Boulevard and Federal Way.
- Change the classification of three existing roadways based on how they function or have been constructed. Less than four miles of minor and principal arterials were added. COMPASS requested ITD to add these two roadways to the 2025 Federal Aid Functional Classification System in February 2019. All the changes were approved but these two new roadways were possibly overlooked and therefore, not added at that time.
- Add Orchard Street Re-Alignment segment as a principal arterial. This project is programmed in the Regional Transportation Improvement Program with construction scheduled in 2023. This new alignment is less than one mile in length. Once construction is complete, COMPASS will request that the original Orchard Street be reclassified and that the National Highway System reflect these changes. At this time, COMPASS is not requesting a change to the classification of the existing Orchard Street.

COMPASS, on behalf of the transportation agencies within the planning area boundary, request that the Idaho Transportation Board accept the changes to the roadways shown in attachment 1 to the 2025 Federal Aid Functional Classification System.

Pending acceptance by the Idaho Transportation Board, COMPASS staff requests that ITD make the changes to the 2025 Federal Aid map and forward it to the Federal Highway Administration – Idaho Division.

Thank you. Please direct any questions to Mary Ann Waldinger, Principal Planner, at 208/475-2242 or mwaldinger@compassidaho.org.

Sincerely,



Matthew J. Stoll
Executive Director

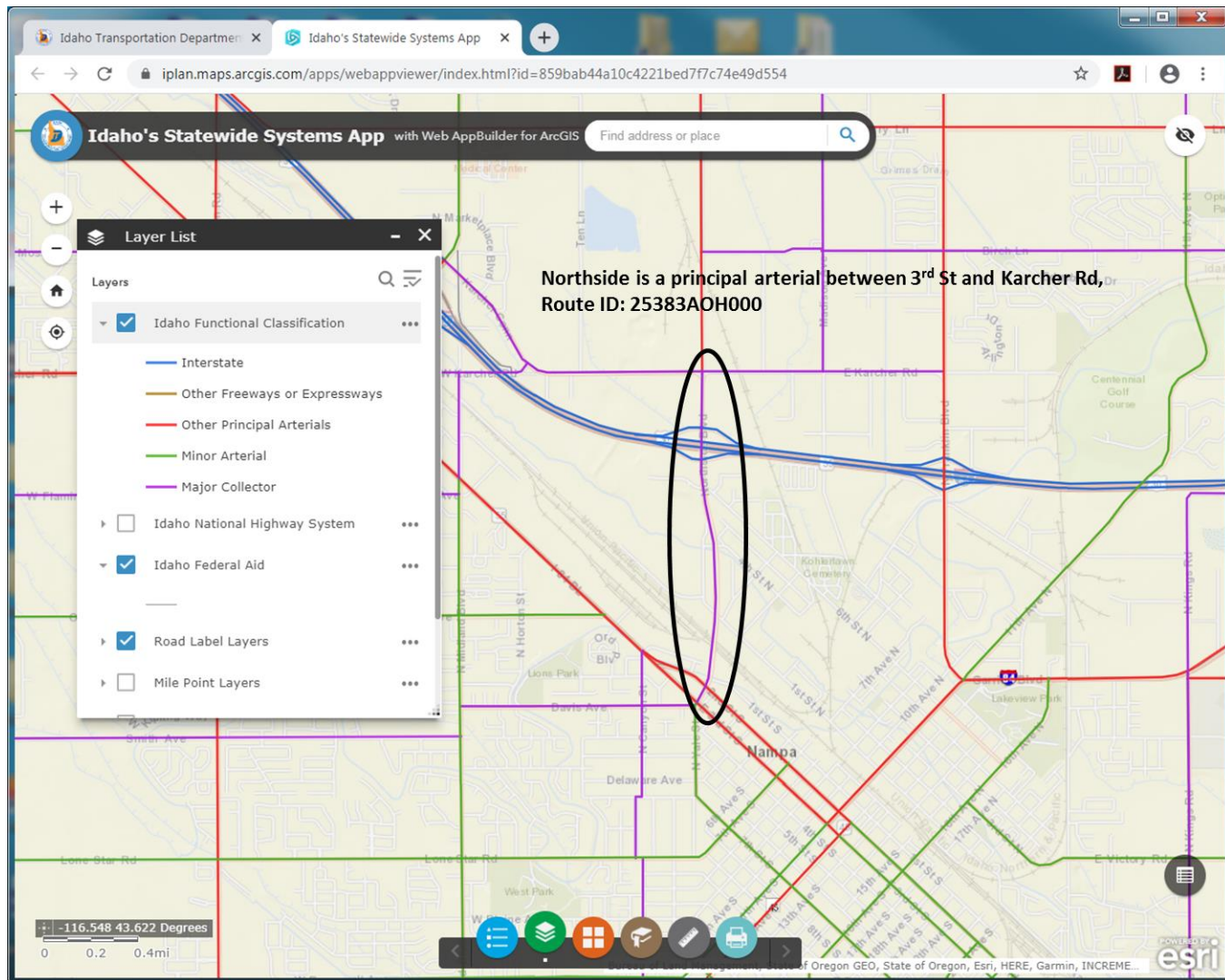
Attachments:

1. 2025 Federal Aid Functional Classification lists and maps of administrative corrections and requested changes.

pc: Scott Frey, FHWA Idaho Division
Rob Beachler, ITD Planning Services Division
Ryan Head, ACHD Planning Supervisor

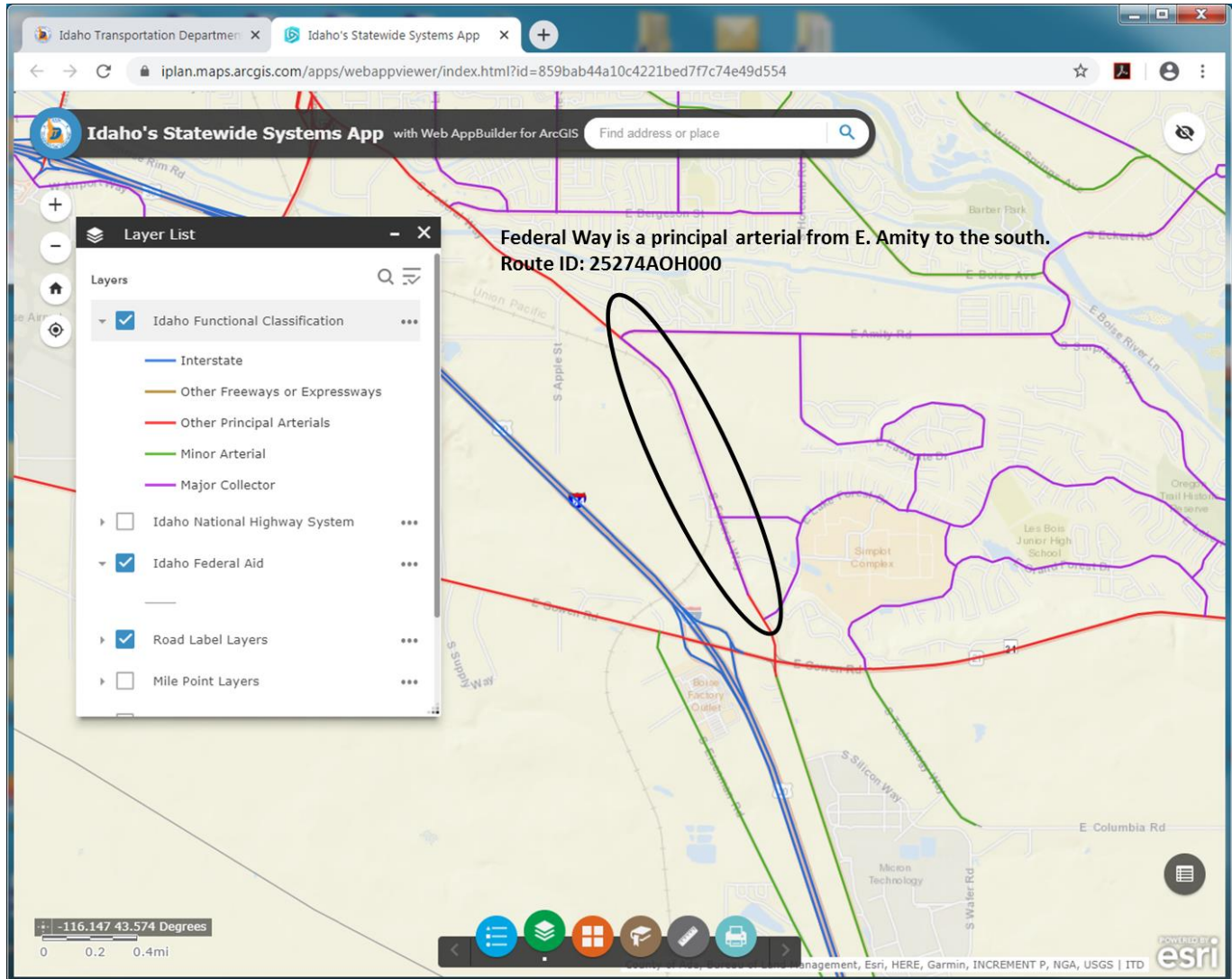
MW:MA T:\FY20\800 System Maintenance\836 Regional Travel Demand Model\2025 Federal Aid Functional Classification Administrative Changes.docx

Northside Boulevard between 3rd Street and Karcher Road
Please correct the classification to principal arterial.



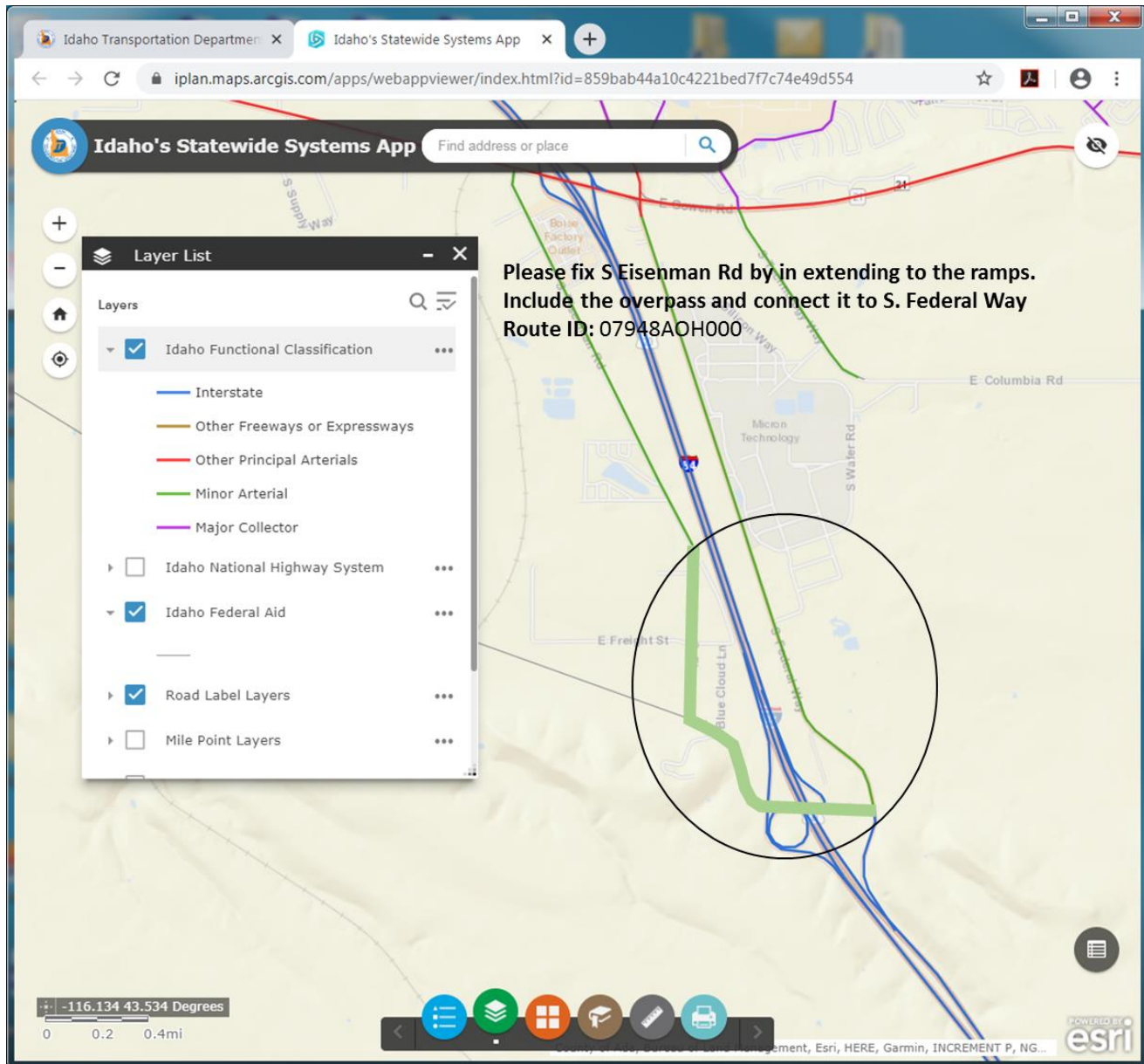
Federal Way south of Amity Road

Please correct the classification to principal arterial.



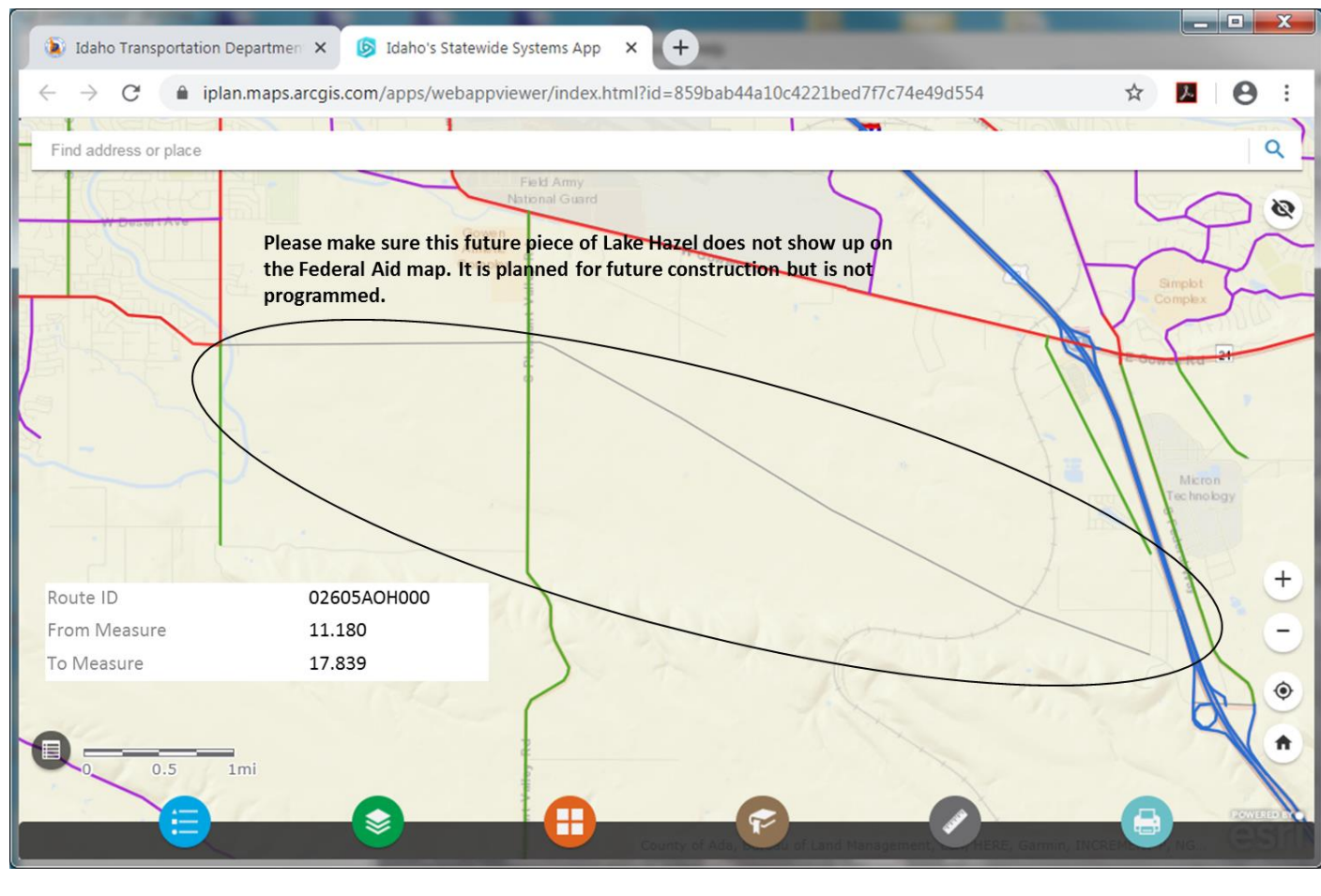
Eisenman Road and Overpass

Please add the remaining section of Eisenman Road by extending it as a minor arterial to the Eisenman Interchange, include the overpass connecting it to Federal Way. This will also allow ITD to access federal funds for work on the overpass if the need arises.



Future Lake Hazel Road extension

Please remove this line. A piece of it exists (next map) but the rest of it is not programmed for construction.

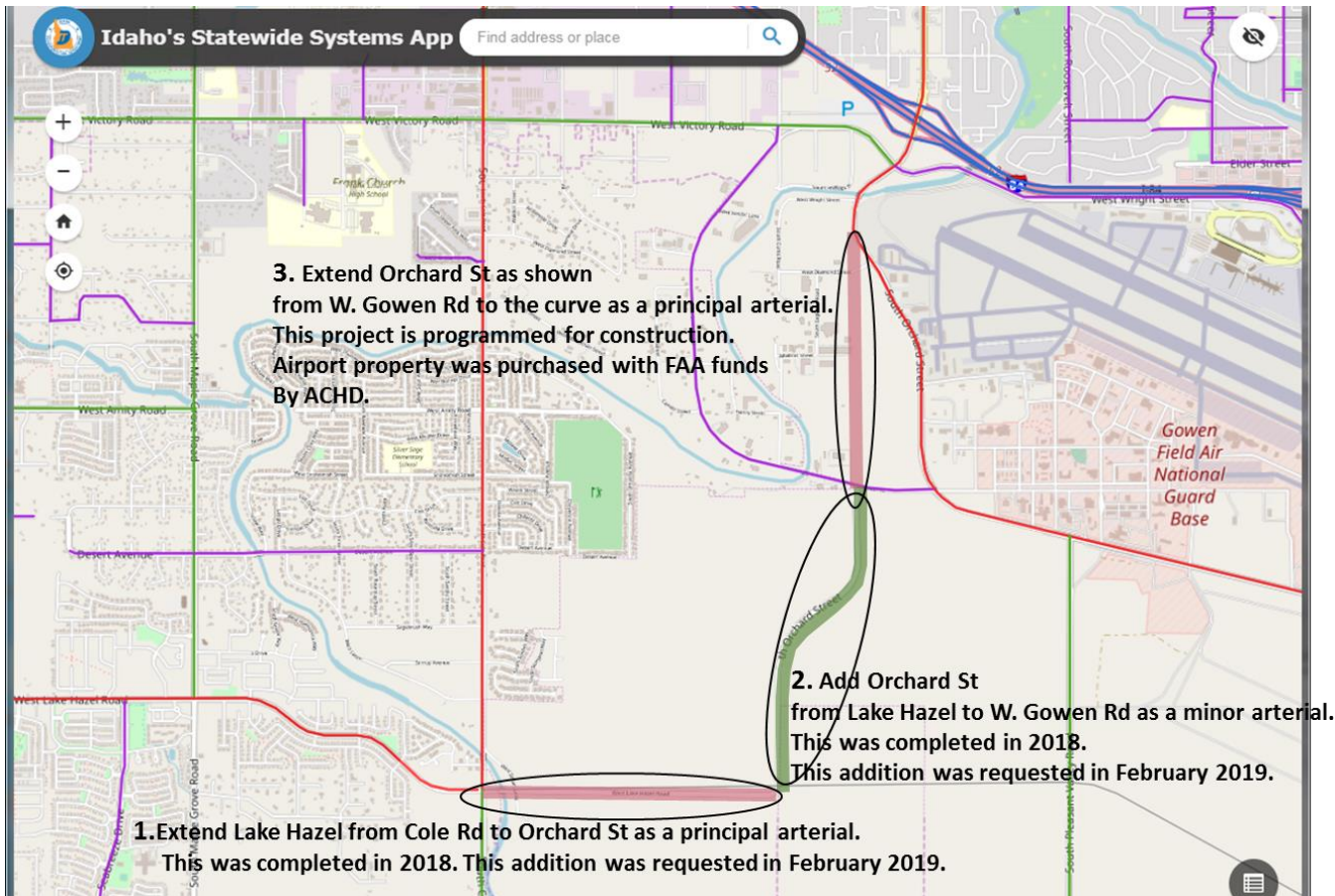


Lake Hazel Road and Orchard Street Extensions

1. Lake Hazel Road between Cole Road and Orchard Street. Extend Lake Hazel Road from Cole Road to Orchard Street as a principal arterial.
2. Orchard Street between Lake Hazel Road to W. Gowen Road. Extend Orchard Street from Lake Hazel Road to W. Gowen Road as a minor arterial.

Both of these projects were completed in 2018 and COMPASS requested ITD to add these roadways in February 2019. These add approximately two miles of arterials to the system.

3. Orchard Street Realignment between W. Gowen Road to ~600' north of Diamond Street (see concept on the next page). Please add this new roadway to the 2025 Federal Aid map as a principal arterial. This project is programmed, regionally significant and scheduled for construction in 2023. This adds less than one mile to the principal arterial system.



Orchard Street, Gowen Road to I-84 On-Ramp, Boise

Regionally Significant: ☐

Key #: RD207-01

Requesting Agency: ACHD

Project Year: 2023

Total Previous Expenditures: \$30

Total Programmed Cost: \$5,624

Total Cost (Prev. + Prog.): \$5,654

Project Description: Realign and widen Orchard Street from Gowen Road to I-84 in the City of Boise to five lanes with curb, gutter, sidewalk, and bike lanes. Project includes reconstruction of the Gowen Road intersection as a multi-lane roundabout. Final alignment will be determined by the Orchard Alignment Study.

COMPASS PM:

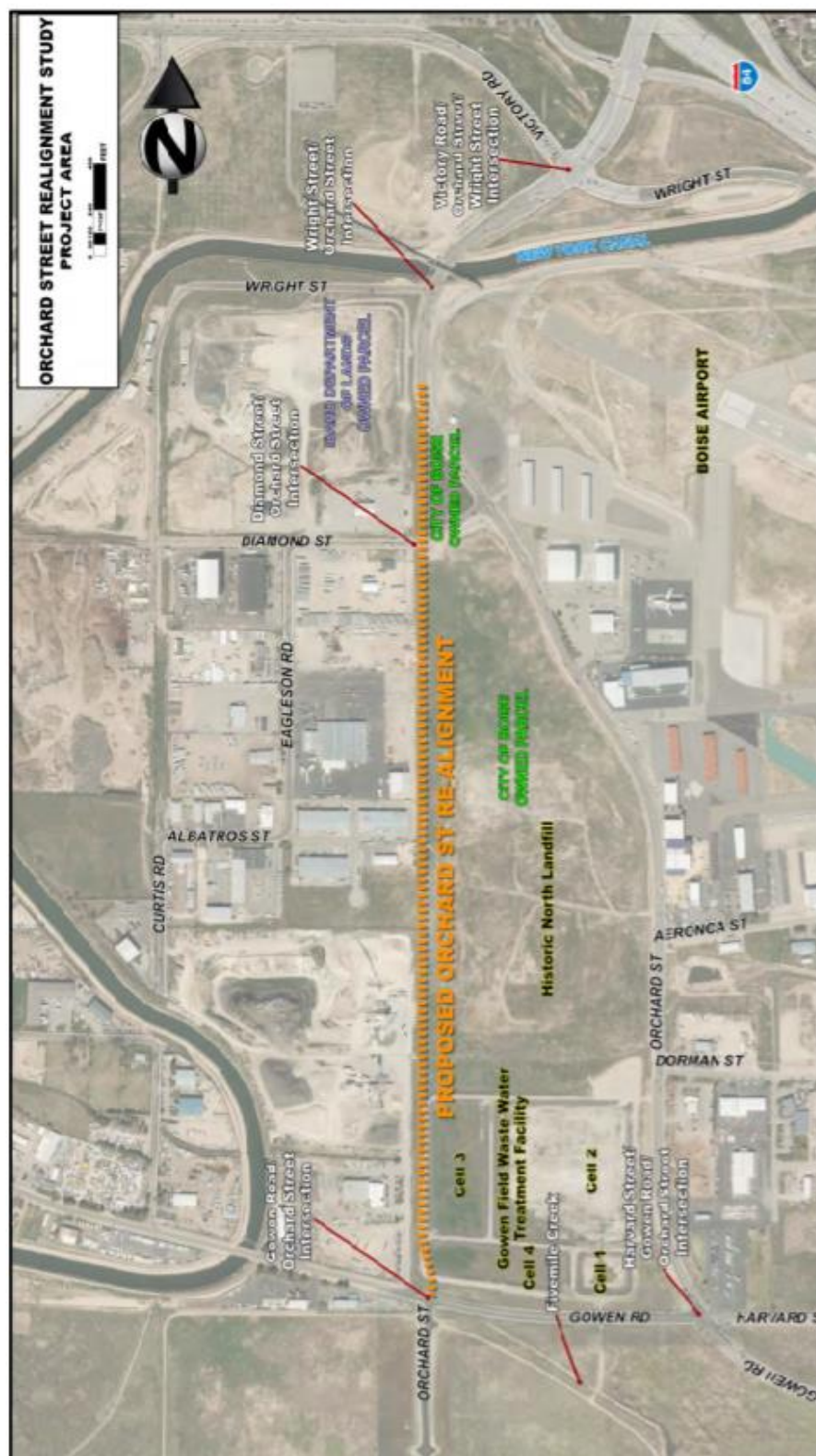
Congestion Reduction/System Reliability
Transportation Safety
Community Infrastructure
Environmental Sustainability

Federal PM:



Funding Source Local (Regionally Significant) Program Hwy - Local Partnerships							Local Match 100.00%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share
2020	0	455	5	5	0	0	465	0
2021	0	0	420	0	0	0	420	0
2022	0	0	420	0	0	0	420	0
2023	0	0	0	0	0	4,319	4,319	0
Fund Totals:	\$0	\$455	\$845	\$5	\$0	\$4,319	\$5,624	\$0
								\$5,624

Orchard Street Re-alignment concept, provided by ACHD.





2020 Federal Aid Functional Classification Review Resolution
Page 1 of 1

2020 Federal Aid Functional Classification Review

WHEREAS, Department staff has reviewed the Functional Classification Map for the State Highway System of Idaho; and

WHEREAS, Idaho Transportation Board Policy 4060, Functional Classification of State Highways requires an annual update of the State Highway System Functional Classification Map; and

WHEREAS, Department staff has presented the map with no changes for 2020; and

WHEREAS, on March 16th 2020 the Idaho Transportation Department Planning Services Section received a request from the Community Planning Association of Southwest Idaho (COMPASS) to change the Federal Aid Functional Classification System for select roadways within the COMPASS Planning Area ; and

WHEREAS, on May 21st 2020, the Idaho Transportation Board was provided an informational briefing and supporting materials regarding COMPASS' request to update the functional classification of Northside Boulevard and Federal Way, and change the classification of Eisenman Road, Lake Hazel Road and Orchard Street Extensions based on how they function or have been constructed; and

WHEREAS, COMPASS requests the addition of the Orchard Street Re-Alignment segment as a principal arterial; and

WHEREAS, the Idaho Transportation Board has reviewed the request to update and change the Federal Aid Classification for select roadways within the COMPASS Planning Area.

NOW, THEREFORE BE IT RESOLVED that the Idaho Transportation Board confirms there are no changes to the State Highway System functional classification, and accepts COMPASS' request to update and change the Federal Aid Functional Classification of the select roadways within the COMPASS Planning Area.



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date 6/17/2020

Consent Item ☐

Information Item ☐

Amount of Presentation Time Needed 10

Presenter's Name	Presenter's Title	Initials	Reviewed By
Robert Beachler	Sr. Transportation Planner	RB	BR
Preparer's Name	Preparer's Title	Initials	SS
Robert Beachler	Sr. Transportation Planner	RB	LSS

Subject

COMPASS National Highway System Change Request		
Key Number	District	Route Number
	3	

Background Information

To follow up on the May Board meeting, there will be a short background information presentation on changes to the National Highway System and Functional Classification.

The Community Planning Association of Southwest Idaho (COMPASS) was made aware that the National Highway System (NHS) in Ada and Canyon Counties, as updated under MAP-21 in October 2012, contained several locally owned roadways. Many of the roadways were added to the NHS in 2012 simply because they were designated as principal arterials. The current NHS in Ada and Canyon Counties consists of 384 centerline miles, of which 129 centerline miles are recommended for deletion from the NHS.

COMPASS' Regional Transportation Advisory Committee reviewed the changes and recommended them to the COMPASS Board of Directors who approved the changes on December 16, 2019. COMPASS formally asks that the Idaho Transportation Board accept the request to delete the roadways shown in Attachment from the NHS.

Attachments:

NHS and Functional Classification Background 17Jun2020 attach1.ppt

COMPASS NHS Change Request 17Jun2020 attach2.pdf

COMPASS NHS Change Request Resolution 17Jun2020 attach3.doc

Recommendations

Staff has reviewed COMPASS' request and recommends that the Idaho Transportation Board accept and approve COMPASS' request to delete 129 centerline miles of MAP-21 Principal Arterials from the National Highway System and directs staff to forward the request to the Federal Highways Administration. Resolution on page 132.

Board Action

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

NHS & Functional Classification Background

17 Jun 2020



YOUR *Safety* • • • ► YOUR *Mobility* • • • ► YOUR *Economic Opportunity*

NHS MAP-21 Principal Arterials

- In 2012 the Moving Ahead for Progress in the 21st Century Act (MAP-21) added nearly 60,000 miles of principal arterials to the National Highway System (NHS)
- Unintended consequences included bringing the newly added principal arterials into compliance with NHS federal requirements and design standards
- Many MAP-21 Principal Arterials were added to the NHS simply because they were principal arterials



MAP-21 Principal Arterials (cont.)

- FHWA issued NHS modification guidance that requires a State to submit a request through the Division Office
- Requests for modification require documentation coordinated with the impacted MPO and local officials
- FHWA Divisions forward their recommendations to FHWA HQs for final approval and subsequent adjustments to the NHS



Functional Classification Updates

- Functional Classification of roadways defines the role each element of the roadway network plays in serving travel needs
- Planning Services Section and District Planning & Scoping staff met in October of 2019 for the ITD Planners Summit to provide staff with information on Functional Classification and how to coordinate any changes or updates
- LHTAC and highway districts can also submit changes to functional classification



Functional Classification Updates (cont.)

- The next statewide solicitation for changes to functional classification will be following the 2020 decennial census when the US Census Bureau issues updated urban area boundary maps
- Following the changes to urban boundary areas ITD will coordinate with transportation agencies for changes to functional classification
- In the interim ITD will review any requests for changes to functional classification on a case by case basis





March 16, 2020

Kenneth Kanownik, AICP
Planning Services Manager
Division of Highways – Highways Development
Idaho Transportation Department
3311 West State Street
Boise, ID 83707-1129

RE: National Highway System Change Request

Dear Mr. Kanownik:

In June 2019, staff from the Community Planning Association of Southwest Idaho (COMPASS) were made aware that the National Highway System (NHS) in Ada and Canyon Counties, as updated under MAP-21 in October 2012, contained several locally owned roadways and was overdue for review. COMPASS serves as the metropolitan planning organization for Ada and Canyon Counties.

Many of these locally owned roadways were added to the NHS in 2012 simply because they were designated as principal arterials. Per federal regulations, the NHS should consist of roadways important to the nation's economy, defense, and mobility.

The current NHS in Ada and Canyon Counties consists of over 384 centerline miles (Attachment 1), of which 129 centerline miles (33%) are recommended for deletion from the NHS (Attachment 2). These roadways do not serve the purpose outlined in NHS criteria, and with the exception of State Highway 21, all are locally owned roads.

NHS roadways have data collection and reporting requirements for the Idaho Transportation Department (ITD) beyond what is required for other roadways. Deleting unnecessary roadways will alleviate this burden and allow resources to be refocused to other needs within ITD.

In July 2019, COMPASS staff began the process to update the NHS in Ada and Canyon Counties by meeting with the six transportation agencies within the planning area that have local roads on the NHS. This process continued through the summer and fall. All proposed deletions are being made at the request of these agencies.

COMPASS' Regional Transportation Advisory Committee reviewed the changes and recommended them to the COMPASS Board of Directors, who approved the changes on December 16, 2019.

COMPASS, on behalf of the transportation agencies within the planning area boundary, formally asks that the Idaho Transportation Board accept the request to delete the roadways shown in Attachment 2 from the NHS.

Pending acceptance by the Idaho Transportation Board, COMPASS staff requests that ITD forward the request and attached required materials (Attachments 4 and 5, spreadsheet and GIS shapefiles) to the Federal Highway Administration (FHWA)-Idaho office for consideration and forwarding to FHWA-Headquarters by July 2020.

Thank you. Please direct any questions to Mary Ann Waldinger, Principal Planner, at 208/475-2242 or mwaldinger@compassidaho.org.

Sincerely,



Matthew J. Stoll
Executive Director

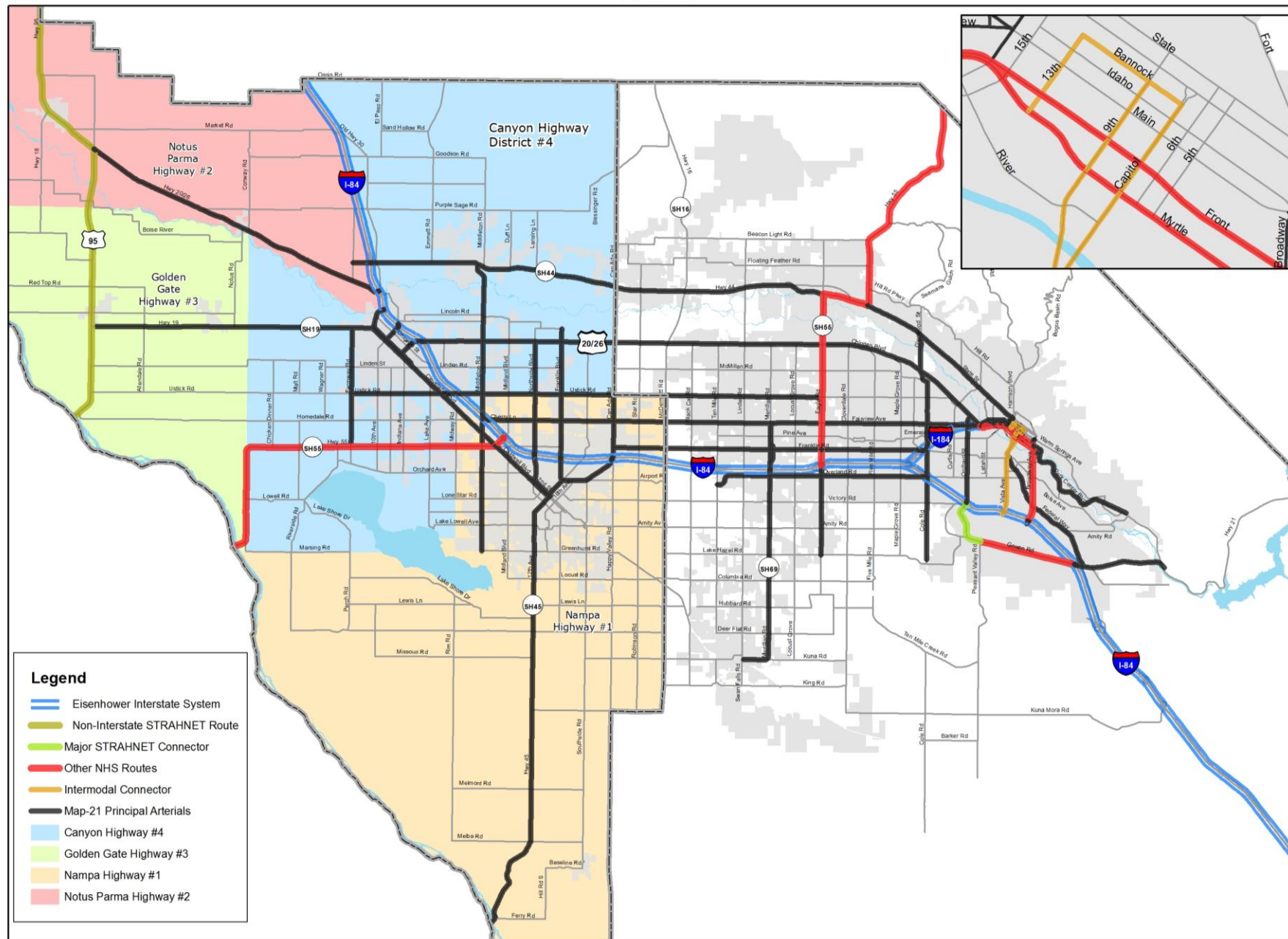
Attachments:

1. NHS, Current
2. NHS, Showing Requested Deletions, Lists, and Maps
3. NHS Draft
4. Excel spreadsheet
5. Zip file of GIS shapefiles

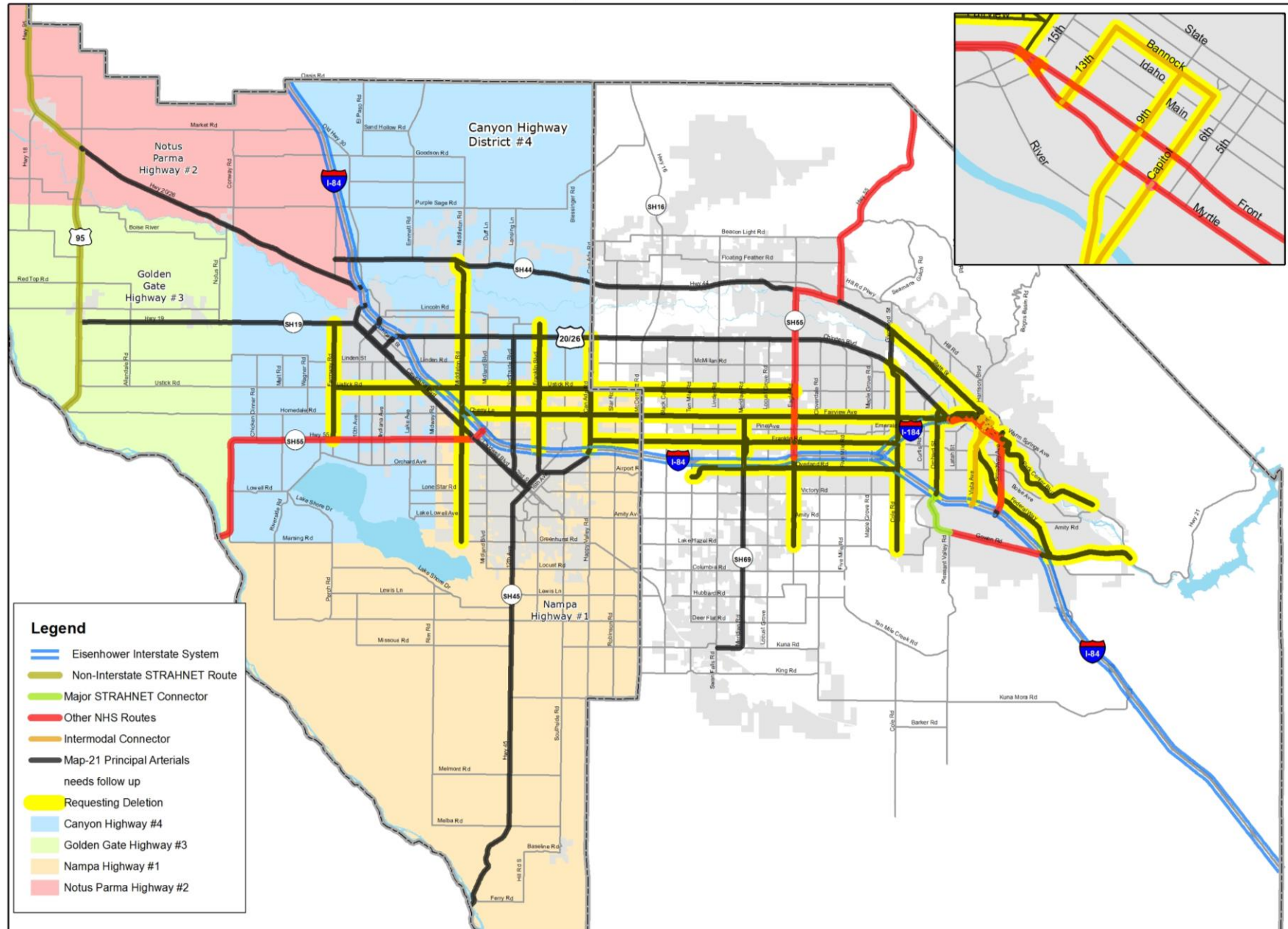
pc: Scott Frey, FHWA Idaho Division
Rob Beachler, ITD Planning Services Division

MW:MA T:\FY20\800 System Maintenance\836 Regional Travel Demand Model\NHS\FinalITDFHWAsubmittal\NHSrequest to ITD.docx

National Highway System, Ada and Canyon County Current

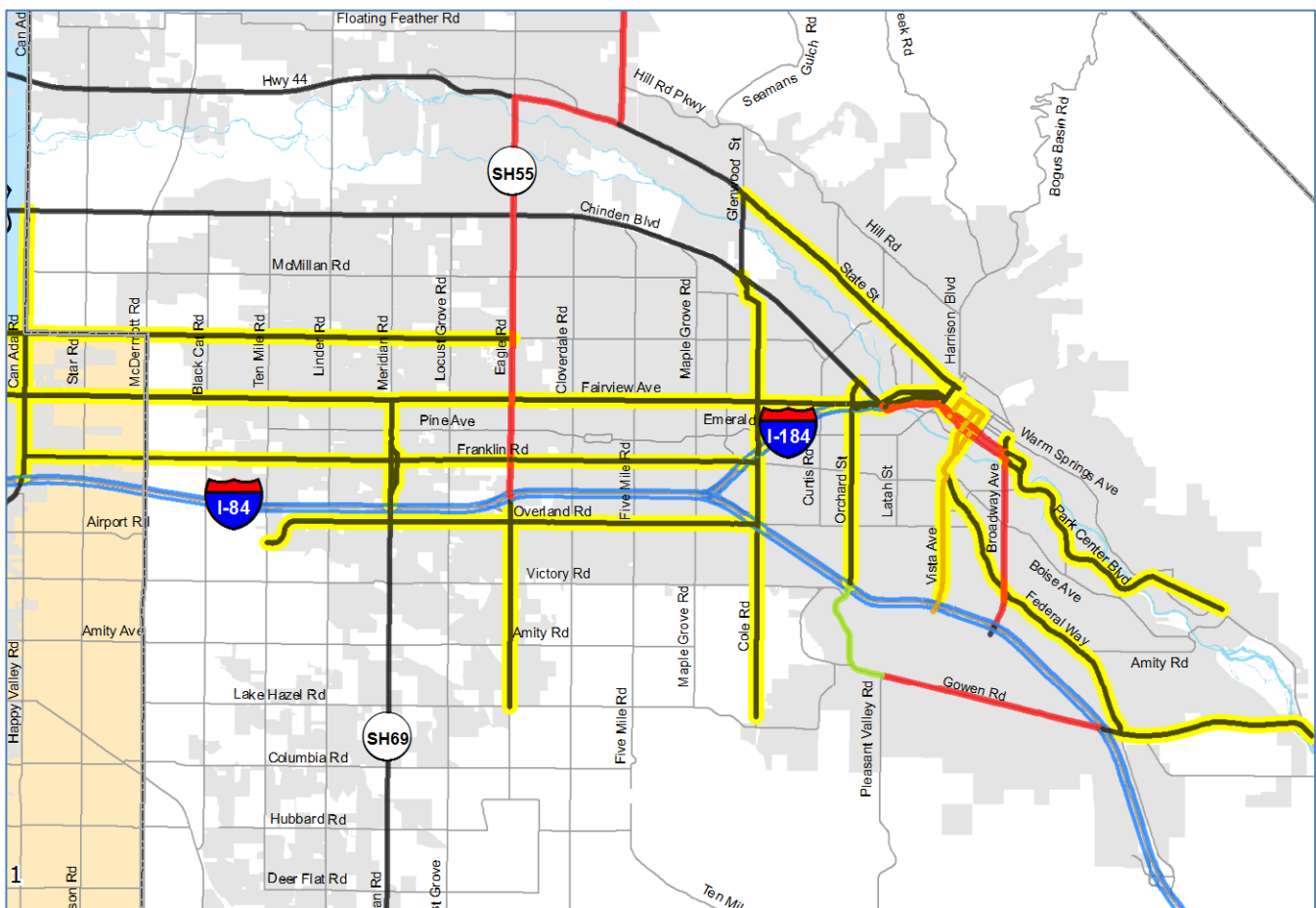


National Highway System, Ada and Canyon County **Requested Deletions**



List of ACHD and ITD's Roadways Designated on the NHS Requesting "Deletion" (highlighted in yellow on the map; see following page for an inset of requests in downtown Boise)

- State Street, Glenwood Street (SH 44) to 15th Street
- Ustick Road, Can Ada Road to Eagle Rd (SH 55)
- Fairview Avenue, McDermott Road to Orchard Street
- Main Street, Orchard Street to 16th St
- Fairview Avenue, Orchard Street to 16th St
- Franklin Road, McDermott Road to Cole Road
- Overland Road, Ten Mile Road to Cole Road
- Can Ada Road, Ustick Road to US 20/26
- Meridian Road, Exit 44 (Meridian Interchange) westbound ramps to Fairview Avenue
- Main Street in Meridian, Central Drive to the "crossover" at Meridian Road
- Eagle Road, Lake Hazel Road to Overland Road
- Cole Road/Mountain View Drive, N. Glenwood Street, Lake Hazel Road to US 20/26
- Orchard Street, Exit 52 (Orchard Interchange) westbound ramps to US 20/26
- Vista Avenue, I-84/Vista Avenue Westbound ramps to Capitol Boulevard
- Federal Way, SH 21 to Capitol Boulevard
- Parkcenter Boulevard, Eckert Road to Park Boulevard
- SH 21, Federal Way to Diversion Dam (ITD)



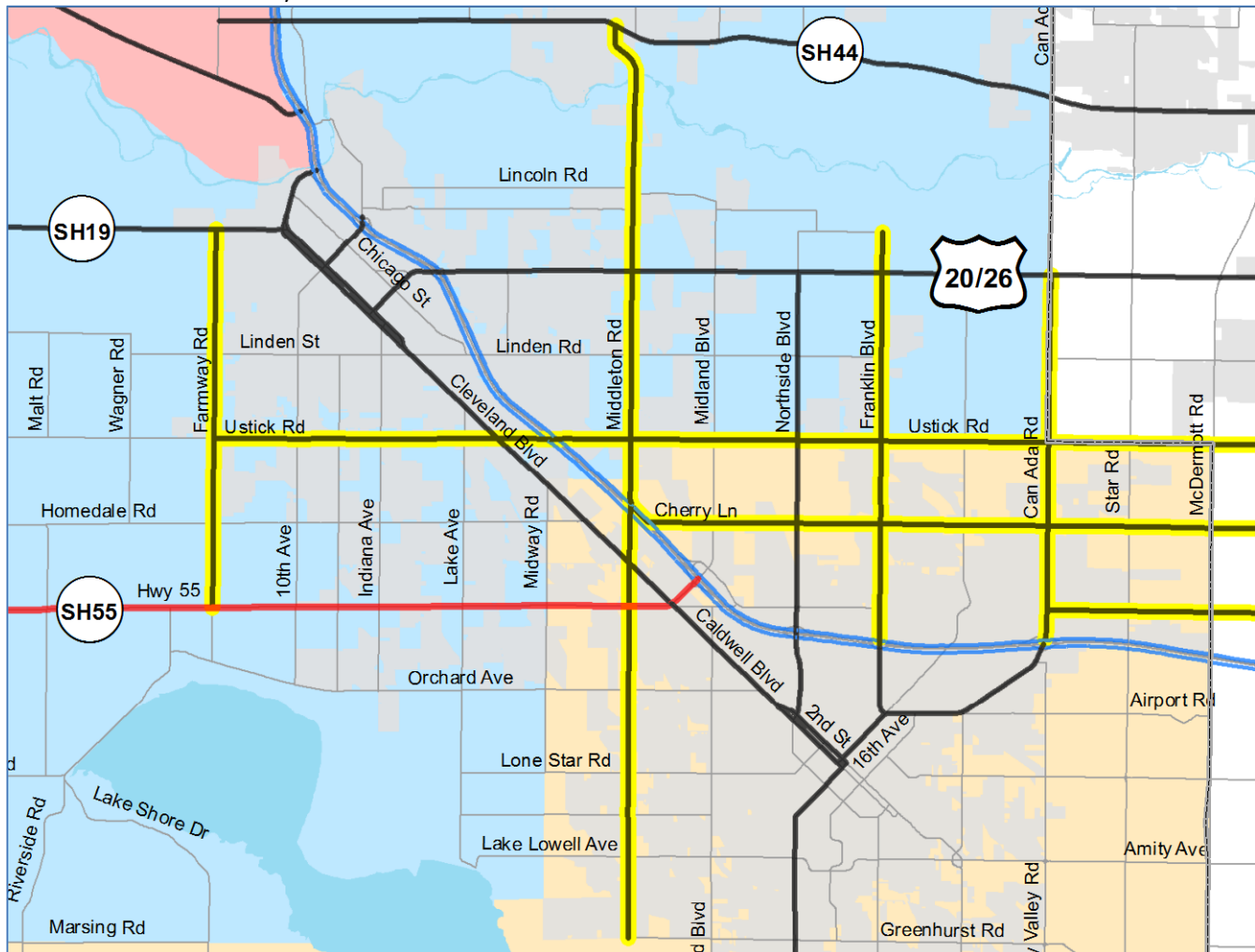
List of ACHD's Roadways Designated on the NHS in or near downtown Boise Requesting "Deletion" (highlighted in yellow on the map)

- 16th Street, Myrtle Street to State Street
- 15th Street, Myrtle Street to Front Street
- 13th Street, Myrtle Street to Bannock Street
- 9th Street, Capitol Boulevard / Island Avenue to Bannock Street
- Capitol Boulevard, Vista Avenue/Federal Way to Bannock Street
- Broadway Avenue, Front Street to Warm Springs Avenue
- E. Park Boulevard, Broadway Avenue to Parkcenter Boulevard
- E. Front Street, Broadway Avenue to Parkcenter Boulevard

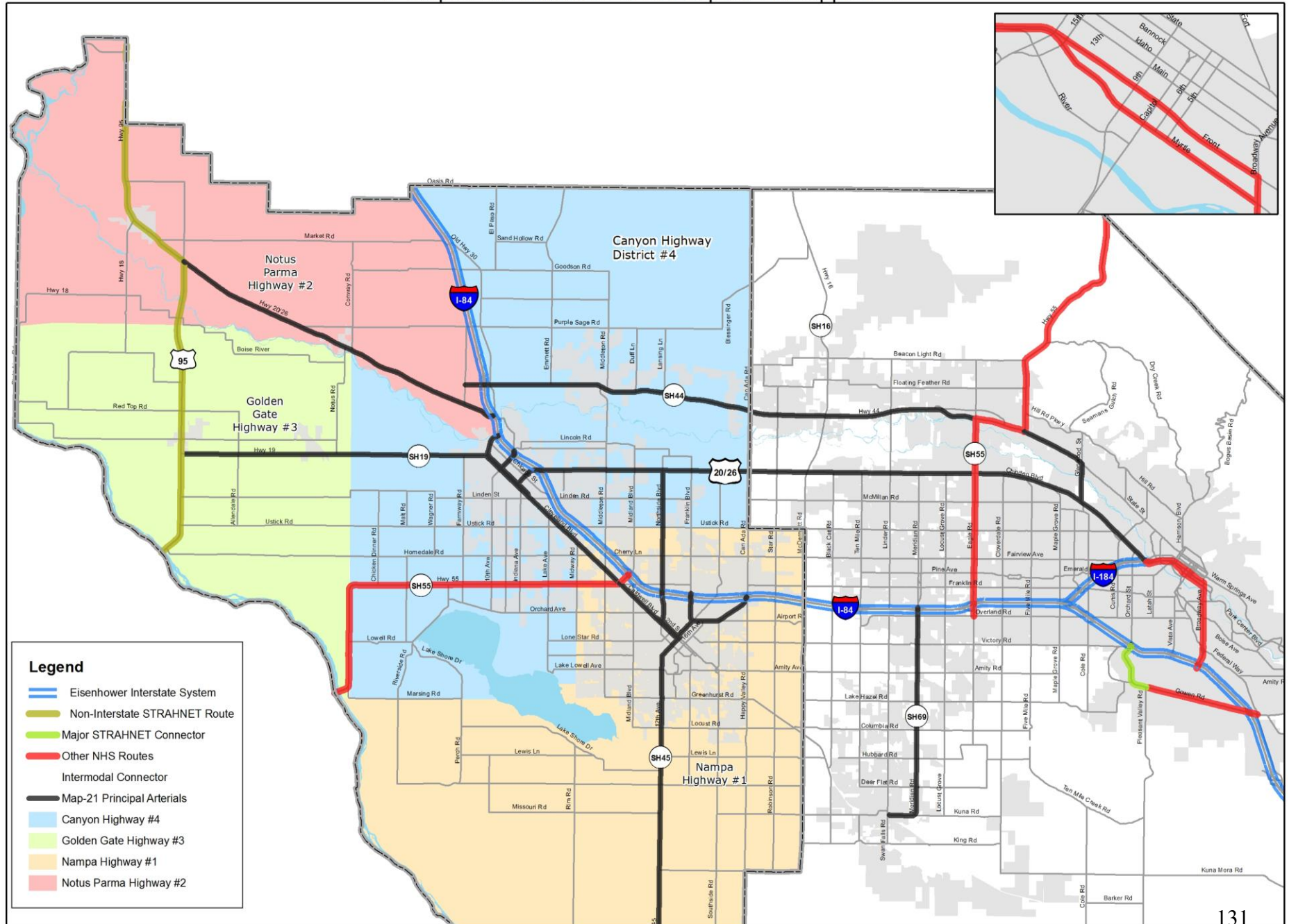


List of City of Caldwell, City of Nampa, Nampa Highway District #1, and Canyon Highway District #4's Roadways Designated on the NHS Requesting "Deletion" (highlighted in yellow on the map)

- Farmway Road, SH 55 (Karcher Road) to SH 19 (Simplot Boulevard)
- Ustick Road, Farmway Road to Can Ada Road
- Middleton Road, Greenhurst Road to SH 44
- Cherry Lane, Middleton Road to McDermott Road
- Franklin Boulevard, I-84 Westbound Ramps (Exit 36) to Joplin Road
- Idaho Center Boulevard / Can Ada Road, I-84 Westbound Ramps (Exit 38) to US 20/26
- Franklin Road, Idaho Center Boulevard to McDermott Road



National Highway System, Ada and Canyon County
 If Requested Deletions are Accepted and Approved





COMPASS NHS Change Request Resolution
Page 1 of 1

COMPASS National Highway System (NHS) Change Request

WHEREAS, in July 2019 the Community Planning Association of Southwest Idaho (COMPASS) staff began the process to update the National Highway System (NHS) in Ada and Canyon Counties by meeting with the six transportation agencies within the planning area that have local roads on the NHS; and

WHEREAS, on December 16th 2019 the COMPASS Regional Transportation Advisory Committee recommended changes to the NHS that were approved by the COMPASS Board of Directors; and

WHEREAS, Idaho Transportation Department Staff met with representatives of COMPASS and the Federal Highways Administration on January 23rd 2020 to discuss the removal of MAP-21 Principal Arterials from the NHS; and

WHEREAS, on March 16th 2020 Idaho Transportation Department Planning Services Section received a request from COMPASS' Executive Director to remove 129 centerline miles of MAP-21 Principal Arterials; and

WHEREAS, on May 21st 2020, the Idaho Transportation Board was provided an informational briefing and supporting materials regarding COMPASS' request to delete 129 centerline miles of locally owned MAP-21 Principal Arterials that do not serve the purpose outlined in NHS criteria; and

WHEREAS, the Idaho Transportation Board has reviewed the request to delete the MAP-21 Principal Arterials from the National Highway System as identified in COMPASS' change request.

NOW, THEREFORE BE IT RESOLVED that the Idaho Transportation Board accepts and approves COMPASS' request to delete 129 centerline miles of MAP-21 Principal Arterials from the National Highway System and directs staff to forward the request to the Federal Highways Administration.



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date June 17, 2020

Consent Item ☐

Information Item ☐

Amount of Presentation Time Needed 10 min

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

Subject

Administrative Settlement over \$200,000.00		
Key Number 20098	District 1	Route Number SH-41, E. Prairie Ave. to Lancaster Rd

Background Information

As per Board Policy 4005, the Director or a delegate may authorize an administrative settlement for up to \$200,000 over the reviewed fair market value of properties appraised up to \$1,000,000. Proposed settlements exceeding \$200,000 shall come before the Board for approval.

An administrative settlement is a settlement, authorized by the responsible official, in excess of the approved just compensation. Under appropriate circumstances, an administrative settlement may be made to motivate amicable settlement with an owner and thus avoid recourse to legal proceedings. ITD's stance is to take note of the property owner's position and to be open to revising an offer if it is reasonable to do so and would result in settlement and otherwise serve the best interest of the public.

Recommendations

Approve:

KN 20098 – SH-41, E Prairie Ave to Lancaster Rd - for administrative settlement in the amount of \$505,286.85. Resolution on page 134.

Board Action

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

RES. NO. WHEREAS, the Idaho Transportation Department is acquiring right-
ITB _____ of-way along SH-41 for Project No. A020(098); and

WHEREAS, the Idaho Transportation Department and the property owner have engaged in good faith negotiations; and

Whereas, both parties agree that additional payment is justified in order for the Idaho Transportation Department to fairly compensate the property owner

NOW THEREFORE BE IT RESOLVED, that the Idaho Transportation Board approves an Administrative Settlement for in the amount of \$505,286.85.



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date June 17, 2020

Consent Item ☐

Information Item ☐

Amount of Presentation Time Needed 10

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

Subject

Overview of Surplus Property and the Process for Disposal		
Key Number NA	District All Districts	Route Number NA

Background Information

Idaho Statute 40-311 authorizes the ITD Board to purchase as well as sell or dispose of real property.

Board Policy 4005 includes authority for the Director or a delegate to sell, exchange, or dispose of surplus real property per Idaho Code 40-311 and Idaho code 58-335A.

Surplus property is land under the jurisdiction of ITD, which is determined as not needed or is no longer useful or usable for any current or future ITD purpose. In order to minimize expenses and liabilities, the Department attempts to sell or otherwise dispose of real properties which are surplus to its needs.

Recommendations

For information.



Board Agenda Item

ITD 2210 (Rev. 10-13)

Board Action

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

Surplus Real Property

Justin Pond, Right of Way Manager



Your Safety. Your Mobility. Your Economic Opportunity.

Authorization & Statutes

- Idaho Statute 40-311
- Board Policy 4005
- Idaho Statute 58-335A

Tax-Supported Agencies or Political Subdivision

Adjoining Property Owner (*Min. of FMV*)

Public Sale (*Min. of FMV*)



Surplus Property

Disposal of Surplus properties may originate from the following actions:

- Uneconomic Remainders
- Used Materials Sites
- Reconstruction of roads – existing ROW not needed



Disposal Process

- Identified Interest in Property
- District Authorization
- Legal Description (Survey)
- Appraisal (Fair Market Value)
- Notify all Adjoining property owners
- Purchase Agreement
- ITD Records a Quit Claim Deed



Questions / Feedback



Your Safety. Your Mobility. Your Economic Opportunity.



District 3 Update

June 2020

D3 Leadership Team Changes

- New Engineering Manager, Programming and Scoping
- Jayme Coonce, P.E.

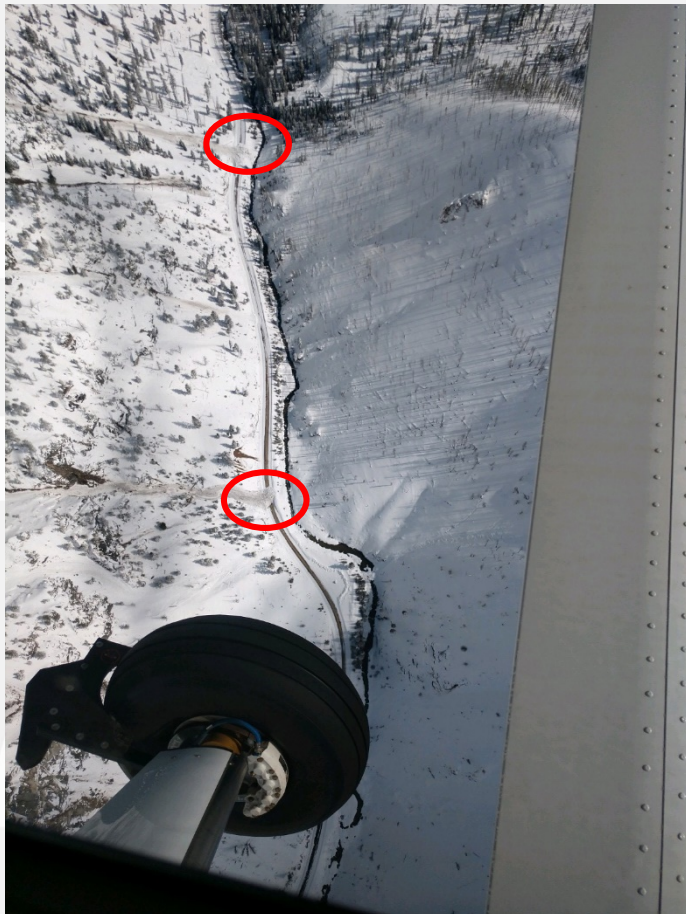


Starting off with a “bang” in 2020?

- February 9th, Start as DE
- March 25th, “Stay at home order”
- March 27th, D3 starts telework
- March 31st, 6.5 magnitude earthquake
- April – May, D3 largely working remotely
- June 1st, D3 starts phasing back



Avalanche/Earthquake Response



Avalanche/Earthquake Response



Avalanche/Earthquake Response



Other D3 Updates

- STARs agreements
 - Costco
 - Linder Village
- Environmental Assessment
 - SH-44
 - SH-55 South



Federal Grant Application



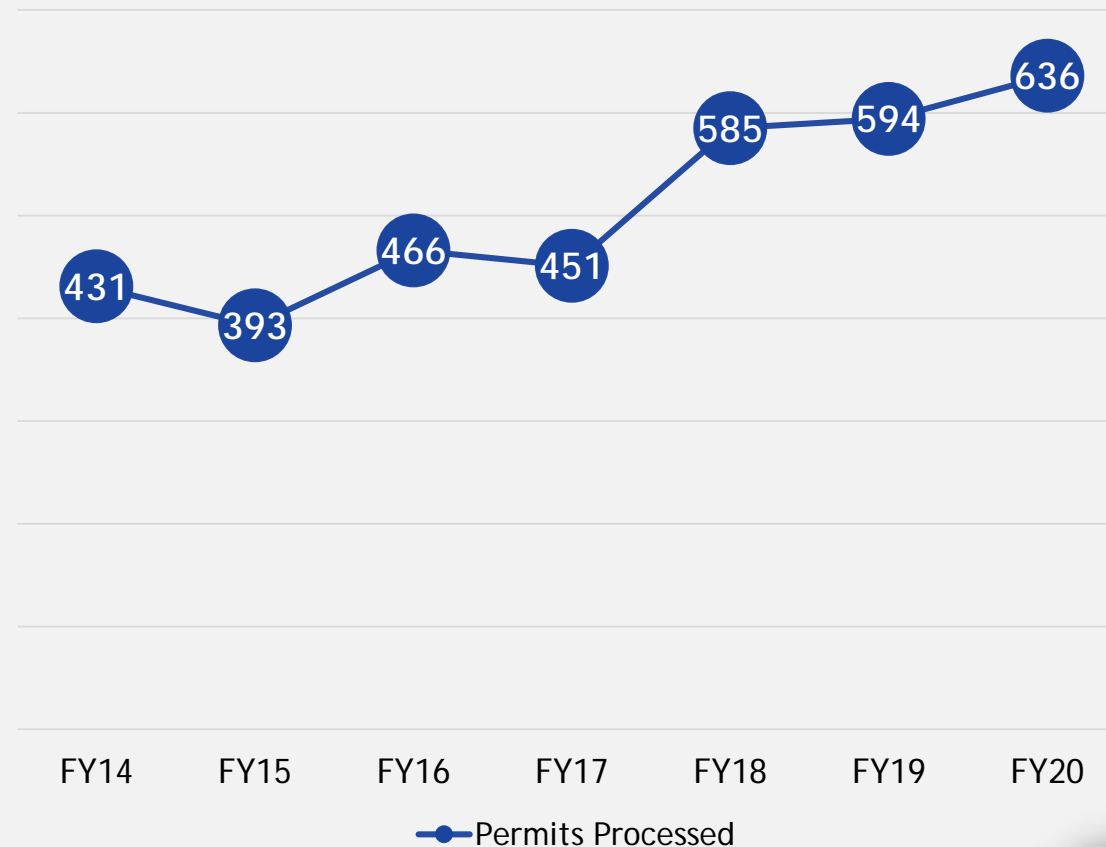
BUILD Grant-\$21.6 million

District 3 Growth Demands

Permits Include:

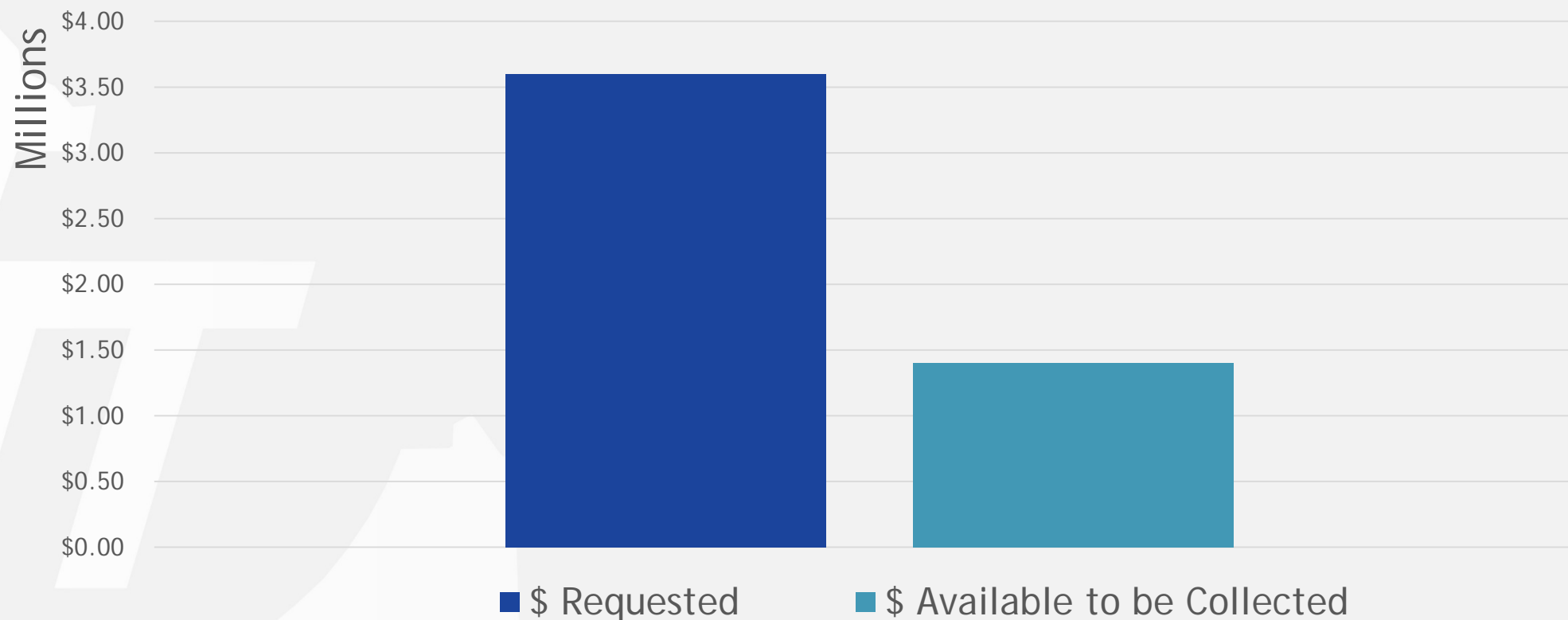
- Encroachment
- Special Events
- Developments
- Access

Permits Processed



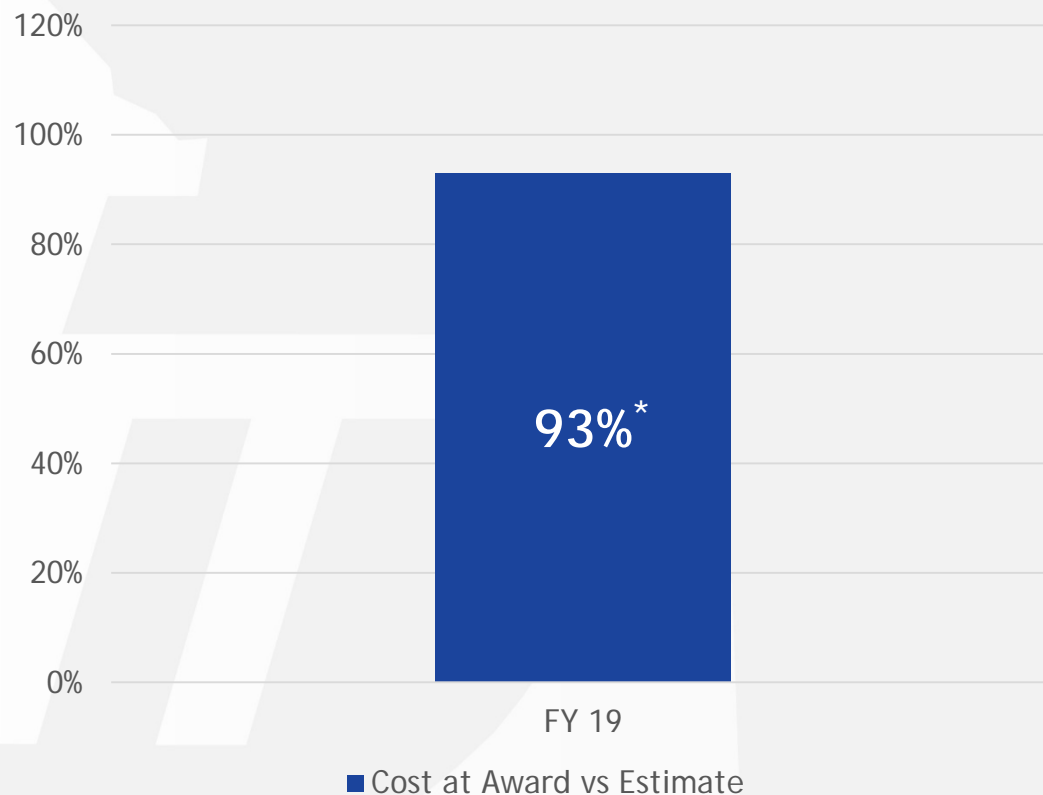
Proportionate Share Contributions

Contributions Requested vs Received

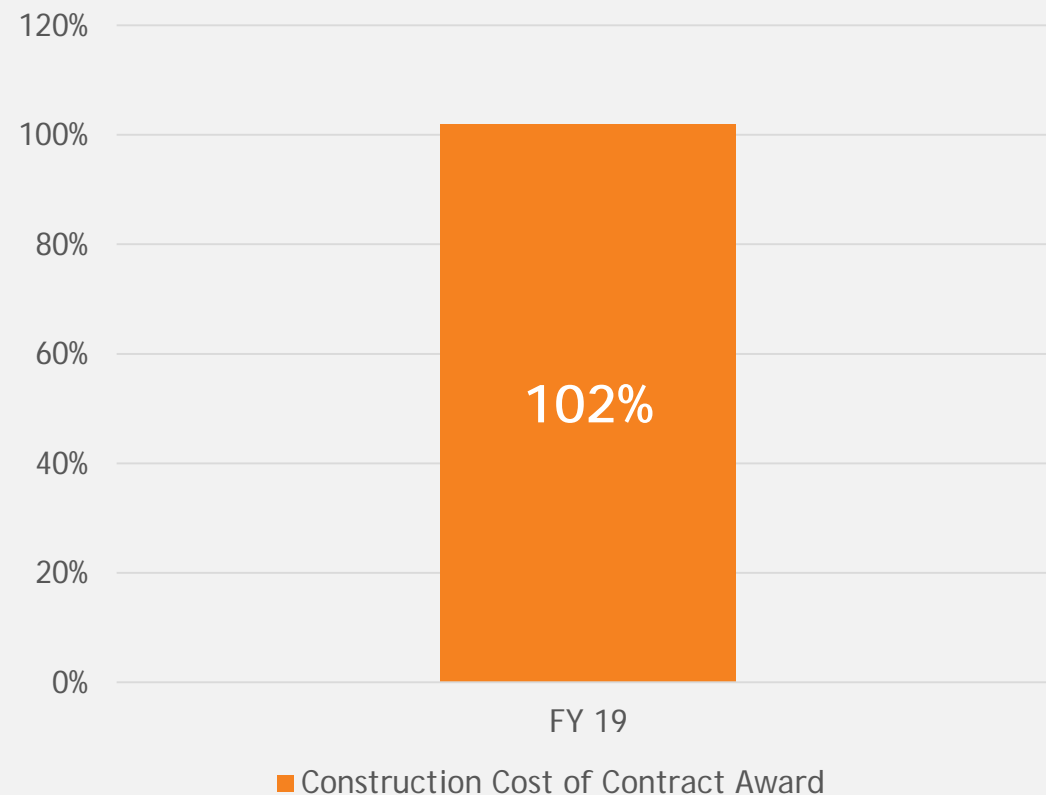


D3 Construction Cost Data

Cost at Award vs Estimate

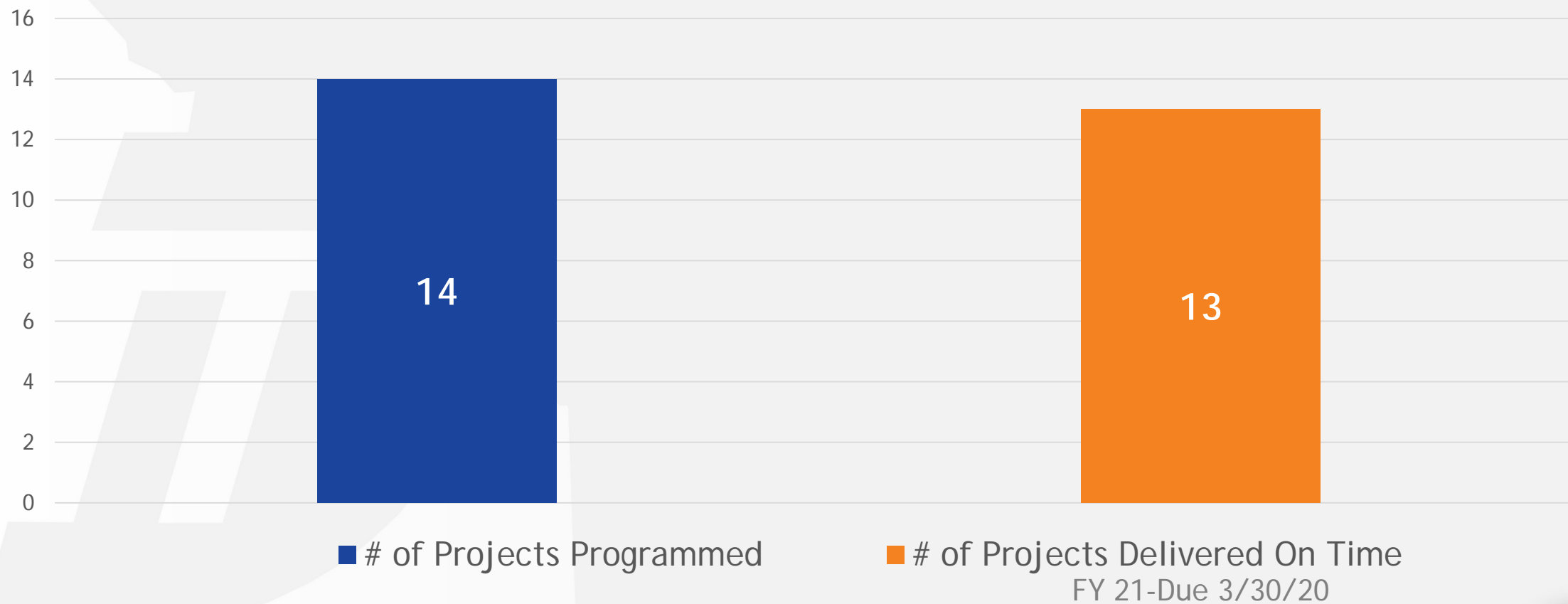


Construction Cost of Contract Award



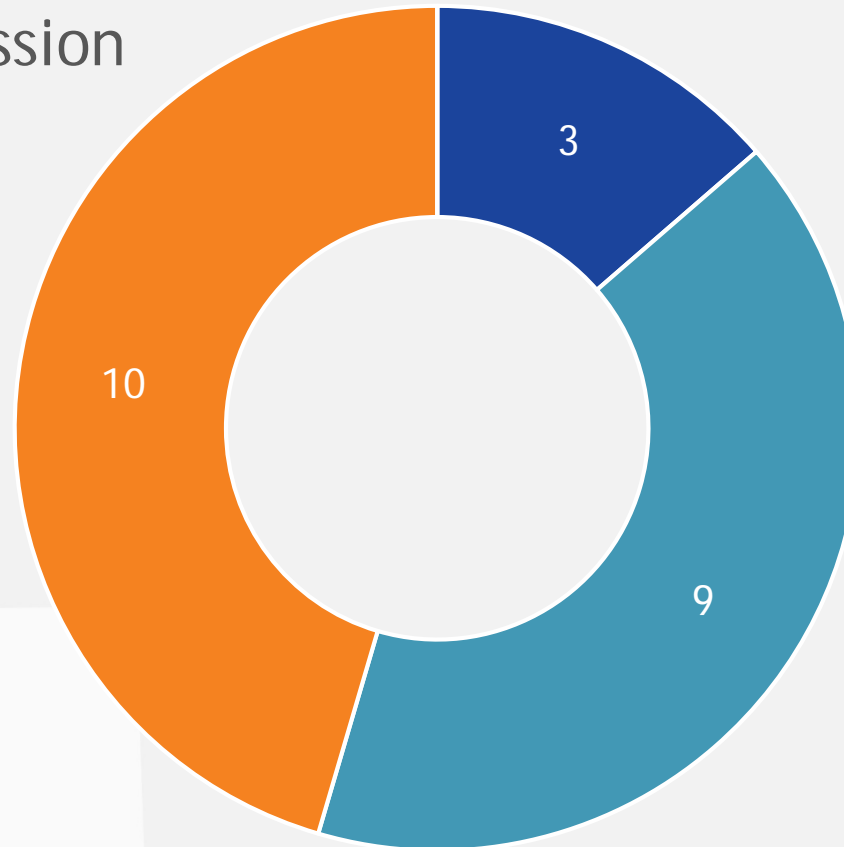
District 3 Project Delivery

D3 Program Delivery



Horizontal Career Paths at D3

District 3 TTE Progression

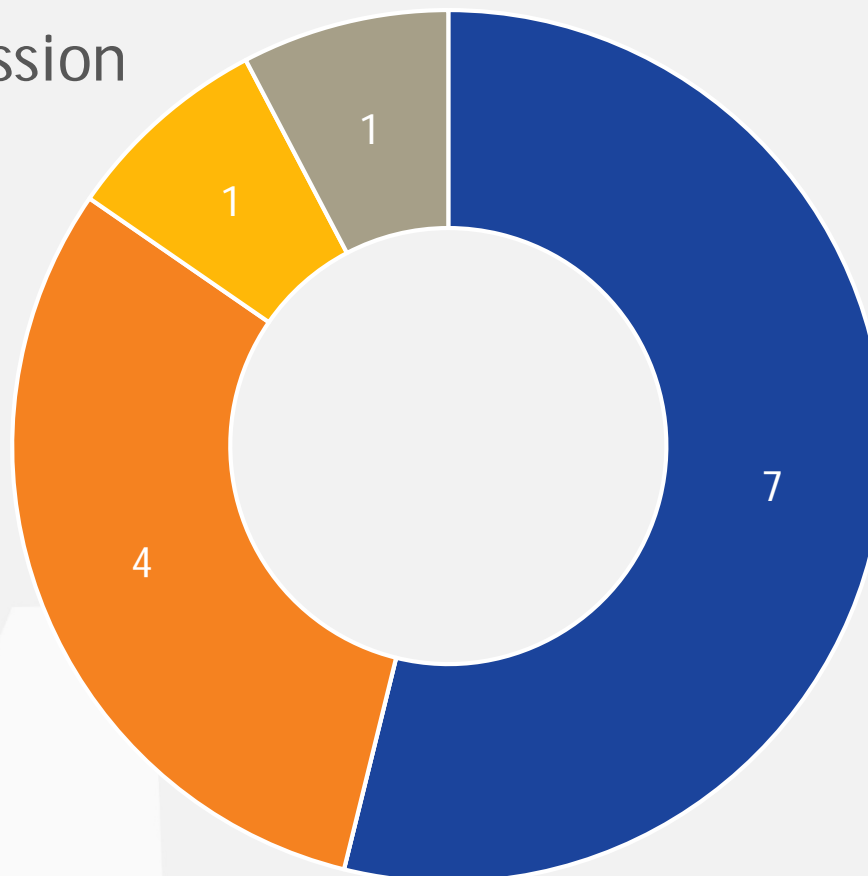


- Did Not Advance
- Achieved Step 1
- Achieved Step 2

*No employees currently on Step 3

Horizontal Career Paths at D3

District 3 TESL Progression

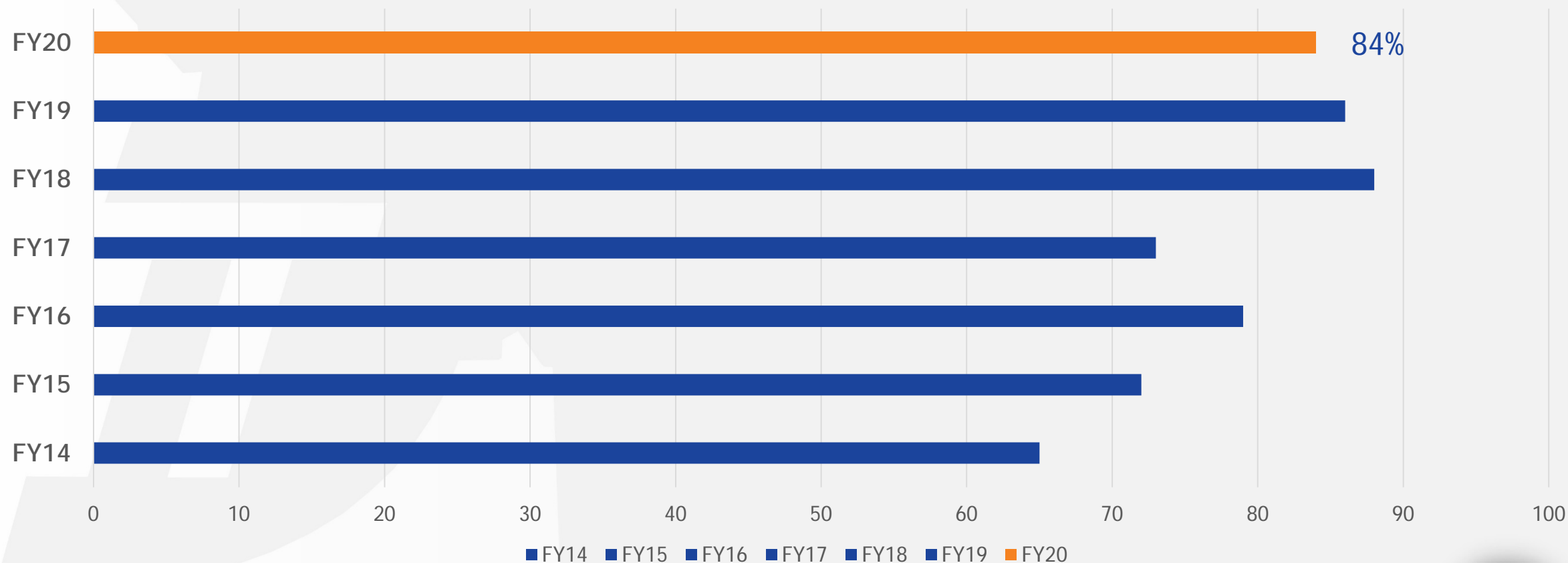


- Did Not Advance*
- Achieved Step 1
- Achieved Step 2
- Achieved Step 3
- Achieved Step 4

*3 of the 7 that did not advance left ITD

District 3 Winter Metrics

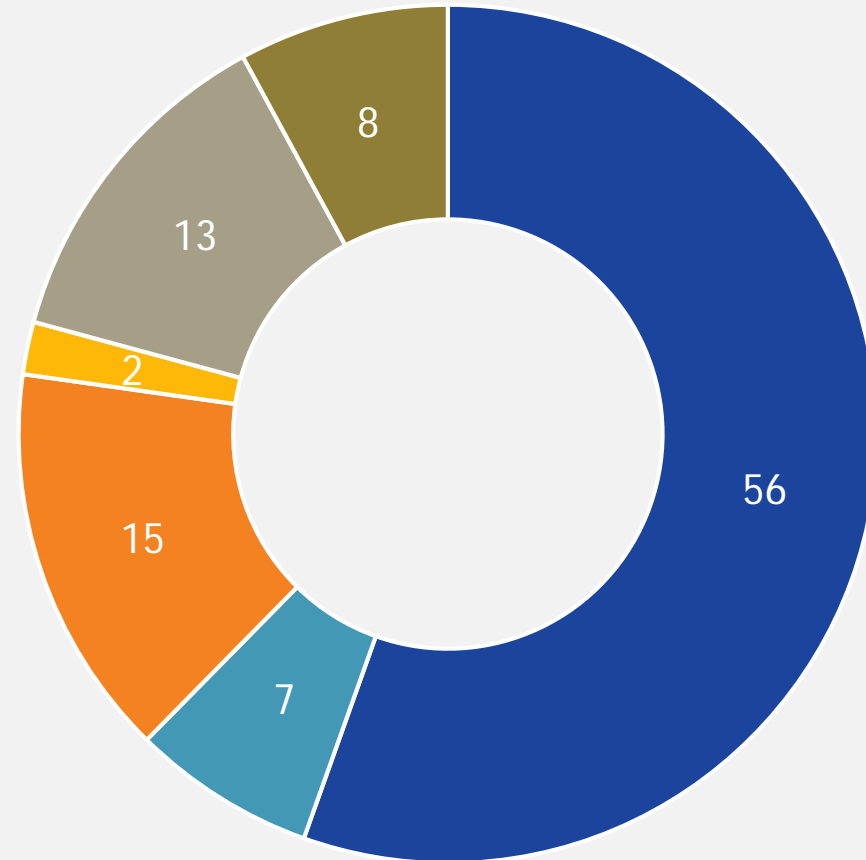
D3 % of Time Road is Clear of Snow/Ice



Maintenance Summer Activity

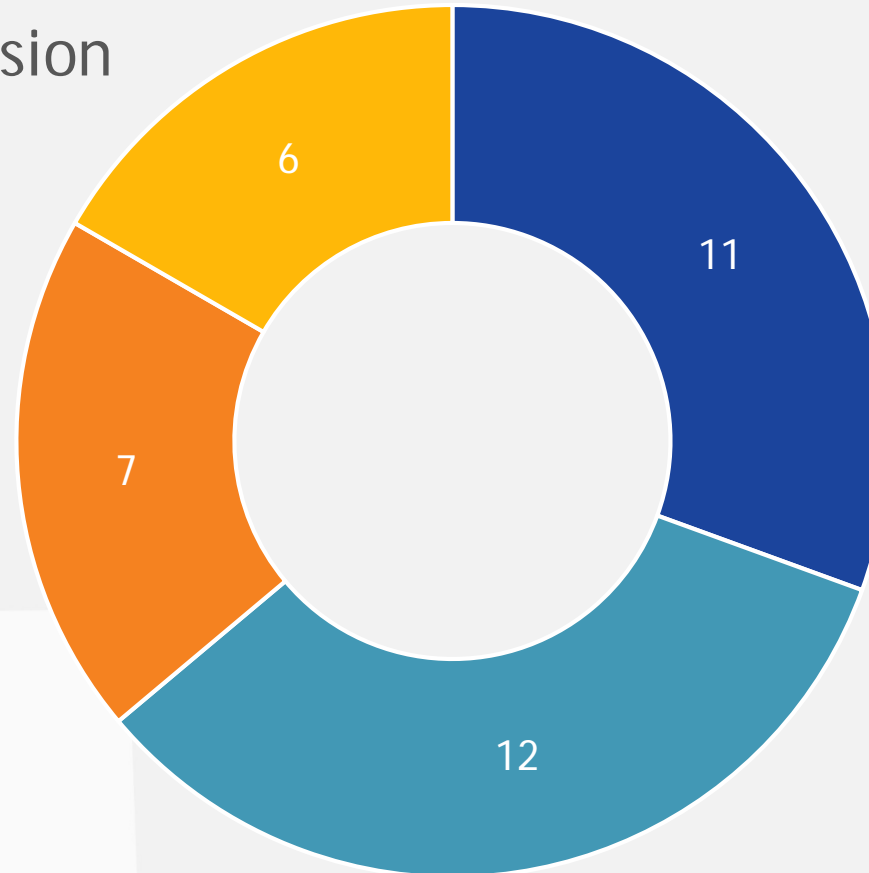
District 3 # of TTO's in Summer Jobs

- Maintenance
- Striping
- Construction
- Vegetation
- Grader
- Rotary



Horizontal Career Paths at D3

District 3 TTO Progression

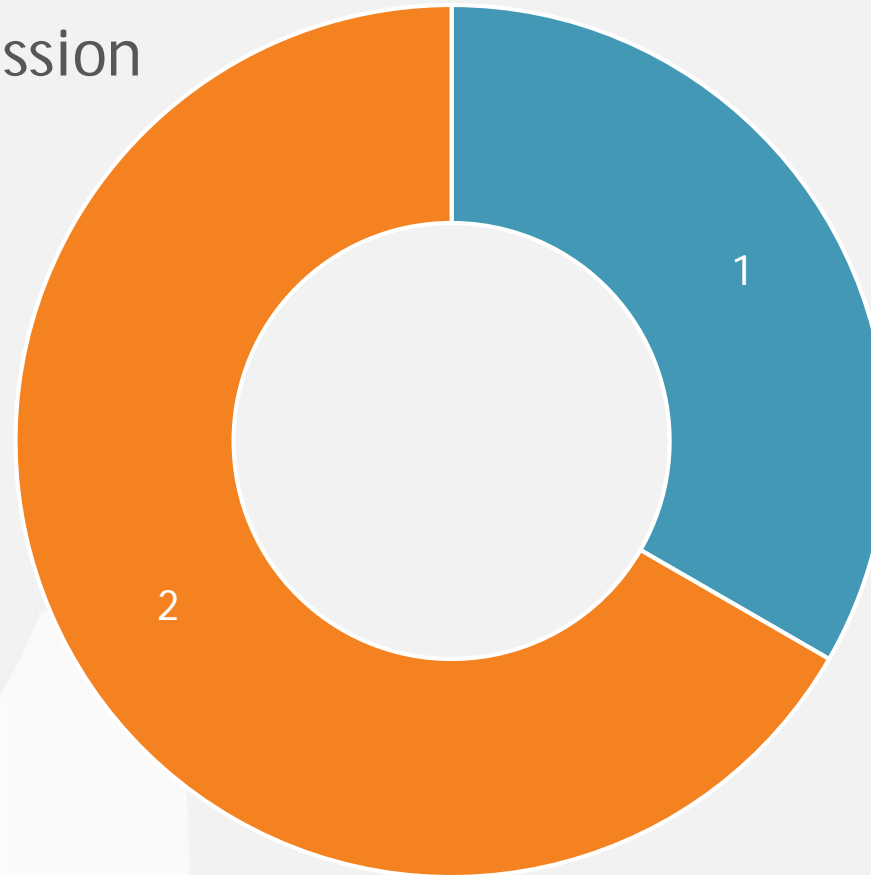


- Did Not Advance*
- Achieved Step 1
- Achieved Step 2
- Achieved Step 3

*8 of the 11 that did not advance left ITD

Horizontal Career Paths at D3

District 3 TOTL Progression



- Did Not Advance
- Achieved Step 1
- Achieved Step 2

Thank you!