

# AGENDA

IDAHO TRANSPORTATION BOARD

September 15-16, 2010

# A G E N D A

Regular Meeting and District 4 Tour  
of the Idaho Transportation Board

September 15-16, 2010

**KEY:**

A = Action

D = Discussion

I = Information

September 15, 2010

Twin Falls City Hall

305 Third Avenue East

Twin Falls, Idaho

			<u>Page #</u>	<u>Time*</u>
	<b>1.</b>	<b>EXECUTIVE SESSION</b>		<b>9:00</b>
		PERSONNEL ISSUES [SECTION 67-2345(a),(b)]		
A	<b>2.</b>	<b>BOARD MINUTES</b> – August 18-19, 2010 .....	6	<b>10:30</b>
A	<b>3.</b>	<b>BOARD MEETING DATES</b> .....	25	
		October 20-21, 2010 – Boise		
		November 17-18, 2010 – Boise		
		December 8-9 – 2010 – Boise		
	<b>4.</b>	<b>CONSENT CALENDAR</b> .....	26	<b>10:35</b>
PTA	A	_____ Public Transportation Advisory Council appointment, District 5 .....	27	
HWY	I	_____ Contract award information .....	30	
HWY	I	_____ Professional services agreements and term agreement work task report .....	35	
HWY	I	_____ Adequate truck parking .....	40	
	<b>5.</b>	<b>BOARD ITEMS</b>		<b>10:40</b>
		- Chairman’s Report		
	<b>6.</b>	<b>DIRECTOR’S REPORT</b>		<b>10:45</b>
		- Progress on the Governor’s Executive Order		
	<b>7.</b>	<b>AGENDA ITEMS</b>		
LHTAC	A	_____ Consultant services .....	41	<b>11:00</b>
Holmstrom				
TPA	A	_____ Transfer of the Buhl-Wendell Highway to the State Highway System .....	43	<b>11:05</b>
Young				

\*All listed times are estimates only. The Board reserves the right to move agenda items and adjust the time schedule.

September 15, 2010

Twin Falls, Idaho

Page #

Time\*

		<b>8. AGENDA ITEMS, continued</b>		
GAM	A	___ Draft legislation for 2011 .....	48	11:15
McCarty				
MVA	I	___ Overlegal permits administrative fees .....	79	11:35
Frew				
		<b>9. EXECUTIVE SESSION</b>		11:50
		PERSONNEL ISSUES [SECTION 67-2345(a),(b)]		
		LEGAL ISSUES [SECTION 67-2345(c),(d),(f)]		
		<b>10. ADOPT-A-HIGHWAY AWARD: Susan &amp; Ron Green &amp; Friends</b>		1:00
		<b>11. DISTRICT 4 REPORT: District Engineer Devin Rigby</b>		1:05
		<b>12. AGENDA ITEMS, continued</b>		
ADA	I	___ Highway Cost Allocation Study report briefing.....	86	1:25
Benzon				
ADA	I	___ Monthly Financial Statements and Highway Program Obligations.....	87	2:10
Tolman/Amick				
ADA	A	___ Recommended FY11-15 Statewide Transportation Investment Program.....	109	2:20
Amick				
		<b>13. OLD/NEW BUSINESS</b>		2:45
		- After action review		

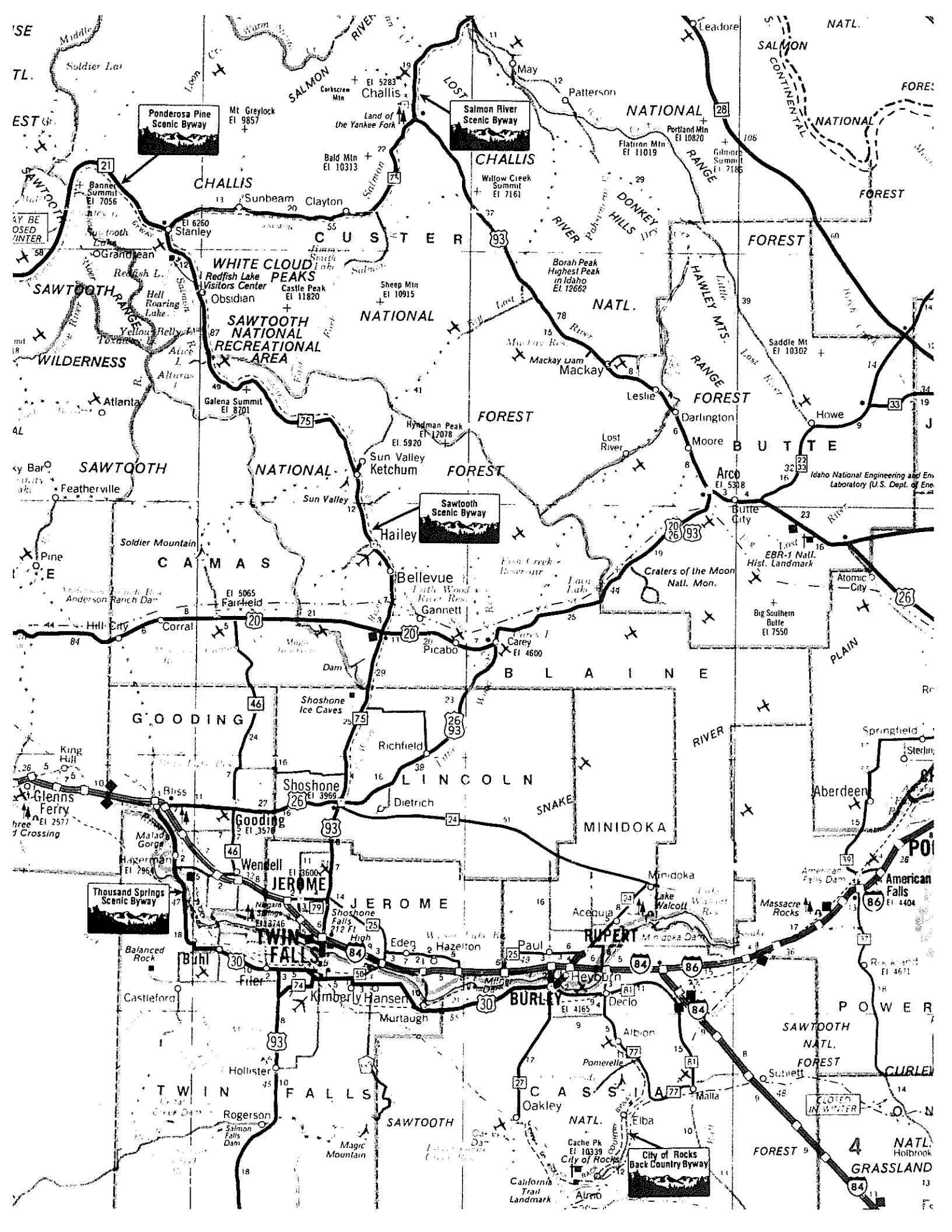
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September 16, 2010

**Time\***

**14. DISTRICT 4 TOUR**

Depart AmeriTel Inn, 539 Poleline Road, Twin Falls,	
US-93 north and I-84 east to Burley, view I-84 Business project .....	<b>7:15</b>
Arrive Burley Airport, pick up state and local officials .....	<b>8:00</b>
Depart Burley Airport, I-84 east, SH-81 south, and SH-77 north.....	<b>8:15</b>
Arrive City of Rocks visitor center, Almo .....	<b>9:30</b>
Overview on City of Rocks Backcountry Byway reconstruction	
Depart City of Rocks visitor center .....	<b>11:00</b>
Arrive Rupert Maintenance facility; lunch with maintenance crew.....	<b>12:00</b>
Discussion with local officials .....	<b>1:00</b>
Depart Rupert Maintenance facility .....	<b>2:00</b>
Arrive Burley Airport; meet with City of Burley and airport officials .....	<b>2:20</b>
Depart Burley Airport, I-84 west, US-93 south .....	<b>3:00</b>
Arrive Twin Falls (AmeriTel Inn); tour ends .....	<b>3:45</b>



**SEPTEMBER 15-16, 2010**  
**BOARD MEETING AND TOUR OF DISTRICT 4**

Travel and Lodging Accommodations

Tuesday – September 14, 2010

Twin Falls     Arrive AmeriTel Inn, 539 Poleline Road;  
Phone #208-736-9600; fax #208-736-6757  
Coleman - #134369                      Ness - #134375  
Cole - #134370                            Stokes - #134376  
Gagner - #134371                        Vogt - #134377  
Higgins - #134372                        Vassar - #134378  
Manning - #134373                       Whitehead – #134379  
Miller - #134374

Wednesday – September 15, 2010

8:00 AM     Twin Falls     Board Subcommittee on Adjustments to State Highway System  
meeting: Twin Falls City Hall, 305 Third Avenue East;  
Phone: 208-735-7287; Fax: 208-736-2296

9:00 AM     “                      Business meeting: Twin Falls City Hall, 305 Third Avenue East

5:15 PM     “                      Depart AmeriTel Inn; tour US-93, Twin Falls Alternate Route

6:00 PM     Castleford     Dinner at Gary & Barbara’s, 3730 N. 900 E., #537-6536

                 Twin Falls     Overnight at AmeriTel Inn

Thursday – September 16, 2010

7:15 AM     Twin Falls     Depart AmeriTel Inn for tour

3:45 PM     “                      Estimated time of adjournment; depart in personal vehicles

REGULAR MEETING AND DISTRICT ONE TOUR  
OF THE IDAHO TRANSPORTATION BOARD

August 18-19, 2010

The Idaho Transportation Board met at 8:00 AM, on Wednesday, August 18, 2010, in Coeur d'Alene, Idaho. The following principals were present:

Darrell V Manning, Chairman  
Gary Blick, Vice Chairman – District 4  
Jim Coleman, Member – District 1  
Janice B. Vassar, Member – District 2  
Neil Miller, Member – District 5  
Lee Gagner, Member – District 6  
Brian W. Ness, Director  
Scott Stokes, Deputy Director  
Karl Vogt, Deputy Attorney General  
Sue S. Higgins, Secretary

District 1 Tour. While the Board traveled north on US-95, staff provided an overview on the Garwood to Sagle GARVEE corridor.

The tour continued west on US-2 to Dover. District 3 Member Jerry Whitehead joined the group as it viewed the US-2, Dover Bridge replacement project, under construction. Senator Shawn Keough, Representative George Eskridge, U.S. Senator Mike Crapo's representative Greg Schildwachter, and city officials were also present.

The tour continued east on US-2 to Sandpoint. Sandpoint Mayor Gretchen Hellar welcomed the Board members to Sandpoint and thanked them for visiting the community. She emphasized the importance of the proposed US-2/US-95 connection project and the City's desire to partner with the Department. When the Sandpoint Byway project is completed, she believes the US-2 connection project would eliminate traffic through downtown Sandpoint. Additionally, the City would like to assume jurisdiction of the current state highways upon completion of both the US-95 Byway project under construction and the proposed US-2 improvements.

The Board traveled SH-200 east to Clark Fork where it viewed the Lightning Creek Bridge construction project. During lunch at the maintenance facility, employees provided an overview on various topics such as winter maintenance efforts, equipment, and concerns with limited resources.

The Board traveled SH-200 west to Sandpoint. After touring the US-95, Sandpoint Byway project with local officials, the Board returned to Coeur d'Alene via US-95 south.

WHEREUPON the Board tour recessed at 3:30 PM.

August 19, 2010

The Board reconvened at 8:30 AM on Thursday, August 19, 2010, at the Idaho Transportation Department District 1 Office in Coeur d'Alene, Idaho. All members were present except Member Miller. Chairman Manning welcomed Representative Eskridge to the meeting.

Board Minutes. Member Gagner made a motion to approve the minutes of the regular Board meeting held on July 21-22, 2010 as submitted. Vice Chairman Blick seconded the motion and it passed unopposed.

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

September 15-16, 2010 – District 4

October 20-21, 2010 – Boise

November 17-18, 2010 – Boise

Member Miller joined the meeting at this time.

Consent Calendar. Vice Chairman Blick made a motion, seconded by Member Vassar, and passed unanimously, to approve the following resolution:

RES. NO. *NOW THEREFORE BE IT RESOLVED*, that the Idaho Transportation Board  
ITB10-29 approves the Public Transportation Advisory Council appointment for District 6; revisions to B-19-07, Highway Safety Funds; winter maintenance standards of state highways; the revised Six Year Capital Facilities Program; and the FY10 account write off and has received and reviewed the summary of FY10 actual vs. budgeted out-of-state trips and cost; return check report for FY10; annual report on performance statistics on contracts and procurements; contract award information; professional services agreements and term agreement work task report; and the annual report on Rail Programs.

1) Public Transportation Advisory Council (PTAC) Appointment for District 6. Upon the expiration of Karen Cornwell's term in June, staff sought applications for membership to PTAC as the District 6 representative. In conjunction with the District 6 Mobility Manager, the Local Mobility Management Networks, and the District Coordination Council, staff recommends re-appointing Ms. Cornwell to another three-year term on PTAC.

2) Revisions to Board Policy B-19-07, Highway Safety Funds. Board Policy B-19-07, Highway Safety Funds, was updated to include the reference to the Highway Safety Improvement Program and to specify that project selection shall utilize a data-driven approach.

3) Winter Maintenance Standards of State Highways. No changes were proposed for the 2010-2011 Winter Maintenance Standards map, as shown as Exhibit 392, which is made a part hereof with like effect.

4) Revised Six Year Capital Facilities Program. The overall goal of the Building Program is to achieve a sustainable design that maintains and extends the useful life of the Department's buildings. The program allocations for alterations, repairs, and statewide preventive maintenance



allow the Districts to modernize higher maintenance or inefficient facility components or make safety improvements. Sand sheds continue to be a priority along with waste water disposal due to environmental regulations. The FY12-17 Capital Facilities Program is shown as Exhibit 393, which is made a part hereof with like effect.

5) FY10 Account Write Off. ITD policy requires that all uncollectible accounts exceeding \$1,000 be reviewed and approved for write-off by the Board. The Director or a designee reviews and approves for write-off all accounts less than \$1,000. For FY10, staff determined 136 accounts totaling \$90,828 to be uncollectible. It requested Board approval to write off 31 accounts totaling \$69,115.80, as shown as Exhibit 394, which is made a part hereof with like effect. A total of 105 accounts in amounts less than \$1,000 have been determined as uncollectible. The total of these accounts is \$21,712.19. The outstanding receivables are more than three years delinquent. Customers are not allowed to do business with ITD until their deficiencies are paid or the statute of limitations is reached.

6) Summary of FY10 Actual vs. Budgeted Out-of-State Trips and Cost. In FY10, out-of-state travel expenditures totaled \$147,295. The budgeted amount was \$249,800. In comparison, \$201,118 was spent on out-of-state travel in FY09.

7) Return Check Report for FY10. During FY10, \$39,502,080 in checks were received, while 111 checks, or 0.4%, totaling \$159,697 were returned. Collection of returned checks equaled \$157,472 for an annual collection rate of 98.6%.

8) Annual Report on Contracts and Procurements. In FY10, 23,678 purchase orders were processed in the amount of \$73,439,409. A total of 30 professional services agreements in the amount of \$888,832 and 74 contracts totaling \$9,451,627 were processed. Additionally, 251 informal bids, 51 requests for proposals, and 241 master agreements were issued.

9) Contract Awards. The low bid on key #10646 – SH-3, FY10 District 1 Sign Upgrades, was more than ten percent over the engineer's estimate, requiring justification. The major difference between the engineer's estimate and the low bid was due to the Breakaway Wood Sign Post Type D and Flagging items. Estimated prices were obtained from the Average Unit Price Report and additional reviews of recent bids received on similar projects. The unit price for the sign post item was further reduced by the District to more closely reflect current economic conditions and recent low bids on other projects. By revising the unit price for the sign post to the value in the Average Unit Price Report and increasing the flagging unit price to more closely reflect typical pricing for rural District 1 work, the resulting low bid would be 105% of the estimate. The project is exclusively sign upgrade work that needs to be done during a short time-frame during late summer and fall. Staff sees no benefit in re-advertising and recommends awarding the project to ensure a safe and continued high level of service on the state's highways. Low bidder: Pavement Markings Northwest, Inc. - \$140,580.

Key #9783 – Junction SH-41 and Wright Street, Rathdrum, District 1. Low bidder: Knife River Corporation – Northwest dba Knife River - \$291,984.

Key #10645 – SH-3, FY10 District 1 Durable Pavement Markings. Low bidder: Apply-A-Line, Inc. - \$187,550.

Key #10483 – Atlas Bike Path Extension, Coeur d’Alene, District 1. Low bidder: Cameron Reilly LLC - \$298,709.

Key #9451 – SH-200, Burlington Northern Railroad Bridge, Hope, District 1. Low bidder: Westway Construction, Inc. - \$1,328,810.

Key #12014 – US-95, FY10 District 2 Bridge Deck Life Extension. Low bidder: Protech Coatings - \$94,099.

Key #9798 – US-95, FY10 District 2 Districtwide Bridge Joint Repair. Low bidder: Adams & Smith, Inc. - \$300,890.

The low bid on key #12038 – SH-55, FY10 District 3 Bridge Deck Life Extension, was more than ten percent over the engineer’s estimate, requiring justification. The higher costs of some of the pay items are likely due to the small quantity, as the Department’s estimates are based on larger quantities. It is not likely that a re-bid would result in lower prices and would result in a delay to the repair of these structures. Staff recommends awarding the project. Low bidder: Restruction Corporation - \$89,957.

Key #11063 – SH-21, Warm Springs Creek Bridge, Boise County, District 3. Low bidder: Marcon, Inc. - \$177,096.

Key #9483 – SH-16, Intersection Floating Feather Road, Ada County, District 3. Low bidder: Deer Flat Sand & Gravel, Inc. - \$265,887.

Key #12039 – SH-21, Bridge Deck Preservation, District 3. Low bidder: Truesdell Corporation - \$700,000.

Key #12074 – SH-75, Big Wood River Bridge, Blaine County, District 4. Low bidder: Protech Coatings - \$80,659.

Key #11595 – SH-25, Junction US-93 to Milepost 9.5, Jerome County, District 4. Low bidder: Kloepfer, Inc. - \$1,643,449.

Keys #11633 and #12091 – I-15 and SH-39, Sand Road Underpass to West Blackfoot Interchange and Aberdeen City Limits, District 5. Low bidder: Staker & Parson Companies dba Jack B. Parson - \$582,261.

Keys #11642, #11645, and #11646 – US-30 and SH-36; Nounan Road to Wright Road, Bear Lake County; Milepost 5 to Mink Creek Road, Franklin County; and Milepost 17.5 to North Canyon Road, District 5. Low bidder: Emery, Inc. - \$753,151.

The low bid on key #12201 – I-15, Osgood to Roberts, Northbound, District 6, was more than ten percent over the engineer's estimate, requiring justification. The most significant differences between the low bid and the engineer's estimate are in the Superpave HMA Paving Including Asphalt & Add and the Leveling Course Including Asphalt & Add items. Staff believes the time of year the project was advertised resulted in higher bids, as most contractors have their work booked or scheduled for the season. This likely reduced the number of bidders, which also tends to increase prices. The District does not believe there would be a substantial savings if the project is re-advertised and recommends awarding the project. Low bidder: H-K Contractors, Inc. - \$1,971,269.

Key #9616 – US-20, Intersection Old Butte Road and US-20 Improvements, District 6. Low bidder: H-K Contractors, Inc. - \$1,288,769.

10) Professional Services Agreements and Term Agreement Work Task Report. From July 1 through July 30, \$1,663,579 in new professional services agreements and work tasks were processed. Of the 29 agreements issued, 16 were for local agency projects. Eight supplemental agreements to existing agreements were processed in the amount of \$727,375 during this period.

11) Annual Report on Railroad Grade Crossing Program. During calendar year 2009, there were eight rail-highway collisions that resulted in zero fatalities, four injuries, and eight property damage incidents. The number of vehicle-train incidents occurring at the 1,440 existing public railroad-road crossings in Idaho had been approximately 20 total incidents each year for the past several years.

The Highway Safety – State Rail Program is budgeted at \$250,000 per year. In FY10, all programmed projects were completed and funds obligated except for a project to replace the existing computerized railroad crossing inventory program. Because that function will be included in the Transportation Asset Management System, this project was no longer necessary. Due to the program having excess funds, FY11 will be over-programmed to reduce this balance. The federal Rail Program is budgeted at approximately \$1.4 million per year. All programmed projects were completed and funds obligated in FY09. In FY10, four projects are waiting for the railroads to sign agreements so funds can be obligated, one project was delayed, and one project was replaced and the replacement project has been obligated.

Adopt-A-Highway (AAH) and Volunteer Services Presentation. Member Coleman thanked Group #97 BASIC – In Memory of Rae Adams for its participation in the AAH Program. He commended the group's service to the state since 1992, noting that the second generation is continuing the efforts of the original group that adopted a section of SH-41.

Member Coleman also noted that the Department has a Volunteer Services Program in addition to the AAH Program. He thanked the Pierce Clegg Work Release Center for its efforts to pick up litter along various highways in the area.

Delegation – Bonner County Area Transportation Team (BCTT). Susan Kiebert, BCTT secretary/treasurer, thanked the Board for its time and for touring Bonner County yesterday. She expressed appreciation for the various improvements being made to the transportation system in

the area and noted the economic value of the construction activity. Ms. Kiebert praised the dedicated District 1 staff members and thanked them for their service. She acknowledged the numerous transportation needs throughout the state and the limited funds available to address those needs. She expressed BCTT's support to secure additional revenue for the state's transportation system.

Chairman Manning thanked Ms. Kiebert for her comments and support to address the inadequate revenue for the state's transportation needs. He also welcomed Representative Frank Henderson to the meeting.

Delegation – City of Sandpoint. Sandpoint Mayor Hellar reiterated the City's desire to partner with the Department on the US-2/US-95 connection project. The transportation plan identified the project as its highest priority. It would be beneficial to the region and improve safety, traffic flow, and the quality of life in Sandpoint.

Chairman Manning thanked Mayor Hellar for addressing the Board, both at the meeting and at the site of the proposed connection project during the tour yesterday.

Delegation – City of Ponderay. Carol Kunzeman, Mayor of Ponderay, thanked the Board for the various transportation improvements underway in the Ponderay area, specifically the US-2, Dover Bridge and US-95, Sandpoint Byway projects. She praised the District staff for its assistance and support. She added that the City's next priority is the US-95, Sandpoint to Kootenai Cutoff project.

Member Coleman acknowledged the need for the Kootenai Cutoff project. With the Department's limited funding, the priorities are operations, preservation, rehabilitation, and then expansion. If additional funding is secured, he will consider supporting funding the Kootenai Cutoff project.

Delegation – City of Dover. City Councilmember Maggie Becker thanked the Board for its time and for visiting the US-2, Dover Bridge construction site yesterday. She expressed appreciation for the bridge project and for the responsiveness and assistance the District staff provides, particularly the maintenance crews.

Chairman Manning acknowledged the Board's appreciation for the federal stimulus funds which enabled it to fund the US-2, Dover Bridge project.

Delegation – City of Post Falls. Post Falls Mayor Clay Larkin thanked the Board for its time. He summarized efforts to date on the proposed I-90, Greensferry project, noting the commendable partnership that has been established. He believes the Greensferry access will improve transportation in the area. Mayor Larkin expressed concern with traffic congestion and safety issues on SH-41. He believes the Greensferry access project would alleviate some of the concerns on the state highway. He thanked the Department for the Transportation Investments Generating Economic Recovery grant application for the Greensferry access. He also expressed appreciation to District Engineer (DE) Damon Allen and his staff for their assistance.

Mayor Larkin summarized the license plate recognition program. Cameras were erected on I-90 overpasses for law enforcement officers to monitor license plates. The intent was to determine if any stolen vehicles were traveling on the Interstate. Almost 50 stolen vehicles have been recovered since the program was implemented. There have been other notable benefits of the program, too, and Mayor Larkin encouraged expanding this program throughout the state.

Chairman Manning thanked Mayor Larkin for his comments and continued partnership.

Delegation – Post Falls Highway District. Lynn Humphreys, Post Falls Highway District Commissioner, summarized the Bridging the Valley project, which encompasses a 42 mile railroad corridor between Spokane and Athol. The intent is to improve safety at the 72 at-grade crossings. He requested ITD's partnership to complete preliminary engineering on a Pleasantview grade separation. ITD's share would be \$190,000, or 40%, as the project impacts SH-53. The preliminary engineering would include future expansion of the state highway to four lanes, plus pedestrian and bicycle facilities. Currently, \$5 million in federal funds are available for the project; however, Commissioner Humphreys reported that there is speculation that the federal funds will be rescinded in the near future if the money is not expended. He added that he understands that no construction funds have been identified.

Member Whitehead noted the importance of SH-53 for truck traffic. Vice Chairman Blick said the Board has discussed Bridging the Valley for a number of years. He would support proceeding with a project.

Delegation – Idaho Association of Highway Districts. Stuart Davis, Executive Director, Idaho Association of Highway Districts, requested increasing the term agreement limit from \$250,000 to \$500,000. He believes the limit, which has not been raised in many years, is a disservice to local entities, as it prevents some jurisdictions from using term agreements.

In response to Chairman Manning's question on others' support for this proposal, Executive Director Davis replied that he is making the request on behalf of other local public agencies, including the Local Highway Technical Assistance Council (LHTAC). He is not aware of any entities that oppose increasing the term agreement cap, unless ITD staff is opposed.

Chief Engineer Tom Cole reported that staff has been reviewing this issue. Last year, about 10 projects, or 4% exceeded the \$250,000 limit.

Member Coleman noted that the term agreement process has been in place for many years. He believes projects are getting more complex and bigger in scope and cost and that the term agreement limit has not kept up with inflation. He expressed support to increase the term agreement limit to \$500,000, partly because it would be more efficient for staff, as less paperwork would be required. In response to Member Gagner's question, Member Coleman does not foresee a negative impact if the limit is increased. The process would not change. Consultants would still be selected based on qualification and the expertise required for the project.

The consensus of the Board was to have staff review the request to increase the term agreement limit to \$500,000 and provide a recommendation to the Board.

Board Items. Chairman Manning said he attended the Governor's Task Force on Modernizing Transportation Funding meeting last month, where the Cost Allocation Study was released. The next Task Force meeting will be on August 31. Member Whitehead and Chairman Manning attended the opening of the Reed Ranch airstrip. Chairman Manning acknowledged the Division of Aeronautics' efforts. The opening was well attended and he believes making the airstrip available to the public will be advantageous. He also attended an awards ceremony where public relations efforts on the I-84, Vista Interchange project were recognized.

Director's Report. Director Ness thanked District 1 staff for its hospitality during his recent employee visits and yesterday's Board tour. He also expressed appreciation to the delegations for their attendance and comments.

Director Ness elaborated on the July Governor's Modernizing Transportation Funding Task Force meeting. The Task Force referred the Cost Allocation Study to the Cost Allocation Subcommittee for review and to make recommendations at the August 31 meeting.

Director Ness attended the Boise Chamber of Commerce meeting last month, where Governor Otter was the featured speaker. The Governor highlighted three state departments that contribute to promoting commerce and business in Idaho: the Departments of Labor, Commerce, and Transportation.

Transportation was a main topic at the Capital for a Day in Pierce earlier this month, with the proposal for the oil industry to transport overlegal loads on US-12 generating the most discussion. Idaho State Police (ISP) representatives reported that those loads were the most thoroughly inspected loads and ISP considers the loads among the safest on the highway. The Port of Lewiston manager also highlighted the economic benefit to the Port and the surrounding communities that would result from the shipment of the loads.

Director Ness attended the Association of General Contractors' (AGC) conference that included a joint session with ITD. Many issues were discussed, including the requirement for documenting electrical sub-contractors as part of the bid package. (See later minute entry.)

ITD's public relations effort establishing a kiosk at the Boise Airport to inform motorists of the Single Point Urban Interchange at the I-84, Vista Interchange received a national award. The American Road and Transportation Builders Association award highlights ITD's vision of teamwork, customer service, partnering, and effective delivery of our program.

Director Ness reported that Dr. Tom DeCoster interviewed several members of the leadership team. Dr. DeCoster is well known in the transportation industry for developing and conducting leadership academies for transportation professionals. He will provide recommendations on how ITD can improve and become a more efficient organization.

In response to last month's questions and discussions on performance measures, Director Ness said he intends to work with the leadership team to develop measurable goals for the upcoming year. The goals will be tied to individual employee performance measures. Employees will be held accountable for meeting their performance measures. The individual performance measures will feed into the overall performance measures of their work group and ultimately to the Department's.

Some of Director Ness's upcoming events include a partnering meeting with Ada County Highway District and a meeting with FHWA to discuss several issues.

Deputy Director Stokes distributed the performance measurement report. A new measure on administration and planning expenditures has been added. Compared to surrounding states, ITD's administration and planning expenditures as a percent of total expenditures is the lowest. DDIR Stokes cautioned that GARVEE expenditures are included, which tends to skew the data. He reported that efforts to implement the management systems are proceeding well. Some discussion followed on the performance measure of 82% of pavement is in good or fair condition. DDIR Stokes acknowledged the Board's concerted effort to focus on pavement condition and the one-time 2009 federal stimulus funds that ITD dedicated to pavement condition. However, based on projections, without additional revenue, the percent of pavement in good or fair condition will decrease.

Chairman Manning welcomed Representative Phil Hart to the meeting.

PTAC District 1 Update and I-Way Leadership Award. Jim Diffenbaugh, PTAC Member, District 1, complimented the Division of Public Transportation for the positive changes it has implemented the past several years, particularly shifting the focus from providers to users and establishing local mobility management networks. He commended CityLink's bus system. In 2005, the Coeur d'Alene Tribe initiated free transportation to its casino, but realized the need for public transit was more extensive. In partnership with Kootenai County, the service has been expanded and the ridership has continuously increased. PTAC Member Diffenbaugh added that the mobility manager is undertaking similar efforts in Boundary and Bonner Counties: creating connectivity for public transportation services.

The Board commended CityLink for its successful efforts.

Heather Wheeler, Executive Director, Community Transportation Association of Idaho, presented the I-Way Leadership Award to CityLink. She also acknowledged Craig Wilcox's efforts in cooperation with the Kootenai Metropolitan Planning Organization (KMPO) to install benches and improve the accessibility to public transit in Coeur d'Alene.

End of FY10 Adjustments to the Federal-Aid Formula Highway Program. Manager, Transportation Investments (MTI) Dave Amick requested approval to modify the FY10 Federal-Aid Formula Highway Program based upon project readiness and available funds. As of July 21, there are \$281.1 million of commitments against the \$326.4 million of obligation authority plus matching funds available for obligation of direct costs. Based on project readiness, \$15.6 million of projects are expected to delay. Staff is requesting \$8 million for cost increases for FY10

projects; \$34.5 million for additional preservation, restoration, safety, and bridge commitments; and \$2.7 million for expansion. ITD requested \$48.3 million in redistribution of obligation authority. MTI Amick summarized the program adjustments, anticipated project removals and delays, and list of additional project requests.

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

RES. NO. WHEREAS, it is in the public interest for the Idaho Transportation Department  
ITB10-30 to accomplish a current, realistic, and fiscally constrained Highway Capital Investment Program; and

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

WHEREAS, the Safe, Accountable, Flexible, Efficient Transportation Equity Act - A Legacy for Users (SAFETEA-LU) requires that a priority list of projects covering a four-year period be provided in a Statewide Transportation Improvement Program (STIP); and

WHEREAS, as of July 21, 2010, the estimated balance of available funds is \$45.3 million; and

WHEREAS, projects have been identified that will delay or be removed from FY10 totaling \$15.6 million; and

WHEREAS, projects have been identified requiring cost increases of \$8 million; and

WHEREAS, a prioritized list of projects has been identified that are ready should additional funding become available; and

WHEREAS, the result of these proposed delays, cost increases, and advances will fully utilize estimated FY10 federal-aid formula highway obligation authority and equity bonus funds of \$283.2 million; and

WHEREAS, the Department requested \$48.3 million in redistributed FY10 formula obligation authority from other states.

*NOW THEREFORE BE IT RESOLVED*, that the Board authorizes staff to delay or remove projects in the list entitled "Anticipated Removals and Delays" and advance projects in the list entitled "Additional Requests", as shown as Exhibit 395, which is made a part hereof with like effect, in priority order as projects are delivered and as funding becomes available through Redistribution of Federal Formula Obligation Authority; and



*BE IT FURTHER RESOLVED*, that staff is authorized to make the appropriate changes to the FY10-14 STIP in accordance with the provisions of SAFETEA-LU.

Monthly Financial Statements and Highway Program Obligations. MTI Amick reported that \$322.8 million had been obligated for projects in the STIP by the end of July. This is 75% of the project costs in the current STIP. At the same time last year, \$201.6 million had been obligated, or about 60%.

Controller Gordon Wilmoth said FHWA Indirect Cost Allocation revenue was \$34,410,923 through June, which exceeded the projected amount of \$25,000,000. Miscellaneous state funded revenue of \$28,058,988 was \$1,886,166 below the forecast. Highway Distribution Account (HDA) revenue, excluding ethanol exemption elimination, was \$175,133,700. The projected revenue was \$175,628,100. Revenue from the ethanol exemption elimination was \$14,777,958, which was a \$332,042 negative variance from the projected amount.

Total expenditures in the American Recovery and Reinvestment Act of 2009 (ARRA) Title XII Fund were \$70,953,700, while \$182 million had been appropriated. Of the \$17.4 million LHTAC-administered ARRA Title XIV funds, \$991,800 had been expended.

Controller Wilmoth noted the Equipment Buy Back Program year-to-date proceeds are \$11,080,104. He also reported that revenue to the State Aeronautics Fund from aviation fuels was \$1,454,441, or \$345,559 below projections.

FY12 Proposed Budget Request. Economics and Research Manager (E&RM) Doug Benzon presented the revised revenue forecast. The projected revenue to ITD from all sources of funding in FY12 is \$567,650,000. He noted the slight increase in revenue is based on legislation to remove ISP and the Department of Parks and Recreation from the distribution formula. In summarizing the Department's revenue history, he noted that the HDA revenue in 2009 was approximately the same amount of revenue received in 2001. Revenue to the Aeronautics fund is expected to increase slightly in FY12. The consumer price index inflation rate is just under 5%.

Senior Budget Analyst (SBA) Joel Drake summarized the proposed FY12 budget request. Some highlights include 1,827.5 full-time positions; a \$1 million, or 1%, increase for personnel; \$26 million for replacement equipment; and \$293.8 million for construction. The request includes six line items totaling almost \$40 million; however, \$38 million is being requested for contract construction. SBA Drake said the list of GARVEE projects proposed for bonding authority in FY12 is still under development and will be added to the budget request later.

Member Gagner made a motion, seconded by Vice Chairman Blick, and passed unanimously, to approve the following resolution:

RES. NO. WHEREAS, the FY12 Idaho Transportation Department budget request will be  
ITB10-31 prepared in accordance with instructions in the Division of Financial  
Management's Budget Development Manual; and

WHEREAS, the Idaho Transportation Board has reviewed the FY12 budget request summary.

*NOW THEREFORE BE IT RESOLVED*, that the Board agrees with the budget request estimates and guidance provided as presented in the Department Summary and Certification, submitted for approval August 19, 2010, as shown in Exhibit 396, which is made a part hereof with like effect, and authorizes the estimates and guidance provided to serve as the basis for the budget request to be submitted to the Division of Financial Management and Legislative Services Office on or before September 1, 2010.

GARVEE Financing Authorization. Administrator, Division of Administration (ADA), Dave Tolman said earlier the Board approved authorizing the financing of \$250 million in bonds approved by the 2007 Idaho Legislature, of which \$213.5 million in bonds were issued. The 2010 Legislature passed Senate Bill 1427, which authorizes the Board to finance up to \$12 million in project costs. ADA Tolman requested approval to combine the balance of authorization from the 2007 legislation, in the amount of \$36.5 million, and the new \$12 million authorization provided by Senate Bill 1427 and to approve the issuance of bonds in a principal amount not to exceed \$48.5 million. He added that this approval is necessary due to legal requirements to keep the expenditures on current projects tax exempt. Additionally, the Idaho Housing and Finance Association must pass a resolution to issue bonds. The timing of the sale of these bonds will be determined at a later date to meet contracting requirements. He added that all other Board resolutions authorizing bonding provided by the Legislature have been fully utilized.

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

RES. NO. WHEREAS, the Idaho Transportation Department (ITD) strives to make available  
ITB10-32 to the citizens of Idaho the finest transportation system via new construction projects and management of statewide assets and has authorized the use of a Grant Anticipation Revenue Vehicle (GARVEE) bonded program; and

WHEREAS, the use of future federal funds today will save the state money in the future; and

WHEREAS, Title 40, Chapter 3 and Title 67, Chapter 62, of the Idaho Code, as amended (the "Act"), authorizes the Idaho Housing and Finance Association (IHFA) to issue bonds for the purpose of funding a highway capital improvement program (the "GARVEE Program") for financing all aspects of the construction of highway projects eligible for federal reimbursement as recommended and approved by the Idaho Transportation Board (ITB); and

WHEREAS, the ITD, the ITB, and the IHFA have entered into a Master Financing Agreement with respect to the bonds; and

WHEREAS, issuing such bonds promotes the purposes of the GARVEE Program; is in the public interest; serves a public purpose; increases commerce; promotes

the health, welfare, and safety of the people of the State of Idaho; and constitutes a proper exercise of the authority particularly set forth in the Act; and

WHEREAS, the 2007 Idaho Legislature has passed and the Governor has signed House Bill 336 authorizing ITD's 2007 request for bonding authority under Idaho Code Section 40-315(4) up to \$250,000,000 of bonding authority of which \$213,535,000 has been issued by IHFA leaving \$36,465,000 not issued to date, and the 2010 Idaho Legislature has passed and the Governor signed Senate Bill 1427 GARVEE Bonding Authorization authorizing ITB's request for bonding authority under Idaho Code Section 40-315(4) up to \$12,000,000, and IHFA intends to issue certain tax exempt bonds, Federal Highway Trust Fund Series, during state fiscal year 2011 in an amount not to exceed \$48,465,000, comprising the \$36,465,000 remaining from the authorization under House Bill 336 and \$12,000,000 from the authorization under Senate Bill 1427 (the "Bonds"), in order to provide funds to finance the GARVEE Program for those projects (the "Projects") referenced in House Bill 336 and Senate Bill 1427 and other related legislation and this resolution shall serve as evidence of the Board's intention to proceed with issue of the Bonds up to the amount stated and to reimburse its expenditures for the Projects from the proceeds of the Bonds; and

WHEREAS, there has been prepared a Preliminary Official Statement relating to each series of the bonds and the distribution thereof to potential bond purchasers and the distribution to all actual purchasers of the bonds of a final Official Statement will thereafter be carried out; and

WHEREAS, other bonding documents will also be needed to be executed setting forth the applicable series of bonds.

*NOW THEREFORE BE IT RESOLVED*, by the Board as follows:

1. Pursuant to the Act, the Board approves the Projects and recommends to IHFA the financing thereof through the issuance of the Bonds in an aggregate principal amount not to exceed \$48,465,000, \$36,465,000 from the bonding authority approved by House Bill 336 and \$12,000,000 from the bonding authority approved by Senate Bill 1427; provided that: (a) the ITD and the ITB have entered into a supplement to the Master Financial Agreement relating to the Bonds and previously executed; and (b) the ITD has provided to the IHFA all of the certificates, documents and information required under Idaho Code Section 67-6210(k).
2. The Chairman and/or Director is hereby authorized and directed, for and in the name and on behalf of the ITB, to execute the following bonding documents and any other documents required for the closing of the bonds setting forth the terms of the applicable series of bonds together with such additions or changes in the form thereof as may deem necessary or advisable, such approval to be conclusively evidenced by the execution of said bonding documents as so added to or changed.

Final Official Statement  
Supplemental to Master Financial Agreement  
Master Trust Indenture

Series Trust Indenture

3. Further, the Board and ITD will keep books and records of all expenditures and will make a reimbursement allocation, which is a written allocation that evidences the use of proceeds of the Bonds for Project expenditures no later than 18 months after the later of the date on which the expenditure is paid or the related Project is placed in service or abandoned, but in no event more than three years after the date on which the expenditure is paid. Finally, that this resolution evidences the Board's intent and reasonable expectation under Treas. Reg. Section 1.150-2(d) (1) to use the proceeds of the Bonds to pay certain costs of the Projects and to reimburse the Board and ITD for expenditures for the costs of the Projects paid prior to the issuance of the Bonds to the extent permitted by federal tax regulations.

Executive Session on Personnel and Legal Issues. Member Coleman made a motion to meet in executive session at 12:00 noon to discuss personnel and legal issues as authorized in Idaho Code Section 67-2345(a), (d), (f). Member Whitehead seconded the motion and it passed 6-0 by individual roll call vote.

A discussion was held on legal matters related to records exempt from public disclosure, Division of Motor Vehicles permit issues, and the Environmental Protection Agency's consent decree on the US-95, Mica Bay project.

A discussion was held on personnel matters related to the hiring of public officers.

The Board came out of executive session at 1:00 PM. No final actions or decisions were made.

Overlegal Permits Administrative Fee Costs. Reymundo Rodriguez, Commercial Vehicle Services Manager (CVSM), reported on a review of the FY09 revenue and costs generated by the issuance of overlegal permits. In summary, the revenue ITD receives from these fees is insufficient to recover the costs of issuing overlegal permits. He recommends modifying IDAPA 39.03.21, Rules Governing Overlegal Permit Fees, to ensure that appropriate administrative fees are collected for the issuance of these permits. All annual and single trip overlegal permit fees would increase by an average of \$17.00 per permit. The fee increases are distributed among the various types of permits based on the complexity of the permit issuance, staff involvement, and required updates to the maps and attachments needed for annual overlegal permits. A primary goal is that the Division of Motor Vehicles' programs be self supporting. CVSM Rodriguez added that the rule revision is being proposed now to coincide with the time frame as outlined in the IDAPA procedures.

Currently, a portion of the overlegal permit fees are placed in the HDA. Member Coleman questioned the equity to truckers. He believes the current fee structure captures the Department's costs. The problem is that ITD does not receive all of that revenue. Member Whitehead asked if the distribution formula could be changed. CVSM Rodriguez believes legislation would be required to change the distribution formula.

Member Vassar made a motion directing staff to propose draft legislation to eliminate revenue from overlegal permits being deposited into the Highway Distribution Account and to have that revenue deposited into the State Highway Account. Member Coleman seconded the motion.

Some members expressed support to pursue the proposed rule revision. If both the legislation and rule revision are successful, it was noted that the fees could be reduced to ensure equity.

The motion passed unanimously.

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

RES. NO. WHEREAS, the Idaho Transportation Board has the authority to approve  
ITB10-33 requested changes to Administrative Rules; and

WHEREAS, the Board finds the requested changes to the administrative rule will allow the Idaho Transportation Department to collect the appropriate permit fees to cover the cost of administering the permit program.

*NOW THEREFORE BE IT RESOLVED*, that the Board approves the recommended changes to administrative rule:

IDAPA 39.03.21 – Permit Fees

Increase all overlegal permit fees by an average of \$17 per permit; and

*BE IT FURTHER RESOLVED*, that the Board directs staff to promulgate regular rule making for the changes as listed above for the Administrative Rule.

Performance Measurement Report due to Division of Financial Management (DFM).

Matt Moore, Transportation Planning Administrator, presented the proposed Performance Measurement report, which is due to DFM by September 1. In addition to reporting on the Department's performance, the document also provides an overview on ITD, including its revenue and expenditures, cases managed, and performance highlights.

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

RES. NO. WHEREAS, Idaho Code 67-1901 – 67-1904 requires that all state agencies must  
ITB10-34 submit an annual Performance Measurement Report on or before September 1;  
and

WHEREAS, the Performance Measurement Report provides an agency overview; identifies core functions of the Department; outlines state fiscal year revenues and expenditures; supplies the number of cases managed and key services provided by the Department; highlights the Department's efficiencies and awards; and defines the Department's strategic plan and performance measures; and

WHEREAS, in accordance with Idaho Code 67-1904, the Director certifies that the data provided in the Performance Measurement Report has been internally assessed for accuracy.

*NOW THEREFORE BE IT RESOLVED*, that the Idaho Transportation Board has reviewed and found that the information in the report is acceptable and should be submitted in accordance with Idaho Code.

Idaho Traffic Crashes 2009 and Highway Safety Performance Plan FY11. Mary Hunter, Highway Safety Manager (HSM), said the goal of the Highway Safety Grant Program is to reduce deaths, serious injuries, and economic losses resulting from traffic crashes by implementing programs to address driver behaviors. The traffic crashes report provides data and analysis of the state's traffic crash problem areas and illustrates progress made. It is a reference document, along with other tools, to support the selection of project types and locations to address highway safety on a statewide and local basis. The crash data is also used to provide information to other users and to assess effectiveness of traffic safety issues as traffic crash reduction and injury prevention programs are developed.

HSM Hunter said the Highway Safety Performance Plan is prepared annually in accordance with federal requirements to identify and address Idaho's most critical behavior-related highway safety problems. The Plan was approved by the Idaho Traffic Safety Commission at its May meeting. Total funding for FY11 is \$5.7 million. Some of the focus areas are safety restraints, impaired drivers, aggressive driving, and youthful drivers.

In 2009, there were 226 fatalities and 11,393 injuries as a result of traffic crashes in Idaho. The state's fatality rate was 1.46. Following are some notable statistics from the 2009 Idaho Traffic Crashes report: fatalities due to impaired driving were reduced from 96 to 65; 79% of occupants used safety restraints; 18% of all fatalities occurred at or near intersections; and 105 of the fatalities were related to aggressive driving behaviors.

Member Gagner made a motion, seconded by Member Whitehead, and passed unanimously, to approve the following resolution:

RES. NO.        WHEREAS, Idaho experienced 22,992 reportable traffic crashes, 226 traffic  
ITB10-35        deaths, and 11,393 people injured in 2009; and

WHEREAS, the economic cost of traffic crashes in Idaho for 2009 was over \$2.5 billion; and

WHEREAS, Idaho's fatality rate for 2009 was 1.46 fatalities per 100 million annual vehicle miles traveled, which is higher than the estimated national rate of 1.16 fatalities per 100 million annual vehicle miles traveled; and

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

WHEREAS, the National Highway Traffic Safety Administration (NHTSA) may allocate about \$5.7 million in funding for Idaho to reduce traffic deaths and serious injuries; and

WHEREAS, the Idaho Traffic Safety Commission and the Office of Highway Operations and Safety have developed the Highway Safety Performance Plan for federal fiscal year 2011 to reduce Idaho traffic deaths, serious injuries, and economic losses; and

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

*NOW THEREFORE BE IT RESOLVED*, that the Idaho Transportation Board adopts the Highway Safety Performance Plan for federal fiscal year 2011, which is on file in the Office of Highway Safety.

Highway Safety Improvement Program Funding. Highway Operations and Safety Engineer (HOSE) Brent Jennings reported that SAFETEA-LU created a Highway Safety Improvement Program. The intent is to significantly reduce fatalities and serious injuries resulting from crashes on public roads. The annual funding level in Idaho is about \$11.4 million.

Discussions have been held with LHTAC regarding utilizing these funds on local roads, according to HOSE Jennings. There is concern with the insufficient data available from local entities, as prioritizing the safety projects is to be based on data. As an alternative, it was agreed that crash corridors could be established based on frequency, and severity could be used as the identification criteria until the appropriate data can be established on the local system.

LHTAC Administrator Lance Holmstrom expressed support to expand the Highway Safety Improvement Program to the local system. He expressed concern with the number of crashes on local roads.

Vice Chairman Blick made a motion and seconded by Member Vassar to approve the following resolution:

RES. NO. WHEREAS, on August 10, 2005 the Safe, Accountable, Flexible, Efficient  
ITB10-36 Transportation Equity Act – a Legacy for Users (SAFETEA-LU) created the core Highway Safety Improvement Program (HSIP) for utilization by the states; and

WHEREAS, Idaho shall develop, implement, and evaluate on an annual basis a HSIP that has the overall objective of significantly reducing the occurrence of and

the potential for fatalities and serious injuries resulting from crashes on all public roads; and

WHEREAS, discussions have been held with the Local Highway Technical Assistance Council (LHTAC) regarding the application of the HSIP to the local roads level in order to meet the intent of SAFETEA-LU; and

WHEREAS, it is recognized that the majority of the local highway system does not have the exposure (volumetric) data in order to perform an equitable analysis to determine appropriate safety project selection on a statewide basis.

*NOW THEREFORE BE IT RESOLVED*, that the Idaho Transportation Department supports the allocation of a portion of HSIP funding to LHTAC in order to fulfill the intent of SAFETEA-LU; and

*BE IT FURTHER RESOLVED*, that the Department shall accomplish the expansion of the HSIP to the local level by:

- 1) Working with LHTAC to analyze existing crash data to determine the top crash locations based on frequency and severity recognizing this methodology is acceptable to the Federal Highway Administration.
- 2) Not limiting HSIP funding only to the state highway system.
- 3) Establishment of the Safe Highway and Facilities Team to evaluate and balance the HSIP. LHTAC would be granted a seat on this team and the Districts and LHTAC would be responsible for individual project selection and management of their projects and associated funds within the HSIP.
- 4) Requiring LHTAC to follow all the HSIP criteria as established by FHWA. This would include the instruction given in the Capital Investment Program update for the latest Statewide Transportation Improvement Program.
- 5) Supporting and assisting where possible LHTAC in the establishment of a program for the collection of exposure (volumetric) data to support this program and to further meet the requirements of SAFETEA-LU. This includes a local road base map. Once local exposure data can be determined and collected and the local road base map is complete, proportional distribution of funding can be better refined and incorporated into the HSIP.

The motion passed 5-1 with Member Miller dissenting.

Electrical Requirements in the Bidding Process. Assistant Chief Engineer – Operations (ACE-O) Greg Laragan reported on staff's efforts to explore remedies to concerns with the electrical requirements in the bidding process. Recently, the low bid on a highway project was rejected because an electrical subcontractor was not listed. The project required minimal electrical work. Because this issue impacts all contracts, not just highway contracts, the Division of Public Works (DPW) was contacted. DPW does not believe there is a problem with the current requirements and expressed no desire to change Idaho Code. The AGC also believes the current language is sufficient and does not support revisions to the code. It did, however, suggest



that the language in the contracts could be improved. ACE-O Laragan proposed revisions, which have been reviewed by the AGC.

The Board concurred with this modification and thanked staff for its efforts.

District 1 Report. DE Allen reported that the District exceeded its project delivery goal. Improvements are being made to prepare engineers' estimates closer to the actual bid amounts. He summarized maintenance efforts, noting that due to a less-harsh winter, more resources were available for summer maintenance projects.

Some of the District's partnerships include working on the I-90/Greensferry access with the City of Post Falls, the US-2/US-95 connection project with the City of Sandpoint, access management studies with local communities, and the Bridging the Valley project with various entities. DE Allen said he will work with KMPO to determine the status of the \$5 million funds available for the Bridging the Valley project, and then work with the Kootenai County Area Transportation Team and KMPO on the region's priorities.

DE Allen provided an update on the US-95, Garwood to Sagle GARVEE corridor. The environmental decision was signed by FHWA in July. Final design, right-of-way acquisition, and utility coordination are underway. Coordination is also continuing with the local highway districts. Construction funds need to be secured. Next month, staff intends to propose seeking additional GARVEE bonding authorization on two projects: Garwood to Silverwood and Silverwood to Granite.

Planner Don Davis thanked DDIR Stokes for his leadership while in District 1. He acknowledged various accomplishments, including extensive improvements made to US-95, during DDIR Stokes' tenure as District Engineer.

WHEREUPON, the Idaho Transportation Board's regular monthly meeting officially adjourned at 3:05 PM.

\_\_\_\_\_  
DARRELL V MANNING, Chairman  
Idaho Transportation Board

Read and Approved  
\_\_\_\_\_, 2010  
\_\_\_\_\_, Idaho

## 2010 BOARD MEETING DATES

**October 20-21, 2010 – Boise**  
**November 17-18, 2010 – Boise**  
**December 8-9, 2010 – Boise**

### 2010

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

“X” = holiday

“-----” = conflicts such as AASHTO/WASHTO conferences

Other dates of interest:

September 19-24, 2010: Idaho Association of Counties’ annual conference - Boise

October 28 – November 2, 2010: AASHTO annual meeting – Biloxi, Mississippi

November 9-12, 2010: Idaho Assoc. of Highway Districts’ annual conference – Coeur d’Alene

Legislative Outreach Meetings:

- December 7, 2010, 9 to 11 AM: District 1
- December 7, 2010, 2 to 4 PM: District 2
- December 8, 2010, 9 to 11 AM: District 3
- December 14, 2010, 2 to 4 PM: District 4
- December 15, 2010, 9 to 11 AM: District 6
- December 15, 2010, 2 to 4 PM: District 5
- December 16, 2 to 4 PM: Caldwell

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

RES. NO.  
ITB10-37

*NOW THEREFORE BE IT RESOLVED*, that the Idaho Transportation Board approves the Public Transportation Advisory Council appointment to District 5 and has received and reviewed contract award information; professional services agreements and term agreement work task report; and the adequate truck parking report.

# Board Agenda Item



Meeting Date September 15-16, 2010

Amount of Time Needed for Presentation Consent

Presenter's Name <b>Randy Kyrias</b>	Presenter's Title PTA	Initials 	Reviewed By 
Preparer's Name <b>Randy Kyrias</b>	Preparer's Title PTA	Initials 	

**Subject**

<b>PTAC Appointment for District #5</b>		
Route Number	Project Number	Key Number
District	Location	

**Background Information**

The Public Transportation Advisory Council member representing District #5, Ken Bullock, accepted an offer to become the District #5 Mobility Manager. Because this appointment does not expire until May 2011, staff pursued a full application process to identify a replacement candidate. The following process was conducted to secure a recommendation:

- Staff released a notice of the PTAC opening and application packet to 277 individuals within District #5.
- Upon the close of the application period the District #5 Mobility Manager conducted a series of meetings with each of the Local Mobility Management Networks and also the District Coordination Council to review applications and submit a recommendation.
- Kathy Ray was the recommendation to serve the remainder of Ken Bullock's term. Kathy Ray's application is attached.

**Current PTAC Members:**

**Term Expiration Date**

- |                               |                     |
|-------------------------------|---------------------|
| • District 1: Jim Deffenbaugh | June 2012           |
| • District 2: Carl Root       | June 2013           |
| • District 3: Kathleen Simko  | June 2011           |
| • District 4: Joe Herring     | June 2012           |
| • District 5: Ken Bullock     | June 2011 (Vacated) |
| • District 6: Karen Cornwell  | June 2013           |

**Recommendations**

Staff recommends the appointment of Kathy Ray to represent District #5 on the Public Transportation Advisory Council for the remainder of the term expiring May 31, 2011.

**Board Action**

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

### Application Information & Questions

Full Name: Kathy Ray

Organizational affiliation (if any): Four County Alliance of Southeast Idaho

Street Address: PO Box 32

City, State, Zip: Malad, ID 83252

Phone numbers: 208-317-1827

E-mail address: fourcasi@hotmail.com

District for which I am applying: 1  2  3  4  5  6

**Please attach letters of recommendation to your application submittal.**

**Please respond to the following questions:**

1. Describe why you are an appropriate representative for the perspective you offer to bring to the PTAC.

*I work with Oneida County, Bear Lake County, Franklin County and Caribou County as an economic development specialist. I also serve on the Pioneer Country Travel Council board. Both tourism and commercial/industrial businesses need strong transportation access for their workforce and residents.*

2. Explain how you feel you can represent and advocate for mobility.

*I meet often with local officials and business people to access and help with their needs.*

3. Describe the extent you are able to work collaboratively with others especially with those who you may have competing needs or interests.

*Involving and working with key members of the community is vital to any project. Also it is important to ask and receive public input from the business community, schools and residents. Local buy in is critical in creating, completing and sustaining any public project.*

4. Describe your willingness and ability to support participation in the mobility efforts in your District. What would that look like?

*Mobility would look like connecting transportation for tourists flying into SLC and heading to Jackson Hole and Yellowstone. Mobility would also look like access to ISU and other universities/vocational services in the region. Also mobility should look like pedestrian/bicycle pathways connect the community to its schools, medical services, business district and downtown core, as well as eventually connecting communities and towns to each other as well, The need for transportation for seniors and those preferring to travel with others is critical, especially when traveling for meals, shopping and medical services. Commuter buses help reduce the amount of traffic and pollution in both Franklin County and Bear Lake County.*

5. Describe your ability to meet and participate with the PTAC and the District Coordination Council (DCC) and the extent to which you could support the mobility initiative between meetings.

*I have been involved in the project in southeastern Idaho since outreach began.*

6. Describe your experience, if any, in working with mobility issues.

*Again I am used ot meeting with public official and private citizens on discussing issues and searching for answers while developing consensus. The*

7. Are you a member, or a Board Member, of any organization or agency that receives assistance of any kind that requires a recommendation from the Public Transportation Advisory Council and/or a District Coordination Council?

*No*

8. Are you a member, or Board Member, of any organization or agency that provides support to any organization or agency that receives assistance of any kind that requires a recommendation from the Public Transportation Advisory Council and/or a District Coordination Council?

*No*

# Board Agenda Item



Meeting Date September 15-16, 2010		Amount of Time Needed for Presentation	Consent
Presenter's Name Tom Cole, LS/PE	Presenter's Title Chief Engineer	Initials <i>[Signature]</i>	Reviewed By <i>[Signature]</i>
Preparer's Name Nestor Fernandez, P.E.	Preparer's Title Roadway Design Engineer	Initials NF 7 KM	<i>[Signature]</i>

**Subject**

Contract Award		
Route Number	Project Number	Key Number
District	Location	

**Background Information**

In accordance with board policy B-14-06, Staff has initiated or completed action to award or reject the contracts listed on the attached report.

**Recommendations**

For Information Only.

**Board Action**

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

**MONTHLY STATUS REPORT TO THE BOARD  
CONTRACTS**

CONTRACT ACTIONS BY STAFF SINCE LAST BOARD MEETING

KEY	CN+CE	PE+PEC	R/W	UTIL	Est CE	ENGINEER ESTIMATE	CE	LOW BID	Net +/-	% of Est	Total Cost	% of Prog	Prog net +/-	
<b>CONTRACTS ACCEPTED</b>														
DIST: 1	ROUTE: LOCAL	OPENING DATE: 8/17/2010	CONTRACTOR: INTERSTATE CONCRETE & ASPHALT CO.					NUMBER OF BIDS: 5						
	12276	\$1,816,000	\$0	\$0	\$0	\$153,694	\$1,536,942	\$126,828	\$1,268,281	(\$268,661)	83%	\$1,395,109	77%	(\$420,891)
	12276	FRONTAGE RD for US 95; S of LANCASTER TO BENTZ					NEW RTE							
DIST: 1	ROUTE: I-90	OPENING DATE: 8/17/2010	CONTRACTOR: KNIFE RIVER CORPORATION -NORTHWEST DBA KNIFE RIVER					NUMBER OF BIDS: 4						
	10498	\$6,081,000	\$199	\$0	\$0	\$504,190	\$5,041,897	\$415,176	\$4,151,756	(\$890,141)	82%	\$4,567,131	75%	(\$1,514,068)
	10498	PINEHURST TO ELIZABETH PARK RD OPASS					RESRF/RESTO&REHAB							
DIST: 1	ROUTE: LOCAL	OPENING DATE: 7/13/2010	CONTRACTOR: POE ASPHALT PAVING, INC.					NUMBER OF BIDS: 4						
	09782	\$1,679,000	\$281,500	\$0	\$0	\$145,878	\$1,458,779	\$124,659	\$1,246,593	(\$212,186)	85%	\$1,652,752	84%	(\$307,748)
	09782	ELDER RD; WA ST LN TO US 95, KOOTENAI CO					RECONST/REALIGN LOCAL							
DIST: 2	ROUTE: US-95B	OPENING DATE: 8/10/2010	CONTRACTOR: FREHNER CONSTRUCTION CO INC.					NUMBER OF BIDS: 3						
	12004	\$875,000	\$20,000	\$0	\$0	\$75,188	\$751,876	\$73,300	\$733,000	(\$18,876)	97%	\$826,300	92%	(\$68,700)
	12004	WINCHESTER BUSINESS LOOP					RESRF/RESTO&REHAB							
DIST: 3	ROUTE: SH-55	OPENING DATE: 8/10/2010	CONTRACTOR: WESTERN CONSTRUCTION, INC.					NUMBER OF BIDS: 3						
	09479	\$1,286,000	\$50,000	\$0	\$0	\$107,106	\$1,071,059	\$97,111	\$971,111	(\$99,948)	91%	\$1,118,222	84%	(\$217,778)
	09479	BANKS to ROUND VALLEY, ROCKFALL MITIGATION					SAFTY/TRAF OPER							
DIST: 4	ROUTE: SH-75	OPENING DATE: 8/17/2010	CONTRACTOR: KNIFE RIVER CORPORATION -NORTHWEST DBA KNIFE RIVER					NUMBER OF BIDS: 6						
	11476	\$3,275,000	\$220,000	\$0	\$0	\$274,485	\$2,744,851	\$203,157	\$2,031,571	(\$713,279)	74%	\$2,454,729	70%	(\$1,040,271)
	11476	MP 105 TO BELLEVUE					RESRF/RESTO&REHAB							
DIST: 4	ROUTE: US-30	OPENING DATE: 8/10/2010	CONTRACTOR: STAKER & PARSON COMPANIES dba IDAHO SAND & GRAVEL COMPANY					NUMBER OF BIDS: 4						
	12065	\$468,000	\$60,000	\$0	\$0	\$39,937	\$399,374	\$26,892	\$268,923	(\$130,451)	67%	\$355,816	67%	(\$172,184)
	12065	STATE ST; NORTH AVE TO E 2700 S, HAGERMAN					RESRF/RESTO&REHAB							
DIST: 4	ROUTE: LOCAL	OPENING DATE: 8/3/2010	CONTRACTOR: GORDON PAVING CO., INC.					NUMBER OF BIDS: 3						
	12228	\$716,000	\$0	\$0	\$0	\$59,916	\$599,162	\$52,538	\$525,382	(\$73,780)	88%	\$577,920	81%	(\$138,080)
	12228	NORTH ROAD (OLD SH 79)					RESRF/RESTO&REHAB LOCAL							
DIST: 5	ROUTE: SH-34	OPENING DATE: 8/17/2010	CONTRACTOR: LEGRAND JOHNSON CONSTRUCTION CO.					NUMBER OF BIDS: 5						
	11631	\$4,770,000	\$20,000	\$0	\$0	\$414,778	\$4,147,781	\$299,955	\$2,999,550	(\$1,148,231)	72%	\$3,319,505	69%	(\$1,470,495)
	11631	CONDA RD TO BLACKFOOT RV BR, CARIBOU CO					RESRF/RESTO&REHAB							



**MONTHLY STATUS REPORT TO THE BOARD  
CONTRACTS**

CONTRACT ACTIONS BY STAFF SINCE LAST BOARD MEETING

KEY	CN+CE	PE+PEC	R/W	UTIL	Est CE	ENGINEER ESTIMATE	CE	LOW BID	Net +/-	% of Est	Total Cost	% of Prog	Prog net +/-
DIST: 5	ROUTE: 15 39 34		OPENING DATE:	7/13/2010		CONTRACTOR: PAUL CONSTRUCTION, INC.						NUMBER OF BIDS:	4
12217	\$733,000	\$0	\$0	\$0	\$62,001	\$620,007	\$88,845	\$888,454	\$268,447	143%	\$977,299	133%	\$244,299
12217	DISTRICT 5, A.D.A. IMPROVEMENTS					ENV PRESV							
DIST: 6	ROUTE: 48 93 28		OPENING DATE:	7/13/2010		CONTRACTOR: PAUL CONSTRUCTION, INC.						NUMBER OF BIDS:	3
12218	\$487,000	\$0	\$0	\$0	\$40,572	\$405,718	\$55,723	\$557,226	\$151,508	137%	\$612,949	126%	\$125,949
12218	DISTRICT 6, A.D.A. IMPROVEMENTS					ENV PRESV							

# Department Memorandum

## Idaho Transportation Department

**DATE:** July 22, 2010**Program Number(s)** A012(217)
**TO:** Nestor Fernandez, P.E.  
 Roadway Design Engineer
**Key Number(s)** 12217
**FROM:** Monica Crider, P.E. *MC*  
 Assistant Roadway Design Engineer

**Program ID, County, Etc.** STATE, D5 ADA  
 IMPROVEMENTS
**RE:** BID JUSTIFICATION

Headquarters has received and reviewed the bids for the referenced project. Four bids were received, ranging from 143.30% to 312.70 % of the Engineer's Estimate (EE). The source of the Engineer's Estimate was the Average Unit Price Reports and the bids for the five prior bid ADA projects (KN 11979-KN 11983) for all contract items.

The main difference between engineers estimate and the lowest qualified bid (143.30% of EE) are encompassed within the following items:

Bid Item	Description	Eng Estimate	Low Bid	Difference	% Eng Est
S901-05B	CURB RAMP GROUP B	\$270,970	\$455,830	\$184,860	168.22
S901-05C	CURB RAMP GROUP C	\$171,000	\$219,260	\$48,260	128.22

The unit cost bids for S901-05B ranged from \$5770/ramp to \$13000 /ramp between the four bidders with \$5770/ramp being the low bid. The unit cost bids for S901-05C ranged from \$5770/ramp to \$13000/ramp with \$5770/ramp being the low bid. Potential reason for the overage on this item was the inclusion of numerous incidental items in the SP that were generally estimated in the EE where the bidders were more specific to each locations' requirements. Another reason for the overage is that the low bid Contractor was awarded the prior bid ADA projects and they have experienced more work necessary to meet ADA requirements at each location thus reflecting a higher cost per ramp.

As a result of the review, if S901-05B of the EE was adjusted up to \$7885/ramp which is the average of the bids on this item and if S901-05C of the EE was adjusted up to \$8021/ramp, the average of the bids on this item, the low bid would be 80.30% of the EE. The offset to cover the necessary budget will come from formula funding. No other obvious errors were noted in the EE and it is recommend that the project be awarded to the lowest qualified bidder.

**CC:** DES  
 ADES  
 ARDE

# Department Memorandum

## Idaho Transportation Department

**DATE:** July 22, 2010**Program Number(s)** A012(218)**TO:** Nestor Fernandez, P.E.  
Roadway Design Engineer**Key Number(s)** 12218**FROM:** Monica Crider, P.E. *mc*  
Assistant Roadway Design Engineer**Program ID, County, Etc.** STATE, D6 ADA  
IMPROVEMENTS**RE:** BID JUSTIFICATION

Headquarters has received and reviewed the bids for the referenced project. Three bids were received, ranging from 137.34% to 198.12 % of the Engineer's Estimate (EE). The source of the Engineer's Estimate was the Average Unit Price Reports and the bids for the five prior bid ADA projects (KN 11979-KN 11983) for all contract items.

The main difference between engineers estimate and the lowest qualified bid (137.34% of EE) are encompassed within the following items:

Bid Item	Description	Eng Estimate	Low Bid	Difference	% Eng Est
S901-05B	CURB RAMP GROUP B	\$71,300	\$135,700	\$64,440	190.32
S901-05C	CURB RAMP GROUP C	\$136,000	\$190,080	\$54,080	139.76

The unit cost bids for S901-05B ranged from \$5900/ramp to \$9640 /ramp between the three bidders with \$5900/ramp being the low bid. The unit cost bids for S901-05C ranged from \$5940/ramp to \$9346/ramp with \$5940/ramp being the low bid. Potential reason for the overage on this item was the inclusion of numerous incidental items in the SP that were generally estimated in the EE where the bidders were more specific to each locations' requirements. Another reason for the overage is that the low bid Contractor was awarded the prior bid ADA projects and they have experienced more work necessary to meet ADA requirements at each location thus reflecting a higher cost per ramp.

As a result of the review, if S901-05B of the EE was adjusted up to \$7386/ramp which is the average of the bids on this item and if S901-05C of the EE was adjusted up to \$7362/ramp, the average of the bids on this item, the low bid would be 92.27% of the EE. The offset to cover the overage will come from stimulus or formula funds. No other obvious errors were noted in the EE and it is recommend that the project be awarded to the lowest qualified bidder.

**CC:** DE6  
ADE6  
ARDE

# Board Agenda Item



Meeting Date September 15-16, 2010

Amount of Time Needed for Presentation Consent

Presenter's Name Monica Crider, P.E.	Presenter's Title Assist. Roadway Design Engineer	Initials <i>MC</i>	Reviewed By <i>[Signature]</i>
Preparer's Name Leo Hickman	Preparer's Title CAU Project Manager	Initials <i>[Signature]</i>	

**Subject**

<b>PROFESSIONAL SERVICES AGREEMENTS AND TERM AGREEMENT WORK TASK REPORT</b>		
Route Number N/A	Project Number N/A	Key Number N/A
District N/A	Location N/A	

**Background Information**

The Consultant Administration Unit processed **\$2,342,485.00** in new professional services agreements and work tasks (WT) issued from August 2, 2010 through August 27, 2010.

The table below shows the new agreements and work tasks for each District. Seventeen new agreements and work tasks were issued:

Reason Consultant Needed	1	2	3	4	5	6	9	Total No.
Resources not Available: Environmental	1			1				2
Resources not Available: Utilities	1							1
Resources not Available: Construction			4					4
Resources not Available: Design				1				1
Resources not Available: Materials					1			1
Special Expertise: Design	1		1	1				3
Special Expertise: Architectural				1				1
Special Expertise: Hydraulics						1		1
Special Expertise: Transportation Study							1	1
Local Agency Projects	1			1				2
<b>Total</b>	<b>4</b>		<b>5</b>	<b>5</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>17</b>

## Board Agenda Item



## District 1

<i>Project</i>	<i>Consultant</i>	<i>Amount</i>	<i>Description</i>	<i>Reason Consultant Needed</i>
OffSys, S. Fork CDA River Road Bridge, East of Mullan	David Evans & Associates, Inc.	\$94,500.00	Design through PS&E	Local Public Agency
US 95, Garwood to Sagle, Bonner Co. Env. Study (GARVEE)	Golder Associates, Inc.	\$14,200.00	Asbestos and Lead Paint Surveys	Resources Not Available: Environmental
US 95, Garwood to Sagle Corridor (GARVEE)	ES Engineering	\$97,910.00	Prepare Utility Agreements	Resources Not Available: Utilities
US 95, Garwood to Sagle, Silverwood Stg. (GARVEE)	J-U-B Engineers, Inc.	\$22,700.00	Prepare Feasibility Study	Special Expertise: Design

## District 3

<i>Project</i>	<i>Consultant</i>	<i>Amount</i>	<i>Description</i>	<i>Reason Consultant Needed</i>
I 84, Franklin Blvd to 11 <sup>th</sup> Ave, Nampa (GARVEE)	HDR Engineering, Inc.	\$1,444,000.00	Construction Engineering and Inspection Services	Resources Not Available: Construction
I 84, Robinson Road Bridge Railing (GARVEE)	J-U-B Engineers, Inc.	\$27,500.00	Inspection Sampling and Testing Services	Resources Not Available: Construction
US 20, Jct I 84 to Eagle Rd, SH 55, Ovrhd Message Bd to Horseshoe Bend SCL	Materials Testing & Inspection	\$15,000.00	Sampling and Testing Services	Resources Not Available: Construction
I 84, 11 <sup>th</sup> Ave Underpass, Nampa (GARVEE)	Materials Testing & Inspection	\$44,000.00	Sampling and Testing Services	Resources Not Available: Construction
US 95, Oregon Ln to New Meadows, Corridor Plan	HDR Engineering, Inc.	\$15,000.00	Prepare Final Access Management Plan	Special Expertise: Design

# Board Agenda Item



District 4

<i>Project</i>	<i>Consultant</i>	<i>Amount</i>	<i>Description</i>	<i>Reason Consultant Needed</i>
SMA-7072, Washington St, Twin Falls	Civil Science, Inc.	\$249,100.00	Construction Engineering and Inspection Services	Local Public Agency
US 30, Hagerman Rest Area Reconstruction	David R. Brown	\$7,000.00	Building Inspection	Special Expertise: Architectural
SH 77, Source Site CS 193 East Hills, Declo	J-U-B Engineers, Inc.	\$19,500.00	Field Survey and Haul Road Design	Resources Not Available: Design
SH 75, Boulder Flats Wetland Mitigation, Blaine County	TEC, Inc.	\$12,000.00	Cultural Resource Survey	Resources Not Available: Environmental
US 30, Hagerman Rest Area Reconstruction	Riedesel Engineering, Inc.	\$3,575.00	Septic System Design	Special Expertise: Design

District 5

<i>Project</i>	<i>Consultant</i>	<i>Amount</i>	<i>Description</i>	<i>Reason Consultant Needed</i>
I 86, Chubbuck IC #61 Bridge, Bannock County	American Geotechnics, Inc.	\$116,000.00	Foundation Investigation and Phase 4 Materials Report	Resources Not Available: Materials

District 6

<i>Project</i>	<i>Consultant</i>	<i>Amount</i>	<i>Description</i>	<i>Reason Consultant Needed</i>
US 93, Salmon River Bridge, Carmen	Ayres Associates, Inc.	\$87,500.00	Scour Mitigation	Special Expertise: Hydraulics

## Board Agenda Item



## District 9

<i>Project</i>	<i>Consultant</i>	<i>Amount</i>	<i>Description</i>	<i>Reason Consultant Needed</i>
Statewide Transportation Systems Plan	David Evans & Associates, Inc.	\$73,000.00	Transportation Planning Services	Special Expertise: Transportation Study

Five Supplemental Agreements to existing agreements, one for District 1, one for District 2, two for District 3, and one in District 6, were processed during this period and are summarized below. Total dollar amount is **\$104,000.00**

<i>District</i>	<i>Project</i>	<i>Consultant</i>	<i>Amount</i>	<i>Description</i>
1	US 2, Dover Bridge, Bonner County (ARRA)	HNTB Corporation	\$50,000.00	Additional Construction Support Services
2	SMA-7014, Int. Snake River Ave/Southway Ave, Drainage Field (LOCAL)	Horrocks Engineers, Inc.	\$11,000.00	Amend Biological Eval to Include Bulltrout Habitat Revision
3	State, Chinden Blvd to Jct SH 44, Ada County	Parametrix, Inc.	\$14,000.00	Groundwater Monitoring
3	FY09 ACHD Thin Lift Overlays (LOCAL) (ARRA)	HDR Engineering, Inc.	\$14,500.00	Additional Inspection and Administration Services
6	Lemhi County Transportation Plan (LOCAL)	Holladay Engineering Company	\$14,500.00	Collection of Pavement Management Information

# Board Agenda Item



## Recommendations

For Information Only

## Board Action

Approved     Deferred \_\_\_\_\_

Other \_\_\_\_\_



# Board Agenda Item



Meeting Date 9/15-16/10

Amount of Time Needed for Presentation Consent

Presenter's Name Tom Cole	Presenter's Title CE	Initials TC	Reviewed By 
Preparer's Name Jim Carpenter	Preparer's Title DE-2	Initials JFC	

**Subject**

Adequate truck parking		
Route Number US-95	Project Number Winchester Rest Area Partnership	Key Number N/A
District 2	Location Winchester, Lewis County	

**Background Information**

The Nez Perce Tribe (NPT) has proposed a joint partnership for a new Rest Area/Convenience Store at the site of their current store near the junction of US-95 and US-95B Loop (Winchester Business Loop). This proposal was approved by the Board during the April 2010 Board meeting in District 2. The Board met with the NPT on site during the Board Tour for a presentation by the NPT. During this meeting there were questions raised regarding the number of truck parking stalls and the length of the stalls that would be provided in the partnership.

On August 27, District Two met with the Nez Perce Tribe and their architect. At this meeting ITD verified that the final plans will include a minimum of nine 89 foot long truck stalls. This meets the requirements that the D2 office had established for this route and meets or exceeds the capacity at similar existing Rest Areas in D2.

**Recommendations**

Information Only

**Board Action**

Approved     Deferred \_\_\_\_\_  
 Other Information Only \_\_\_\_\_

# Board Agenda Item



Meeting Date September 15-16, 2010

Amount of Time Needed for Presentation 5 Minutes

Presenter's Name <b>Lance Holmstrom</b>	Presenter's Title <b>LHTAC Administrator</b>	Initials	Reviewed By <i>[Signature]</i>
Preparer's Name <b>Michael Moffett</b>	Preparer's Title <b>Agreement Administrator</b>	Initials	<i>[Signature]</i> <i>[Signature]</i>

**Subject**

<b>CONSULTANT SERVICES</b>		
Route Number <b>SMA-7155</b>	Project Number <b>A011(526)</b>	Key Number <b>11526</b>
District <b>1</b>	Location <b>Government Way; Dalton to Hanley Ave.</b>	

**Background Information**

Welch, Comer and Associates, Inc. was selected from the Term Agreement List to perform design services for the Government Way; Dalton to Hanley Ave. project located in Coeur d'Alene. This project will increase the roadway from a two-lane arterial to an urban four-lane with a center turn lane roadway. The original agreement was \$240,000. A \$9,400 supplemental agreement was later added for a total agreement amount of \$249,400.

A request was submitted to ITD for a second supplemental agreement for additional design services required to relocate an existing waterline, running parallel to Government Way. Additional work includes production of Record Drawings a Public Hearing. The second supplemental request increases the agreement amount by \$32,830 for a total agreement to \$282,230. No additional funding is needed.

LHTAC and the city of Coeur d'Alene are requesting authorization from the Transportation Board for an additional supplemental agreement with Welch, Comer and Associates, Inc., which will exceed the \$250,000 limit for a consultant selection from the Term Agreement List.

**Recommendations**

Approve supplemental agreement with Welch, Comer and Associates, Inc.  
Resolution on page 42.

**Board Action**

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

## Board Agenda Item



### RESOLUTION

WHEREAS, Welch Comer and Associates, Inc. was selected, by the City of Coeur d'Alene, from the ITD Term Agreement List to design the Government Way, Dalton to Hanley Ave. project in District One.

WHEREAS, additional professional services are required to relocate an existing water line in the project limits.

WHEREAS, the total agreement amount to date is \$249,400.

WHEREAS, the cost of the additional services is estimated at \$32,830 for a total agreement amount of \$282,230 which will exceed the \$250,000 limit for a consultant selection from the Term Agreement List set by Board Policy B-06-08.

*NOW, THEREFORE, BE IT RESOLVED*, that the Idaho Transportation Board approves the request to exceed the Term Agreement Limit by \$32,230 to allow a supplemental agreement with Welch Comer and Associates, Inc. for additional services for the Government Way, Dalton to Hanley Ave. project..

# Board Agenda Item



Meeting Date September 15, 2010

Amount of Time Needed for Presentation 10 minutes

Presenter's Name Garry Young	Presenter's Title Senior Transportation Planner	Initials <i>GY</i>	Reviewed By <i>Law</i> <i>Wendell</i> <i>SS</i>
Preparer's Name Garry Young	Preparer's Title Senior Transportation Planner	Initials <i>GY</i>	

### Subject

Transfer of the Buhl-Wendell Highway to the State Highway System		
Route Number SH-46	Project Number N/A	Key Number N/A
District 4	Location Gooding and Twin Falls counties	

### Background Information

Transferring the Buhl-Wendell Highway to the State highway system was discussed by the Board at the January 2010 Board meeting. A cooperative agreement has been signed by the local highway jurisdictions, but ITD approval is pending, awaiting the outcome of the Board Subcommittee on System Adjustments meeting scheduled for September 15<sup>th</sup>. Assuming Board Subcommittee approval of accepting the Buhl-Wendell Highway onto the State highway system, the Official Minute approving this system action is attached.

### Recommendations

Approve Official Minute.

### Board Action

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

OFFICIAL MINUTE

Transfer of Real Property to the State of Idaho

WHEREAS, a route from Buhl (Milepost 85.252 on Clear Lakes Road) to the I-84 Eastbound ramps (Milepost 100.00 on South 1950 East) in Wendell, as shown on the attached Exhibit "A", known as the State Highway 46 Extension, has been found to have the characteristics of a State highway; and

WHEREAS, by terms of a Cooperative Agreement dated \_\_\_\_ September 2010, with the city of Buhl, Buhl Highway District, West Point Highway District and the Wendell Highway District, the State agreed to accept onto the State highway system, the section of road from Buhl to Wendell cited above; and

WHEREAS, the Board Subcommittee on State Highway System Adjustments has reviewed the Cooperative Agreement and recommends Board approval of the system action.

NOW THEREFORE BE IT RESOLVED, that the route from Buhl (Milepost 85.252 on Clear Lakes Road) to Wendell (Milepost 100.00 on South 1950 East) be accepted as a part of the State highway system as State Highway 46, including all jurisdiction, control and interest of the local jurisdictions of said section including the right-of-way appurtenant thereto and are hereby vacated and conveyed to the State as its interest may appear.

IDAHO TRANSPORTATION BOARD

RECOMMEND:

MEGPOSE  
TPA

APPROVED:

\_\_\_\_\_  
CE

APPROVED AS TO FORM:

1/25/11  
DAG  
5/25/2010  
Date

\_\_\_\_\_  
Chairman

\_\_\_\_\_  
Vice-chairman

\_\_\_\_\_  
Member

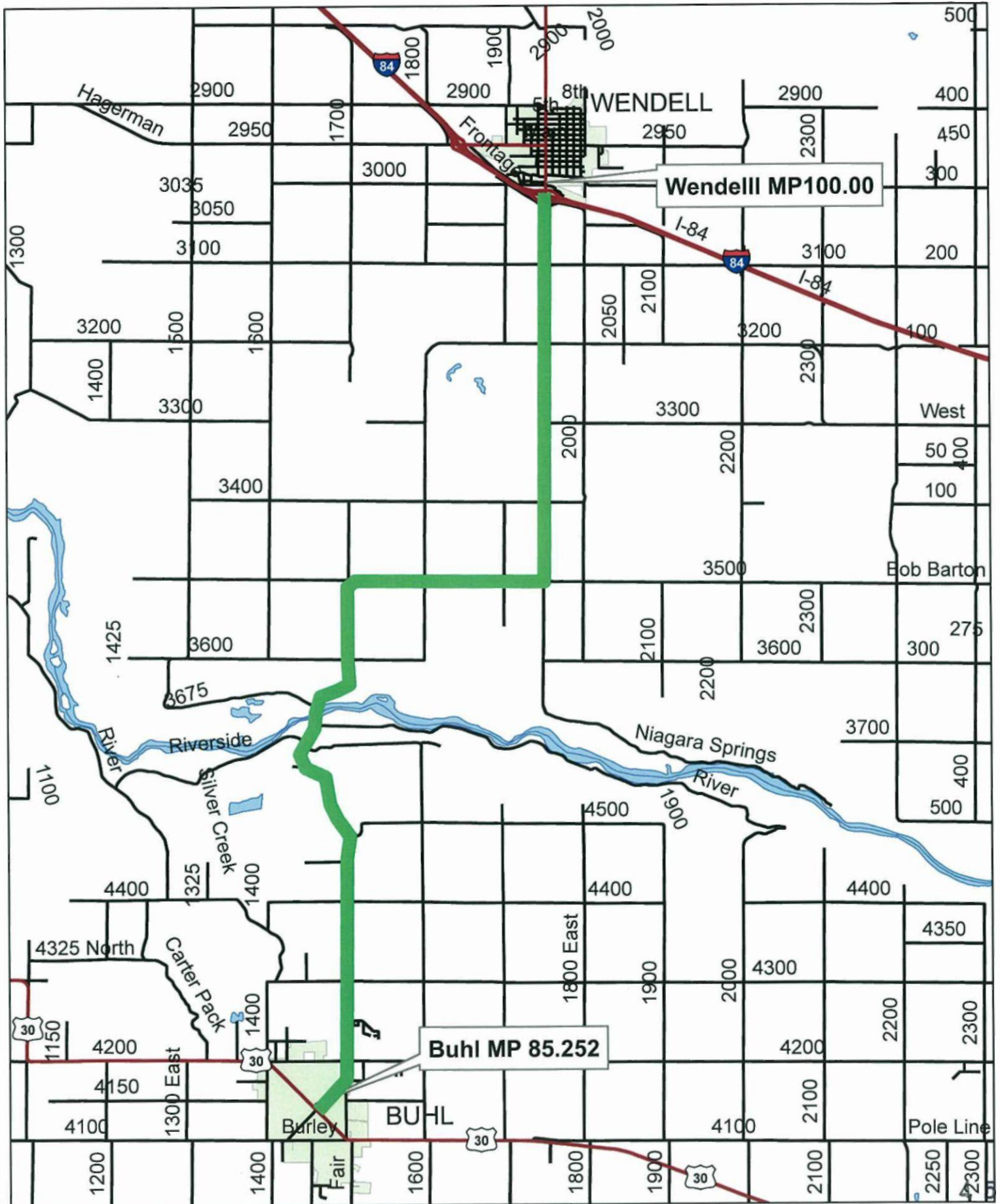
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Member

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Member

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Member

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Member

# BUHL MP 85.252 TO WENDELL MP 100.00



# Board Agenda Item



Meeting Date Sept. 15 - 16, 2010

Amount of Time Needed for Presentation 20

Presenter's Name Mollie McCarty	Presenter's Title GAPM	Initials <i>mm</i>	Reviewed By <i>BS</i>
Preparer's Name Tim Greeley	Preparer's Title TLPS	Initials tlg	

**Subject**

Draft Legislation for 2011		
Route Number n/a	Project Number n/a	Key Number n/a
District n/a	Location n/a	

**Background Information**

At the July, 2010 Board meeting the Board approved two (2) Legislative Idea forms (CDL Medical Card Requirements and Continuous Appropriations for Dedicated Funds) for 2011 and authorized staff to develop corresponding draft legislation for review and approval. These two Idea forms were submitted to the Division of Financial Management for approval to be developed into draft legislation. In August an additional legislative Idea (Authorize Use of Funding for Aeronautics) was developed by staff in response to a legislative audit finding. This Idea form will be submitted to the Division of Financial Management for approval by DFM to be developed into draft legislation.

Of the three (3) Ideas submitted to DFM for approval as draft legislation the Commercial Driver's License Medical Card Requirements (290-01) Idea has been cleared for development of draft legislation ; and the other two Ideas, Continuous Appropriations for Dedicated Funds (290-02); and Authorize Use of Funding for Aeronautics (290-03) are or will be under review.

All draft legislation approved by the Board must be submitted to DFM and to the Governor's office for their review and approval on September 17, 2010. (See attached "Exhibit A" for a summary description of the draft legislation submitted for Board approval, and "Exhibits #1 through #3" for the draft legislation.)

**Recommendations**

Approve the attached Board Resolution, p. 76.

**Board Action**

Approved     Deferred \_\_\_\_\_

Other \_\_\_\_\_

EXHIBIT "A"  
ITD 2010 DRAFT LEGISLATION SUMMARY

**1) CDL Medical Card Requirements**

On January 30, 2009, a Federal motor Carrier Safety Administration (FMCSA) regulation established new requirements for commercial drivers who are subject to CDL and medical certificate requirements and also new requirements for States that issue CDLs to commercial drivers. These regulations require the States to maintain accurate and up-to-date information about the CDL holders Medical Examiner's Certificate in the electronic Commercial Driver's License Information System (CDLIS) driver record maintained by the State. The rule also requires the State to take action against CDL holders if they do not provide the required medical certification status information in a timely manner. States must implement these requirements by January 30, 2012. All CDL holders must comply with the requirement to submit information on their status by January 30, 2014. If the State is not in compliance with these requirements, then following the first full federal fiscal year of noncompliance, Idaho would be subject to a sanction equal to five percent (5%) of apportioned IM, NHS and STP highway funds and ten percent (10%) of those funds in each following year of noncompliance. The amount of highway funding withheld the first fiscal year beginning October 1, 2013, would be approximately \$9.0 million and then \$18.0 million each fiscal year thereafter.

**2) Continuous Appropriation of Dedicated Funds**

This legislation would codify continuous appropriation of funds in the Local Bridge Inspection Account and the Railroad Grade Crossing Protection Fund. Currently, annual authorization to expend these funds must be secured from the Legislature via a special section in the Department's appropriation bill each year. This process has in the past created confusion among members of the JFAC and transportation committees. There is also the risk that this special section could be inadvertently left out of the appropriation bill, resulting in a failure to authorize expenditure of these funds. Each year \$250,000 is distributed from the HDA to the Rail Grade Crossing Protection Fund and \$100,000 to the Local Bridge Inspection Fund. These funds are dedicated and are limited by Code to specific uses. The annual appropriation bill language for these funds reads ... "It is legislative intent that all moneys ... are hereby continuously appropriated..." This legislation would codify this annual legislative action.

**3) Authorize Use of Unrestricted Funding for Aeronautics**

This legislation would establish authority in Code to allow the appropriation of State funds for operational and capital replacement costs in the Aeronautics air flight program. Both programs currently receive spending authority for unrestricted State funds through the Department's annual legislative appropriations bill. This legislation would clarify this process by authorizing the use of these funds as a necessary expense of the Department in Idaho Code. It also revises the term used to identify the Idaho Transportation Board in Section 40-707, Idaho Code and makes the legislation effective upon passage.



## D-11-016 Commercial Drivers License Medical Card Requirements

## STATEMENT OF PURPOSE

On January 30, 2009, a Federal Motor Carrier Safety Administration regulation became effective which establishes new requirements for drivers subject to CDL and medical certificate requirements. The rule also establishes requirements to be implemented by States that issue CDLs to such drivers. These requirements will ensure that accurate and up-to-date information about the CDL holder's medical examiner's certificate will be contained in the electronic CDLIS (Commercial Driver's License Information System) driver record that is maintained by States in compliance with the CDL regulations. Finally, the rule requires States to take certain actions against CDL holders if they do not provide the required and up-to-date medical certification status information in a timely manner. States must implement the requirements by January 30, 2012. By January 30, 2014, all CDL holders must comply with the requirement to submit to the state driver licensing agency their self-certification on whether they are subject to the physical qualification rules by January 30, 2014.

## FISCAL NOTE

### FISCAL IMPACT IF BILL PASSES:

DMV systems programming is required to implement the changes. Cost to program the requirements into both the old DMV system and the new DMV system will be approximately \$150,000 for which federal grants (awarded on a competitive basis) could become available. Postage will be approximately \$15,000 the first year and approximately \$3,000 for postage each year thereafter.

### FISCAL IMPACT IF BILL FAILS:

If this legislation is not implemented, based on § 384.401, noncompliance will result in the withholding of funds from both Federal-aid highway funds and the Motor Carrier Safety Assistance Program (MCSAP).

Following the first full federal fiscal year of noncompliance, Idaho would be subject to a sanction equal to five percent of the Federal-aid highway funds required to be apportioned to any State under sections 104(b)(1), (b)(3), and (b)(4) of title 23, U.S.C., (Interstate Maintenance, National Highway System and Surface Transportation Program). Following the second full fiscal year of noncompliance and every subsequent year of noncompliance, Idaho would be subject to a sanction of ten percent of Federal-aid highway funds.

Federal Highway funds withholding would begin October 1, 2013, at a rate of \$750,000 per month, increasing to a rate of \$1.5 million dollars per month beginning October 1, 2014. This is based on a federal-aid highway funding estimate of \$180 million in FY2014 (\$53.4 million IM; \$71.2 million NHS and \$55.8 million STP). The amount highway funding withheld the first federal fiscal year beginning October 1, 2013 year would be \$9 million and beginning October 1, 2014, the amount withheld per federal fiscal year would be \$18 million.

The Motor Carrier Safety Assistance Program (MCSAP) grant funds authorized under section 103 (b)(1) of the Motor Carrier Safety Improvement Act of 1999 (Public Law 106–159, 113 Stat. 1754), will be withheld from a state on the first day of the fiscal year following the first year of substantial noncompliance as determined by FMCSA. Per Public Law 106–159, 113 Stat. 1753, if the state has not returned to substantial compliance, additional funding will be withheld. The MCSAP grant fund withholding will mainly impact the Idaho State Police (ISP) MCSAP program.

[67 FR 49763, July 31, 2002]

### CONTACT

Name: Ed Pemble  
Agency: Idaho Transportation Department  
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STATEMENT OF PURPOSE/FISCAL NOTE

IN THE \_\_\_\_\_  
BILL NO. \_\_\_\_\_  
BY \_\_\_\_\_

AN ACT

RELATING TO FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION REQUIREMENTS FOR COMMERCIAL DRIVERS; AMENDING SECTION 49-105, IDAHO CODE, TO ADD A DEFINITION FOR A COMMERCIAL DRIVER'S LICENSE DOWNGRADE AS IT PERTAINS TO A DRIVER'S MEDICAL STATUS; AMENDING SECTION 49-301, IDAHO CODE, TO REQUIRE COMMERCIAL DRIVERS TO HAVE A CURRENT AND VALID MEDICAL EXAMINER'S CERTIFICATE ON FILE WITH THE DEPARTMENT WHILE OPERATING IN A "NON-EXCEPTED" STATUS AND TO HAVE, WHEN REQUIRED, A CURRENT VALID MEDICAL EXEMPTION LETTER OR SKILLS PERFORMANCE EVALUATION CERTIFICATE IN THE COMMERCIAL DRIVERS PHYSICAL POSSESSION, AMENDING SECTION 49-306, IDAHO CODE, TO REQUIRE COMMERCIAL DRIVERS TO CERTIFY THE CATEGORY OF COMMERCE IN WHICH THEY WILL BE OPERATING; AMENDING SECTION 49-317, IDAHO CODE, TO ALLOW DRIVER LICENSES TO BE RESTRICTED BASED ON NON-AUTHORIZED SPECIAL MECHANICAL CONTROL DEVICES OR FOR MEDICAL VARIANCES; AMENDING SECTION 49-319, IDAHO CODE, TO REQUIRE COMMERCIAL DRIVERS TO PROVIDE AND MAINTAIN A CURRENT AND VALID MEDICAL EXAMINER'S CERTIFICATE AND/OR A MEDICAL EXEMPTION LETTER OR SKILL PERFORMANCE EVALUATION CERTIFICATE AND PROVIDING AN ACTION FOR NONCOMPLIANCE; AMENDING SECTION 49-321, IDAHO CODE, TO REQUIRE THE DEPARTMENT TO MAINTAIN ON FILE FOR THREE YEARS AFTER ISSUANCE ALL MEDICAL EXAMINERS' CERTIFICATES, MEDICAL EXEMPTION LETTERS, AND SKILL PERFORMANCE EVALUATION CERTIFICATES PROVIDED BY COMMERCIAL DRIVERS OR APPLICANTS FOR DRIVER INSTRUCTION PERMITS, AMENDING SECTION 49-322, IDAHO CODE, TO REQUIRE THE DEPARTMENT TO DOWNGRADE THE COMMERCIAL DRIVING PRIVILEGES OF DRIVERS WHO FAIL TO MAINTAIN THE REQUIRED MEDICAL EXAMINERS' CERTIFICATES, MEDICAL EXEMPTION LETTERS, OR SKILL PERFORMANCE EVALUATION CERTIFICATES, AND TO PROVIDE AN EFFECTIVE DATE.

Be It Enacted by the Legislature of the State of Idaho:

Section 1. That Section 49-105, Idaho Code, be, and the same is hereby amended to read as follows:

DEFINITIONS

49-105. Definitions -- D. (1) "Dealer" means every person in the business of buying, selling or exchanging five (5) or more new or used vehicles, new or used neighborhood electric vehicles, new or used motorcycles, motor-driven cycles, snow machines or motorbikes, travel trailers, truck campers, all-terrain vehicles, utility type vehicles or motor homes in any calendar year, either outright or on conditional

sale, bailment, lease, chattel mortgage, or otherwise, or who has an established place of business for the sale, lease, trade, or display of these vehicles. No insurance company, bank, finance company, public utilities company, or other person coming into possession of any vehicle, as an incident to its regular business, who shall sell that vehicle under any contractual rights it may have, shall be considered a dealer. See also "salvage pool," section 49-120, Idaho Code.

(2) "Dealer's selling agreement." (See "Franchise," section 49-107, Idaho Code)

(3) "Department" means the Idaho transportation department acting directly or through its duly authorized officers and agents, except in chapters 6 and 9, title 49, Idaho Code, where the term means the Idaho state police, except as otherwise specifically provided.

(4) "Designated family member" means the spouse, child, grandchild, parent, brother or sister of the owner of a vehicle dealership who, in the event of the owner's death, is entitled to inherit the ownership interest in the dealership under the same terms of the owner's will, or who has been nominated in any other written instrument, or who, in the case of an incapacitated owner of a dealership, has been appointed by a court as the legal representative of the dealer's property.

(5) "Director" means the director of the Idaho transportation department, except in chapters 6, 9 and 22, title 49, Idaho Code, where the term means the director of the Idaho state police.

(6) "Disclose" means to engage in any practice or conduct to make available and make known personal information contained in records of the department about a person to any other person, organization or entity, by any means of communication.

(7) "Disqualification" as defined in 49 CFR part 383, means withdrawal by the department of commercial vehicle driving privileges.

(8) "Distributor" means any person, firm, association, corporation or trust, resident or nonresident, who has a franchise from a manufacturer of vehicles to distribute vehicles in this state, and who in whole or in part sells or distributes new vehicles to dealers or who maintains distributor representatives.

(9) "Distributor branch" means a branch office similarly maintained by a distributor for the same purposes a factory branch is maintained.

(10) "Distributor representative" means any person, firm, association, corporation or trust, and each officer and employee thereof engaged as a representative of a distributor or distributor branch of vehicles for the purpose of making or promoting the sale of vehicles, or for supervising or contacting dealers or prospective dealers.

(11) "District" means:

(a) Business district. The territory contiguous to and including a highway when within any six hundred (600) feet along the highway there are buildings in use for business or industrial purposes, including hotels, banks or office buildings, railroad stations and public buildings which occupy at least three hundred (300) feet of frontage on one side or three hundred (300) feet collectively on both sides of the highway.

(b) Residential district. The territory contiguous to and including a highway not comprising a business district when the property on the highway for a distance of three hundred (300) feet or more is in the main improved with residences, or residences and buildings in use for business.

(c) Urban district. The territory contiguous to and including any highway which is built up with structures devoted to business, industry

or dwelling houses. For purposes of establishing speed limits in accordance with the provisions of section 49-654, Idaho Code, no state highway or any portion thereof lying within the boundaries of an urban district is subject to the limitations which otherwise apply to nonstate highways within an urban district. Provided, this subsection shall not limit the authority of the duly elected officials of an incorporated city acting as a local authority to decrease speed limits on state highways passing through any district within the incorporated city.

(12) "Documented vessel" means a vessel having a valid marine document as a vessel of the United States.

(13) "Downgrade" as it pertains to commercial drivers licensing shall mean either:

- (a) The driver has changed his or her medical requirement self-certification to interstate, but operates exclusively in transportation or operation excepted from Part 391 of the Federal Motor Carrier Safety Regulations;
- (b) The driver has changed his or her medical requirement self-certification to intrastate only, if the driver qualifies under that State's physical qualification requirements for intrastate only;
- (c) The driver has changed his or her medical requirement self-certification to intrastate, but operates exclusively in transportation or operations excepted from all or part of the State driver qualification requirements, or
- (d) The driver no longer has commercial motor vehicle driving privileges, but has retained privileges to drive non-commercial motor vehicles.

(143) "Drag race" means the operation of two (2) or more vehicles from a point side by side at accelerating speeds in a competitive attempt to outdistance each other, or the operation of one (1) or more vehicles over a common selected course, from the same point to the same point, for the purpose of comparing the relative speeds or power of acceleration of the vehicles within a certain distance or time limit.

(154) "Driver" means every person who drives or is in actual physical control of a vehicle.

(165) "Driver's license" means a license or permit issued by the department or by any other jurisdiction to an individual which authorizes the individual to operate a motor vehicle or commercial motor vehicle on the highways in accordance with the requirements of title 49, Idaho Code.

(176) "Driver's license -- Classes of" are issued for the operation of a vehicle based on the size of the vehicle or the type of load and mean:

(a) Class A. This license shall be issued and valid for the operation of any combination of motor vehicles with a manufacturer's gross combination weight rating (GCWR) in excess of twenty-six thousand (26,000) pounds, provided the manufacturer's gross vehicle weight rating (GVWR) of the vehicle(s) being towed is in excess of ten thousand (10,000) pounds. Persons holding a valid class A license may also operate vehicles requiring a class B, C or D license.

(b) Class B. This license shall be issued and valid for the operation of any single vehicle with a manufacturer's gross vehicle weight rating (GVWR) in excess of twenty-six thousand (26,000) pounds, or any such

vehicle towing a vehicle not in excess of ten thousand (10,000) pounds manufacturer's gross vehicle weight rating (GVWR). Persons holding a valid class B license may also operate vehicles requiring a class C license or a class D license.

(c) Class C. This license shall be issued and valid for the operation of any single vehicle or combination of vehicles that does not meet the definition of class A or class B, as defined in this section, but that either is designed to transport sixteen (16) or more people including the driver, or is of any size which does not meet the definition of class A or class B and is used in the transportation of materials found to be hazardous according to the hazardous material transportation act and which requires the motor vehicle to be placarded under the federal hazardous materials regulations 49 CFR part 172, subpart F. Persons holding a valid class C license may also operate vehicles requiring a class D license.

(d) Class D. This license shall be issued and valid for the operation of a motor vehicle that is not a commercial vehicle as defined in section 49-123, Idaho Code.

(e) "Seasonal driver's license" means a special restricted class B or C driver's license to operate certain commercial vehicles in farm-related industries under restrictions imposed by the department. As used in this definition, "farm-related industry" shall mean custom harvesters, farm retail outlets and suppliers, agri-chemical businesses and livestock feeders. Seasonal driver's licenses are not valid for driving vehicles carrying any quantities of hazardous material requiring placarding, except for diesel fuel in quantities of one thousand (1,000) gallons or less, liquid fertilizers, i.e., plant nutrients, in vehicles or implements of husbandry with total capacities of three thousand (3,000) gallons or less, and solid fertilizers, i.e., solid plant nutrients, that are not mixed with any organic substance.

(187) "Driver record" means any record that pertains to an individual's driver's license, driving permit, driving privileges, driving history, identification documents or other similar credentials issued by the department.

(198) "Driver's license endorsements" means special authorizations that are required to be displayed on a driver's license which permit the driver to operate certain types of commercial vehicles or commercial vehicles hauling certain types of cargo, or to operate a motorcycle or a school bus.

(a) "Endorsement T -- Double/Triple trailer" means this endorsement is required on a class A, B or C license to permit the licensee to operate a vehicle authorized to tow more than one (1) trailer.

(b) "Endorsement H -- Hazardous material" means this endorsement is required on a class A, B or C license if the driver is operating a vehicle used in the transportation of materials found to be hazardous according to the hazardous material transportation act and which requires the motor vehicle to be placarded under the federal hazardous materials regulations 49 CFR part 172, subpart F.

(c) "Endorsement P -- Passenger" means this endorsement is required on a class A, B or C license to permit the licensee to operate a vehicle designed to transport sixteen (16) or more people including the driver.

(d) "Endorsement N -- Tank vehicle" means this endorsement is required on a class A, B or C license to permit the licensee to operate a vehicle which is designed to transport any liquid or gaseous materials within a tank that is either permanently or temporarily attached to the vehicle. Such vehicles include, but are not limited to, cargo tanks and

portable tanks, as defined in federal regulations 49 CFR part 171. This definition does not include portable tanks having a rated capacity under one thousand (1,000) gallons.

(e) "Endorsement M -- Motorcycle" means this endorsement is required on a driver's license to permit the driver to operate a motorcycle or motor-driven cycle.

(f) "Endorsement S -- School bus" means this endorsement is required on a class A, B or C license to permit the licensee to operate a school bus in accordance with 49 CFR part 383, to transport preprimary, primary or secondary school students from home to school, from school to home, or to and from school-sponsored events. School bus does not include a bus used as a common carrier.

(2019) "Driveway" means a private road giving access from a public way to a building on abutting grounds.

(201) "Dromedary tractor" means every motor vehicle designed and used primarily for drawing a semitrailer and so constructed as to carry manifested cargo in addition to a part of the weight of the semitrailer.

Section 2. That Section 49-301, Idaho Code, be, and the same is hereby amended to read as follows:

49-301. Drivers to be licensed. (1) No person, except those expressly exempted by the provisions of this chapter, shall drive any motor vehicle upon a highway unless the person has a current and valid Idaho driver's license. Provided however, that those persons holding a restricted school attendance driving permit may drive upon a highway pursuant to the restrictions set forth in section 49-307A, Idaho Code.

(2) No person shall operate a motorcycle upon a highway unless he has a motorcycle endorsement on his valid driver's license.

(3) No person shall operate a motor vehicle in violation of any valid restriction identified on or attached to, his valid driver's license.

(4) No person shall receive a class D driver's license unless and until he surrenders to the department all driver's licenses in his possession issued to him by Idaho or any other jurisdiction for use within the United States, or any identification cards issued by any other jurisdiction within the United States, or until he executes an affidavit that he does not possess a driver's license or any identification cards.

(5) No person shall be permitted to have more than one (1) driver's license issued for use within the United States at any time.

(6) No person shall operate a commercial motor vehicle as defined in section 49-123, Idaho Code, upon a highway:

(a) Without obtaining a commercial driver's license.

(b) Without having the appropriate class A, B or C commercial driver's license in the operator's possession.

(c) Without the proper license class of commercial driver's license or endorsements for the specific vehicle group being operated or for the passengers or type of cargo being transported.

(d) Unless the operator has a seasonal or class A, B or C driver's license with required endorsements in his possession.

(e) Without having a current and valid medical examiner's certification file with the department while operating in a "non-excepted" status as required by the Federal Motor Carrier Safety Administration. If the federal motor carrier administration has issued a medical exemption letter of skill performance evaluation certificate,

the driver must have the current and valid documentation in physical possession and available upon request to a duly authorized federal, state or local enforcement official.

(7) Any holder of a class A, B or C commercial driver's license issued by a jurisdiction other than Idaho shall apply for an Idaho-issued commercial driver's license within thirty (30) days of establishing a domicile in Idaho. In accordance with the federal motor carrier safety regulations, no person shall receive a class A, B or C driver's license unless and until he surrenders to the department all driver's licenses in his possession issued to him by Idaho or any other jurisdiction.

(8) Except as provided in section 49-304, Idaho Code, a violation of this section is a misdemeanor.

Section 3. That Section 49-306, Idaho Code, be, and the same is hereby amended to read as follows:

**49-306. APPLICATION FOR DRIVER'S LICENSE, INSTRUCTION PERMIT, OR RESTRICTED SCHOOL ATTENDANCE DRIVING PERMIT.** (1) Every application for any instruction permit, restricted school attendance driving permit, or for a driver's license shall be made upon a form furnished by the department and shall be verified by the applicant before a person authorized to administer oaths. Officers and employees of the department and sheriffs and their deputies are authorized to administer the oaths without charge. Every application for a permit, extension or driver's license shall be accompanied by the following fee, none of which is refundable:

- (a) Class A, B, C (4-year) license with endorsements -- age 21 years and older \$40.00
- (b) Class A, B, C (3-year) license with endorsements -- age 18 to 21 years \$30.00
- (c) Class A, B, C (1-year) license with endorsements -- age 20 years \$15.00
- (d) Class D (3-year) license -- under age 18 years \$25.00
- (e) Class D (3-year) license -- age 18 to 21 years \$25.00
- (f) Class D (1-year) license -- age 17 years or age 20 years \$15.00
- (g) Four-year Class D license -- age 21 years and older \$30.00
- (h) Eight-year Class D license -- age 21 to 63 years \$55.00
- (i) Class A, B, C instruction permit \$29.00
- (j) Class D instruction permit or supervised instruction permit \$15.00
- (k) Duplicate driver's license or permit issued under section 49-318, Idaho Code \$15.00
- (l) Driver's license extension issued under section 49-319, Idaho Code \$10.00
- (m) License classification change (upgrade) \$25.00
- (n) Endorsement addition \$15.00
- (o) Class A, B, C skills tests not more than \$70.00
- (p) Class D skills test \$24.00
- (q) Motorcycle endorsement skills test \$10.00
- (r) Knowledge test \$ 3.00
- (s) Seasonal driver's license \$39.00
- (t) One time motorcycle "M" endorsement \$15.00
- (u) Motorcycle endorsement instruction permit \$15.00
- (v) Restricted driving permit or restricted school attendance



driving permit \$60.00

(2) Every application shall state the true and full name, date of birth, sex, declaration of Idaho residency, Idaho residence address and mailing address, if different, of the applicant, height, weight, hair color, and eye color, and the applicant's social security number as verified by the social security administration. If an applicant has submitted an application pursuant to the provisions of chapter 58, title 19, Idaho Code, then the applicant may state, in his or her application pursuant to this section, the applicant's alternative Idaho mailing address in place of his or her Idaho residence address and mailing address.

(a) The requirement that an applicant provide a social security number as verified by the social security administration shall apply only to applicants who have been assigned a social security number.

(b) An applicant who has not been assigned a social security number shall:

(i) Present written verification from the social security administration that the applicant has not been assigned a social security number; and

(ii) Submit a birth certificate, passport or other documentary evidence issued by an entity other than a state or the United States; and

(iii) Submit such proof as the department may require that the applicant is lawfully present in the United States.

A driver's license or any instruction permit issued on and after January 1, 1993, shall not contain an applicant's social security number. Applications on file shall be exempt from disclosure except as provided in sections 49-202, 49-203, 49-203A and 49-204, Idaho Code.

(c) Every application for a class A, B or C license shall state where the applicant has been licensed for the preceding ten (10) years and under which of the following driving categories the applicant will operate:

(i) Non-Excepted Interstate. The Applicant operates or expects to operate in interstate commerce, and is required to provide a Medical Examiner's Certificate; or

(ii) Excepted Interstate. The Applicant operates or expects to operate in interstate commerce, but engages exclusively in transportation or operations excepted by the Federal Motor Carrier Safety Administration from all or parts of the qualification requirements of Federal Motor Carrier Safety Regulation 49, Part 391, and is therefore not required to provide a Medical Examiner's Certificate; or

(iii) Non-Excepted Intrastate. The Applicant operates only in intrastate commerce and is subject to and meets all Idaho driver qualification requirements and the applicable parts of Federal Motor Carrier Safety Regulation 49, Part 391, and is required to provide a Medical Examiner's Certificate; or

(iv) Excepted Intrastate. The Applicant operates in intrastate commerce, but engages exclusively in transportation or operations excepted from all or parts of Idaho's driver qualification requirements listed in Section 67-2901B(2), Idaho Code, and the applicable parts of Federal Motor Carrier Safety Regulation 49, Part 391, and is therefore not required to provide a Medical Examiner's Certificate.

All applications shall also state whether the applicant has previously been licensed as a driver, and if so, when and by what state or country, and whether a driver's license or privileges have ever been suspended, revoked, denied, disqualified, canceled or whether an application has ever been refused, and if so, the date of and reason for the suspension, revocation, denial, disqualification, cancellation or refusal and the applicant's oath that all information is correct as signified by the applicant's signature.

The applicant must submit proof of identity acceptable to the examiner or the department and date of birth as set forth in a certified copy of his birth certificate. When a certified copy of his birth certificate or a delayed birth certificate is impossible to obtain from a vital statistics agency, another government issued document may be submitted that provides satisfactory evidence of a person's full legal name and date of birth acceptable to the examiner or the department.

(c) Individuals required to register in compliance with section 3 of the federal military selective service act, 50 U.S.C. App. 451 et seq., as amended, shall be provided an opportunity to fulfill such registration requirements in conjunction with an application for a driver's license or instruction permit. Any registration information so supplied shall be transmitted by the department to the selective service system.

(3) Whenever an application is received from a person previously licensed in another jurisdiction, the department shall request a copy of the driver's record from the other jurisdiction and shall contact the national driver register. When received, the driver's record from the previous jurisdiction shall become a part of the driver's record in this state with the same force and effect as though entered on the driver's record in this state in the original instance.

(4) Whenever the department receives a request for a driver's record from another licensing jurisdiction, the record shall be forwarded without charge.

(5) The department shall contact and notify the commercial driver license information system of the proposed application for a class A, B or C driver's license to ensure identification of the person and to obtain clearance to issue the license.

(6) When the fees required under this section are collected by a county officer, they shall be paid over to the county treasurer not less often than monthly, who shall immediately:

(a) Deposit an amount equal to five dollars (\$5.00) from each driver's license except an eight-year class D license, or any class D instruction permit application fees, application for a duplicate driver's license or permit, classification change, seasonal driver's license and additional endorsement, and ten dollars (\$10.00) from each eight-year class D driver's license, in the current expense fund; and

(b) Deposit two dollars and fifty cents (\$2.50) from each motorcycle endorsement and motorcycle endorsement instruction permit fee in the current expense fund; and

(c) Deposit an amount equal to three dollars (\$3.00) from each fee for a knowledge test in the current expense fund; and

(d) Deposit an amount equal to ten dollars (\$10.00) from each fee for a motorcycle endorsement skills test in the current expense fund; provided however, if a contractor administers the skills

test he shall be entitled to the ten dollar (\$10.00) fee; and

(e) Remit the remainder to the state treasurer; and

(f) Deposit seventeen dollars and fifty cents (\$17.50) from each fee for a class D skills test into the county current expense fund, unless the test is administered by a department-approved contractor, in which case the contractor shall be entitled to seventeen dollars and fifty cents (\$17.50) of each fee.

(7) When the fees required under this section are collected by a state officer or agency, they shall be paid over to the state treasurer.

(8) The state treasurer shall distribute the moneys received from fees imposed by the provisions of this section, whether collected by a county officer or by a state officer or agency as follows:

(a) Two dollars (\$2.00) of each fee for a four-year driver's license or seasonal driver's license, and four dollars (\$4.00) of each fee for an eight-year class D driver's license, and one dollar and fifty cents (\$1.50) of each fee charged for driver's licenses pursuant to subsections (1)(b), (d) and (e) of this section, and fifty cents (50¢) of each fee charged for driver's licenses pursuant to subsections (1)(c) and (f) of this section, shall be deposited in the emergency medical services fund II created in section 56-1018A, Idaho Code, and four dollars (\$4.00) of each fee charged pursuant to subsections (1)(a), (g) and (s) of this section and eight dollars (\$8.00) of each fee charged pursuant to subsection (1)(h) of this section and three dollars (\$3.00) of each fee for driver's licenses pursuant to subsections (1)(b), (d) and (e) of this section, and one dollar (\$1.00) of each fee charged for driver's licenses pursuant to subsections (1)(c) and (f) of this section shall be deposited in the emergency medical services fund III created in section 56-1018B, Idaho Code; and

(b) Twenty-eight dollars (\$28.00) of each fee for a seasonal or class A, B or C driver's license, and nineteen dollars and fifty cents (\$19.50) of each fee charged for a license pursuant to subsection (1)(b) of this section, and eight dollars and sixteen cents (\$8.16) of each fee charged for a license pursuant to subsection (1)(c) of this section shall be deposited in the state highway account; and

(c) Twenty dollars (\$20.00) of each fee for a class A, B or C instruction permit or driver's license classification change shall be deposited in the state highway account; and

(d) Four dollars (\$4.00) of each fee for a class A, B or C instruction permit shall be deposited in the emergency medical services fund III created in section 56-1018B, Idaho Code; and

(e) Ten dollars (\$10.00) of each fee for a duplicate seasonal or class A, B or C driver's license, class A, B or C driver's license extension, or additional endorsement shall be deposited in the state highway account; and

(f) Seven dollars and fifty cents (\$7.50) of each fee for a motorcycle endorsement and motorcycle endorsement instruction permit shall be deposited in the state highway account; and

(g) Five dollars and thirty cents (\$5.30) of each fee for a four-year class D driver's license, and ten dollars and sixty cents (\$10.60) of each fee for an eight-year class D driver's license, and four dollars (\$4.00) of each fee charged for a license pursuant to subsections (1)(d) and (e) of this section, and one

dollar and thirty-three cents (\$1.33) of each fee charged for a license pursuant to subsection (1)(f) of this section shall be deposited in the driver training fund; and

(h) Twelve dollars and seventy cents (\$12.70) of each fee for a four-year class D driver's license, and twenty dollars and forty cents (\$20.40) of each fee for an eight-year class D driver's license, and ten dollars and fifty cents (\$10.50) of each fee charged for a license pursuant to subsections (1)(d) and (e) of this section, and six dollars and eighty-three cents (\$6.83) of each fee charged for a license pursuant to subsection (1)(f) of this section shall be deposited in the highway distribution fund; and

(i) Two dollars and sixty cents (\$2.60) of each fee for a class D instruction permit, duplicate class D license or permit, and class D license extension shall be deposited in the driver training fund; and

(j) Seven dollars and forty cents (\$7.40) of each fee for a class D instruction permit, duplicate class D license or permit, and class D license extension shall be deposited in the highway distribution fund; and

(k) Ten dollars (\$10.00) of each fee for a class A, B or C skills test shall be deposited in the state highway account; and

(l) One dollar (\$1.00) of each fee for a class A, B, C or four-year D driver's license, and two dollars (\$2.00) of each fee for an eight-year class D driver's license, and one dollar (\$1.00) of each fee charged for a license pursuant to subsections (1)(b), (d) and (e) of this section, and thirty-four cents (34¢) of each fee charged for a license pursuant to subsections (1)(c) and (f) of this section shall be deposited in the motorcycle safety program fund established in section 33-4904, Idaho Code; and

(m) Six dollars and fifty cents (\$6.50) of each fee for a class D skills test shall be deposited into the state highway account.

(9) The contractor administering a class A, B or C skills test shall be entitled to not more than sixty dollars (\$60.00) of the skills test fee. A contractor administering a class A, B or C skills test may collect an additional fee for the use of the contractor's vehicle for the skills test.

(10) Sixty dollars (\$60.00) of each restricted driving permit and each restricted school attendance driving permit shall be deposited in the state highway account.

(11) The department may issue seasonal class B or C driver's licenses to drivers who are employees of agri-chemical businesses, custom harvesters, farm retail outlets and suppliers, and livestock feeders that:

(a) Will only be valid for driving commercial vehicles that normally require class B or C commercial driver's licenses;

(b) Will be valid for seasonal periods that begin on the date of issuance and that are not to exceed one hundred eighty (180) days in a twelve (12) month period;

(c) May only be obtained twice in a driver's lifetime;

(d) Are valid only within a one hundred fifty (150) mile radius of the place of business or farm being serviced; and

(e) Will be valid only in conjunction with valid Idaho class D driver's licenses.

(12) The department may issue seasonal class B or C driver's licenses to drivers who:

- (a) Have not violated the single license provisions of applicable federal regulations;
- (b) Have not had any license suspensions, revocations or cancellations;
- (c) Have not had any convictions in any vehicle for any offense listed in section 49-335(1) or (2), Idaho Code, or any one (1) serious traffic offense;
- (d) Have at least one (1) year of driving experience with a class D or equivalent license in any type motor vehicle; and
- (e) Are at least sixteen (16) years old.

Section 4. That Section 49-317, Idaho Code, be, and the same is hereby amended to read as follows:

**49-317.RESTRICTED DRIVER'S LICENSES.** (1) The department, upon issuing a driver's license, shall have authority whenever good cause appears to impose restrictions suitable to the licensee's driving ability with respect to:

- (a) The type of or special mechanical control devices required or not permitted on a motor vehicle which the licensee may operate;
- (b) Medical variances as determined by the Federal Motor Carrier Safety Administration; or
- (c) Other restrictions applicable to the licensee as the department may determine to be appropriate to assure the safe operation of a motor vehicle by the licensee.

(2) The department may either issue a special restricted driver's license or may set forth restrictions upon the usual driver's license form.

(3) The department shall, upon receiving satisfactory evidence of any violation of the restrictions of a driver's license, suspend the driver's license or privileges for a period of thirty (30) days but the licensee shall be entitled to a hearing as provided in section 49-326, Idaho Code.

Section 5. That Section 49-319, Idaho Code, be, and the same is hereby amended to read as follows:

**49-319.EXPIRATION AND RENEWAL OF DRIVER'S LICENSE.** (1) Every noncommercial Idaho driver's license issued to a driver shall expire and be renewable as follows:

- (a) Twenty-one (21) years of age or older shall expire on the licensee's birthday in the fourth year following the issuance of the driver's license.
- (b) At the option of the applicant, for drivers twenty-one (21) years of age through sixty-two (62) years of age, the driver's license shall expire either on the licensee's birthday in the fourth year or the eighth year following the issuance of the driver's license.
- (c) Every driver's license issued to a driver under eighteen (18) years of age shall expire five (5) days after the licensee's eighteenth birthday.
- (d) Every driver's license issued to a driver eighteen (18) years of age but under twenty-one (21) years of age shall expire five (5) days after the licensee's twenty-first birthday.
- (e) Except licenses issued to drivers under twenty-one (21) years

of age, every driver's license that is not, as provided by law, suspended, revoked or disqualified in this state or any other jurisdiction shall be renewable on or before its expiration, but not more than twelve (12) months before, upon application, payment of the required fee, and satisfactory completion of the required eyesight examination.

(2) Every commercial driver's license issued to a person twenty-one (21) years of age or older shall expire on the licensee's birthday in the fourth year following issuance of the license, and any class A, B or C license issued to a person eighteen (18), nineteen (19) or twenty (20) years of age shall expire five (5) days after the licensee's twenty-first birthday. There shall be no option for an eight-year class A, B or C license.

(3) Every driver's license issued to a person who is not a citizen or permanent legal resident of the United States shall have an expiration date that is the same date as the end of lawful stay in the United States as indicated on documents issued and verified by the department of homeland security, provided however, that the expiration date shall not extend beyond the expiration date for the same category of license issued to citizens. Persons whose department of homeland security documents do not state an expiration date shall be issued a driver's license with an expiration date of one (1) year from the date of issuance. Fees shall be in accordance with the expiration periods and classes listed in section 49-306(1), Idaho Code.

(4) An applicant who is issued a driver's license in another jurisdiction after an Idaho driver's license has been issued is not eligible for renewal or a duplicate of the Idaho driver's license. The applicant may apply for a new Idaho driver's license as provided in section 49-306, Idaho Code.

(5) No knowledge test shall be required for renewal of a driver's license, except for renewal of a hazardous material endorsement. Appropriate knowledge and skill tests shall be required for an upgrade in a driver's license class or an endorsement addition. In the case of a name change, the applicant shall provide legal documentation to verify the change in accordance with department rules.

(6) Applicants for a hazardous material endorsement shall provide either proof of United States citizenship or proof of lawful, permanent United States residence and a valid federal bureau of citizenship and immigration services alien registration number. A security background records check and federal transportation security administration clearance shall be required for issuance, renewal or transfer of a hazardous material endorsement in accordance with 49 CFR part 383, subject to procedures established by the federal transportation security administration.

(7) Except for drivers under twenty-one (21) years of age, when a driver's license has been expired for fewer than twelve (12) months, the renewal of the driver's license shall start from the original date of expiration regardless of the year in which the application for renewal is made. If the driver's license is expired for twelve (12) months or more, the applicant shall be required to take the knowledge, skills for the class of license or endorsement being applied for, and vision tests and the application shall expire on the licensee's birthday in the fourth year following issuance of the driver's license for drivers twenty-one (21) years of age or older, except as otherwise provided in subsection (3) of this section. At the option of the

applicant, for drivers twenty-one (21) years of age through sixty-two (62) years of age, the renewed license shall expire either on the licensee's birthday in the fourth year or the eighth year following issuance, except as otherwise provided in subsection (3) of this section.

(8) (a) If a driver's license has expired or will expire and the licensee is temporarily out-of-state except on active military duty, and the driver's license has not, as provided by law, been suspended, revoked, canceled, denied, refused or disqualified, the licensee may request in writing on a form prescribed by the department an extension of the driver's license. The request shall be accompanied by the fee fixed in section 49-306, Idaho Code, and the extension shall be less than a twelve (12) month period. If the department determines that an extension of the driver's license is necessary, it may issue a certificate of extension showing the date to which the expired driver's license is extended, and this certificate shall be attached to the expired driver's license. Certificates of extension are limited to two (2) per licensee.

(b) Upon returning to the state of Idaho, the licensee shall within ten (10) days, apply for a renewal of the expired driver's license and surrender the certificate of extension and the expired driver's license.

(c) A hazardous material endorsement cannot be extended.

(9) An Idaho driver's license issued to any person prior to serving on active duty in the armed forces of the United States, or a member of the immediate family accompanying such a person, if valid and in full force and effect upon entering active duty, shall remain in full force and effect and shall, upon application, be extended for a period of four (4) years so long as active duty continues, or shall be renewed upon application in person without the requirement to take a knowledge or skills test if their Idaho driver's license expired while on active duty, if the driver's license is not suspended, denied, disqualified, canceled or revoked, as provided by law, during the active duty, and the driver's license shall remain in full force and effect sixty (60) days following the date the holder is released from active duty.

(10) The department may use a mail renewal process for four-year class D licenses based on criteria established by rule.

(11) A seasonal driver's license is only valid for a one hundred eighty (180) day period from the date of issuance. Only one (1) seasonal driver's license may be obtained in any twelve (12) month period, and may only be obtained twice in a driver's lifetime.

(12) A person who applies for renewal of a license may request that the notation "permanently disabled" be imprinted on the license and the department shall imprint "permanently disabled" on the license if:

(a) The person has a permanent disability; and

(b) The person presents written certification from a licensed physician, licensed physician assistant, or licensed advanced practice professional nurse verifying that the person's stated impairment qualifies as a permanent disability as provided in section 49-117, Idaho Code; and

(c) The department determines that the person meets the requirements for issuance of a license as specified in section 49-313, Idaho Code.

Section 6. That Section 49-321, Idaho Code, be, and the same is hereby amended to read as follows:

49-321.RECORDS TO BE KEPT BY THE DEPARTMENT. (1) The department shall file every application for a driver's license received by it and shall maintain suitable indices containing:

- (a) All applications denied and on each note the reason for denial;
- (b) All applications granted;
- (c) The name of every licensee whose driver's license has been suspended, revoked, canceled, denied or disqualified by the department and after each name note the reasons for the action;
- (d) The driver's license number for the applicant; and
- (e) The social security number of the applicant.

(2) The department shall file the original or copy of the Medical Examiner's Certificates, Medical Exemption Letters, and Skill Performance Evaluation Certificates of all commercial driver's license or instruction permit holders required to provide documentation of their physical qualification. The department shall maintain the document(s) for a period of three (3) years beyond the date the certificate was issued.

(32) The department shall also file all accident reports and abstracts of court records of convictions received by it under the law from any jurisdiction, and is authorized to forward records of convictions, suspensions or disqualifications to any jurisdiction. Records may be in either paper or electronic form. The department shall maintain convenient records or make suitable notations in order that an individual record of each licensee showing the convictions and the traffic accidents in which the licensee has been involved shall be readily ascertainable and available for consideration of the department upon any application for renewal of a driver's license and at other suitable times.

(43) The department of health and welfare, on or about the 25th day of each month shall, upon the request of the department, furnish the department a listing showing the name, age, county of residence, and residence address of each Idaho resident who has died during the preceding month. The listing shall be used only for purposes of updating the driver's license files of the department and shall be subject to disclosure according to chapter 3, title 9, Idaho Code.

Section 7. That Section 49-322, Idaho Code, be, and the same is hereby amended to read as follows:

49-322. AUTHORITY OF DEPARTMENT TO CANCEL DRIVER'S LICENSE OR INSTRUCTION PERMIT. (1) The department shall cancel any driver's license, restricted school attendance driving permit, or instruction permit upon determining that the licensee or permittee was not entitled to the issuance of the driver's license or instruction permit, or that the licensee or permittee failed to give the required or correct information in his application, or committed fraud in making the application.

(2) Upon a cancellation, the licensee or permittee shall surrender the canceled driver's license or canceled instruction permit



to the department.

(3) The department shall cancel a person's commercial driver's license upon determining that the class A, B, or C licensee has falsified information. Upon cancellation of a class A, B, or C driver's license, the licensee shall be disqualified from operating a commercial motor vehicle for a period of sixty (60) days.

The department shall decertify the medical status and initiate a downgrade of any driver who is required by the Federal Motor Carrier Safety Administration to maintain a Medical Examiner's Certificate and/or Medical Exemption Letter or Skill Performance Evaluation Certificate upon determining the person's medical certification has expired or has been revoked or cancelled. The department shall change the person's driving status in the driver record to "not-certified," within ten (10) days and shall mail a notification letter regarding the pending decertification and downgrade action to the driver's last known address. The downgrade action shall occur no more than 60 days from the date the "not-certified" status is posted to the record. Drivers can remove the "not-certified" medical status from their driving record by presenting a current and valid Medical Examiner's Certificate and/or Medical Exemption Letter or Skill Performance Evaluation Certificate to the department or by submitting an application to the department requesting their medical status be changed to "Excepted."

(4) When a driver's license has been canceled for reasons of impairment, incompetence or inability of the licensed driver to operate a motor vehicle safely as provided in section 49-303 or 49-326, Idaho Code, and the licensee has voluntarily surrendered his driver's license, or when a licensed driver requests cancellation of his license for any of the same reasons stated in this subsection and he voluntarily surrenders his license, the licensee may be eligible for a no-fee identification card as provided in section 49-2444, Idaho Code.

Section 8. This act shall be in full force and effect on and after January 30, 2012.

D-11-019      Continuous Appropriation: Local Bridge Inspection Account & Railroad Grade Crossing Protection Fund

STATEMENT OF PURPOSE

The purpose of this legislation is to codify continuous appropriation of moneys in the Local Bridge Inspection Account (I.C. 40-703) and the Railroad Grade Crossing Protection Fund (I.C. 62-304A). This legislation would eliminate a point of confusion in the annual Idaho Transportation Department's appropriation process and codify ongoing legislative intent.

Currently, these funds do not enjoy continuous appropriation by code. Authorization to expend moneys from the funds must be secured from the legislature by way of a special section in the department's appropriation bill each year. This process has created confusion among JFAC and transportation committee members. It also carries risk of failure to authorize expenditures of these funds should the special authorization section required in the department's annual appropriation bill be accidentally omitted.

Programmatic use of moneys in these funds is specifically limited by existing Idaho Code. Each year, \$250,000 in gasoline tax revenues is distributed to the Railroad Grade Crossing Protection Fund (I.C. 63-2412(c)) and \$100,000 is distributed to the Local Bridge Inspection Account (I.C. 63-2412(d)). JFAC's annual authorization wording for these funds reads "It is legislative intent that all moneys ... are hereby continuously appropriated...". This legislation would directly codify this annual legislative action by adding the following language to the existing code sections authorizing each fund: "All moneys in this [ account / fund ] are hereby continuously appropriated to the department".

## FISCAL NOTE

### FISCAL IMPACT IF BILL PASSES:

There will be no fiscal impact to the General Fund or the department if this legislation becomes law.

### FISCAL IMPACT IF BILL FAILS:

There will be no fiscal impact to the General Fund or the department if this legislation fails to become law.

## CONTACT

Name: Joel Drake  
Agency: Idaho Transportation Department  
Phone: 334-8734

## STATEMENT OF PURPOSE/FISCAL NOTE

IN THE \_\_\_\_\_  
\_\_\_\_\_ BILL NO. \_\_\_\_\_  
BY \_\_\_\_\_

AN ACT

RELATING TO APPROPRIATION OF MONEYS IN THE LOCAL BRIDGE INSPECTION ACCOUNT AND THE RAILROAD GRADE CROSSING PROTECTION FUND; AMENDING SECTION 40-703, IDAHO CODE TO ADD A PROVISION FOR CONTINUOUS APPROPRIATION OF MONEYS IN THE LOCAL BRIDGE INSPECTION ACCOUNT; AMENDING SECTION 62-304A, IDAHO CODE TO ADD A PROVISION FOR CONTINUOUS APPROPRIATION OF MONEYS IN THE RAILROAD GRADE CROSSING PROTECTION FUND.

Be It Enacted by the Legislature of the State of Idaho:

SECTION 1. That Section 40-703, Idaho Code, be, and the same is hereby amended to read as follows:

40-703. ESTABLISHMENT OF LOCAL BRIDGE INSPECTION ACCOUNT -- ADMINISTRATION. In order to promote public safety at bridges on local public highways and to provide for the payment of the local matching share of federal funds available for periodic inspection of these bridges to comply with federal laws, there is established in the dedicated fund of the state treasury an account known as the "local bridge inspection account." The department is charged with the sole and exclusive administration of this account, and shall follow federal guidelines in making bridge inspections which are to be funded in part with federal funds. Interest earned on the investment of idle moneys in the local bridge inspection account shall be paid to the local bridge inspection account. All moneys in this account are hereby continuously appropriated to the department.

SECTION 2. That Section 62-304A, Idaho Code, be, and the same is hereby amended to read as follows:

62-304A. CREATION OF RAILROAD GRADE CROSSING PROTECTION FUND. In order to promote the public safety at railroad grade crossings and public streets, roads or highways and to provide for the payment of all or part of the costs of installing, reconstructing, maintaining or improving automatic or other safety appliances, signals or devices at railroad grade crossings of public streets, roads or highways over the tracks of any railroad company or companies, or to support public education and

safety programs which promote awareness of public safety at railroad grade crossings of public streets, roads or highways, there is hereby created in the dedicated fund in the state treasury a fund to be known as the railroad grade crossing protection fund. All moneys in this fund are hereby continuously appropriated to the department.

STATEMENT OF PURPOSE

This legislation amends Idaho Code to establish statutory authority for the appropriation of state funds for operational and capital replacement costs in the Aeronautics air flight program.

Aeronautics currently receives spending authority of unrestricted state funds via the department's annual legislative appropriations.

This legislation clarifies this practice by authorizing it in statute. This legislation also revises the term used to identify the Idaho Transportation Board in Idaho Code.

## FISCAL NOTE

### FISCAL IMPACT IF BILL PASSES:

Since this is current practice, there is no fiscal impact if this proposal should pass.

### FISCAL IMPACT IF BILL FAILS:

If this bill should fail, long-standing practice would be denied statutory authority making this appropriation convention clear, leaving it subject to question.

## CONTACT

Name: Dave Tolman  
Agency: Idaho Transportation Department  
Phone: 334-8525

## STATEMENT OF PURPOSE/FISCAL NOTE

IN THE \_\_\_\_\_  
BILL NO. \_\_\_\_\_  
BY \_\_\_\_\_

AN ACT

RELATING TO APPROPRIATION OF FUNDS TO THE IDAHO TRANSPORTATION DEPARTMENT'S AERONAUTICS PROGRAM; AMENDING SECTION 21-211, IDAHO CODE, TO AUTHORIZE APPROPRIATION OF MONIES IN THE STATE AERONAUTICS FUND (0221-00) FOR THE PURPOSE OF DEFRAYING STATE AIR FLIGHT PROGRAM COSTS; AMENDING SECTION 40-707, IDAHO CODE, TO REVISE THE TERM USED TO IDENTIFY THE IDAHO TRANSPORTATION BOARD AND AUTHORIZE APPROPRIATION OF MONIES IN THE STATE HIGHWAY FUND (0260-00) FOR THE PURPOSE OF DEFRAYING STATE AIR FLIGHT PROGRAM COSTS.

Be It Enacted by the Legislature of the State of Idaho:

Section 1. That Section 21-211, Idaho Code, be, and the same is hereby amended to read as follows:

21-211. AERONAUTICS - STATE LAW FOR AERONAUTICS - PROCEEDS OF LICENSES AND FINES -- STATE AERONAUTICS FUND. All moneys collected for the licensing of aircraft and airmen, all fines and penalties paid under the provisions of laws relating to or regulating the operation, registration or licensing of aircraft or pilots, air safety or air flight not otherwise appropriated and such other funds as may be paid into the state aeronautics fund shall be paid to the state treasurer, and shall be placed by him in the state aeronautics fund, which is hereby created, and all of said state aeronautics fund is hereby appropriated for the purpose of furthering the administration, development and enforcement of laws relating to aviation, for defraying state air flight program costs, and for defraying administrative expenses of the Idaho transportation department, including per diem compensation of the Idaho transportation board, and the salary of the director of the department. Interest earned on the investment of idle moneys in the state aeronautics fund shall be paid to the state aeronautics fund.

Section 2. That Section 40-707, Idaho Code, be, and the same is hereby amended to read as follows:

40-707. HIGHWAYS AND BRIDGES - APPROPRIATIONS - APPROPRIATION OF MONEYS IN STATE HIGHWAY ACCOUNT. (1) From federal funds within the state highway account, there are hereby continuously appropriated first such amounts as, from time to time, shall be certified by the Idaho housing and finance association to the state controller, state treasurer and the board as necessary for payment of principal, interest and other amounts required for transportation bonds or notes of the



Idaho housing and finance association in accordance with chapter 62, title 67, Idaho Code, which amounts shall be transferred to the GARVEE debt service fund established in section 40-718, Idaho Code.

(2) The board may, but is not obligated to, use any nonfederal funds in the state highway account to pay match as required for receipt of federal funds used to pay the bonds or notes as described in subsection (1) of this section. Such match may be transferred to the GARVEE debt service fund established in section 40-718, Idaho Code.

(3) One-half of one percent (.5%) of the moneys in the state highway account may be utilized to encourage the use of recycled materials including, but not limited to, recycled glass, reclaimed asphalt, asphalt containing recycled plastic, recycled rubber tires and paper in highway construction and maintenance projects. All other moneys at any time in the state highway account, except those as are otherwise required by law to be placed in the state highway redemption account, are hereby appropriated for the purpose of defraying the expenses, debts and costs incurred in carrying out the powers and duties of the Idaho Transportation Board ~~highway board~~ as provided by law, and for defraying administrative expenses of the department, including salaries of the board, the salary of the director, and salaries and wages of employees of the department and board and expenses for traveling. Communication supplies, equipment, fixed charges and all other necessary expenses of the department including the aeronautics air flight program and the board, not otherwise provided for and all claims against the state highway account shall be examined by the department and certified to the state controller, who shall, upon approval of the board of examiners, draw his warrant against the state highway account for all bills and claims allowed by the board.

SECTION 3. An emergency existing therefore, which emergency is hereby declared to exist, this act shall be in full force and effect on and after its passage and approval.

RES. NO. WHEREAS, the Idaho Governor's Office has requested that State agencies submit proposed 2011 legislation to the Division of Financial Management for review and approval; and

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WHEREAS, the Idaho Transportation Board at the July and September, 2010 meetings reviewed and approved legislative ideas for submission to the Division of Financial Management; and

WHEREAS, the Idaho Transportation Board at the July and September, 2010 meetings authorized ITD staff to develop draft legislation for review and approval, prior to submission to the Division of Financial Management;

NOW THEREFORE BE IT RESOLVED, the Idaho Transportation Board approves submittal of the attached proposed draft legislation (attached as exhibits #1 through #3 to the Division of Financial Management.

# Board Agenda Item



Meeting Date September 16, 2010

Amount of Time Needed for Presentation 15 min

Presenter's Name Alan Frew	Presenter's Title DMV Administrator	Initials <i>AF</i>	Reviewed By <i>JSB</i>
Preparer's Name Reymundo Rodriguez	Preparer's Title CVS Manager	Initials <i>RR</i>	

**Subject**

Overlegal Permits Administrative Fees		
Route Number All	Project Number	Key Number
District All	Location	

**Background Information**

At the August 2010 Board meeting, a presentation on the results of a Program Cost Analysis performed by the Division of Motor Vehicles and Financial Services on the current overlegal permit administrative fee schedule informed the Board of an approximate \$1,000,000 shortage in that program area. Staff recommended a modification to IDAPA 39.03.21 Rules Governing Overlegal Permit Fees to increase all annual and single trip overlegal permit administrative fees by an average of \$17.00 per permit as derived by the completed analysis, all of which would be deposited in the State Highway Account (SHA).

The administrative fee increases are distributed among the various types of permits based on the complexity of the permit issuance, staff involvement, and required updates to the maps and attachments required for annual overlegal permits.

Board member Coleman questioned the equity to truckers. He believes the current administrative fee structure captures the Department's costs. The problem is that ITD does not receive all of that revenue. Board member Whitehead asked if the distribution formula could be changed. Commercial Vehicles Service Manager Reymundo Rodriguez believed that legislation would be required to change the distribution formula.

Upon further research, it does not take legislation to ensure that all annual and single trip overlegal permit administrative fees be deposited in the SHA. A Memorandum issued by our Legal Section in January of 2007 analyzes current Idaho Code and Administrative Rules and determines that administrative fees are intended to be deposited in the SHA instead of the Highway Distribution Account (HDA). (see attached memorandum)

A recent legislative concern by the Legislative Services Office (LSO) also concurs that all administrative fees collected by the Department under Idaho Code 49-1004 "shall be retained" by the Department.

In order to conform to this LSO concern, the Department will ensure that effective July 1<sup>st</sup>, 2010 all annual and single trip overlegal permit administrative fees are submitted to the SHA as required by Idaho Code and Administrative Rules.

**Recommendations**

Information for the Board

# Board Agenda Item



## Board Action

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

Revenue for Over Legal Permits

## OWLP Program Revenue Comparison Between FY09 & FY10

Prepared 9/2/2010

GL	Revenue Name	FY 09			FY 10			Current Process Total ITD
		H.D.A.	S.H.A.	Total ITD	H.D.A.	S.H.A.	Total ITD	
1035 01	Overlegal permit	\$ 2,166,854		\$ 1,235,107	\$ 2,063,904		\$ 1,176,425	57%
1035 01	Overlegal permit \$15 fee		\$ 1,008,681	\$ 1,008,681		\$ 1,012,365	\$ 1,012,365	
		<u>\$ 2,166,854</u>	<u>\$ 1,008,681</u>	<u>\$ 2,243,788</u>	<u>\$ 2,063,904</u>	<u>\$ 1,012,365</u>	<u>\$ 2,188,791</u>	
	ISP Impact 0.05	\$ 108,343			\$ 103,195			
	Local Impact 0.38	\$ 823,405			\$ 784,284			
	Proposed S.H.A. Increase	\$ 931,747			\$ 887,479			

\* ISP will not be participating in H.D.A. funds come July 1, 2011 due to HB 457

\*\* Revenue totals from DAFR 115 EOM June 2010

# Board Agenda Item



Meeting Date September 15 -16

Amount of Time Needed for Presentation 45 Min

Presenter's Name Doug Benzon	Presenter's Title Economist	Initials DB	Reviewed By 
Preparer's Name David Tolman	Preparer's Title Division Administrator	Initials DT	

## Subject

Highway Cost Allocation Study Report Briefing		
Route Number	Project Number	Key Number
District	Location	

## Background Information

The Highway Cost Allocation Study (HCAS), developed under Board approved funding and in conjunction with the Governor's Task Force on Transportation Funding, has been completed. The presentation will provide a summary of the results of the HCAS and also cover some of the questions and answers submitted by the Cost Allocation Sub-Committee of the Governor's Task Force. Copies of the HCAS and other documentation provided to the Governor's Task Force have been previously sent to the Board Members.

## Recommendations

Information Only

## Board Action

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

# Board Agenda Item



Meeting Date September 15-16, 2010

Amount of Time Needed for Presentation 15 minutes

Presenter's Name Gordon Wilmoth/Dave Amick	Presenter's Title Controller/Transp. Invstmnts. Mgr.	Initials GW/DA	Reviewed By 
Preparer's Name Gordon Wilmoth/Dave Amick	Preparer's Title Controller/Transp. Invstmnts. Mgr.	Initials GW/DA	

**Subject**

### Monthly Financial Statements and Highway Program Obligations

Route Number	Project Number	Key Number
District	Location	

**Background Information**

**Program and District Obligation**

Attached is the FY2010 Actual Cumulative Obligations graph as of August 29, 2010.

By the end of August (91% of the way through FY2010) we obligated \$376.7 million, or about 87% of the FY2010 project costs in the current STIP.

At the same time last year we had obligated \$300.2 million, or 89% of the FY2009 project costs in the FY2009 STIP.

The blue line shows expected obligations for the year as estimated by the project managers.

**July 2010 Year to Date Financial Statements**

#### Fund 0260 – State Highway Fund

**Revenues**

4,064,980 FHWA Indirect Cost Allocation YTD actual  
2,825,000 FHWA Indirect Cost Allocation YTD projected  
 1,239,980 44% positive YTD variance

-0- Equipment Buy Back program YTD actual

2,794,151 Miscellaneous State Funded Revenue YTD actual  
2,889,761 Miscellaneous State Funded Revenue YTD projected  
 (95,610) 3.0% negative YTD variance

15,173,020 HDA Revenue (excluding ethanol exemption elimination) YTD actual  
13,961,900 HDA Revenue (excluding ethanol exemption elimination) YTD projected  
 1,211,120 8.7% positive YTD variance

1,390,734 HDA ethanol exemption elimination YTD actual  
1,289,800 HDA ethanol exemption elimination YTD projected  
 100,934 7.8% positive YTD variance

# Board Agenda Item



## Fund 0221 – State Aeronautics Fund

### Revenues

113,986 Aviation Fuels revenue YTD actual  
 120,174 Aviation Fuels revenue YTD projected  
 (6,188) 5.1% negative YTD variance

## Fund 0260 46 - ARRA Title XII

### Expenditures

86,479,700 ARRA Title XII Appropriation to Date expenditures - \$182M appropriated FY 2009

## Fund 0346 - ARRA Title XIV

### Expenditures

1,130,600 ARRA Title XIV Appropriation to Date expenditures – LHTAC administered \$17.4M FY2009

### Recommendations

For Information.

### Board Action

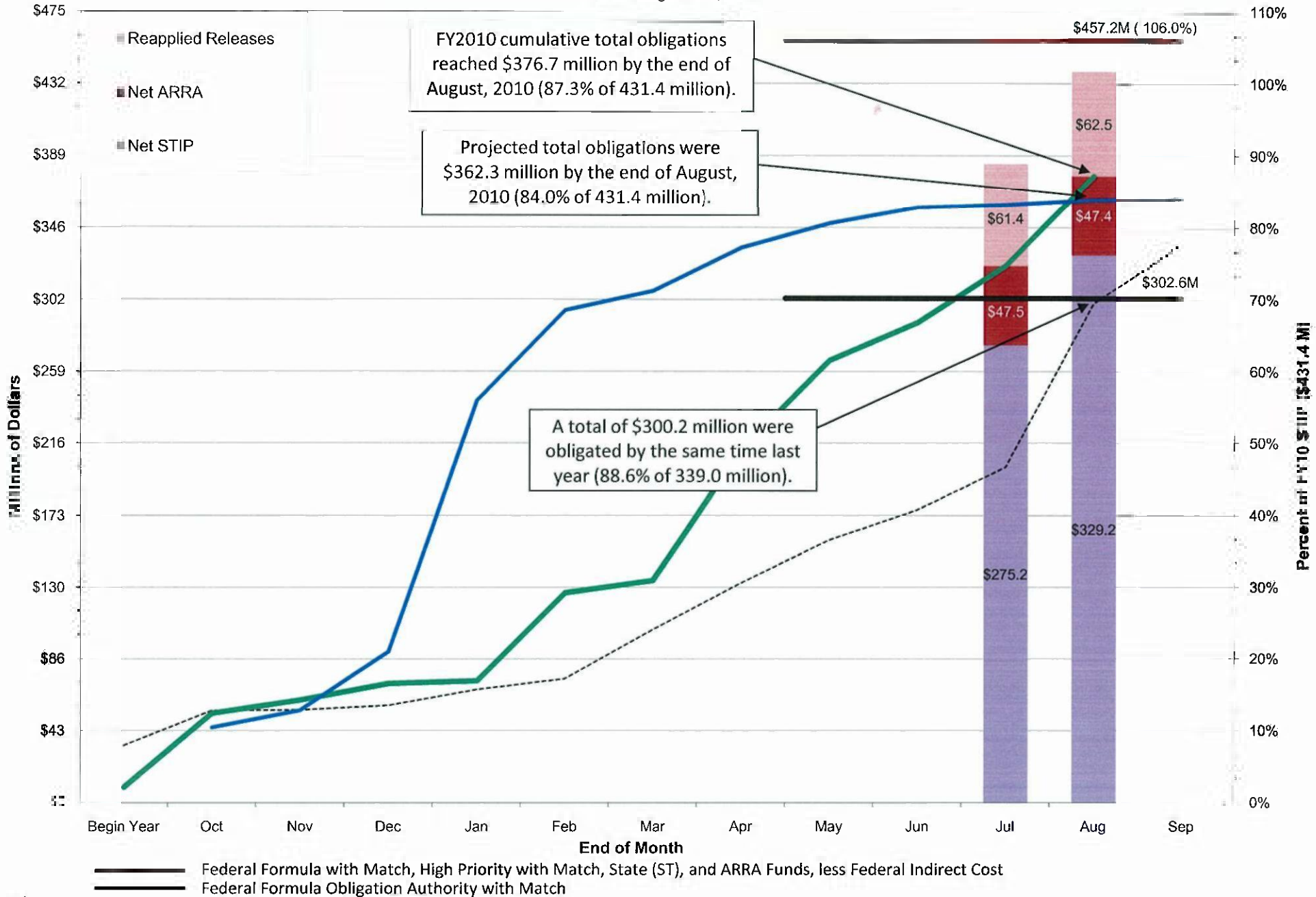
Approved     Deferred \_\_\_\_\_

Other \_\_\_\_\_



## FY2010 Actual Cumulative Obligations In Dollars and (Percent of Program)

As of August 29, 2010



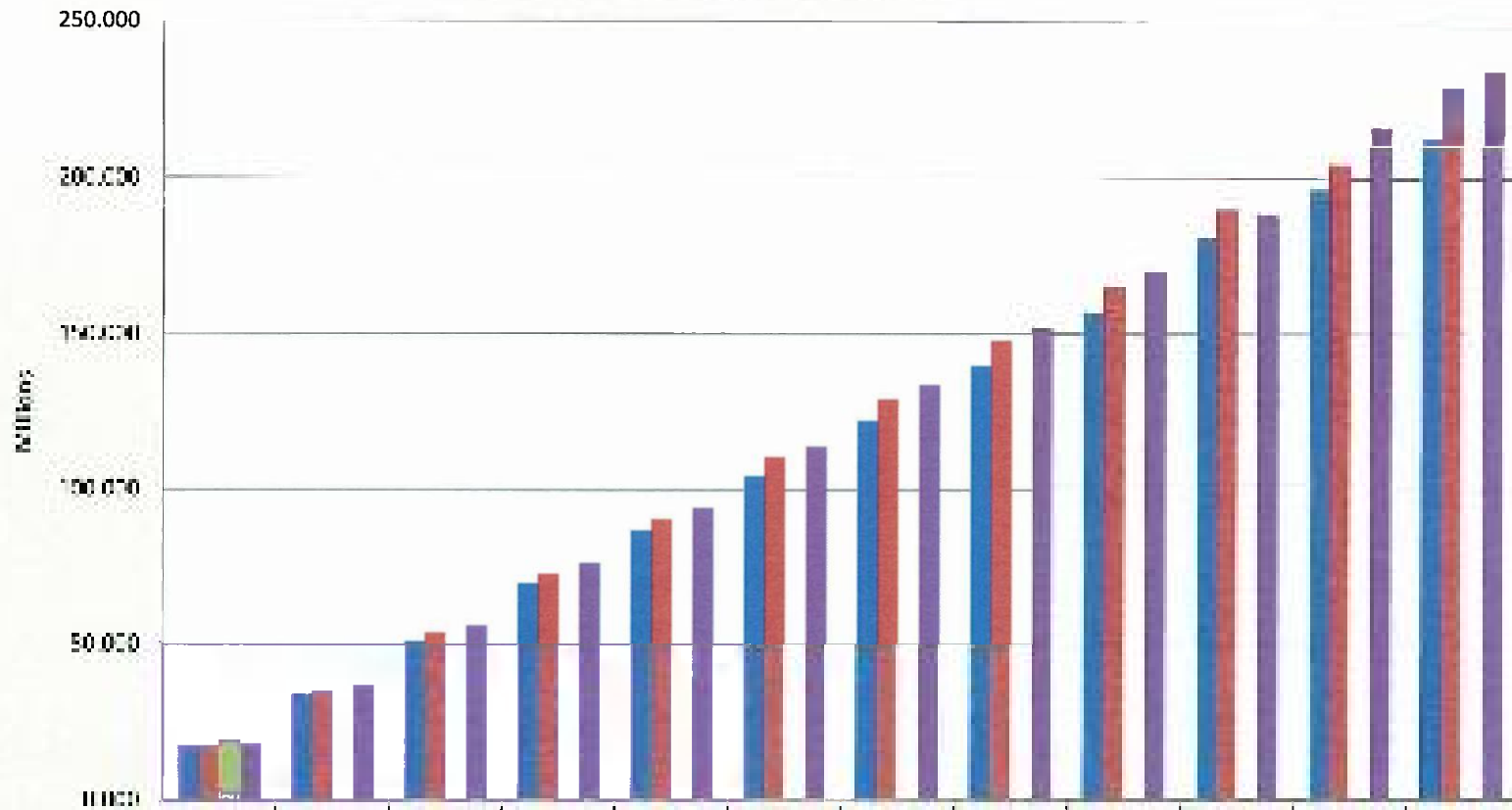
Federal Formula with Match, High Priority with Match, State (ST), and ARRA Funds, less Federal Indirect Cost  
 Federal Formula Obligation Authority with Match

Percents are based on their respective program totals (FY09, FY10)

# State Highway Fund 0260

Fiscal Year 2011

State Revenue Sources Forecast vs Actual  
July - For Period Ending 07/31/2011



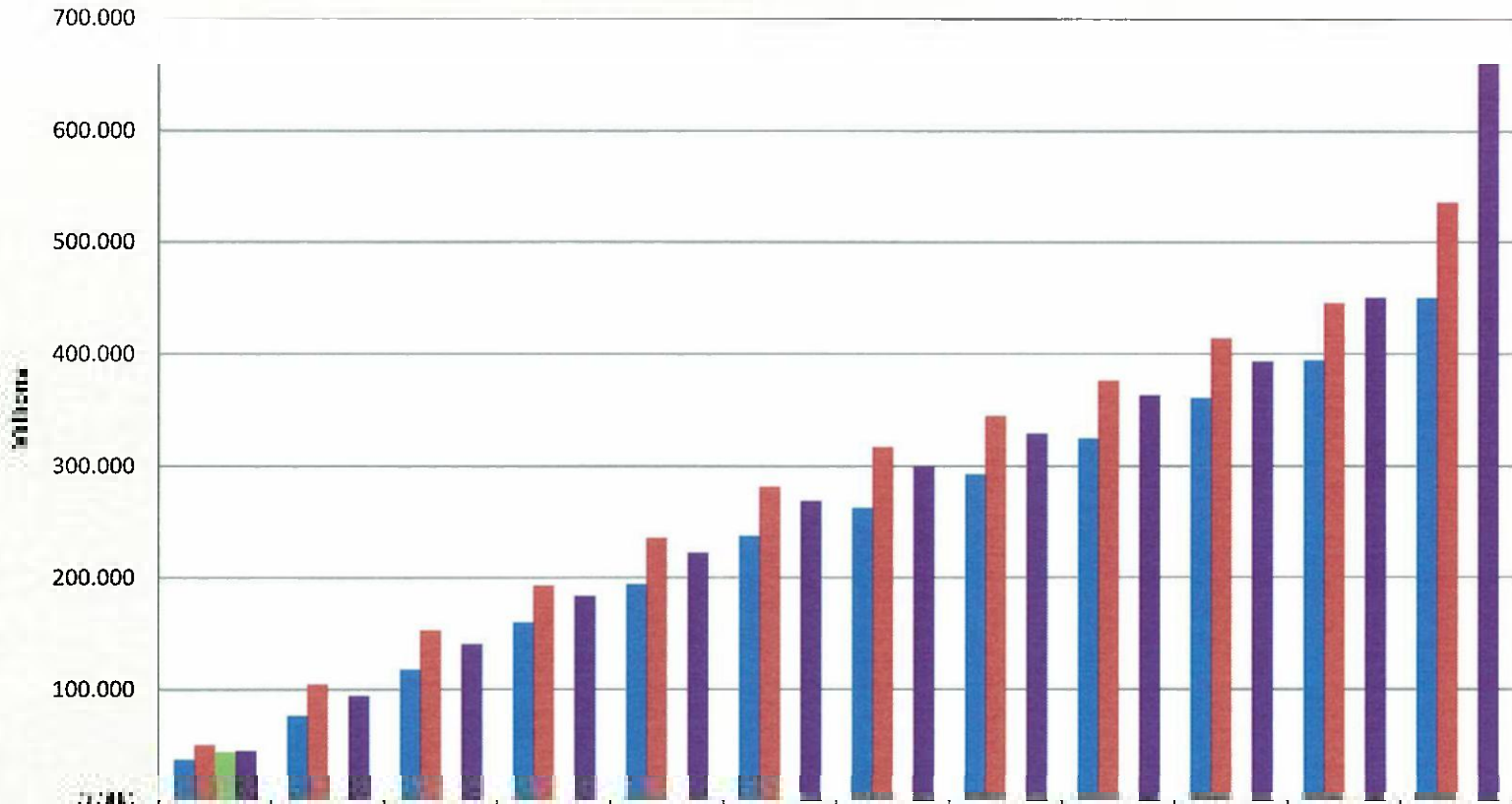
	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
<b>FY10 Actual Revenue</b>	17,462	31,014	50,134	70,316	87,062	104,411	122,114	139,602	156,255	180,012	196,076	212,112
<b>FY10 Forecast</b>	17,462	31,014	50,134	70,316	87,062	104,411	122,114	139,602	156,255	180,012	196,076	212,112
<b>FY11 Current</b>	18,141	32,062	50,134	75,262	94,167	114,305	133,636	151,219	170,607	188,227	216,000	234,467
<b>FY11 Forecast</b>	18,141	32,062	50,134	75,262	94,167	114,305	133,636	151,219	170,607	188,227	216,000	234,467

## State Highway Fund 0260

### Fiscal Year 2011

#### Federal & State Revenue (Excludes ARRA Title XII)

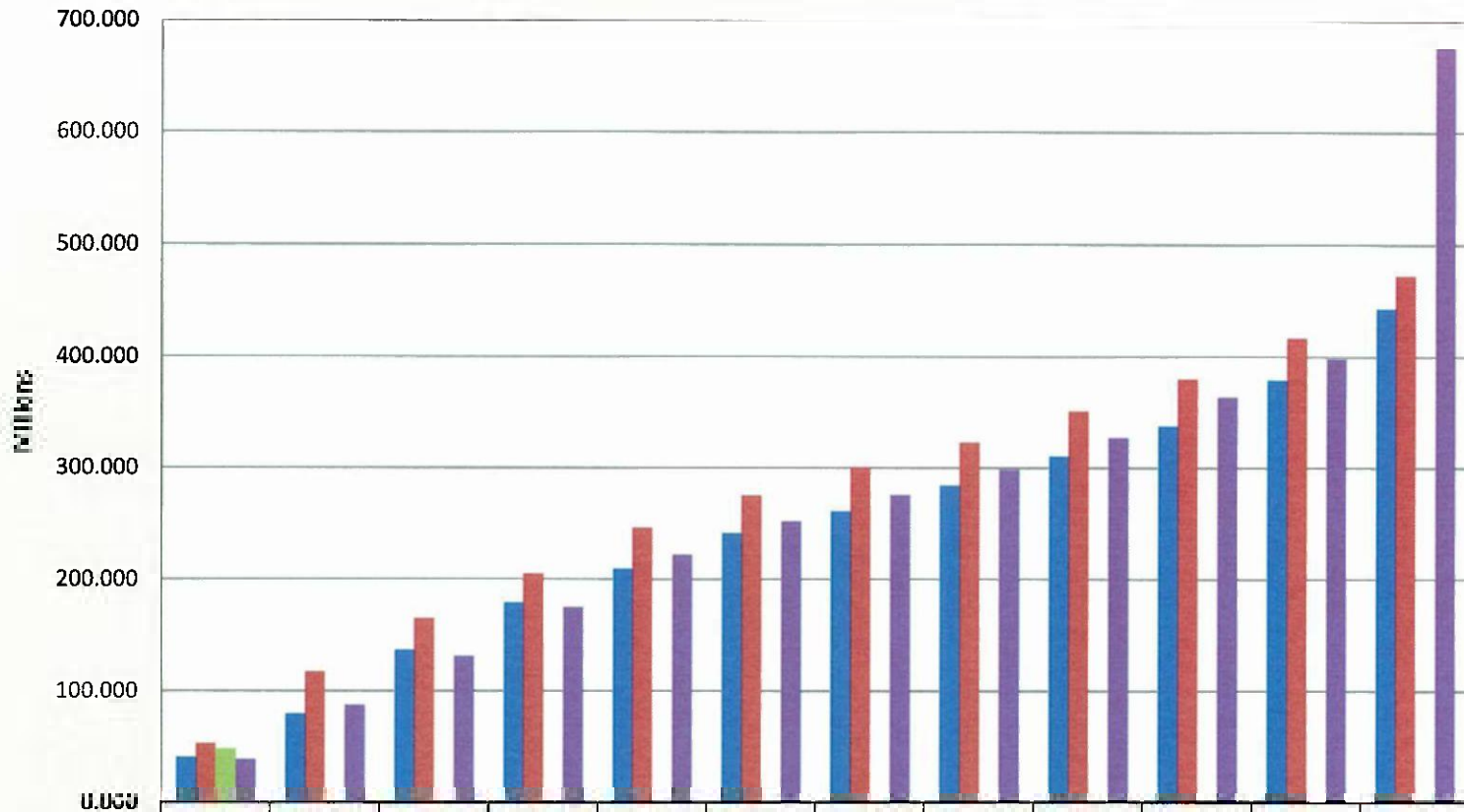
#### July - For Period Ending 07/31/2011



	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
<b>FY09 Actual Revenue</b>	37.094	76.473	118.238	160.325	194.034	237.651	262.554	292.569	325.260	360.996	394.511	450.238
<b>FY10 Actual Revenue</b>	50.400	104.719	153.472	193.274	236.126	281.343	316.990	345.164	376.605	414.318	445.794	536.180
<b>FY11 Current</b>	43.569											
<b>FY11 Forecast</b>	44.911	94.185	140.962	183.706	222.688	268.840	300.221	329.278	363.342	393.868	450.520	660.813

## State Highway Fund 0260

Fiscal Year 2011  
Expenditures (Excludes ARRA Title XII)  
July - For Period Ending 07/31/2011



92

	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
FY09 Actual Expenditures	40.930	79.427	136.907	179.040	209.455	241.382	260.999	284.136	310.124	337.293	378.685	443.233
FY10 Actual Expenditures	53.369	117.698	165.213	205.179	246.336	275.212	300.828	322.961	351.175	380.121	416.965	472.696
FY11 Current	48.422											
FY11 Forecast	39.147	87.759	131.772	175.450	222.242	252.083	275.769	298.657	327.364	363.883	398.626	676.095

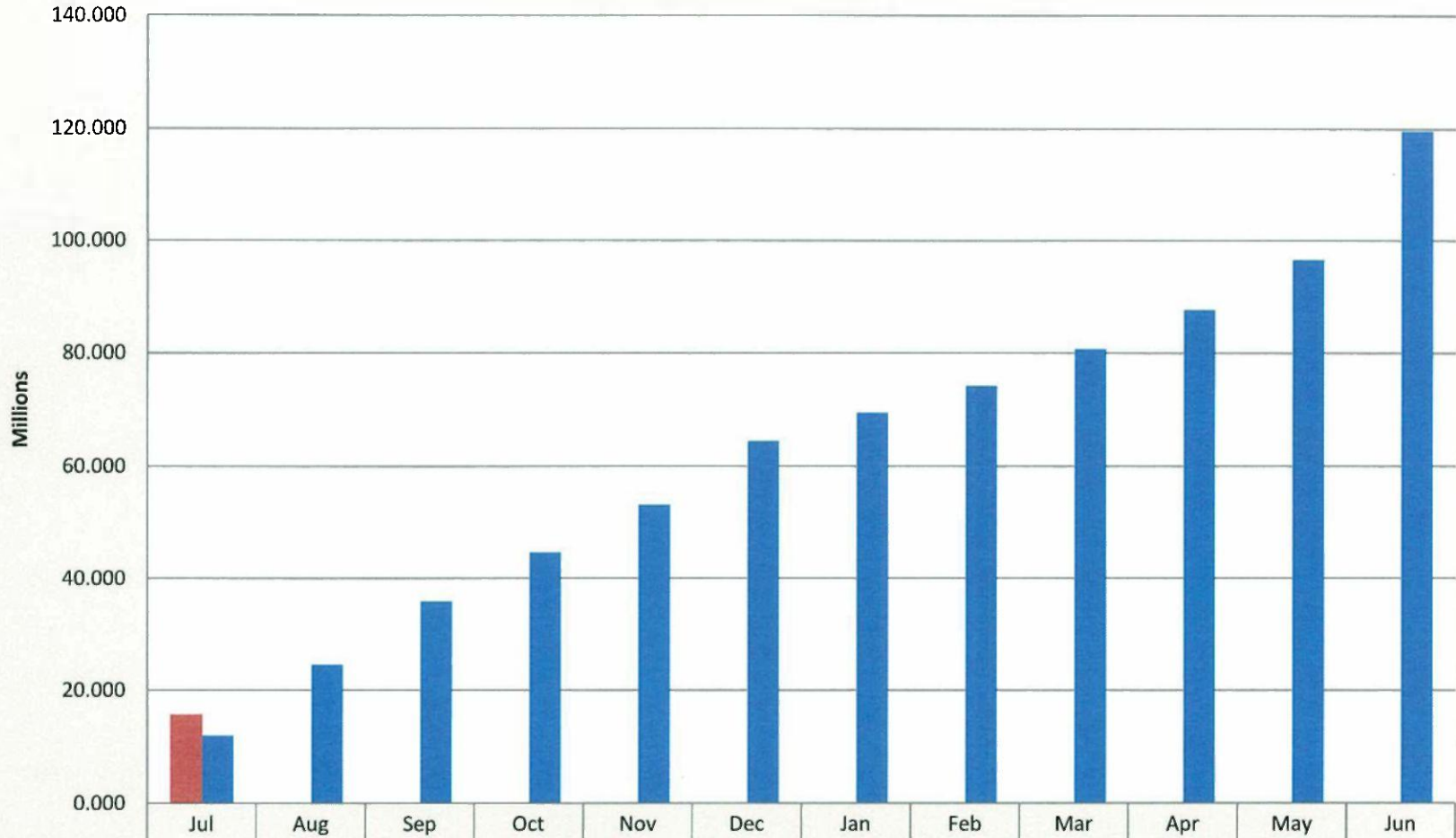
Current = Actual Payments and Encumbrances

# State Highway Fund 0260-46

Fiscal Year 2011

ARRA (Title XII) Funds Expenditures

July - For Period Ending 07/31/2010



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FY11 Current	15.753											
FY11 Forecast	12.022	24.565	35.930	44.704	53.154	64.524	69.397	74.203	80.688	87.668	96.568	119.681

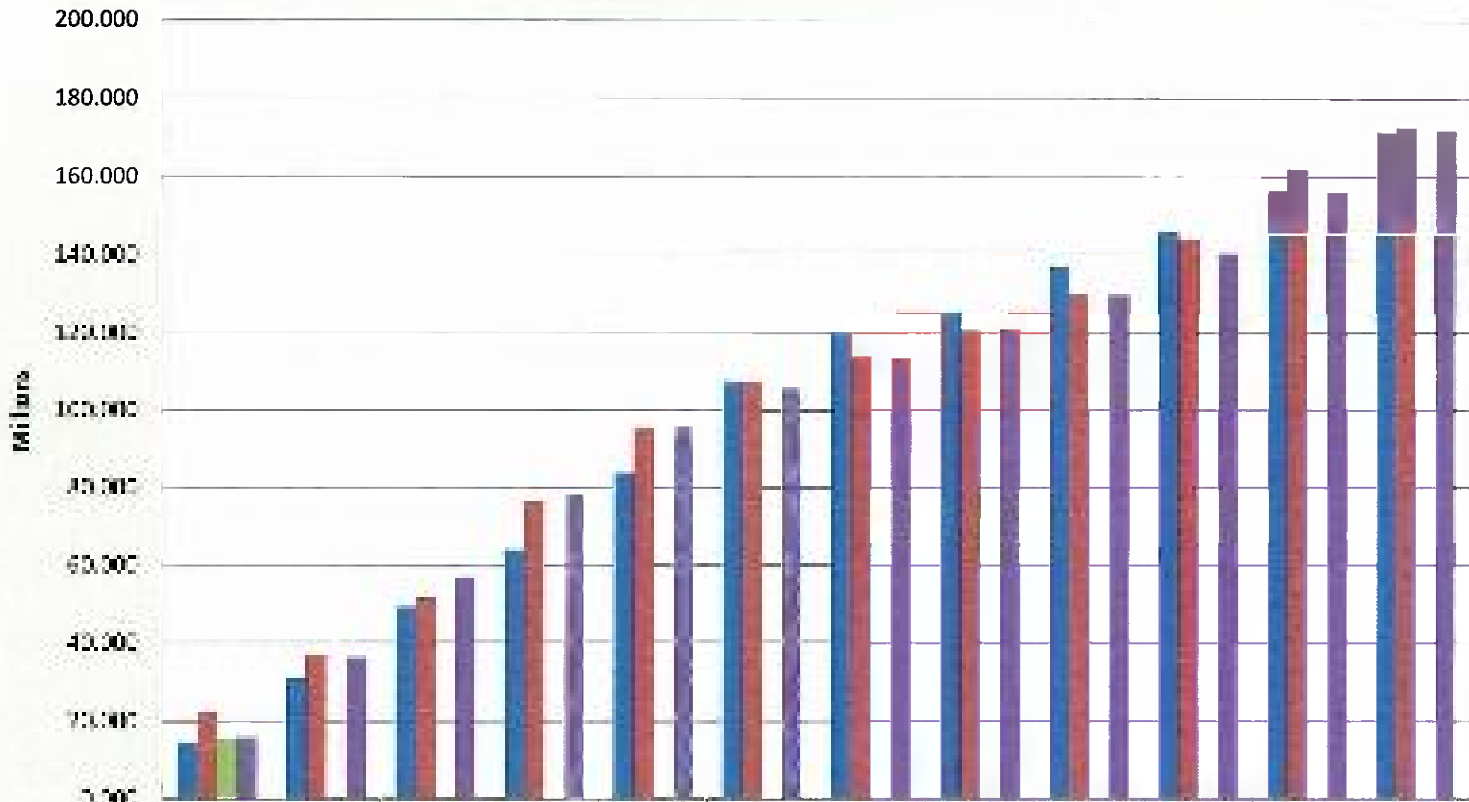
Current = Actual Payments and Encumbrances

## GARVEE Capital Project Fund 0374

Fiscal Year 2011

Expenditures

July - For Period Ending 07/31/2010



	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
<b>FY00 Actual Expenditures</b>	14,639	30,911	49,229	63,368	83,102	106,088	119,626	125,457	136,716	145,486	148,542	151,902
<b>FY10 Actual Expenditures</b>	27,372	37,515	51,515	75,168	95,565	106,980	113,905	120,756	130,380	144,123	161,685	172,688
<b>FY11 Current</b>	15,484											
<b>FY11 Forecast</b>	15,484	35,190	52,157	76,191	95,027	105,918	113,510	120,610	130,580	140,450	155,128	171,685

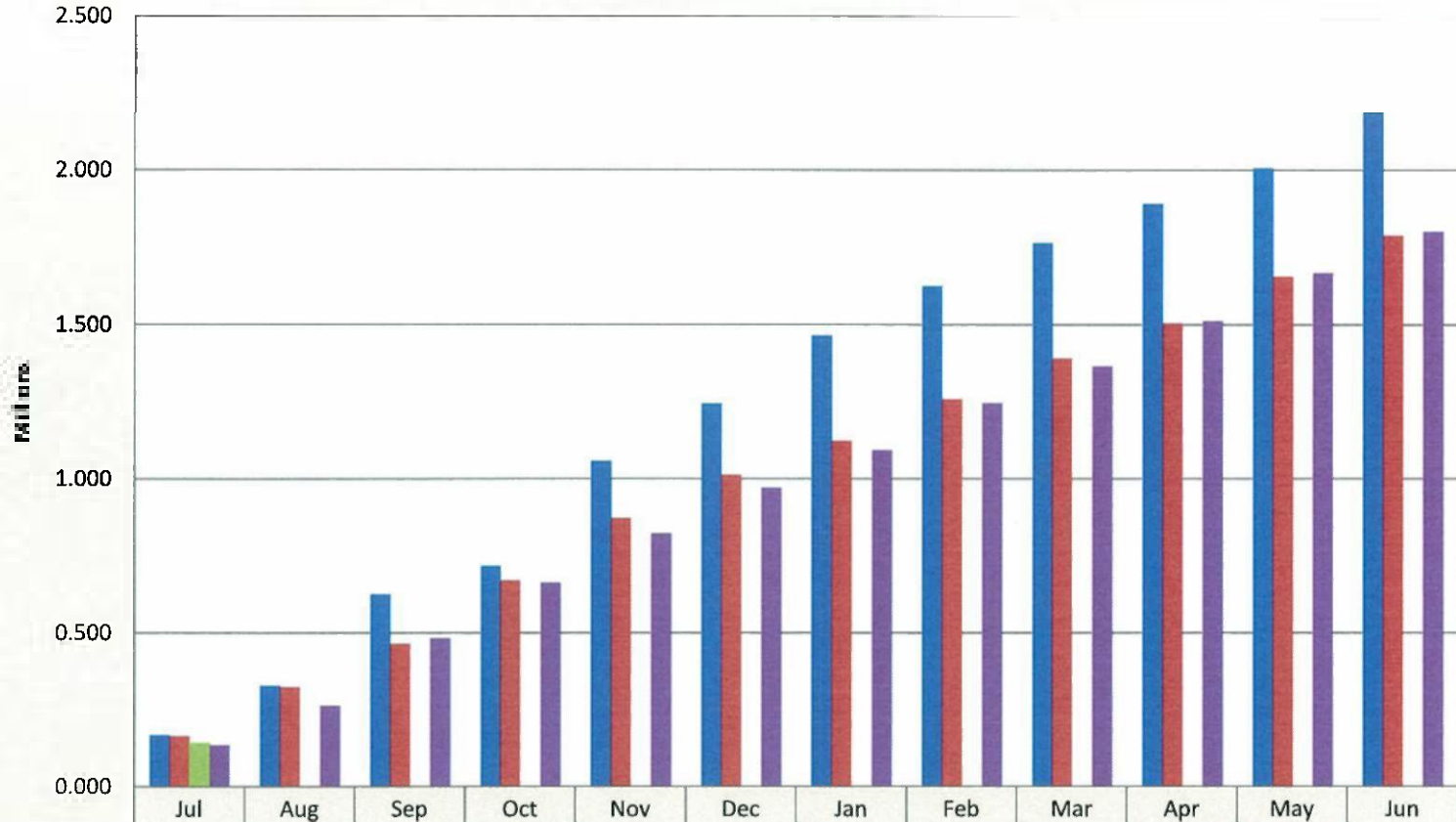
Current = Actual Payments and Encumbrances



## Aeronautics Fund 0221

Fiscal Year 2011

### State Revenue Sources Forecast vs Actual July- For Period Ending 07/31/2010



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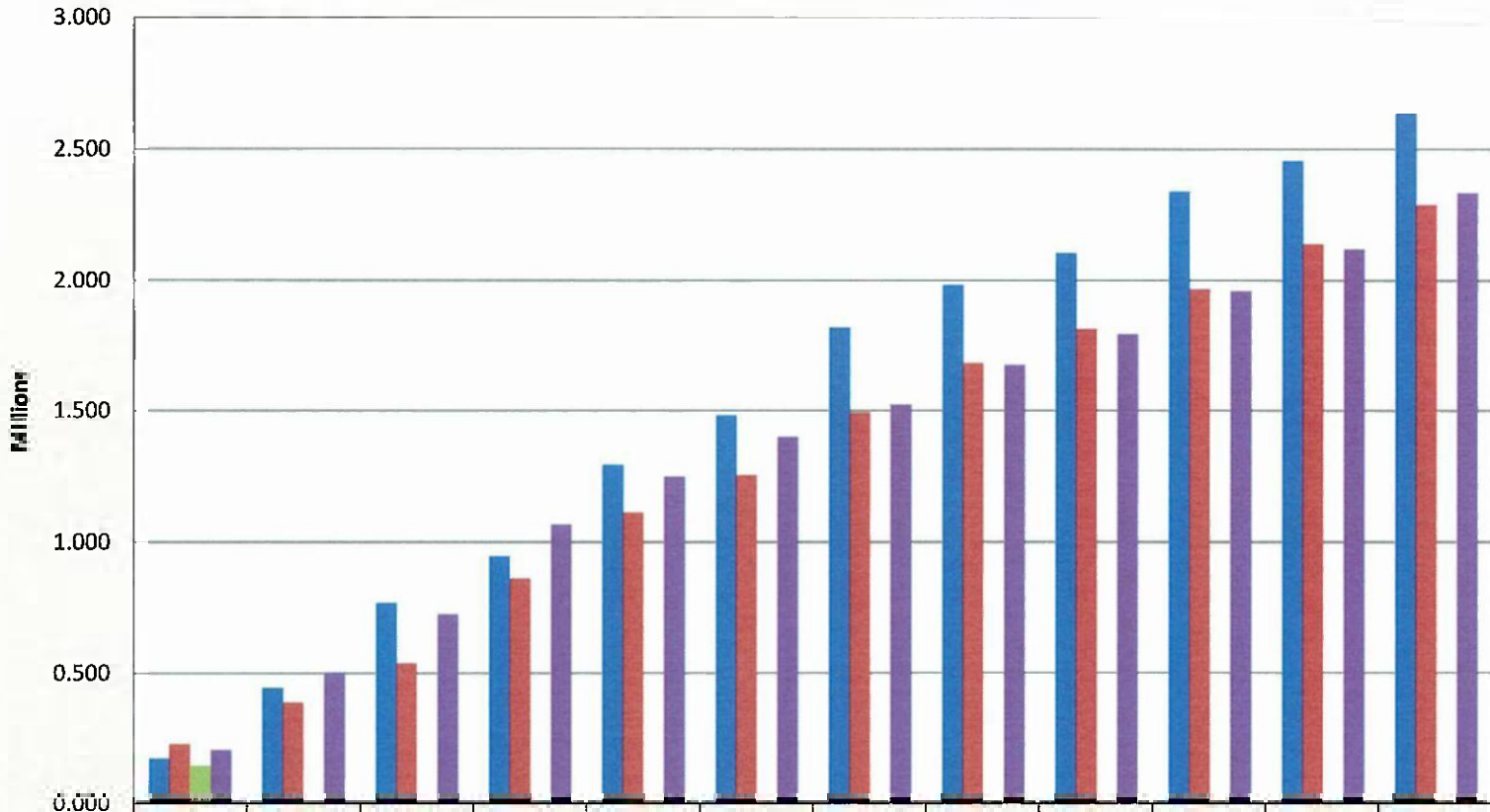
■ FY09 Actual Revenue	0.168	0.328	0.626	0.719	1.059	1.246	1.465	1.625	1.764	1.893	2.007	2.190
■ FY10 Actual Revenue	0.164	0.324	0.467	0.672	0.875	1.015	1.125	1.260	1.392	1.506	1.658	1.790
■ FY11 Current	0.142											
■ FY11 Forecast	0.134	0.262	0.484	0.665	0.825	0.971	1.094	1.247	1.366	1.514	1.669	1.803

## Aeronautics Fund 0221

### Fiscal Year 2011

### Federal & State Revenue

### July - For Period Ending 07/31/2010



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■ FY09 Actual Revenue	0.173	0.445	0.770	0.947	1.293	1.483	1.820	1.983	2.106	2.341	2.456	2.638
■ FY10 Actual Revenue	0.229	0.390	0.539	0.863	1.113	1.255	1.494	1.684	1.817	1.969	2.140	2.291
■ FY11 Current	0.146											
■ FY11 Forecast	0.208	0.505	0.726	1.069	1.249	1.400	1.523	1.677	1.795	1.961	2.122	2.336

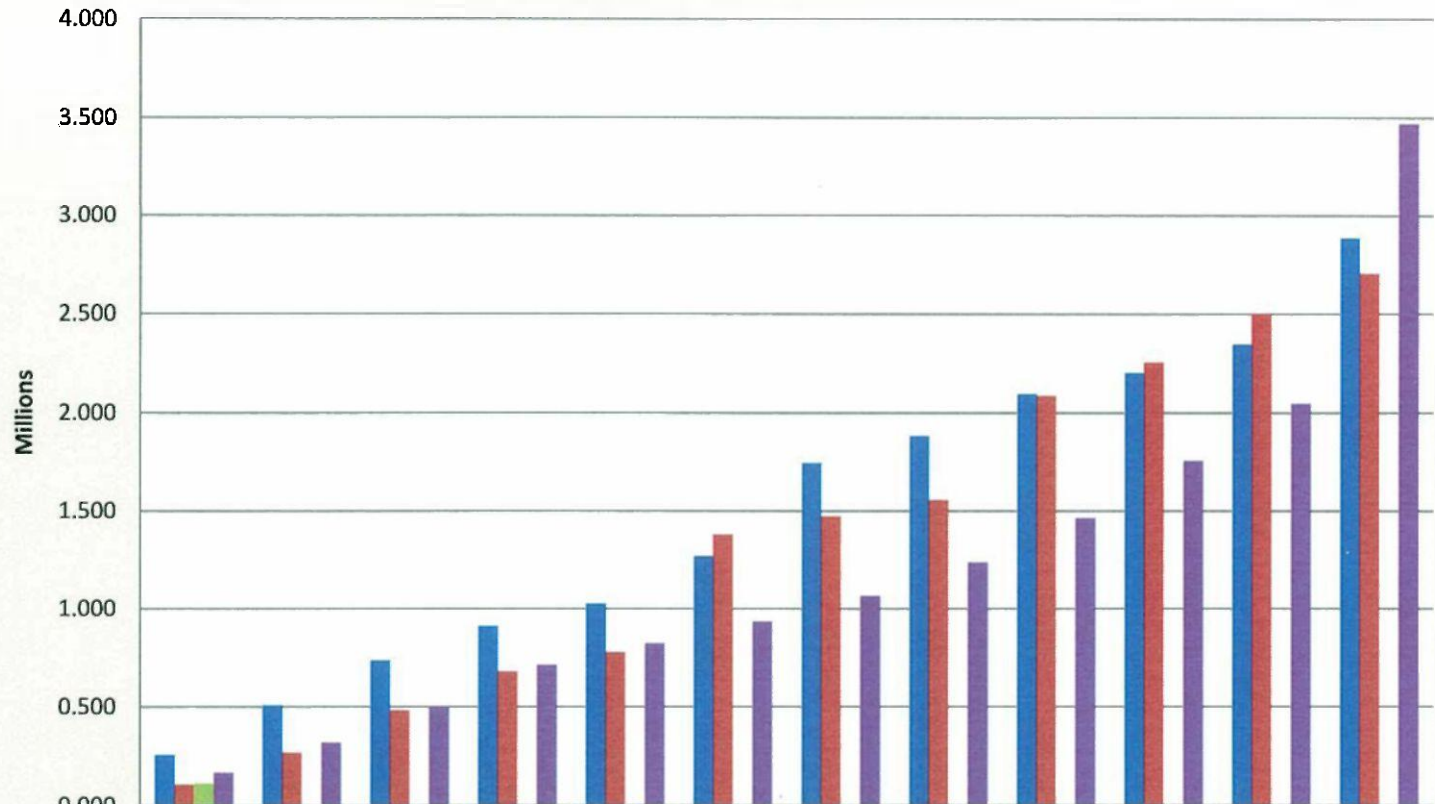


## Aeronautics Fund 0221

### Fiscal Year 2011

### Expenditures

#### July - For Period Ending 07/31/2010



	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
<span style="color: blue;">■</span> FY09 Actual Expenditures	0.256	0.509	0.735	0.912	1.025	1.268	1.744	1.885	2.096	2.202	2.346	2.885
<span style="color: red;">■</span> FY10 Actual Expenditures	0.108	0.269	0.484	0.682	0.778	1.379	1.473	1.557	2.088	2.256	2.504	2.706
<span style="color: green;">■</span> FY11 Current	0.112											
<span style="color: purple;">■</span> FY11 Forecast	0.169	0.321	0.499	0.715	0.822	0.933	1.066	1.239	1.464	1.757	2.048	3.473

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Current = Actual Payments and Encumbrances

**IDAHO TRANSPORTATION DEPARTMENT**  
**Operating Fund Balance Sheet**

<b>ASSETS</b>	State Highway Fund		Aeronautics Fund	
	Jul-10	Jun-10	Jul-10	Jun-10
Cash on Hand ( Change Funds )	6,861	6,861		
Cash in Bank ( Daily Cash Operations )	56,291,469	58,653,702	872,230	861,048
Investments ( Long Term Investments )	39,974,606	39,865,164		
Total Cash & Investments	96,272,936	98,525,727	872,230	861,048
Receivables - Other	678,200	542,508	2,726	4,089
- Due From Locals ( Project Overruns /FAA )	4,748,924	5,341,903		
- Inter Agency	7,693	7,645	342	1,166
Total Receivables:	5,434,817	5,892,056	3,068	5,255
<b>Total Assets:</b>	<b>101,707,753</b>	<b>104,417,783</b>	<b>875,298</b>	<b>866,303</b>
<b>LIABILITIES</b>				
Vouchers Payable				
Sales Tax Payable	37,189	124,739	0	0
Deferred Revenue ( Local Projects Match )	7,851,262	8,108,685	0	0
Contractor Retained % ( In Lieu of Performance Bond )	837,178	557,787	0	0
Total Liabilities	8,725,629	8,791,211	0	0
<b>FUND BALANCE</b>				
Reserve For Encumbrance	37,587,392	29,013,286	14,220	38,763
Fund Balance	55,394,732	66,613,286	861,078	827,540
Total Fund Balance	92,982,124	95,626,572	875,298	866,303
<b>Total Liabilities and Fund Balance</b>	<b>101,707,753</b>	<b>104,417,783</b>	<b>875,298</b>	<b>866,303</b>

User ID: tmartin  
 Report ID: F-GL-007L  
 Run Date: 12 Aug 2010  
 % of Time Remaining: 91.7

# Idaho Transportation Department

Page: 1 of 3  
 Fiscal Year: 2011  
 Fund: 0260

## STATE HIGHWAY FUND CURRENT STATEMENT OF REVENUES AND EXPENDITURES BUDGET TO ACTUAL FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 7/31/2010

Fund: 0260 State Highway Fund  
 Fiscal Year: 2011

	Year to Date Allotment	Year to Date Actual	Current Month Activity	Year to Date Encumbrance	Variance Favorable / Unfavorable	Percent Variance	Annual Appropriation	Appropriation Balance	Percent Remaining
	(A)	(B)	(C)	(D)	(E = A - B - D)	(F = E / A)	(G)	(H = G - B - D)	(I = H / G)
<b>REVENUES</b>									
<b>Federal Aid</b>									
Highway - FHWA	23,182,700	18,638,347	18,638,347	0	(4,544,353)	-19.60%	381,640,715	363,002,368	95.12 %
FHWA - Indirect Cost Allocation	2,825,000	4,064,980	4,064,980	0	1,239,980	43.89 %	25,000,000	20,935,020	83.74 %
Public Transportation	464,400	517,991	517,991	0	53,591	11.54 %	8,007,400	7,489,409	93.53 %
Highway Safety	182,200	197,779	197,779	0	15,579	8.55 %	2,760,000	2,562,221	92.83 %
Other Federal Aid	0	295,551	295,551	0	295,551	0.00 %	0	(295,551)	0.00 %
<b>Total Federal Aid:</b>	<b>26,654,300</b>	<b>23,714,648</b>	<b>23,714,648</b>	<b>0</b>	<b>(2,939,652)</b>	<b>-11.03%</b>	<b>417,408,115</b>	<b>393,693,467</b>	<b>94.32 %</b>
<b>Match From Local Sources</b>									
For Projects	114,900	495,969	495,969	0	381,069	331.65 %	8,901,266	8,405,297	94.43 %
Other Local Sources	93	0	0	0	(93)	-100.00%	100,000	100,000	100.00 %
<b>Total Match From Local Sources:</b>	<b>114,993</b>	<b>495,969</b>	<b>495,969</b>	<b>0</b>	<b>380,976</b>	<b>331.30 %</b>	<b>9,001,266</b>	<b>8,505,297</b>	<b>94.49 %</b>
Equipment Buy Back Program	0	0	0	0	0	0.00 %	11,233,400	11,233,400	100.00 %
Miscellaneous Revenues	2,889,761	2,794,151	2,794,151	0	(95,610)	-3.31%	31,570,001	28,775,850	91.15 %
<b>TOTAL REVENUES:</b>	<b>29,659,054</b>	<b>27,004,768</b>	<b>27,004,768</b>	<b>0</b>	<b>(2,654,286)</b>	<b>-8.95%</b>	<b>469,212,782</b>	<b>442,208,014</b>	<b>94.24 %</b>
<b>TRANSFERS-IN</b>									
Statutory - HDA	13,961,900	15,173,020	15,173,020	0	1,211,120	8.67 %	176,084,500	160,911,480	91.38 %
Operating	1,289,800	1,390,734	1,390,734	0	100,934	7.83 %	15,515,500	14,124,766	91.04 %
<b>TOTAL TRANSFERS-IN:</b>	<b>15,251,700</b>	<b>16,563,754</b>	<b>16,563,754</b>	<b>0</b>	<b>1,312,054</b>	<b>8.60 %</b>	<b>191,600,000</b>	<b>175,036,246</b>	<b>91.36 %</b>

User ID: tmartin  
 Report ID: F-GL-007L  
 Run Date: 12 Aug 2010  
 % of Time Remaining: 91.7

# Idaho Transportation Department

## STATE HIGHWAY FUND CURRENT STATEMENT OF REVENUES AND EXPENDITURES BUDGET TO ACTUAL FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 7/31/2010

Fund: 0260 State Highway Fund  
 Fiscal Year: 2011

	Year to Date Allotment	Year to Date Actual	Current Month Activity	Year to Date Encumbrance	Variance Favorable / Unfavorable	Percent Variance	Annual Appropriation	Appropriation Balance	Percent Remaining
	(A)	(B)	(C)	(D)	(E = A - B - D)	(F = E / A)	(G)	(H = G - B - D)	(I = H / G)
<b>TOTAL REV AND TRANSFERS-IN:</b>	44,910,754	43,568,522	43,568,522	0	(1,342,232)	-2.99%	660,812,782	617,244,260	93.41 %
<b>EXPENDITURES</b>									
Permanent Staff Salaries	5,542,036	5,394,534	5,394,534	0	147,502	2.66 %	74,568,887	69,174,353	92.77 %
Board, Hourly, Overtime, Shift Differential	163,076	216,665	216,665	0	(53,589)	-32.86%	2,089,834	1,873,169	89.63 %
Fringe Benefits	2,529,369	2,445,966	2,445,966	0	83,403	3.30 %	30,175,467	27,729,501	91.89 %
Internal Holdback-Personnel	0	0	0	0	0	0.00 %	0	0	0.00 %
In State Travel Expense	109,662	90,807	90,807	0	18,855	17.19 %	1,353,394	1,262,587	93.29 %
Out of State Travel Expense	19,467	16,196	16,196	0	3,271	16.80 %	233,500	217,304	93.06 %
Operating Expenditures	5,718,667	3,091,454	3,091,454	2,836,506	(209,293)	-3.66%	73,728,907	67,800,947	91.96 %
Capital Equipment Expense	1,149,691	136,128	136,128	9,531,893	(8,518,330)	-740.92%	21,866,400	12,198,379	55.79 %
Capital Facilities Expense	50,000	11,018	11,018	33,282	5,700	11.40 %	2,800,000	2,755,700	98.42 %
Trustee & Benefit Payments	985,429	666,435	666,435	0	318,994	32.37 %	12,158,927	11,492,492	94.52 %
<b>Contract Construction</b>									
Operating Expenditures	1,574,200	234,124	234,124	62,541	1,277,536	81.15 %	32,373,985	32,077,321	99.08 %
Capital Equipment Expense	0	0	0	2,363	(2,363)	0.00 %	0	(2,363)	0.00 %
Federal Projects & Match	17,879,912	23,362,542	23,362,542	9,989	(5,492,619)	-30.72%	319,233,737	295,861,206	92.68 %
State Projects, MTL Source Sites, & LRSEP	3,102,600	14,103	14,103	0	3,088,497	99.55 %	98,273,110	98,259,007	99.99 %
Trustee & Benefit Payments	322,700	265,119	265,119	0	57,581	17.84 %	7,238,921	6,973,802	96.34 %
<b>Total Contract Construction:</b>	22,879,412	23,875,888	23,875,888	74,893	(1,071,369)	-4.68%	457,119,753	433,168,972	94.76 %
<b>TOTAL EXPENDITURES:</b>	39,146,809	35,945,090	35,945,090	12,476,574	(9,274,854)	-23.69%	676,095,069	627,673,406	92.84 %

User ID: tmartin  
 Report ID: F-GL-007L  
 Run Date: 12 Aug 2010  
 % of Time Remaining: 91.7

# Idaho Transportation Department

STATE HIGHWAY FUND  
 CURRENT STATEMENT OF REVENUES AND EXPENDITURES  
 BUDGET TO ACTUAL  
 FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 7/31/2010

Fund: 0260 State Highway Fund  
 Fiscal Year: 2011

	Year to Date Allotment	Year to Date Actual	Current Month Activity	Year to Date Encumbrance	Variance Favorable / Unfavorable	Percent Variance	Annual Appropriation	Appropriation Balance	Percent Remaining
	(A)	(B)	(C)	(D)	(E = A - B - D)	(F = E / A)	(G)	(H = G - B - D)	(I = H / G)
<b>TRANSFERS OUT</b>									
Statutory	0	25,000	25,000	0	(25,000)	0.00 %	0	(25,000)	0.00 %
Operating	0	365,475	365,475	0	(365,475)	0.00 %	0	(365,475)	0.00 %
<b>TOTAL TRANSFERS OUT:</b>	<b>0</b>	<b>390,475</b>	<b>390,475</b>	<b>0</b>	<b>(390,475)</b>	<b>0.00 %</b>	<b>0</b>	<b>(390,475)</b>	<b>0.00 %</b>
<b>TOTAL EXPD AND TRANSFERS OUT:</b>	<b>39,146,809</b>	<b>36,335,564</b>	<b>36,335,564</b>	<b>12,476,574</b>	<b>(9,665,329)</b>	<b>-24.69%</b>	<b>676,095,069</b>	<b>627,282,931</b>	<b>92.78 %</b>
<b>Net for Fiscal Year 2011:</b>	<b>5,763,945</b>	<b>7,232,958</b>	<b>7,232,958</b>		<b>(11,007,561)</b>		<b>(15,282,287)</b>	<b>(10,038,671)</b>	

User ID: tmartin  
 Report ID: F-GL-007L-46  
 Run Date: 12 Aug 2010  
 % of Time Remaining: 91.7

# Idaho Transportation Department

## STATE HIGHWAY FUND CURRENT STATEMENT OF REVENUES AND EXPENDITURES BUDGET TO ACTUAL FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 7/31/2010

Fund: 0260 State Highway Fund  
 Sub Fund: 46 ARRA Title XII  
 Fiscal Year: 2011

	Year to Date Allotment	Year to Date Actual	Current Month Activity	Year to Date Encumbrance	Variance Favorable / Unfavorable	Percent Variance	Annual Appropriation	Appropriation Balance	Percent Remaining
	(A)	(B)	(C)	(D)	(E = A - B - D)	(F = E / A)	(G)	(H = G - B - D)	(I = H / G)
<b>REVENUES</b>									
<b>Federal Aid</b>									
Highway - FHWA	11,928,210	9,911,155	9,911,155	0	(2,017,055)	-16.91%	113,303,136	103,391,981	91.25 %
Public Transportation	358,000	127,766	127,766	0	(230,234)	-64.31%	6,377,751	6,249,985	98.00 %
<b>Total Federal Aid:</b>	<b>12,286,210</b>	<b>10,038,921</b>	<b>10,038,921</b>	<b>0</b>	<b>(2,247,289)</b>	<b>-18.29%</b>	<b>119,680,887</b>	<b>109,641,966</b>	<b>91.61 %</b>
<b>TOTAL REVENUES:</b>	<b>12,286,210</b>	<b>10,038,921</b>	<b>10,038,921</b>	<b>0</b>	<b>(2,247,289)</b>	<b>-18.29%</b>	<b>119,680,887</b>	<b>109,641,966</b>	<b>91.61 %</b>
<b>TOTAL REV AND TRANSFERS-IN:</b>	<b>12,286,210</b>	<b>10,038,921</b>	<b>10,038,921</b>	<b>0</b>	<b>(2,247,289)</b>	<b>-18.29%</b>	<b>119,680,887</b>	<b>109,641,966</b>	<b>91.61 %</b>
<b>EXPENDITURES</b>									
Permanent Staff Salaries	200,842	200,842	200,842	0	(0)	-0.00%	3,405,000	3,204,158	94.10 %
Board, Hourly, Overtime, Shift Differential	18,486	18,486	18,486	0	(0)	-0.00%	100,000	81,514	81.51 %
Fringe Benefits	95,984	95,984	95,984	0	0	0.00 %	1,380,815	1,284,831	93.05 %
In State Travel Expense	0	5,040	5,040	0	(5,040)	0.00 %	0	(5,040)	0.00 %
Operating Expenditures	6,301	1,783	1,783	137	4,382	69.54 %	1,100,691	1,098,772	99.83 %
Trustee & Benefit Payments	403,810	356,287	356,287	0	47,523	11.77 %	5,495,114	5,138,827	93.52 %
<b>Contract Construction</b>									
Operating Expenditures	0	2,725	2,725	227,110	(229,835)	0.00 %	615,473	385,638	62.66 %
Federal Projects & Match	11,296,300	14,844,834	14,844,834	0	(3,548,534)	-31.41%	107,583,794	92,738,960	86.20 %
<b>Total Contract Construction:</b>	<b>11,296,300</b>	<b>14,847,559</b>	<b>14,847,559</b>	<b>227,110</b>	<b>(3,778,369)</b>	<b>-33.45%</b>	<b>108,199,267</b>	<b>93,124,598</b>	<b>86.07 %</b>
<b>TOTAL EXPENDITURES:</b>	<b>12,021,723</b>	<b>15,525,980</b>	<b>15,525,980</b>	<b>227,247</b>	<b>(3,731,504)</b>	<b>-31.04%</b>	<b>119,680,887</b>	<b>103,927,660</b>	<b>86.84 %</b>

User ID: tmartin  
 Report ID: F-GL-007L-46  
 Run Date: 12 Aug 2010  
 % of Time Remaining: 91.7

# Idaho Transportation Department

STATE HIGHWAY FUND  
 CURRENT STATEMENT OF REVENUES AND EXPENDITURES  
 BUDGET TO ACTUAL  
 FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 7/31/2010

Fund: 0260 State Highway Fund  
 Sub Fund: 46 ARRA Title XII  
 Fiscal Year: 2011

	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)
TOTAL EXPD AND TRANSFERS OUT:	12,021,723	15,525,980	15,525,980	227,247	(3,731,504)	-31.04%	119,680,887	103,927,660	86.84 %
Net for Fiscal Year 2011:	264,487	(5,487,060)	(5,487,060)		(5,978,793)		0	5,714,306	

User ID: tmartin  
 Report ID: F-GL-007L  
 Run Date: 12 Aug 2010  
 % of Time Remaining: 91.7

# Idaho Transportation Department

Page: 1 of 1  
 Fiscal Year: 2011  
 Fund: 0346

## AMERICAN REINVESTMENT FUND TITLE XIV CURRENT STATEMENT OF REVENUES AND EXPENDITURES BUDGET TO ACTUAL FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 7/31/2010

Fund: 0346 American Reinvestment Fund Title XIV  
 Fiscal Year: 2011

	Year to Date Allotment	Year to Date Actual	Current Month Activity	Year to Date Encumbrance	Variance Favorable / Unfavorable	Percent Variance	Annual Appropriation	Appropriation Balance	Percent Remaining
	(A)	(B)	(C)	(D)	(E = A - B - D)	(F = E / A)	(G)	(H = G - B - D)	(I = H / G)
<b>REVENUES</b>									
<b>Federal Aid</b>									
Education Title XIV	0	138,828	138,828	0	138,828	0.00 %	16,479,340	16,340,512	99.16 %
<b>Total Federal Aid:</b>	<b>0</b>	<b>138,828</b>	<b>138,828</b>	<b>0</b>	<b>138,828</b>	<b>0.00 %</b>	<b>16,479,340</b>	<b>16,340,512</b>	<b>99.16 %</b>
<b>TOTAL REVENUES:</b>	<b>0</b>	<b>138,828</b>	<b>138,828</b>	<b>0</b>	<b>138,828</b>	<b>0.00 %</b>	<b>16,479,340</b>	<b>16,340,512</b>	<b>99.16 %</b>
<hr/>									
<b>TOTAL REV AND TRANSFERS-IN:</b>	<b>0</b>	<b>138,828</b>	<b>138,828</b>	<b>0</b>	<b>138,828</b>	<b>0.00 %</b>	<b>16,479,340</b>	<b>16,340,512</b>	<b>99.16 %</b>
<b>EXPENDITURES</b>									
<b>Contract Construction</b>									
Trustee & Benefit Payments	0	138,828	138,828	0	(138,828)	0.00 %	16,479,340	16,340,512	99.16 %
<b>Total Contract Construction:</b>	<b>0</b>	<b>138,828</b>	<b>138,828</b>	<b>0</b>	<b>(138,828)</b>	<b>0.00 %</b>	<b>16,479,340</b>	<b>16,340,512</b>	<b>99.16 %</b>
<b>TOTAL EXPENDITURES:</b>	<b>0</b>	<b>138,828</b>	<b>138,828</b>	<b>0</b>	<b>(138,828)</b>	<b>0.00 %</b>	<b>16,479,340</b>	<b>16,340,512</b>	<b>99.16 %</b>
<hr/>									
<b>TOTAL EXPD AND TRANSFERS OUT:</b>	<b>0</b>	<b>138,828</b>	<b>138,828</b>	<b>0</b>	<b>(138,828)</b>	<b>0.00 %</b>	<b>16,479,340</b>	<b>16,340,512</b>	<b>99.16 %</b>
<hr/>									
<b>Net for Fiscal Year 2011:</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0.00 %</b>	<b>0</b>	<b>0</b>	<b>0.00 %</b>



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# Idaho Transportation Department

Page: 1 of 1  
 Fiscal Year: 2011  
 Fund: 0374

## GARVEE CAPITAL PROJECT FUND CURRENT STATEMENT OF REVENUES AND EXPENDITURES BUDGET TO ACTUAL FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 7/31/2010

Fund: 0374 GARVEE Capital Project Fund  
 Fiscal Year: 2011

	Year to Date Allotment	Year to Date Actual	Current Month Activity	Year to Date Encumbrance	Variance Favorable / Unfavorable	Percent Variance	Annual Appropriation	Appropriation Balance	Percent Remaining
	(A)	(B)	(C)	(D)	(E = A - B - D)	(F = E / A)	(G)	(H = G - B - D)	(I = H / G)
<b>REVENUES</b>									
Miscellaneous Revenues	0	16,587,018	16,587,018	0	16,587,018	0.00 %	0	(16,587,018)	0.00 %
<b>TOTAL REVENUES:</b>	<b>0</b>	<b>16,587,018</b>	<b>16,587,018</b>	<b>0</b>	<b>16,587,018</b>	<b>0.00 %</b>	<b>0</b>	<b>(16,587,018)</b>	<b>0.00 %</b>
<b>TOTAL REV AND TRANSFERS-IN:</b>	<b>0</b>	<b>16,587,018</b>	<b>16,587,018</b>	<b>0</b>	<b>16,587,018</b>	<b>0.00 %</b>	<b>0</b>	<b>(16,587,018)</b>	<b>0.00 %</b>
<b>EXPENDITURES</b>									
In State Travel Expense	0	6,201	6,201	0	(6,201)	0.00 %	0	(6,201)	0.00 %
Operating Expenditures	0	731,925	731,925	0	(731,925)	0.00 %	0	(731,925)	0.00 %
<b>Contract Construction</b>									
Federal Projects & Match	0	14,745,028	14,745,028	0	(14,745,028)	0.00 %	0	(14,745,028)	0.00 %
<b>Total Contract Construction:</b>	<b>0</b>	<b>14,745,028</b>	<b>14,745,028</b>	<b>0</b>	<b>(14,745,028)</b>	<b>0.00 %</b>	<b>0</b>	<b>(14,745,028)</b>	<b>0.00 %</b>
<b>TOTAL EXPENDITURES:</b>	<b>0</b>	<b>15,483,154</b>	<b>15,483,154</b>	<b>0</b>	<b>(15,483,154)</b>	<b>0.00 %</b>	<b>0</b>	<b>(15,483,154)</b>	<b>0.00 %</b>
<b>TOTAL EXPD AND TRANSFERS OUT:</b>	<b>0</b>	<b>15,483,154</b>	<b>15,483,154</b>	<b>0</b>	<b>(15,483,154)</b>	<b>0.00 %</b>	<b>0</b>	<b>(15,483,154)</b>	<b>0.00 %</b>
<b>Net for Fiscal Year 2011:</b>	<b>0</b>	<b>1,103,864</b>	<b>1,103,864</b>		<b>1,103,864</b>		<b>0</b>	<b>(1,103,864)</b>	

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# Idaho Transportation Department

**GARVEE DEBT SERVICE FUND**  
**CURRENT STATEMENT OF REVENUES AND EXPENDITURES**  
**BUDGET TO ACTUAL**  
**FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 7/31/2010**

Fund: 0375 GARVEE Debt Service Fund  
 Fiscal Year: 2011

	Year to Date Allotment	Year to Date Actual	Current Month Activity	Year to Date Encumbrance	Variance Favorable / Unfavorable	Percent Variance	Annual Appropriation	Appropriation Balance	Percent Remaining
	(A)	(B)	(C)	(D)	(E = A - B - D)	(F = E / A)	(G)	(H = G - B - D)	(I = H / G)
<b>REVENUES</b>									
Miscellaneous Revenues	0	3,253	3,253	0	3,253	0.00 %	0	(3,253)	0.00 %
<b>TOTAL REVENUES:</b>	<b>0</b>	<b>3,253</b>	<b>3,253</b>	<b>0</b>	<b>3,253</b>	<b>0.00 %</b>	<b>0</b>	<b>(3,253)</b>	<b>0.00 %</b>
<b>TRANSFERS-IN</b>									
Operating	0	365,475	365,475	0	365,475	0.00 %	0	(365,475)	0.00 %
<b>TOTAL TRANSFERS-IN:</b>	<b>0</b>	<b>365,475</b>	<b>365,475</b>	<b>0</b>	<b>365,475</b>	<b>0.00 %</b>	<b>0</b>	<b>(365,475)</b>	<b>0.00 %</b>
<b>TOTAL REV AND TRANSFERS-IN:</b>	<b>0</b>	<b>368,728</b>	<b>368,728</b>	<b>0</b>	<b>368,728</b>	<b>0.00 %</b>	<b>0</b>	<b>(368,728)</b>	<b>0.00 %</b>
<b>EXPENDITURES</b>									
Bond Principal / Interest	0	31,819,621	31,819,621	0	(31,819,621)	0.00 %	0	(31,819,621)	0.00 %
<b>TOTAL EXPENDITURES:</b>	<b>0</b>	<b>31,819,621</b>	<b>31,819,621</b>	<b>0</b>	<b>(31,819,621)</b>	<b>0.00 %</b>	<b>0</b>	<b>(31,819,621)</b>	<b>0.00 %</b>
<b>TOTAL EXPD AND TRANSFERS OUT:</b>	<b>0</b>	<b>31,819,621</b>	<b>31,819,621</b>	<b>0</b>	<b>(31,819,621)</b>	<b>0.00 %</b>	<b>0</b>	<b>(31,819,621)</b>	<b>0.00 %</b>
<b>Net for Fiscal Year 2011:</b>	<b>0</b>	<b>(31,450,893)</b>	<b>(31,450,893)</b>		<b>(31,450,893)</b>		<b>0</b>	<b>31,450,893</b>	

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# Idaho Transportation Department

## STATE AERONAUTICS FUND CURRENT STATEMENT OF REVENUES AND EXPENDITURES BUDGET TO ACTUAL FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 7/31/2010

Fund: 0221 State Aeronautics Fund  
 Fiscal Year: 2011

	Year to Date Allotment	Year to Date Actual	Current Month Activity	Year to Date Encumbrance	Variance Favorable / Unfavorable	Percent Variance	Annual Appropriation	Appropriation Balance	Percent Remaining
	(A)	(B)	(C)	(D)	(E = A - B - D)	(F = E / A)	(G)	(H = G - B - D)	(I = H / G)
<b>REVENUES</b>									
<b>Federal Aid</b>									
Other Federal Aid	73,494	3,800	3,800	0	(69,694)	-94.83%	533,100	529,300	99.29 %
<b>Total Federal Aid:</b>	<b>73,494</b>	<b>3,800</b>	<b>3,800</b>	<b>0</b>	<b>(69,694)</b>	<b>-94.83%</b>	<b>533,100</b>	<b>529,300</b>	<b>99.29 %</b>
Miscellaneous Revenues	14,047	28,143	28,143	0	14,096	100.35 %	353,000	324,857	92.03 %
<b>TOTAL REVENUES:</b>	<b>87,541</b>	<b>31,943</b>	<b>31,943</b>	<b>0</b>	<b>(55,598)</b>	<b>-63.51%</b>	<b>886,100</b>	<b>854,157</b>	<b>96.40 %</b>
<b>TRANSFERS-IN</b>									
Operating	120,174	113,986	113,986	0	(6,188)	-5.15%	1,450,000	1,336,014	92.14 %
<b>TOTAL TRANSFERS-IN:</b>	<b>120,174</b>	<b>113,986</b>	<b>113,986</b>	<b>0</b>	<b>(6,188)</b>	<b>-5.15%</b>	<b>1,450,000</b>	<b>1,336,014</b>	<b>92.14 %</b>
<b>TOTAL REV AND TRANSFERS-IN:</b>	<b>207,715</b>	<b>145,929</b>	<b>145,929</b>	<b>0</b>	<b>(61,786)</b>	<b>-29.75%</b>	<b>2,336,100</b>	<b>2,190,171</b>	<b>93.75 %</b>
<b>EXPENDITURES</b>									
Permanent Staff Salaries	45,397	45,279	45,279	0	118	0.26 %	606,634	561,355	92.54 %
Board, Hourly, Overtime, Shift Differential	11,268	10,953	10,953	0	315	2.79 %	80,150	69,197	86.33 %
Fringe Benefits	20,085	20,848	20,848	0	(763)	-3.80%	221,316	200,468	90.58 %
In State Travel Expense	12,574	8,204	8,204	0	4,370	34.76 %	75,420	67,216	89.12 %
Out of State Travel Expense	2,750	194	194	0	2,556	92.95 %	16,300	16,106	98.81 %
Operating Expenditures	52,823	25,460	25,460	1,454	25,909	49.05 %	1,076,080	1,049,166	97.50 %
Capital Facilities Expense	0	0	0	0	0	0.00 %	50,000	50,000	100.00 %
Trustee & Benefit Payments	24,204	0	0	0	24,204	100.00 %	1,346,660	1,346,660	100.00 %

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# Idaho Transportation Department

STATE AERONAUTICS FUND  
 CURRENT STATEMENT OF REVENUES AND EXPENDITURES  
 BUDGET TO ACTUAL  
 FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 7/31/2010

Fund: 0221 State Aeronautics Fund  
 Fiscal Year: 2011

	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)
TOTAL EXPENDITURES:	169,101	110,937	110,937	1,454	56,710	33.54 %	3,472,560	3,360,169	96.76 %
TOTAL EXPD AND TRANSFERS OUT:	169,101	110,937	110,937	1,454	56,710	33.54 %	3,472,560	3,360,169	96.76 %
Net for Fiscal Year 2011:	38,614	34,992	34,992		(5,076)		(1,136,460)	(1,169,998)	

# Board Agenda Item



Meeting Date Sept. 15 - 16, 2010

Amount of Time Needed for Presentation 15 minutes

Presenter's Name David R. Amick Sonna Lynn Fernandez	Presenter's Title Mgr. of Transportation Investments Intermodal Planning Manager	Initials DA SLF	Reviewed By [Signature] [Signature]
Preparer's Name David R. Amick Sonna Lynn Fernandez	Preparer's Title Mgr. of Transportation Investments Intermodal Planning Manager	Initials DA SLF	

**Subject**

Recommended FY 2011 - 2015 Statewide Transportation Improvement Program		
Route Number Various	Project Number Various	Key Number Various
District Various	Location Various	

**Background Information**

**Recommended FY2011-15 Capital Investment Projects**

The FY 2011-2015 recommended capital investment projects are provided for your review and approval. The recommended projects support the updated Highways, Public Transportation, and Aeronautics programs as of September 1<sup>st</sup>. The matrix Program Sheets that are included with this item are color coded to illustrate changes between the draft Highway Program as reviewed at the Board's June Workshop and the recommended Highway Program. The formal Program Sheets are available for use in depicting the detailed costs for preliminary engineering, right-of-way acquisition, and construction by year for each project.

The draft modal programs were presented to the Board at the June 2010 Workshop. Changes made since the June Workshop include:

1. Programming of an additional \$19 million annually of bridge projects to accommodate a revised estimate of state funds in FY 2012 and later,
2. Advance and delay of projects as a result of delivery during the state FY 2010 end-of-year,
3. Advance and delay of projects as a result of delivery during the federal FY 2010 end-of-year,
4. Reprogramming of unutilized High Priority and Appropriation earmarks from FY 2010,
5. GARVEE legislative authority balancing changes,
6. Incorporation of recently approved Safe Routes to School projects,
7. An August Urban Committee Balancing Meeting,

(continued on the next page)

**Recommendations**

Approval of the attached resolution, *p. 111*

**Board Action**

- Approved     Deferred
- Other \_\_\_\_\_



8. Increases to accommodate Local Highway Technical Assistance Council administrative costs,
9. A revised Boise Transportation Management Area Program, and
10. Other minor fiscally constrained changes at constituency request.

Included with this item as information to the Board are:

- A. Performance Program Targets report from June (programmatic targets) updated to revised state fund estimates in FY 2012 and later,
- B. Available Funding with Match vs. Programmed Projects Chart (programmatic effectiveness),
- C. Available Funding with Match vs. Programmed Projects Averages (detail for above),
- D. Available Funding with Match vs. Programmed Projects Report (detail for above),
- E. Targeted Programs by Region Chart (regional equity),
- F. Pavement Resurfacing Lane-Miles Chart (pavement initiative) from June Workshop, and
- G. Capital Investment Summary from June (major investments) updated to revised state fund estimates in FY 2012 and later.

### **FY2011-14 Statewide Transportation Improvement Program Approval**

For purposes of FHWA and FTA approval the STIP will implement the priority list of projects for FY2011-15 reviewed by the Idaho Transportation Board under this Board agenda item. Unlike the five-year highway program, the STIP is a four-year federally approved program with the fifth year included for information purposes only. There is currently discussion between executive management and the Community Planning Association of Southwest Idaho (COMPASS) regarding the subject of grouping projects and selected specific project changes within the Boise Transportation Management Area (TMA) portion of the STIP. If not resolved by the end of October staff is prepared to submit the STIP for federal approval excluding projects in the Boise and Nampa TMA/MPO area (as permitted in CFR 23 Sec. 450.216(a)) until these negotiations are finalized. This will allow most of the individual projects and those with grouped status under the previously approved FY10-13 STIP to continue development. The remainder of the state to will proceed with unhindered development under the new recommended FY11-15 STIP.

The recommended STIP (with the possible exception of projects within the TMA/MPO areas mentioned above) will be submitted for approval to the Federal Highway Administration, the Federal Transit Administration, and the Environmental Protection Agency upon Board approval. It will likely be approved by these agencies in December.

As required by 23 U.S.C.134, 23 CFR, Part 450 and 49, CFR, Part 613, regarding statewide and metropolitan planning requirements, the state (the department acts as designee of the state) shall develop a Statewide Transportation Improvement Program (STIP) for all areas of the state. Funds made available under 23 United States Code require the department to certify the STIP was developed in accordance with all applicable federal requirements. In addition, we must certify the program was developed with public involvement; and is consistent with the 2004 Idaho Transportation Vision, and the first four years of the Metropolitan Transportation Improvement Programs (MTIPs). A statement of compliance along with the recommended STIP will be submitted to Federal Highways Administration (FHWA) and Federal Transit Administration) FTA in October.

The FY 2011-2015 STIP is developed in compliance with the above requirements. Idaho's STIP is updated annually and represents a fiscally constrained multi-year, multi-modal program.

## Board Agenda Item



### **FY2011-15 Statewide Transportation Improvement Program—Public Involvement**

It is the department's operating philosophy to carry out year-round communication with citizens, elected officials, tribes, other state/federal agencies and interested parties on current and future projects. Moreover, as the federally approved master plan of transportation projects, the STIP is developed by ITD in collaboration with the Local Highway Technical Assistance Council (LHTAC), the five MPOs, and input from the public and other interested agencies.

The DRAFT FY 2011-2015 STIP Comment Period was July 6 - August 4, 2010. Please reference the Board Comment Book for public involvement process and comments. The department received 36 public comments concerning the DRAFT FY2011-2015 STIP. The Board has been presented a copy of the Board Comment Book. The Idaho Transportation Board should consider public input that was gathered during the development of the draft STIP and make any necessary changes to the program before final adoption.



**RESOLUTION**  
**APPROVAL OF THE FY 2011-2015**  
**STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM**

**WHEREAS**, the department is required by 23 U.S.C. 134, 23 CFR, Part 450 and 49 CFR, Part 613 and SAFETEA-LU, to develop a Statewide Transportation Improvement Program (STIP); and

**WHEREAS**, the program contains a list of priority transportation projects to be carried out for the first four years of the STIP and is in conformance with the first four years of each Metropolitan Planning Organization's Transportation Improvement Program (TIP); and

**WHEREAS**, the STIP is consistent with "*Idaho's Transportation Future: getting there together*," the department's long-range vision/planning document adopted by the Board in July 2004; and

**WHEREAS**, the STIP, in nonattainment and maintenance areas, contains only transportation projects and programs found to conform to the requirements contained in 40 CFR Parts 51 and 93, and the Idaho Administrative Procedures Act (IDAPA), specifically the "Rules of the Department of Environmental Quality" found in Idaho Code 39-6701; and

**WHEREAS**, the STIP is financially constrained by year and includes sufficient financial information to demonstrate which projects are to be implemented using current revenues and which projects are to be implemented using proposed revenue sources while the transportation system as a whole is being adequately operated and maintained; and

**WHEREAS**, the STIP contains all federally funded projects required by 23 CFR 450.216 (h) and locally funded projects that are designated as 'regionally significant' requiring an action by the Federal Highway Administration (FHWA) or Federal Transit Administration (FTA); and

**WHEREAS**, the STIP, in the first year, includes only those projects that have been selected in accordance with federal project selection requirements for non-metropolitan areas; and

**WHEREAS**, the STIP includes all FY2011-15 capital and non-capital surface transportation projects (or phases of projects) within the boundaries of the State recommended to the Idaho Transportation Board for funding under Title 23 U.S.C. and Title 49 U.S.C. Chapter 53 as described in 23 CFR 450.216 (g) with the exception of the Ada County TMA and Nampa MPO area..

**WHEREAS**, the STIP was developed in accordance with all applicable federal requirements including adequate and reasonable opportunity for public review and comment; and

**WHEREAS**, the Idaho Transportation Board has considered public input during the development of the STIP;

**NOW THEREFORE BE IT RESOLVED**, that the Idaho Transportation Board approves the FY 2011–2015 STIP with any changes approved at the September 15-16, 2010, Idaho Transportation Board meeting to be included in the recommended STIP.

**BE IT FURTHER RESOLVED**, that the Idaho Transportation Board approves the transmittal of the recommended FY 2011–2015 STIP to the FHWA and FTA for their review and approval.



Program Targets (Future Dollars)

**OPTION A - Minimize Disruption to Existing Projects; Curtail Pavement Preservation Inflation Allowance**

Estimates of Available Dollars By Fund Source - Revised to FY10 Actuals (\$000) - \$19M ST added in FY12 and Later

Ref. No.	Funding Source	FY11	FY12	FY13	FY14	FY15	FY11 to FY15
1	Interstate Maintenance <sup>1</sup>	55,821	51,858	51,858	51,858	51,858	263,252
2	National Highways System <sup>1</sup>	74,174	68,908	68,908	68,908	68,908	349,806
3	STP-State/Flex/Equity Bonus <sup>1</sup>	73,849	59,424	59,424	59,424	59,424	311,545
4	Border Infrastructure <sup>1</sup>	1,436	1,433	1,433	1,433	1,433	7,166
5	Bridge-State <sup>1</sup>	17,080	15,867	15,867	15,867	15,867	80,548
6	<b>SHS Federal Total</b>	<b>222,361</b>	<b>197,489</b>	<b>197,489</b>	<b>197,489</b>	<b>197,489</b>	<b>1,012,319</b>
7	State (ST) <sup>2</sup>	-3,835	32,970	35,280	28,357	20,116	112,888
8	Federal Indirect Cost Recovery Estimate <sup>2</sup>	25,000	25,000	25,000	25,000	25,000	125,000
9	State Board Unallocated <sup>2</sup>	2,000	2,000	2,000	2,000	2,000	10,000
10	State Rail <sup>2</sup>	250	250	250	250	250	1,250
11	State Forces (STF Personnel at 10% of ST) <sup>2</sup>	2,117	3,897	4,128	3,436	2,612	16,189
12	<b>State Total</b>	<b>25,532</b>	<b>64,117</b>	<b>66,658</b>	<b>59,043</b>	<b>49,978</b>	<b>265,327</b>
13	Rail Highway Crossing (SAFETEA-LU) <sup>1</sup>	1,877	1,877	1,877	1,877	1,877	9,387
14	Hwy Safety Improvement Program <sup>1</sup>	11,208	10,412	10,412	10,412	10,412	52,857
15	Safe Routes to School <sup>1</sup>	1,000	1,000	1,000	1,000	1,000	5,000
16	STP-Enhancement <sup>1</sup>	7,057	6,572	6,572	6,572	6,572	33,345
17	Congestion Mitigation/Air Quality <sup>1</sup>	4,444	4,444	4,444	4,444	4,444	22,222
18	<b>Statewide Federal</b>	<b>25,587</b>	<b>24,306</b>	<b>24,306</b>	<b>24,306</b>	<b>24,306</b>	<b>122,811</b>
19	<b>Performance Program Total from HFP</b>	<b>273,480</b>	<b>285,912</b>	<b>288,453</b>	<b>280,838</b>	<b>271,773</b>	<b>1,400,457</b>

FY 2011 Program Update Packet Targets

Program Targets (\$000)

Ref. No.	Program	Need	Board	FY11	FY12	FY13	FY14	FY15	FY11 to FY15
20	Pavement Preservation <sup>1,2,4,6</sup>	120,000	93,713	84,855	103,044	88,570	89,250	89,250	454,969
21	Pavement Restoration <sup>1,2,4,6</sup>	65,000	50,000	45,528	44,939	32,358	42,204	32,478	197,507
22	Bridge Preservation <sup>1,2,4,6</sup>	10,000	10,500	11,544	8,904	10,522	12,155	12,763	55,888
23	Bridge Restoration <sup>1,2</sup>	47,000	27,000	27,588	37,736	46,469	46,000	46,000	203,793
24	<b>SHS Core</b>			<b>169,515</b>	<b>194,623</b>	<b>177,919</b>	<b>189,609</b>	<b>180,491</b>	<b>912,157</b>
25	Expansion <sup>1,4,5</sup>	137,000		0	0	13,811	0	0	13,811
26	Expansion <sup>1,3,4,5</sup> - Advance Construction Conversion			20,258	0	0	0	0	20,258
27	Feasibility & Early Environmental <sup>1,4,5</sup>		0	0	0	0	0	0	0
28	Formula Debt Service <sup>3</sup>	Up to ~\$75M		60,840	73,954	73,964	74,189	74,243	357,190
29	<b>SHS Expansion</b>			<b>81,098</b>	<b>73,954</b>	<b>87,775</b>	<b>74,189</b>	<b>74,243</b>	<b>391,259</b>
30	System Support <sup>1,2</sup>		1,500	1,500	1,500	1,500	1,500	1,500	7,500
31	State Board Unallocated <sup>2</sup>		2,000	2,000	2,000	2,000	2,000	2,000	10,000
32	<b>SHS Other</b>			<b>3,500</b>	<b>3,500</b>	<b>3,500</b>	<b>3,500</b>	<b>3,500</b>	<b>17,500</b>
33	Rest Area <sup>1,2</sup>		5,000	5,032	295	5,720	0	0	11,047
34	Safety - Statewide <sup>1,2</sup>			12,208	11,412	11,412	11,412	11,412	57,857
35	Safety - State Rail <sup>2</sup>		250	250	250	250	250	250	1,250
36	Safety - Rail (SAFETEA-LU) <sup>1</sup>			1,877	1,877	1,877	1,877	1,877	9,387
37	<b>Safety</b>			<b>19,367</b>	<b>13,835</b>	<b>19,259</b>	<b>13,540</b>	<b>13,540</b>	<b>79,541</b>
38	Systems Planning <sup>1,2,4</sup>		2,000	0	0	0	0	0	0
39	STP-Enhancement <sup>1</sup>			0	0	0	0	0	0
40	Congestion Mitigation/Air Quality <sup>1</sup>			0	0	0	0	0	0
41	<b>Statewide Competitive</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
42	<b>Performance Program Total</b>			<b>273,480</b>	<b>285,912</b>	<b>288,453</b>	<b>280,838</b>	<b>271,773</b>	<b>1,400,457</b>
43	Performance Program Balance			0	0	0	0	0	0
44	<b>District Targeted Programs</b>			<b>162,185</b>	<b>156,887</b>	<b>145,261</b>	<b>143,609</b>	<b>134,491</b>	<b>742,433</b>

Other Formula Program Levels

Local Program Levels (\$000)

Ref. No.	Program	Need	Board	FY11	FY12	FY13	FY14	FY15	FY11 to FY15
45	STP - Local Urban <sup>1</sup>			11,071	7,953	7,953	7,953	7,953	42,883
46	STP - Transportation Management Area <sup>1</sup>			7,649	7,121	7,121	7,121	7,121	36,134
47	STP - Local Rural <sup>1</sup>			14,870	11,224	11,224	11,224	11,224	59,766
48	Bridge - Local <sup>1</sup>			5,849	5,447	5,447	5,447	5,447	27,637
49	Bridge - Off System <sup>1</sup>			4,387	4,085	4,085	4,085	4,085	20,728
50	<b>Local Programs Total</b>			<b>43,827</b>	<b>35,830</b>	<b>35,830</b>	<b>35,830</b>	<b>35,830</b>	<b>187,147</b>

Full Use & Recreation Program Levels (\$000)

51	Metropolitan Planning <sup>2</sup>			1,640	1,640	1,640	1,640	1,640	8,201
52	State Planning & Research <sup>2</sup>			6,227	5,826	5,826	5,826	5,826	29,530
53	Recreational Trails T&B <sup>1</sup>			1,843	1,843	1,843	1,843	1,843	9,213
54	<b>Full Use &amp; Recreation Totals</b>			<b>9,710</b>	<b>9,309</b>	<b>9,309</b>	<b>9,309</b>	<b>9,309</b>	<b>46,944</b>
55	<b>Other Program Level Totals</b>			<b>53,537</b>	<b>45,139</b>	<b>45,139</b>	<b>45,139</b>	<b>45,139</b>	<b>234,092</b>
56	<b>Federal Formula &amp; State Program Totals</b>			<b>327,017</b>	<b>331,051</b>	<b>333,592</b>	<b>325,976</b>	<b>316,912</b>	<b>1,634,548</b>

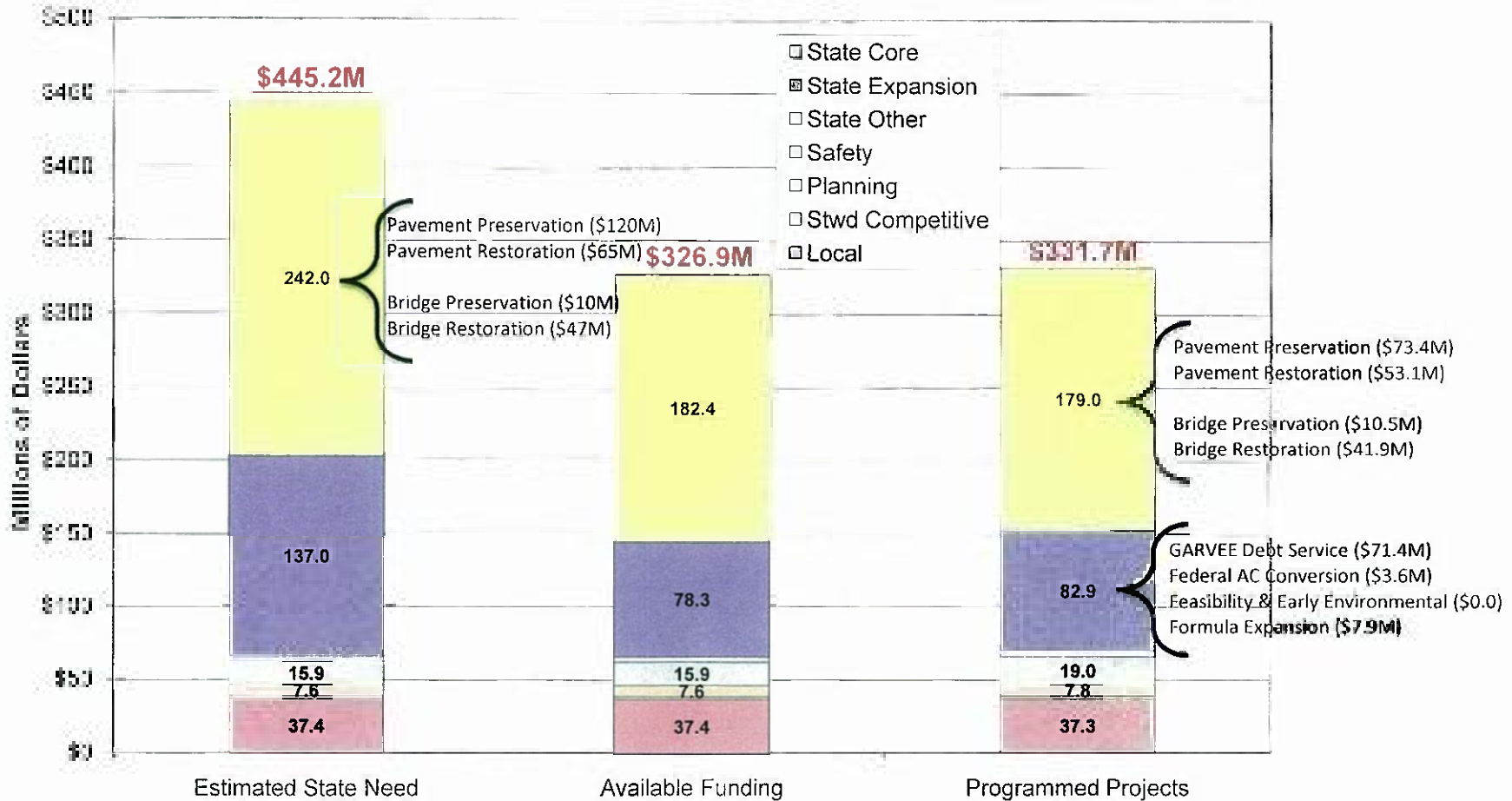
Annual Inflationary Increase (5%) Provided by Board	
Fixed Board Target	
Board Target Calculated from Federal Funding Levels	
Target Calculated from State/Other Requirements	
No Target (White)	

At Board Target Level (White)	
Adjustment Upward for Color of Money	
Below Board Approved Target Level	
Existing Project Levels	
April 2008 Board Level	

Notes:  
 SAFETEA-LU ends in FY09, revenue flat-lined at FY09 levels  
 Undiscounted Dollars  
 FICR taken off top of Federal and placed in ST  
 1: Assumes 100% OA  
 2: Unaffected by OA  
 3: Must be held at 100% OA  
 4: Programs within District targets  
 5: OA reduction from 100% Formula Debt Service absorbed here  
 6: Buying power preserved for inflation

## Available Funding vs. Programmed Projects

### FY 2011- 2015 Federal Formula & State Capital Hwy Funds 5-Year Average



## Available Funding Vs. Programmed Projects

Program Name	Avg. FY11-15 (\$000 in Future Value)			
	Available	Program	Balance	% of Avail
Pavement Preservation	90,994	73,428	17,566	80.7%
Pavement Restoration	39,501	53,098	(13,597)	134.4%
<b>SHS Pavements</b>	<b>130,495</b>	<b>126,526</b>	<b>3,969</b>	<b>97.0%</b>
Bridge Preservation	11,178	10,532	645	94.2%
Bridge Restoration	40,759	41,915	(1,156)	102.8%
<b>SHS Bridges</b>	<b>51,936</b>	<b>52,447</b>	<b>(511)</b>	<b>101.0%</b>
<b>SHS Core</b>	<b>182,431</b>	<b>178,974</b>	<b>3,458</b>	<b>98.1%</b>
Expansion	6,814	11,465	(4,652)	168.3%
Feasibility & Early Environmental	-	-	-	#DIV/0!
Formula Debt Service + Fees & Interest	71,438	71,438	-	100.0%
<b>SHS Expansion</b>	<b>78,252</b>	<b>82,903</b>	<b>(4,652)</b>	<b>105.9%</b>
System Support	1,500	1,863	(363)	124.2%
State Board Unallocated	2,000	2,000	-	100.0%
<b>SHS Other</b>	<b>3,500</b>	<b>3,863</b>	<b>(363)</b>	<b>110.4%</b>
Rest Area	2,209	2,155	55	97.5%
Safety - Statewide	11,571	14,799	(3,228)	127.9%
Safety - SAFETEA-LU Rail	1,877	1,831	46	97.5%
Safety - State Rail	250	252	(2)	100.6%
<b>Hwy Safety</b>	<b>15,908</b>	<b>19,036</b>	<b>(3,129)</b>	<b>119.7%</b>
Systems Planning	-	225	(225)	#DIV/0!
Metropolitan Planning (MPOs)	1,640	1,640	-	100.0%
State Planning and Research	5,912	5,912	-	100.0%
<b>Hwy Planning</b>	<b>7,552</b>	<b>7,777</b>	<b>(225)</b>	<b>103.0%</b>
STP - Enhancement	-	-	-	#DIV/0!
CMAQ	-	-	-	#DIV/0!
Recreational Trails	1,843	1,843	-	100.0%
<b>Hwy Special</b>	<b>1,843</b>	<b>1,843</b>	<b>-</b>	<b>100.0%</b>
STP - Local Urban	8,577	7,915	662	92.3%
STP - Transportation Mgt Area	7,227	7,239	(12)	100.2%
STP-Rural	11,953	12,328	(375)	103.1%
Bridge, Local	5,527	5,463	65	98.8%
Bridge, Off System	4,145	4,316	(171)	104.1%
<b>Hwy Local</b>	<b>37,429</b>	<b>37,261</b>	<b>168</b>	<b>99.5%</b>
<b>Hwy Federal Formula &amp; State Funds</b>	<b>326,915</b>	<b>331,657</b>	<b>(4,743)</b>	<b>101.5%</b>

AVAILABLE FUNDING\* WITH MATCH vs. PROGRAMMED PROJECTS (September 7, 2010)

This Report is to be Used ONLY for the approval of Recommended Program

DRAFT FY 2011 - 2015 CA INVESTMENT PROGRAM

Estimates of Obligation Authority/Appointments/Allocations in \$000s with Match

Program Name	Statewide Transportation Improvement Program (STIP)								Future					
	FY 2011*		FY 2012*		FY 2013*		FY 2014*		FY 2015*		Prel. Dev. & Set-Asides		Sum FY11-15	
	Available	Program	Available	Program	Available	Program	Available	Program	Available	Program	Available	Program	Available	Program
Pavement Preservation <sup>2</sup>	84,855	76,387	103,044	89,446	88,570	72,796	89,250	52,435	89,250	76,076	-	-	454,969	367,140
Pavement Restoration	45,528	60,305	44,939	33,649	32,358	52,372	42,204	68,623	32,478	50,543	-	-	197,507	265,492
<i>SHS Pavements</i>	<b>130,383</b>	<b>136,692</b>	<b>147,983</b>	<b>123,096</b>	<b>120,928</b>	<b>125,168</b>	<b>131,454</b>	<b>121,057</b>	<b>121,728</b>	<b>126,619</b>	-	-	<b>652,476</b>	<b>632,632</b>
Bridge Preservation <sup>5</sup>	11,544	5,859	8,904	11,307	10,522	8,947	12,155	12,844	12,763	13,705	-	-	55,888	52,662
Bridge Restoration	27,588	24,153	37,736	42,069	46,469	45,635	46,000	45,693	46,000	52,025	-	-	203,793	209,574
<i>SHS Bridges</i>	<b>39,132</b>	<b>30,012</b>	<b>46,640</b>	<b>53,377</b>	<b>56,991</b>	<b>54,581</b>	<b>58,155</b>	<b>58,536</b>	<b>58,763</b>	<b>65,730</b>	-	-	<b>259,681</b>	<b>262,236</b>
<i>SHS Core</i>	<b>169,515</b>	<b>166,704</b>	<b>194,623</b>	<b>176,472</b>	<b>177,919</b>	<b>179,749</b>	<b>189,609</b>	<b>179,594</b>	<b>180,491</b>	<b>192,349</b>	-	-	<b>912,157</b>	<b>894,869</b>
<i>Expansion</i>	<b>20,258</b>	<b>23,985</b>	-	14,893	13,811	18,449	-	-	-	-	-	-	34,069	57,327
Feasibility & Early Environmental	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Formula Debt Service + Fees & Interest	60,840	60,840	73,954	73,954	73,964	73,964	74,189	74,189	74,243	74,243	-	-	357,190	357,190
<i>SHS Expansion</i>	<b>81,098</b>	<b>84,825</b>	<b>73,954</b>	<b>88,847</b>	<b>87,775</b>	<b>92,413</b>	<b>74,189</b>	<b>74,189</b>	<b>74,243</b>	<b>74,243</b>	-	-	<b>391,259</b>	<b>414,517</b>
System Support	1,500	2,183	1,500	1,783	1,500	1,783	1,500	1,783	1,500	1,783	-	-	7,500	9,315
State Board Unallocated	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	-	-	10,000	10,000
<i>SHS Other</i>	<b>3,500</b>	<b>4,183</b>	<b>3,500</b>	<b>3,783</b>	<b>3,500</b>	<b>3,783</b>	<b>3,500</b>	<b>3,783</b>	<b>3,500</b>	<b>3,783</b>	-	-	<b>17,500</b>	<b>19,315</b>
Rest Area	5,032	4,781	295	293	5,720	5,700	-	-	-	-	-	-	11,047	10,774
Safety - Statewide	12,208	10,047	11,412	15,914	11,412	15,624	11,412	16,005	11,412	16,407	-	-	57,856	73,997
Safety - Federal Rail	1,877	1,830	1,877	1,887	1,877	1,684	1,877	1,877	1,877	1,877	-	-	9,385	9,154
Safety - State Rail	250	268	250	245	250	245	250	250	250	250	-	-	1,250	1,258
<i>Hwy Safety</i>	<b>19,367</b>	<b>16,926</b>	<b>13,834</b>	<b>18,339</b>	<b>19,259</b>	<b>23,252</b>	<b>13,539</b>	<b>18,132</b>	<b>13,539</b>	<b>18,534</b>	-	-	<b>79,538</b>	<b>95,182</b>
Systems Planning	-	322	-	804	-	-	-	-	-	-	-	-	-	1,126
Metropolitan Planning (MPOs)	1,640	1,640	1,640	1,640	1,640	1,640	1,640	1,640	1,640	1,640	-	-	8,200	8,200
State Planning and Research	6,227	6,227	5,833	5,833	5,833	5,833	5,833	5,833	5,833	5,833	-	-	29,559	29,559
<i>Hwy Planning</i>	<b>7,867</b>	<b>8,189</b>	<b>7,473</b>	<b>8,277</b>	<b>7,473</b>	<b>7,473</b>	<b>7,473</b>	<b>7,473</b>	<b>7,473</b>	<b>7,473</b>	-	-	<b>37,759</b>	<b>38,885</b>
STP - Enhancement	-	-	-	-	-	-	-	-	-	-	-	1,963	-	-
CMAQ	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Recreational Trails	1,843	1,843	1,843	1,843	1,843	1,843	1,843	1,843	1,843	1,843	-	-	9,215	9,215
<i>Hwy Statewide Competitive</i>	<b>1,843</b>	<b>1,843</b>	<b>1,843</b>	<b>1,843</b>	<b>1,843</b>	<b>1,843</b>	<b>1,843</b>	<b>1,843</b>	<b>1,843</b>	<b>1,843</b>	-	1,963	<b>9,215</b>	<b>9,215</b>
STP - Local Urban	11,071	11,963	7,953	6,908	7,953	8,139	7,953	7,795	7,953	4,770	16,701	30,416	42,883	39,575
STP - Transportation Mgt Area	7,649	7,484	7,121	7,300	7,121	7,227	7,121	7,101	7,121	7,082	14,964	15,438	36,133	36,193
STP-Rural	14,870	14,894	11,224	10,971	11,224	9,597	11,224	11,676	11,224	14,503	23,570	38,615	59,766	61,641
Bridge, Local	5,849	5,857	5,447	4,654	5,447	5,111	5,447	6,755	5,447	4,937	11,439	11,488	27,637	27,314
Bridge, Off System	4,387	3,139	4,085	6,033	4,085	6,927	4,085	3,722	4,085	1,760	8,579	13,601	20,727	21,581
<i>Hwy Local</i>	<b>43,826</b>	<b>43,337</b>	<b>35,830</b>	<b>35,866</b>	<b>35,830</b>	<b>37,001</b>	<b>35,830</b>	<b>37,047</b>	<b>35,830</b>	<b>33,052</b>	<b>75,243</b>	<b>109,559</b>	<b>187,146</b>	<b>186,303</b>
<i>Hwy Federal Formula &amp; State Funds</i>	<b>327,016</b>	<b>326,007</b>	<b>331,057</b>	<b>333,427</b>	<b>333,599</b>	<b>345,515</b>	<b>325,983</b>	<b>322,061</b>	<b>316,919</b>	<b>331,277</b>	<b>75,243</b>	<b>111,522</b>	<b>1,634,574</b>	<b>1,658,287</b>
High Priority (SAFETEA-LU) <sup>4</sup>	3,612	3,612	9,994	9,994	11,607	11,607	-	-	-	-	-	-	25,213	25,213
High Priority (TEA-21)	-	-	6,008	6,008	-	-	-	-	18,426	18,426	-	-	24,434	24,434
Discretionary Earmarks (carried over)	75	75	2,402	2,402	-	-	-	-	890	890	-	-	3,367	3,367
Forest Highways	15,237	15,265	15,237	15,600	15,237	14,683	15,237	-	15,237	-	13,846	13,846	76,185	45,548
Indian Reservation Roads	-	-	-	-	15,000	15,000	-	-	-	-	-	-	15,000	15,000
Other Federal Non-Formula	2,261	2,261	430	430	370	370	-	-	-	-	-	-	3,061	3,061
<i>Hwy Other Federal Programs</i>	<b>21,185</b>	<b>21,213</b>	<b>34,071</b>	<b>34,434</b>	<b>42,214</b>	<b>41,660</b>	<b>15,237</b>	-	<b>34,553</b>	<b>19,316</b>	<b>13,846</b>	<b>13,846</b>	<b>147,260</b>	<b>116,623</b>
Federal Non-Participating	10	10	1,661	1,661	-	-	-	-	-	-	-	-	1,671	1,671
<i>Hwy Other State Programs</i>	<b>10</b>	<b>10</b>	<b>1,661</b>	<b>1,661</b>	-	-	-	-	-	-	-	-	<b>1,671</b>	<b>1,671</b>
GARVEE SFY08 Leg. Authorization <sup>3</sup>	28,882	28,882	9,566	9,566	-	-	-	-	-	-	-	-	38,448	38,448
GARVEE SFY09 Leg. Authorization <sup>3</sup>	1,693	1,693	-	-	-	-	-	-	-	-	-	-	1,693	1,693
GARVEE SFY10 Leg. Authorization <sup>3</sup>	5,195	5,195	-	-	-	-	-	-	-	-	-	-	5,195	5,195
GARVEE SFY11 Leg. Authorization <sup>3</sup>	12,000	12,000	-	-	-	-	-	-	-	-	-	-	12,000	12,000
GARVEE Future Leg. Authorizations <sup>3</sup>	-	-	185,800	185,800	-	-	-	-	-	-	-	-	185,800	185,800
<i>GARVEE Total</i>	<b>47,770</b>	<b>47,770</b>	<b>195,366</b>	<b>195,366</b>	-	-	-	-	-	-	-	-	<b>243,136</b>	<b>243,136</b>
<i>Highways Total</i>	<b>395,981</b>	<b>395,000</b>	<b>562,155</b>	<b>564,888</b>	<b>375,813</b>	<b>387,175</b>	<b>341,220</b>	<b>322,061</b>	<b>351,472</b>	<b>350,593</b>	<b>89,089</b>	<b>125,368</b>	<b>2,026,641</b>	<b>2,019,717</b>
Capital	11,397	11,397	2,415	2,415	1,848	1,848	1,853	1,853	1,054	1,054	-	-	18,567	18,567
Mobility Services	15,546	15,546	10,793	10,793	10,796	10,796	10,486	10,486	2,975	2,975	-	-	50,596	50,596
Multi-Modal Planning	748	748	700	700	480	480	475	475	-	-	-	-	2,403	2,403
Administration	1,085	1,085	1,085	1,085	1,098	1,098	1,063	1,063	21	21	-	-	4,352	4,352
Miscellaneous	272	272	153	153	135	135	126	126	-	-	-	-	686	686
<i>Public Transit Total (FA Only)</i>	<b>29,048</b>	<b>29,048</b>	<b>15,146</b>	<b>15,146</b>	<b>14,357</b>	<b>14,357</b>	<b>14,003</b>	<b>14,003</b>	<b>4,050</b>	<b>4,050</b>	-	-	<b>76,604</b>	<b>76,604</b>
New Airport Facilities	11,854	11,854	30,250	30,250	57,388	57,388	33,852	33,852	60,526	60,526	-	-	193,870	193,870
Airport Facility Maintenance	17,842	17,842	22,887	22,887	7,466	7,466	5,655	5,655	9,835	9,835	-	-	63,685	63,685
Airport Planning	3,397	3,397	853	853	518	518	6,890	6,890	1,797	1,797	-	-	13,455	13,455
Aviation System Planning	200	200	200	200	200	200	200	200	200	200	-	-	1,000	1,000
<i>Aeronautics Total</i>	<b>33,293</b>	<b>33,293</b>	<b>54,190</b>	<b>54,190</b>	<b>65,572</b>	<b>65,572</b>	<b>46,597</b>	<b>46,597</b>	<b>72,358</b>	<b>72,358</b>	-	-	<b>272,010</b>	<b>272,010</b>
<b>Grand Total</b>	<b>458,322</b>	<b>457,341</b>	<b>631,491</b>	<b>634,224</b>	<b>455,742</b>	<b>467,104</b>	<b>401,820</b>	<b>382,661</b>	<b>427,880</b>	<b>427,001</b>	<b>89,089</b>	<b>125,368</b>	<b>2,375,255</b>	<b>2,368,331</b>

\* Available estimates are to be used for planning purposes only. FFY 2009 is the final year of the SAFETEA-LU transportation act. Funds expressed in future value.

<sup>2</sup> Includes High Priority reserved for debt service on future bonds and for projects without construction year or funding (Horizons).

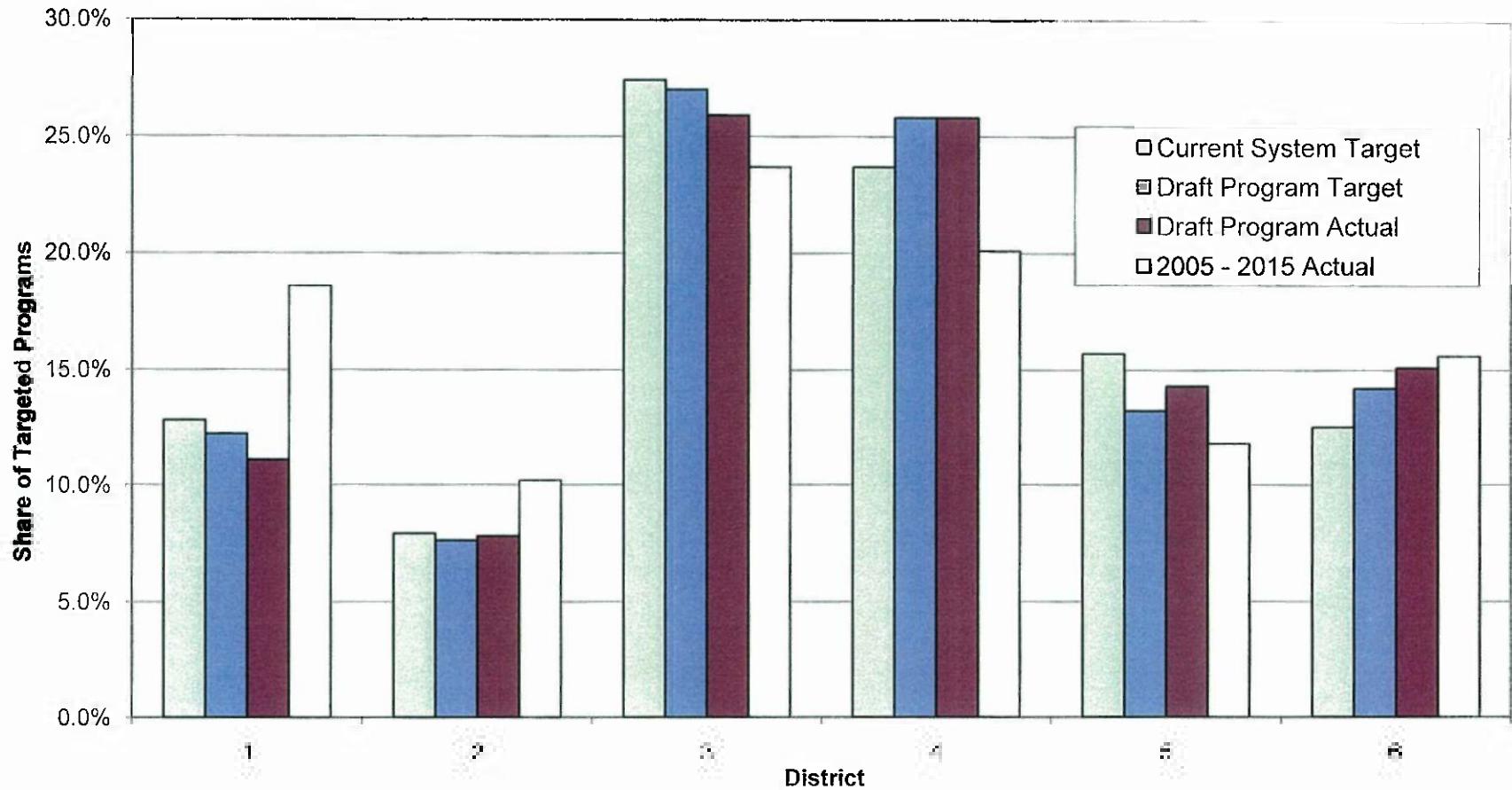
<sup>3</sup> GARVEE bonds provide no net additional transportation funding as they are repaid with future federal funds via debt service.

<sup>5</sup> Buying power preserved for 5% annual inflation.

15



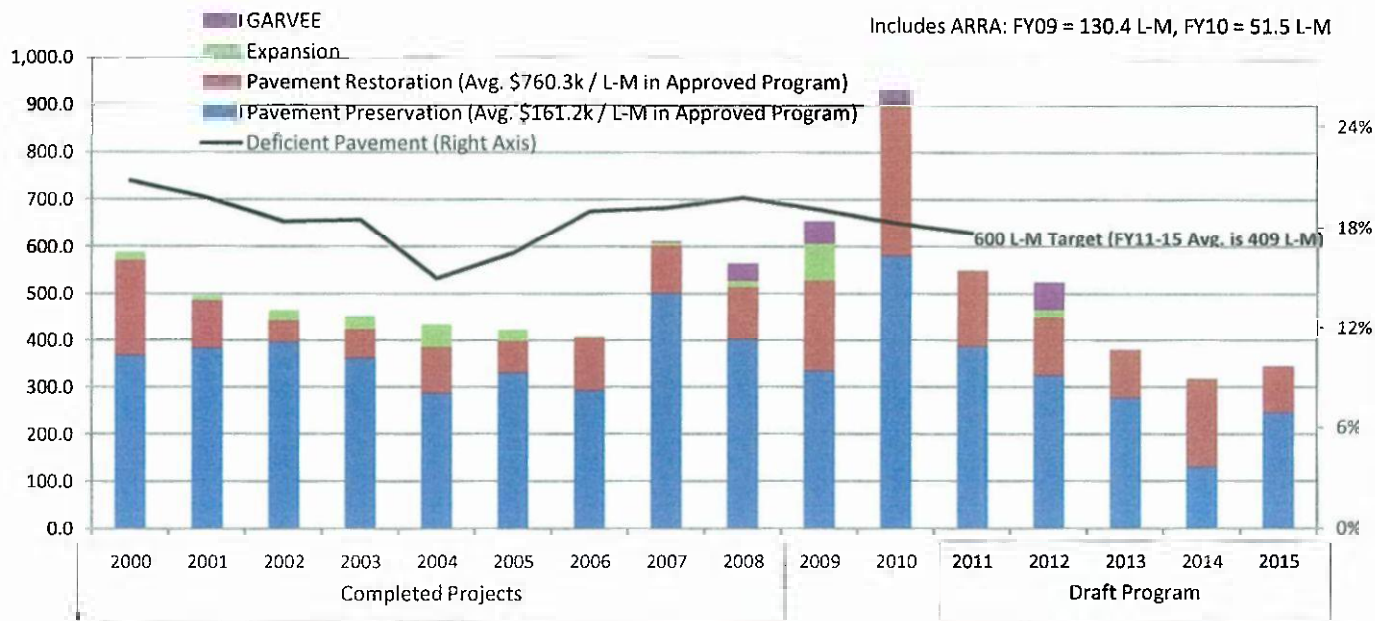
## Highways Capital Investment Program Targeted Programs by Region Target Share vs. Actuals



FY 2005 - 2015 Targeted Programs total \$1.8 billion. Draft Program alone totals \$668.5 million.  
Targeted Programs include Pavements, Bridge Preservation, Formula Expansion, and Systems Planning.  
How to Read: Sum of Green Bars = 100%. Sum of Blue Bars = 100% etc.

## Pavement Resurfacing Lane-Miles

6/9/2010



Pavement data collected two years previous. e.g., 2011 program based upon data collected in 2009

## Draft FY 2011 - 2015 State Highway System Capital Investment Summary

	\$000	Qty
Programmed capital investments	1,454,569	528.0 projects
Programmed average annual capital investment	290,914	105.6 projects
Pavement Maintenance	83,886	
Pavement Preservation (1R)	283,254	1,363.2 lane-miles
Pavement Restoration (3R)	265,492	681.2 lane-miles
Pavements	632,632	2,044.4 lane-miles
Bridge Repairs	20,649	
Bridge Rehabilitations*	61,254	50.0 bridges
Bridge Replacements*	161,778	43.0 bridges
Bridges	243,680	93.0 bridges
Rest Area Restoration	10,774	3.0 rest areas
Railroad Crossings	10,412	24.0 crossings+
Sign Upgrades	5,905	
Intelligent Transportation Systems	11,031	
Safe Routes to School	1,564	31.0 projects
Intersections	26,532	24.0 intersections
Safety	66,218	
System Expansion (GARVEE Debt Service)	357,190	
System Expansion	39,322	5.0 projects
System Expansion (AC conversion)	18,005	
Expansion	414,517	

Notes:

Preliminary analysis of major categories

Includes federal formula with match + state funds only

(Excludes GARVEE and Discretionary)

Dollars expressed in future value

\* \$19M annual ISP & Parks money will rehabilitate 6 and replace 19 bridges in FY12 - 15

**Recommended FY 2011 - 2015 Highways Capital Investment Program  
Matrix Program Sheets  
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\* Program for illustrative purposes only--Projects to be included in Bridge Restoration Program.



# Pavement Preservation

2011	2012	2013	2014	2015
SH 5 FY11 D1 DISTRICTWIDE SEALCO 1750 M283 MP 0.000-17.893 (SIC)			SH 200 DELTA VIEW RD TO BNSF RR 2875 L548 MP 43.000-51.680 (Res) SH 3 SWAN CR TO WILLOW CR, KOO 363 L984 MP 103.244-104.217 (PRh) SH 3 SANTA TO MP 74, BENEWAH C 2300 L985 MP 67.960-74.000 (Res)	190 WASH ST LN TO SHERMAN AVE IC 6380 H107 MP 0.000-14.781 (Res) STATE DIST 1 UNALLOCATED PREVENT I SPM1 MP 0.000-0.000 (SIC)
US 95B WINCHESTER BUSINESS LO 1810 M004 MP 0.100-4.119 (PRh) SH 13 S FK CLEARWATER RV BR TO 4122 M005 MP 11.249-18.680 (PRh) STATE FY11 D2 DISTWIDE SEALCOAT 990 M011 MP 0.000-0.000 (SIC)	US 95 S OF COTTONWOOD TO S OF 2415 M003 MP 251.075-261.588 (PRh)	STATE FY12 D2 DISTWIDE SEALCOAT 990 M012 MP 0.000-0.000 (SIC)	SH 162 RED ROCK ROAD TO KAMIAH 2970 M002 MP 15.000-23.065 (Res) US 12 POST OFFICE CR BR TO WAR 3260 M007 MP 144.759-151.400 (PRh) SH 128 MP 0.375 TO JCT US 12, LEWIS 906 M008 MP 0.375-2.198 (PRh) STATE FY13 D2 DISTWIDE SEALCOAT 990 M013 MP 0.000-0.000 (SIC)	SH 8 TROY TO CLARY LATAH CO 2613 H204 MP 14.600-21.845 (Res) US 95 MOSCOW MOUNTAIN OVERLAY, 566 H205 MP 349.715-351.054 (Res) US 95 WHITEBIRD HILL OVERLAY, IDA 1303 H206 MP 231.411-234.040 (Res) STATE DIST 2 PREVENTIVE MAINTENAN I SPM2 MP 0.000-0.000 (SIC)
SH 55 PAYETTE RV BR TO MP 80.6, B 3450 L567 MP 66.067-80.636 (Res) US 95 MARSING POE TO JCT SH 55 1650 M026 MP 18.000-26.262 (Res) SH 51 GRASWERE TO MP 47, OWHY 2059 M033 MP 33.710-47.700 (Res) SH 21 WARM SPRINGS CR BR TO C 2783 M036 MP 91.570-97.540 (Res) I 84 MP 114 TO D3 BORDER, ELMOR 2825 M037 MP 114.000-121.094 (Res)	SH 55 PAYETTE RV BR S TO PAYET 1386 9346 MP 113.900-115.890 (PRh) SH 55 SNAKE RV BR TO PRIDE LN, C 1562 L046 MP 2.749-7.113 (PRh) SH 21 MORES CK SUMMIT TO MP 60 2068 L048 MP 52.330-60.000 (PRh) SH 51 SHEEP CR RD TO TINDALL R 2805 L051 MP 19.889-28.915 (PRh) SH 21 MP 60 TO CLEAR CR BR, BOIS 3993 L052 MP 60.000-72.700 (PRh)	I 84 MOUNTAIN HOME TO HAMMET 1826 L060 MP 90.000-114.000 (MI) SH 51 TINDALL RD TO MP 33 OWHY 1650 L585 MP 28.915-33.710 (PRh) US 95 WILDER SCL TO PARMA SCL, 2497 L566 MP 38.432-46.602 (PRh) US 95 SMOKEY BOULDER RD TO HA 4567 L572 MP 171.000-176.550 (PRh) SH 55 MP 80.6 TO BOISE NF BOUND 2860 L577 MP 80.636-91.100 (Res)	SH 78 JCT SH 51 TO HAMMETT 2486 L573 MP 82.690-98.640 (Res) SH 78 MP 52 TO GRANDVIEW 1276 L576 MP 52.000-59.783 (PRh)	STATE D3 UNALLOCATED 3P PROJECTS 0 SEQ3 MP 0.000-0.000 (Res) STATE DIST 3 UNALLOCATED PREVENT I SPM3 MP 0.000-0.000 (SIC)
SH 75 HAILEY TO KETCHUM 4750 H423 MP 117.000-129.000 (Res) SH 46 RR CROSSING TO CLOSURE 2146 L588 MP 12.485-19.775 (Res) I 84 COTTERELL IC TO COTTERELL 5903 M086 MP 221.815-229.299 (Res) I 84 CASSIA CO LN TO JUNIPER RA 5625 M087 MP 261.037-268.930 (Res) I 84 SH 50 to MP 201, JEROME CO 7763 M089 MP 181.270-201.100 (PRh) STATE FY11 D4 SEALCOATS 796 M277 MP 0.000-0.000 (SIC)	I 84 BURLEY TO SALT LAKE CITY IC 1098 L077 MP 207.000-222.000 (SIC) SH 25 100 E ROAD TO JCT I 84, MINI 1530 L598 MP 53.394-58.048 (Res) SH 46 CLOSURE GATES TO SCHOO 1876 L599 MP 19.775-26.240 (Res) STATE FY12 D4 DISTWIDE SEALCOAT 1158 L600 MP 0.000-0.000 (SIC)	US 20 POISON CR TO MP 181.1, BLAI 2815 L601 MP 171.130-181.100 (Res) STATE SHOSHONE AREA EAST 294 L602 MP 0.000-0.000 (SIC) STATE SHOSHONE AREA WEST 940 L603 MP 0.000-0.000 (SIC) I 84 SWEETZER IC TO CASSIA CO L 3996 M090 MP 254.200-261.060 (Res)	STATE FY13 D4 DISTWIDE SEALCOAT 1479 L604 MP 0.000-0.000 (SIC) US 30 4TH ST TO 3850E RD HANSEN 294 L605 MP 227.294-227.790 (Res) SH 24 MINIDOKA CO LN TO SIDS RD, 3947 L607 MP 32.259-44.781 (Res) SH 75 JCT US 20 TO MP 105.6 BLAIN 1725 M068 MP 102.124-105.600 (Res) I 84 MP 201 TO BURLEY IC 3200 M069 MP 201.100-207.700 (Res)	I 84 JCT SH 81 IC #278 TO MP 239 EB, 1112 H401 MP 227.950-239.000 (Res) I 84 IC #245 TO SWEETZER IC #254 E 1100 H402 MP 245.000-254.200 (Res) US 30 BIHL TO FILER 4000 H406 MP 202.740-210.080 (Res) US 26 BLISS TO GOODING 3000 H407 MP 138.970-149.992 (Res) STATE DIST 4 UNALLOCATED PREVENT I SPM4 MP 0.000-0.000 (SIC)
I 15B BLACKFOOT SCL TO BRIDGE S 119 L096 MP 2.485-3.659 (SIC) US 91 BRIDGE ST TO WOOTON WAY, 112 L098 MP 100.700-101.710 (SIC) I 15 CHUBBUCK RD UPASS NORTH, 263 L100 MP 97.714-76.000 (SIC) I 15 WBRIDGE ST TO LAVA BEDS, BI 706 L101 MP 92.210-99.490 (SIC) US 30 MCCAMMON IC TO CRYSTALS 213 L102 MP 359.493-363.284 (SIC) SH 34 RIVERDALE BR TO 4800N RD, F 43 L103 MP 12.978-14.010 (SIC) SH 34 HOOPER AVE 3RD E TO 5TH N 122 L104 MP 58.052-59.235 (SIC) SH 36 MALAD IC TO MALAD WCL, ONEI 71 L105 MP 0.000-1.323 (SIC) I 86B IDAHO ST TO POCATELLO AVE, 101 L108 MP 100.259-101.870 (SIC) SH 39 STERLING WRD TO SHEEP T 1009 L107 MP 23.160-39.886 (SIC) SH 37 S ROCKLAND TO JCT I 86, IC 2156 L630 MP 55.440-68.714 (PRh) I 86 END OF WB RAMP TO MTCE CR 7761 M092 MP 35.915-45.460 (PRh) I 86 BANNOCK CO LN TO JCT I 15, 2790 M094 MP 58.509-61.066 (PRh)	I 15 VIRGINIA IC TO MCCAMMON IC, 1183 L099 MP 36.200-46.700 (SIC) US 30 WPOCATELLO IC #58 TO POWE 77 L110 MP 330.820-331.681 (SIC) US 30B LAVA HOT SPRINGS BUSINESS 27 L111 MP 0.000-0.446 (SIC) SH 34 TREASURETON RD TO WLLIA 313 L112 MP 19.194-29.968 (SIC) SH 34 NITER BENCH RD TO JCT US 3 458 L113 MP 40.414-50.476 (SIC) SH 36 PRESTON WCL TO JCT US 91, P 85 L114 MP 131.840-133.075 (SIC) SH 40 DOWNEY IC TO JCT US 91, BA 121 L115 MP 0.000-2.737 (SIC) I 86 CHUBBUCK IC TO JCT I 15, BANN 192 L118 MP 61.500-62.850 (SIC)	US 91 N 800 WRD TO DOWNATA NC 1363 L120 MP 9.450-37.588 (SIC) US 91 BLACKFOOT N TO BONNEVILLE 826 L122 MP 102.420-120.561 (SIC) US 30 THOMAS FLATS TO WY ST LN, B 86 L125 MP 454.000-455.481 (SIC) SH 37 LOWERY LN TO PORTAGE CAN 805 L629 MP 45.320-50.430 (PRh) US 91 BURNSIDE TO HIGHWAY AVE, 640 L632 MP 80.150-81.020 (PRh) SH 36 JCT I 15 TO WESTON 785 L644 MP 100.000-121.290 (SIC) SH 38 PLEASANTVIEW TO N HOLBRO 830 L651 MP 5.977-23.438 (SIC) I 15 SAND RD TO WBLACKFOOT 680 M096 MP 85.638-92.700 (SIC)	US 26 INL JCT TO WBLACKFOOT IC, 1462 L109 MP 272.000-306.000 (SIC) US 30 SUNNYSIDE RD TO LUND RD 685 L641 MP 369.592-378.431 (SIC) SH 37 ROY SUMMIT TO JCT I 86, PO 1225 L647 MP 37.483-68.714 (SIC) US 91 CHAPEL TO FLANDRO 63 L650 MP 78.200-78.800 (SIC) US 91 HIGHWAY AVE TO RESERVATI 137 L651 MP 81.020-83.577 (SIC) US 91 RESERVATION RD TO AGENCY 220 L652 MP 83.577-88.366 (SIC) US 30 MAIN ST TO 3RD SODA SPRIN 347 L653 MP 405.050-405.496 (PRh) US 89 JCT TO CLAY ST, MONTEPELIER 75 L655 MP 26.280-26.435 (PRh)	I 15 IC # 47 TO IC # 67 BANNOCK CO 1495 H502 MP 46.903-66.541 (SIC) I 15 B S OF BLACKFOOT IC #89 TO FORT 93 H503 MP 0.327-2.475 (SIC) I 15 B IC # 44 TO NCL, MCCAMMON 150 H504 MP 0.000-3.992 (SIC) SH 34 4800 N RD TO 7400 N RD, FRANK 135 H505 MP 14.010-17.628 (SIC) SH 39 IDAHO ST TO STERLING N RD, P 805 H506 MP 1.720-29.864 (SIC) SH 39 SHEEP TRAIL RD TO HOFF RD, B 184 H507 MP 39.886-44.723 (SIC) SH 61 WYOMING ST LN TO JCT US 89, B 29 H508 MP 0.000-0.740 (SIC) I 86 B JCT I 86 IC # 38 TO IDAHO ST, AM 110 H509 MP 0.000-2.952 (SIC) US 89 1ST ST IN MONTEPELIER TO GEN 500 H510 MP 26.671-40.211 (SIC) US 91 FERRY BUTTE RD TO JCT I 15 711 H511 MP 95.009-97.052 (SIC) I 15 B IC #57 TO SORELLE RD, INKOM 111 H512 MP 0.000-1.000 (SIC)
US 208 S RIGBY IC TO N RIGBY IC 1100 L665 MP 320.860-322.544 (PRh) SH 75 YANKEE FK RANGER STATIO 1600 L669 MP 217.110-226.951 (PRh) STATE FY11 D6 DISTWIDE SEALCOAT 2160 M111 MP 0.000-0.000 (SIC)	STATE FY12 D6 PAVEMENT CRACK SE 500 H609 MP 0.000-0.000 (SIC) US 93 COWCR TO RATTLESNAKE C 7470 L663 MP 269.639-286.000 (PRh) SH 33 CANYON CR BR TO JCT SH 32 5800 L666 MP 115.840-131.210 (PRh)	US 20 DUMPGROUND RD TO SHEEP 2380 L672 MP 365.920-369.000 (PRh) STATE FY12 D6 DISTWIDE SEALCOAT 2560 M112 MP 0.000-0.000 (SIC) STATE FY13 D6 DISTWIDE SEALCOAT 2660 M113 MP 0.000-0.000 (SIC)	SH 33 NEWDALE EAST 2060 9389 MP 107.000-111.287 (PRh) STATE FY13 D6 PAVEMENT CRACK SE 500 H620 MP 0.000-0.000 (RJI) US 20 BELLIN RD IN YELLOWSTONE 1895 L478 MP 305.500-306.900 (PRh) US 93 MACKAY TO SPORTSMANS A 2100 L480 MP 108.470-115.530 (PRh) I 158 SUNNYSIDE RD TO LOMAX, ID 1540 L668 MP 4.590-6.315 (PRh) US 20 SHEEP FALLS RD TO PINE HA 6000 L676 MP 369.000-377.080 (PRh) US 20 S THORNTON TO S RFXBURG 8400	STATE FY14 D6 PAVEMENT PREV MAI 1830 H607 MP 0.000-0.000 (SIC) US 20 S REXBURG IC #332 TO S FK TE 2450 H621 MP 331.970-334.350 (BWR) US 26 SNAKE RV BR TO SWAN VALLE 874 L667 MP 373.752-376.800 (PRh) US 20 ISLAND PARK LODGE TO MT 3670 L675 MP 394.700-406.300 (PRh) I 15 DUBOIS TO BEAVER CR BR, SB 2280 M121 MP 167.400-175.200 (Res)
				US 20 S FK TETON RV BR TO N REXB 3500 H622 MP 334.350-336.859 (Res) US 93 RATTLESNAKE CR TO SAI MON 4500 H623 MP 285.929-304.300 (Res) SH 33 HATCHES CORNER TO WYOMI 4500 H625 MP 135.200-155.084 (Res)

# Pavement Restoration

29, 2010

2011	2012	2013	2014	2015	
		SH 200 TRESTLE CR BR BONNER CO 680 6607 MP 42.250-42.330 (BRp) SH 200 TRESTLE CR BR ROADWORK 3000 9452 MP 42.250-42.330 (BWR) US 95 SMITH CR TO SHEEP CR, BENE 4651 9458 MP 373.100-377.700 (PRh)	I 90 MULLAN TO MONTANA ST LN 10450 H106 MP 68.005-73.888 (MI)		
SH 8 WHITE PL TO S FK PALOUSE RV 4568 M001 MP 2.776-5.050 (PRh)	SH 162 FOUR CORNERS TO MP 13.1 5720 8810 MP 8.000-13.100 (MWR) STATE FY12 DIST 2 ROCKFALL MITIGA 880 H225 MP 0.000-0.000 (TB)	SH 162 MP 13 TO RED ROCK ROAD 2200 L472 MP 13.100-15.000 (MWR) STATE FY13 DIST 2 TURNBAY SET-ASI 880 S202 MP 0.000-0.000 (TB)	SH 7 GILBERT GRADE CLEARWATER C 770 H202 MP 36.783-48.869 (Res) SH 64 MP 15 9 TO 26 9 GRADE LEWIS C 770 H203 MP 15.886-26.890 (Res) STATE FY14 DIST 2 TURNBAY SET-ASID 880 S203 MP 0.000-0.000 (TB)	STATE FY15 DIST 2 TURNBAY SET-ASID 880 S205 MP 0.000-0.000 (TB)	
US 95 OR ST LN TO MP 16.7, OWYHE 10120 L049 MP 0.054-16.700 (PRh) US 95 JCT SH 55 TO HOMEDALE SCL 4180 L061 MP 26.262-33.583 (PRh) SH 51 MP 47 TO MP 60, OWHYEE CO 3565 M034 MP 47.700-54.566 (PRh)	I 84 REGINA TO CLEFT EB 9830 L045 MP 70.000-82.200 (PRh)	US 95 BLACK BEAR RD TO LITTLE SALM 805 H310 MP 170.000-182.415 (PM) US 95 CAMBRIDGE TO ALPINE STORE 6325 M027 MP 113.700-123.400 (PRh) SH 55 EAGLE RD: FAIRVIEW AVE TO 9240 M044 MP 13.095-18.004 (Res)	I 84 OREGON ST LN TO BLACK CANYO 7130 H308 MP 0.000-13.000 (PRh) I 84 EISENMAN IC #60 TO MP 70 EBL, B 6820 H312 MP 59.890-70.110 (PRh) SH 21 LUCKY PEAK HIGH BR TO ROBIE 3565 H314 MP 17.300-22.000 (PRh)	I 84 OREGON ST LN TO BLACK CANYO 7130 H309 MP 0.000-13.000 (PRh) I 84 EISENMAN IC #60 TO MP 70 WBL, B 6785 H313 MP 59.890-70.110 (PRh) SH 55 GOOSE CR GRADE, ADAMS CO 4620 H318 MP 148.000-153.000 (MI) US 20/26 BROADWAY BR, BOISE 5000 L588 MP 49.943-49.943 (BRp)	
US 93 GOLF COURSE RD, JEROME C 1703 8904 MP 50.460-50.742 (SI) US 93 100 N RD TO NEWMAN'S CORN 3108 9213 MP 59.500-66.000 (PRh) I 84 W OF WENDELL, GOODING CO 14000 9218 MP 149.500-157.300 (PRh) 12 SH 25 PAUL TO RUPERT 3812 L477 MP 45.693-51.070 (Res) 3P US 93 NV ST LN TO ROADSIDE PARK, 2655 L614 MP 0.000-5.500 (Res) 3P	US 93 ROADSIDE PARK TO MP 11, TW 2995 L615 MP 5.500-11.000 (PRh) 3P SH 25 MAIN ST & TIGER DR, JEROME C 543 M078 MP 2.360-2.360 (TFS)	I 86 AC FOR 9846 SALT LAKE IC TO R 7308 A402 MP 4.150-14.320 (PRh) US 93 MP 11 TO DEEP CREEK, TWIN 2638 L616 MP 11.000-20.400 (PRh) 3P US 30 JCT SH 50 INTERSECTION, TWIN 619 M079 MP 223.545-223.545 (TFS)	I 86 SALT LAKE IC TO RAFT RIVER IC 7300 9846 MP 4.150-14.320 (PRh) I 84 MP 239 TO IC #245 EB, CASSIA C 6600 M080 MP 239.400-245.200 (PRh)	SH 46 JCT I 84 TO WENDELL NCL 949 M081 MP 0.000-1.214 (PRh)	
US 30 HEGSTROM RD to E of SH 34 JC 2898 8620 MP 381.970-387.020 (PRh) I 15 MCCAMMON BR RAMPS, BANNO 5235 K583 MP 46.903-47.460 (R/R)	US 89 N BEACH RD TO ST CHARLES 5400 L483 MP 8.740-9.200 (BRp) US 91 CONNECTOR RD TO PRESTON 572 M097 MP 9.299-10.442 (SIC)		I 86 AIRPORT IC & W POCATELLO IC 2251 8119 MP 55.500-58.100 (BRh) US 91 YELLOWSTONE AVE ALAMEDA R 3900 H501 MP 77.890-78.209 (R/R) US 30 VERLENE ST TO SCL MONTPEL 2690 L654 MP 434.137-435.281 (PRh) US 30 BANKS VALLEY RD TO PEGRA 4150 M095 MP 441.500-447.277 (PRh)	STATE FY15 D5 FENCE REPAIR 630 H515 MP 0.000-0.000 (SI) I 15 DEVILS CR TO MARSH VALLEY RD 13985 H516 MP 17.196-26.773 (R/R)	
STP-8031 INT OLD BUTTE RD AND US 20 481 8616 MP 0.000-0.000 (TFS) 10 SH 75 YANKEE FK RANGER STATION 1030 L669 MP 217.110-226.951 (PRh)	US 20 DUMPGROUND RD TO SHEEP 1400 L672 MP 365.920-369.000 (PRh) SH 31 CULVERT REPLACEMENT MP 1 1050 M125 MP 12.600-13.200 (R/R)	SH 33 NEWDALE EAST 4900 9389 MP 107.000-111.287 (PRh) I 15B SUNNYSIDE RD TO LOMAX, IDAH 352 L668 MP 4.590-6.315 (PRh) US 20 SHEEP FALLS RD TO PINE HAV 2500 L676 MP 369.000-377.080 (PRh)	US 20 S REXBURG IC #332 TO S FK TET 1780 H621 MP 331.970-334.350 (BWR)	US-20 S FORK TETON RIVER BR TO N 500 H622 MP 334.350-336.859 (Res) US 93 SALMON CITY STREETS 1000 H624 MP 304.300-305.242 (Res)	

STATE SETA

Funding: 45528      Program: 60305      Funding: 42799      Program: 32047      Funding: 29350      Program: 47503      Funding: 36457      Program: 59279      Funding: 26720      Program: 41582      Funding: 26720

# Bridge Preservation

2011		2012		2013		2014		2015	
US 95 BNRR OVERPASS, COLBURN 277 9454 MP 484.695-484.695 (BRh)	STATE FY12 D1 BRIDGE DECK LIFE EXT 860 H109 MP 0.000-0.000 (BRh)	SH 3 ST MARIÉS RV BR, NR MASHBUR 850 9769 MP 71.894-71.894 (BRh)	STATE FY14 D1 BRIDGE DECK LIFE EXT 575 H112 MP 0.000-0.000 (BRh)	STATE FY15 D1 BRIDGE DECK LIFE EXT 575 H114 MP 0.000-0.000 (BRh)	US 95 RR OPASS, MOYIE RV & WESTM 360 L989 MP 537.474-537.686 (BRh)	US 2 MOYIE RV GORGE BR MOYIE S 2725 L012 MP 70.054-70.054 (BRh)	STATE FY13 D1 BRIDGE DECK LIFE EXT 575 H110 MP 0.000-0.000 (BRh)	STATE FY14 D1 BRIDGE REPAIR 1150 H113 MP 0.000-0.000 (BRh)	STATE FY15 D1 BRIDGE REPAIR 1150 H115 MP 0.000-0.000 (BRh)
		STATE FY13 D1 BRIDGE REPAIR 575 H111 MP 0.000-0.000 (BRh)							
		US 95 SAND CR BR PONDERAY 700 L554 MP 475.670-475.670 (BRh)							
STATE FY11 D2 DISTWIDE BRIDGE REH 603 L032 MP 0.000-0.000 (BRh)	STATE FY12 D2 BRIDGE REPAIR 575 H216 MP 0.000-0.000 (BRh)	STATE FY13 D2 BRIDGE REPAIR 575 H217 MP 0.000-0.000 (BRh)	STATE FY14 D2 BRIDGE DECK LIFE EXT 575 H218 MP 0.000-0.000 (BRh)	STATE FY15 D2 BRIDGE DECK LIFE EXT 575 H220 MP 0.000-0.000 (BRh)	STATE FY11 D2 BR DECK LIFE EXTENSI 250 M015 MP 0.000-0.000 (BRh)	STATE FY12 D2 BR DECK LIFE EXTENSI 220 M016 MP 0.000-0.000 (BRh)	STATE FY13 D2 BR DECK LIFE EXTENSI 220 M017 MP 0.000-0.000 (BRh)	STATE FY14 D2 BRIDGE REPAIR 1150 H219 MP 0.000-0.000 (BRh)	STATE FY15 D2 BRIDGE REPAIR 1150 H221 MP 0.000-0.000 (BRh)
SH 55 S FK PAYETTE RV BR, BOISE CO 610 9965 MP 78.762-78.812 (BRh)	STATE FY12 D3 DISTWIDE BRIDGE REP 570 L064 MP 0.000-0.000 (BRh)	STATE FY13 D3 BR DECK LIFE EXTENSI 230 M041 MP 0.000-0.000 (BRh)	STATE FY14 D3 BRIDGE REPAIR 1150 H304 MP 0.000-0.000 (BRh)	STATE FY15 D3 BR DECK LIFE EXTENSI 575 H301 MP 0.000-0.000 (BRh)		STATE FY12 D3 BR DECK LIFE EXTENSI 230 M040 MP 0.000-0.000 (BRh)		STATE FY14 D3 BR DECK LIFE EXTENSI 575 M042 MP 0.000-0.000 (BRh)	STATE FY15 D3 BRIDGE REPAIR 1150 H305 MP 0.000-0.000 (BRh)
US 30 FY11 D4 DISTRICTWIDE BRIDGE R 250 L608 MP 211.950-212.124 (BRh)	STATE US 30 MALAD RIVER BRIDGE RE 975 L076 MP 0.000-0.000 (BRh)	I 84 D4 BRIDGE REHAB 350 9527 MP 128.993-262.513 (BRh)	STATE FY14 D4 BRIDGE DECK LIFE EXT 675 H418 MP 0.000-0.000 (BRh)	STATE FY15 D4 BRIDGE DECK LIFE EXT 775 H420 MP 0.000-0.000 (BRh)	US 93 TWMN FALLS COUNTY BRIDGE RE 525 M071 MP 25.083-25.083 (BRh)	STATE HEYBURN BRIDGE OVER THE S 225 L609 MP 0.000-0.000 (BRh)	I 84 US 30 MALAD RIVER BRIDGE PAIN 369 9855 MP 128.993-262.513 (MI)	STATE FY14 D4 DISTRICT WIDE BRIDG 1250 H419 MP 0.000-0.000 (BRh)	STATE FY15 D4 BRIDGE REPAIR 1350 H421 MP 0.000-0.000 (BRh)
I 84B SNAKE RV OVERLAND RD BR, B 820 M072 MP 22.879-23.042 (BRh)	I 84 D4 BRIDGE PRESERVATION 495 M075 MP 120.000-275.600 (BRh)	STATE D4 INTERSTATE BRIDGE REPAIR 540 L610 MP 0.000-0.000 (BRh)			I 84 FY11 D4 INTERSTATE BRIDGE DE 110 M073 MP 202.664-202.670 (BRh)	STATE D4 UNALLOCATED BRIDGE REHA 220 S401 MP 0.000-0.000 (BRh)	STATE I 84 MALAD RIVER GORGE BRID 529 L611 MP 0.000-0.000 (BRh)		
		SH 81 D4 BRIDGE DECK PRESERVATIO 220 M076 MP 23.613-25.076 (BRh)					I 84 US 20 BIG WOOD RIVER BRIDGE 55 M077 MP 121.000-275.000 (BRh)		
SH 39 FY11 D5 DISTWIDE BR REPAIR 1150 9886 MP 2.698-2.698 (MI)	STATE FY12 BRIDGE DECK LIFE EXTENS 575 H517 MP 0.000-0.000 (BRh)	STATE FY13 D5 DISTWIDE BR REPAIR 1150 L660 MP 0.000-0.000 (PM)	STATE FY14 D5 BRIDGE DECK LIFE EXT 575 H518 MP 0.000-0.000 (BRh)	STATE FY15 D5 BRIDGE DECK LIFE EXT 575 H520 MP 0.000-0.000 (BRh)		STATE FY12 D5 DISTWIDE BR REPAIR 550 L128 MP 0.000-0.000 (BRh)		STATE FY14 D5 BRIDGE REPAIR 1150 H519 MP 0.000-0.000 (BRh)	STATE FY15 D5 BRIDGE REPAIR 1150 H521 MP 0.000-0.000 (BRh)
STATE FY11 D6 DISTWIDE BR PRESER 1069 M114 MP 0.000-0.000 (BRh)	STATE FY12 DISTRICT WIDE DECK R 1035 H629 MP 0.000-0.000 (BRh)	STATE FY13 D6 DISTWIDE BR PRESERV 892 L684 MP 0.000-0.000 (MI)	STATE FY14 D6 BRIDGE DECK LIFE EXT 575 H630 MP 0.000-0.000 (BRh)	STATE FY15 D6 BRIDGE DECK LIFE EXT 575 H632 MP 0.000-0.000 (BRh)		STATE FY12 D6 DISTWIDE BR PRESER 1156 L146 MP 0.000-0.000 (BRh)		STATE FY14 D6 BRIDGE REPAIR 1150 H631 MP 0.000-0.000 (BRh)	STATE FY15 D6 DISTRICT WIDE BRIDG 1150 H633 MP 0.000-0.000 (BRh)

Funding: 11544      Program: 6462      Funding: 8480      Program: 10769      Funding: 9544      Program: 8115      Funding: 10500      Program: 11095      Funding: 10500      Program: 11275      Funding: 10500

# Bridge Restoration

2010

2011	2012	2013	2014	2015	
	I 90 PINEHURST RD GS. EB 3871 8917 MP 45.532-45.532 (BRp)	I 90 PINEHURST RD GS. WB 3871 8916 MP 45.480-45.480 (BRp) SH 3 WILLOW CR & SWAN CR BRIDGE 680 L552 MP 103.244-104.217 (SSR)	SH 41 BURLINGTON NORTHERN RR BR 2300 H116 MP 0.135-0.165 (BRp) US 95 PLUMMER CR BR MP 394 300 H117 MP 394.440-394.440 (BRp) US 95 PLUMMER CR BR MP 395 300 H118 MP 395.050-395.050 (BRp)	SH 53 UPRR BRIDGE, NEAR US 95 2300 L990 MP 14.063-14.088 (BRp)	
US 95 LAPWAI CR BRS. NEZ PERCE 11245 9472 MP 286.120-288.500 (BRh)		US 12 CROOKED FORK RV BR IDAHO 2300 L559 MP 169.200-170.000 (BRp)	US 95 CLEARWATER RV BR SCOUR MI 1150 H222 MP 304.089-304.089 (BRh)		
SH 16 WILLOW CR BR ADA CO 2300 M030 MP 6.372-6.388 (BRp)	US 95 WEISER RV BR, S OF WEISER 6990 2843 MP 81.421-81.667 (BRp) SH 55 AC FOR 8670 N FK PAYETTE RV 5080 A301 MP 113.809-113.875 (BRp)	SH 55 N FK PAYETTE RV BR CASCAD 5080 8670 MP 113.809-113.875 (BRp) SH 78 NEW BRIDGE AT SCORPION CR 775 H346 MP 26.300-26.300 (BRp) I 84 GOWEN RR BR EBL BOISE 4600 M029 MP 54.805-54.857 (BRp)	I 84 GOWEN RR BR WBL BOISE 4400 H347 MP 54.806-54.806 (BRp)	US 20/26 BROADWAY BR BOISE 11040 L588 MP 49.943-49.943 (BRp)	
			I 84 AC FOR KN 11239 WBL SNAKE RV T 5450 A407 MP 215.940-215.944 (BRp) US 30 SNAKE RV GRIDLEY BR 1500 H422 MP 185.274-185.570 (MI)	I 84 WB SNAKE RV TWIN BRIDGES, 12150 L239 MP 215.940-215.944 (BRp)	
I 15B MCCAMMONIC BR BANNOCK C 5188 9883 MP 4.446-4.488 (BRp)			US 89 OVID CR EAST BR, BEAR LAKE CO 920 H522 MP 20.404-20.404 (BRp)		
	I 15 AC FOR 9558 PANCHERI DR UPASS 4175 A601 MP 118.034-118.034 (BRp)	I 15 PANCHERI DR UPASS NR IDAHO 3000 9558 MP 118.034-118.034 (BRp) US 93 SALMON RV BR CARMEN 1330 9571 MP 309.030-309.030 (BRh)	US 20B HENRY'S FORK SNAKE RV BR 5600 H634 MP 348.114-348.114 (BRp)		
STATE FY11 STATEWIDE BRIDGE LOAD 200 H901 MP 0.000-0.000 (Brl)	STATE FY12 STATEWIDE BRIDGE LOAD 200 H904 MP 0.000-0.000 (Brl)	STATE FY13 STATEWIDE UNDERWATER 50 H907 MP 0.000-0.000 (Brl)	STATE FY14 STATEWIDE UNDERWATER 50 H909 MP 0.000-0.000 (Brl)	STATE FY15 UNDERWATER BRIDGE INSP 50 H911 MP 0.000-0.000 (Brl)	STATE SETA
STATE FY11 STATEWIDE UNDERWATER 50 H902 MP 0.000-0.000 (Brl)	STATE FY12 STATEWIDE UNDERWATER 50 H905 MP 0.000-0.000 (Brl)	STATE FY13 STATEWIDE BRIDGE SCOUR 20 H908 MP 0.000-0.000 (Brl)	STATE FY14 STATEWIDE BRIDGE SCOUR 20 H910 MP 0.000-0.000 (Brl)		
STATE FY11 STATEWIDE BRIDGE SCOUR 20 H903 MP 0.000-0.000 (Brl)	STATE FY12 STATEWIDE BRIDGE SCOUR 20 H906 MP 0.000-0.000 (Brl)				

Funding: 27588      Program: 21333      Funding: 17844      Program: 21916      Funding: 24915      Program: 24167      Funding: 23324      Program: 23601      Funding: 22213      Program: 26851      Funding:



# Bridge Restoration (Additional Funds)

April 30, 2016

2011	2012	2013	2014	2015
		I 90B S FK CDA RV BR, MULLAN 1725 AF22 MP 0.234-0.234 (BRp)	I 90B S FK CDA RV BR, MULLAN 1725 AF23 MP 0.456-0.456 (BRp)	SH 5 RR BR, PLUMMER 7900 AF03 MP 0.423-0.423 (BRp)
				US 95 RACE CR BR, IDAHO CO 2300 AF25 MP 196.725-196.725 (BRp) SH 62 LITTLE CANYON CR BR, LEWIS CO 575 AF43 MP 12.118-12.118 (BRp)
	I 84 EBL SNAKE RV BR, KING HILL 2300 AF30 MP 127.964-127.964 (BRh) I 84 WBL SNAKE RV BR, KING HILL 2300 AF31 MP 127.965-127.965 (BRh)	I 84 UPRR E LATERAL CNL BR, NAMPA 5175 AF08 MP 35.222-35.222 (BRp)	I 84 NORTHSIDE BLVD OPASS IC #35, N 3450 AF11 MP 34.952-34.952 (BRp) US 95 CREEK BR, ADAMS CO 575 AF41 MP 121.685-121.685 (BRp) US 95 JCT US 20/26 UPRR OPASS, CAN 6325 AF44 MP 45.205-45.205 (BRp)	SH 167 SNAKE RV BR, NR GRANDVIEW 2300 AF35 MP 0.793-0.793 (BRh)
	US 93 PERRINE BR, NR TWIN FALLS 6300 AF01 MP 0.000-0.000 (BRh)	SH 81 SOUTHSIDE CNL BR, DECLO 575 AF16 MP 26.284-26.284 (BRp) SH 81 MARSH CR CNL BR, DECLO 345 AF17 MP 26.059-26.059 (BRp)		
		US 91 PINE LATERAL CNL BR, BANNOCK 805 AF18 MP 85.798-85.798 (BRp)	US 91 TYHEE WASTEWAY CNL BR, BANN 460 AF19 MP 83.366-83.366 (BRp) US 91 CORBETT SLOUGH CNL BR, BING 460 AF21 MP 103.363-103.363 (BRp)	SH 36 MINK CR BR, FRANKLIN CO 575 AF49 MP 8.550-8.550 (BRp)
	SH 22 JCT I 15 OPASS IC #167, DUBOIS 4600 AF07 MP 68.510-68.510 (BRp)	SH 75 SALMON RV BR, CUSTER CO 4025 AF32 MP 226.856-226.856 (BRp) SH 75 E FK SALMON RV BR, CUSTER C 2875 AF33 MP 226.970-226.970 (BRp)	SH 31 PINE CR BR, BONNEVILLE CO 2300 AF34 MP 5.136-5.136 (BRh) SH 31 WPINE CR BR, BONNEVILLE CO 575 AF38 MP 9.472-9.472 (BRp)	SH 33 HENRY'S FK SNAKE RV BR, MADI 2300 AF36 MP 73.436-73.436 (BRh)

Funding: 0      Program: 2820    Funding: 18095      Program: 18150    Funding: 17234      Program: 17225    Funding: 16413      Program: 15870    Funding: 15631      Program: 15950    Fund

# Expansion

2011	2012	2013	2014	2015	
US 95 SANDPOINT NORTH & SOUTH 18005 1729 MP 468.150-477.360 (R/R)					
		I 84 WYE IC STORM RETENTION POND, 805 H316 MP 49.608-49.954 (M)			
	SH 75 SHOSHONE NORTH 14184 7699 MP 74.100-81.000 (BRp) 10	SH 75 WARM SPRINGS REALIGNMEN 3630 6493 MP 205.500-208.000 (R/R)			
		I 86 CHUBBUCK BRIDGE IC #61 12299 M093 MP 61.022-61.500 (BRp)			
SH 33 DRIGGS MAIN ST IMPROVEME 4307 9559 MP 140.285-142.320 (R/R)					

Funding: 20258      Program: 23082    Funding: 0      Program: 14184    Funding: 12527      Program: 16734    Funding: 0      Program: 0    Funding: 0      Program: 0    Funding: 0

Moved To	District	KeyNo	Route	Location	Year
Advanced	6	08132	US 20	MENAN-LORENZO IC, JEFFERSON CO	2011

# Systems Support

August 13, 2011

2011	2012	2013	2014	2015	
STATE FY11 NATL FISHERIES ENV SVC 125 L164 MP 0.000-0.000 (ES)	STATE FY12 NATIONAL FISHERIES ENV 125 L168 MP 0.000-0.000 (ES)	STATE FY13 BIOLOGICAL & ENV SVCS 27 L699 MP 0.000-0.000 (ES)	STATE FY14 NATIONAL FISHERIES ENV 125 H912 MP 0.000-0.000 (ES)	STATE FY15 NATIONAL FISHERIES ENV 125 H923 MP 0.000-0.000 (ES)	
STATE FY11 CORPS OF ENGINEERS EN 155 L165 MP 0.000-0.000 (ES)	STATE FY12 CORPS OF ENGINEERS EN 155 L169 MP 0.000-0.000 (ES)	STATE FY13 ITD MEMBERSHIP DUES 15 L700 MP 0.000-0.000 (ES)	STATE FY14 CORPS OF ENGINEERS EN 155 H913 MP 0.000-0.000 (ES)	STATE FY15 CORPS OF ENGINEERS EN 155 H924 MP 0.000-0.000 (ES)	
STATE FY11 FISH & WILDLIFE ENV SVC 125 L166 MP 0.000-0.000 (ES)	STATE FY12 FISH & WILDLIFE ENV SVC 125 L170 MP 0.000-0.000 (ES)	STATE FY13 STRATEGIC HWY RESEARC 90 L701 MP 0.000-0.000 (ES)	STATE FY14 FISH & WILDLIFE ENV SVCS 125 H914 MP 0.000-0.000 (ES)	STATE FY15 FISH & WILDLIFE ENV SVCS 125 H925 MP 0.000-0.000 (ES)	
STATE FY11 BIOLOGICAL & ENV SVCS 27 L167 MP 0.000-0.000 (ES)	STATE FY12 BIOLOGICAL & ENV SVCS 27 L171 MP 0.000-0.000 (ES)	STATE FY13 ITD CONTINUING CONSTR 293 L702 MP 0.000-0.000 (MI)	STATE FY14 BIOLOGICAL & ENV SVCS 27 H915 MP 0.000-0.000 (ES)	STATE FY15 BIOLOGICAL & ENV SVCS 27 H926 MP 0.000-0.000 (ES)	
STATE FY11 ITD MEMBERSHIP DUES TO 15 L172 MP 0.000-0.000 (ES)	STATE FY12 ITD MEMBERSHIP DUES TO 15 L173 MP 0.000-0.000 (ES)	STATE FY13 SHS BRIDGE INSPECTION 743 L703 MP 0.000-0.000 (Brl)	STATE FY14 ITD MEMBERSHIP DUES TO 15 H916 MP 0.000-0.000 (ES)	STATE FY15 ITD MEMBERSHIP DUES TO 15 H927 MP 0.000-0.000 (ES)	
STATE FY11 STRATEGIC HWY RESEARC 90 L175 MP 0.000-0.000 (ES)	STATE FY12 STRATEGIC HWY RESEARC 90 L176 MP 0.000-0.000 (ES)	STATE FY13 SHORT SPAN SAFETY INSP 95 L704 MP 0.000-0.000 (Brl)	STATE FY14 STRATEGIC HWY RESEARC 90 H917 MP 0.000-0.000 (ES)	STATE FY15 STRATEGIC HWY RESEARC 90 H928 MP 0.000-0.000 (ES)	
STATE FY11 ITD CONTINUING CONST E 293 L177 MP 0.000-0.000 (ES)	STATE FY12 ITD CONTINUING CONST E 293 L178 MP 0.000-0.000 (ES)	STATE FY13 STATE FUEL TAX EVASION 100 L705 MP 0.000-0.000 (ES)	STATE FY14 ITD CONTINUING CONST E 293 H918 MP 0.000-0.000 (MI)	STATE FY15 ITD CONTINUING CONSTRU 293 H929 MP 0.000-0.000 (MI)	
STATE FY11 SHS BRIDGE INSPECTION 743 L179 MP 0.000-0.000 (Brl)	STATE FY12 SHS BRIDGE INSPECTION 743 L180 MP 0.000-0.000 (Brl)	STATE FY13 NATIONAL FISHERIES ENV 125 L716 MP 0.000-0.000 (ES)	STATE FY14 SHS BRIDGE INSPECTION 743 H919 MP 0.000-0.000 (Brl)	STATE FY15 SHS BRIDGE INSPECTION 743 H930 MP 0.000-0.000 (Brl)	
STATE FY11 SHORT SPAN SAFETY INSP 95 L181 MP 0.000-0.000 (Brl)	STATE FY12 SHORT SPAN SAFETY INSP 95 L182 MP 0.000-0.000 (Brl)	STATE FY13 CORPS OF ENGINEERS EN 155 L717 MP 0.000-0.000 (ES)	STATE FY14 SHORT SPAN SAFETY INSPE 95 H920 MP 0.000-0.000 (Brl)	STATE FY15 SHORT SPAN SAFETY INSPE 95 H931 MP 0.000-0.000 (Brl)	
STATE FY11 STATE FUEL TAX EVASION 100 L183 MP 0.000-0.000 (ES)	STATE FY12 STATE FUEL TAX EVASION 100 L184 MP 0.000-0.000 (ES)	STATE FY13 FISH & WILDLIFE ENV SVC 125 L718 MP 0.000-0.000 (ES)	STATE FY14 STATE FUEL TAX EVASION 100 H921 MP 0.000-0.000 (ES)	STATE FY15 STATE FUEL TAX EVASION 100 H932 MP 0.000-0.000 (ES)	
STATE FY11 TRAC TRAINING 15 M129 MP 0.000-0.000 (MI)	STATE FY12 TRAC TRAINING 15 M130 MP 0.000-0.000 (MI)	STATE FY13 TRAC TRAINING 15 M131 MP 0.000-0.000 (MI)	STATE FY14 TRAC TRAINING 15 H922 MP 0.000-0.000 (MI)	STATE FY15 TRAC TRAINING 15 H933 MP 0.000-0.000 (MI)	
STATE EEO DISPARITY STUDY 400 M134 MP 0.000-0.000 (ES)					

Funding: 1500      Program: 2183      Funding: 1500      Program: 1783      Funding: 1500      Program: 1783      Funding: 1500      Program: 1783      Funding: 1500      Program: 1783      Funding: 1500

# Rest Area

2011	2012	2013	2014	2015	
	US 95 MINERAL MTN RA SEWER UPGR 229 M000 MP 370.520-370.520 (RAI)				
		I 84 COTTERELL RA RECONSTRUCTI 4899 9627 MP 228.900-228.900 (RAI)			
I 15 DUBOIS RA RECONSTRUCTION 4526 9595 MP 167.000-167.000 (RA)					
STATE FY11 PUBLIC/PRIVATE PARTNER 50 L219 MP 0.000-0.000 (SI)	STATE FY12 PUBLIC/PRIVATE PARTNER 50 L220 MP 0.000-0.000 (SI)	STATE FY13 PUBLIC/PRIVATE PARTNER 50 M126 MP 0.000-0.000 (SI)			STATE SETA

Funding: 5032      Program: 4781    Funding: 280      Program: 279    Funding: 5188      Program: 5170    Funding: 0      Program: 0    Funding: 0      Program: 0    Funding: 0



# Safety - Statewide

2011		2012		2013		2014		2015					
STATE FY11 D1 SIGN UPGRADES K658 MP 0.000-0.000 (SI)	440 LOCAL FY11 SANDPOINT SPRUCE ST S L999 MP 0.000-0.000 (SI)	STATE FY12 D1 DISTWIDE BROOMING L021 MP 0.000-0.000 (M)	420	STATE FY12 D1 DURABLE PAVEMENT L024 MP 0.000-0.000 (PVM)	300	STATE FY13 D1 GUARDRAIL UPGRADE M101 MP 0.000-0.000 (SI)	550	OFFSYS LAKE PEND OREILLE SCHOOL P H130 MP 0.000-0.000 (SI)	91	SH 5 4TH ST TO JCT SH 3 ST MARIES H102 MP 19.000-19.140 (SI)	936	190 PL EASANTVIEW & SPOKANE ST SIG H105 MP 2.080-4.630 (SI)	860
STATE FY11 D1 DISTWIDE BROOMING L026 MP 0.000-0.000 (M)	420 LOCAL FY11 ODA ELEM MIDDLE SCHOO M021 MP 0.000-0.000 (SI)	OFFSYS SH13 TO BINK SIDEWALK K00 H228 MP 0.000-0.000 (SI)	94	OFFSYS URMETOWN CORNERS ONLY SR22 C H229 MP 0.000-0.000 (SI)	41	OFFSYS WASHINGTON ELEM SIDEWALK M129 MP 0.000-0.000 (SI)	17	STATE FY13 D1 SIGN UPGRADES L550 MP 0.000-0.000 (SI)	936	SH 41 JCT SH 53 TO JCT US 2 H103 MP 7.900-38.058 (SI)	880		
LOCAL FY11 PRIEST RV 4TH ST BIKE/P L398 MP 0.000-0.000 (BT)	105 LOCAL FY11 RATHDRUM LAKE LAND SCH M024 MP 0.000-0.000 (SI)	OFFSYS SH13 TO BINK SIDEWALK K00 H228 MP 0.000-0.000 (SI)	94	OFFSYS URMETOWN CORNERS ONLY SR22 C H229 MP 0.000-0.000 (SI)	41	OFFSYS O ST SIDEWALK MOSCOW SR M228 MP 0.000-0.000 (SI)	100	US 56 JCT GREEN CR RD & US 95 B1 L034 MP 256.300-256.800 (SI)	328	STATE FY14 D2 ROADSIDE HAZARD MIT H213 MP 0.000-0.000 (SI)	619	STATE FY15 D2 ROADSIDE HAZARD MIT H212 MP 0.000-0.000 (M)	500
STATE FY11 D2 SIGN UPGRADES L041 MP 0.000-0.000 (SI)	180 LOCAL FY11 MOSCOW SCHOOL DISTRICT M022 MP 0.000-0.000 (SI)	OFFSYS MOSCOW SR25 COORDINATOR H227 MP 0.000-0.000 (SI)	28	US 95 JENTGES RD TURNBAY, IDAH H227 MP 257.926-258.481 (SI)	1800								
STATE FY11 D2 STWO DURABLE PAVE L042 MP 0.000-0.000 (PVM)	542 LOCAL FY11 POTLATCH SCHOOLS, SR25 M023 MP 0.000-0.000 (SI)												
184 FY11 D3 PAVEMENT STRIPING L041 MP 121.094-275.650 (PVM)	274 LOCAL FY11 NAMPA SCHOOLS, SR25 M057 MP 0.000-0.000 (SI)	OFFSYS TREASURE VALLEY YMCA, BOI H028 MP 0.000-0.000 (SI)	50	OFFSYS AVE C SIDEWALK WILDER SR2 H028 MP 0.000-0.000 (SI)	102	STATE FY13 D3 SIGNAL EQUIPMENT UP H032 MP 0.000-0.000 (SI)	105	STATE FY13 D3 SIGN UPGRADES L570 MP 0.000-0.000 (SI)	1170	184 FY14 D3 PAVEMENT STRIPING H002 MP 0.000-121.100 (PVM)	270	184 FY15 D3 PAVEMENT STRIPING H003 MP 0.000-121.100 (PVM)	270
STATE FY11 D3 TRAFFIC SIGNAL CONTR L058 MP 0.000-0.000 (TIS)	87 LOCAL FY11 BOISE SCHOOLS SR25 CO M058 MP 0.000-0.000 (SI)	OFFSYS SH 44 SIDEWALK MIDDLETON H053 MP 0.000-0.000 (SI)	103	STATE FY12 D3 TRAFFIC SIGNAL CONTR L059 MP 0.000-0.000 (TIS)	72	SH 55 DYNAMIC MESSAGE SIGN, McCAL H315 MP 143.000-143.000 (SI)	115	STC-7007 N RAIL LENTYNE LN & STATE S L578 MP 99.877-99.877 (SI)	300	STATE FY14 D3 SIGN UPGRADES H006 MP 0.000-0.000 (SI)	230	STATE FY15 D3 SIGN UPGRADES H007 MP 0.000-0.000 (SI)	230
LOCAL FY11 BOISE ROOSEVELT ST SID M055 MP 0.000-0.000 (SI)	68	OFFSYS LIGHT BIRCH ELEM & NAMPA C H054 MP 0.000-0.000 (SI)	123	184 FY12 D3 PAVEMENT STRIPING M025 MP 0.000-121.100 (PVM)	274	STATE FY13 D3 INTERSECTION IMPROV H317 MP 0.000-0.000 (SI)	505	184 FY13 D3 PAVEMENT STRIPING M026 MP 0.000-121.100 (PVM)	274	SH 55 INT KARCHER & MIDDLETON R L053 MP 15.628-15.628 (M)	2875	SH 55 INT KARCHER RD & LAKE AVE, C H051 MP 13.629-13.629 (M)	3680
184 FY11 D4 PAVEMENT STRIPING L080 MP 121.094-275.650 (PVM)	440 LOCAL FY11 HAILEY WOODSIDE BLVD SI M087 MP 0.000-0.000 (SI)	OFFSYS SH 75 RFRB, BELLEVUE/MRTA S H427 MP 0.000-0.000 (SI)	39	STATE FY12 D4 SIGN UPGRADES L080 MP 0.000-0.000 (SI)	154	OFFSYS 1ST AVE LIGHTING KEYCHUM H429 MP 0.000-0.000 (SI)	63	STATE FY13 D4 DURABLE PAVEMENT L618 MP 0.000-0.000 (PVM)	170	184 FY14 D4 PAVEMENT STRIPING H411 MP 121.094-275.650 (PVM)	407	184 FY15 D4 PAVEMENT STRIPING H412 MP 121.094-275.650 (PVM)	418
STATE FY11 D4 DURABLE PAVEMENT L081 MP 0.000-0.000 (PVM)	154 SH 25 "X" CANAL DRAIN, JEROME CO M265 MP 18.330-18.350 (SI)	OFFSYS BLAINE COARTRA SR25 COORDI H428 MP 0.000-0.000 (SI)	25	184 FY12 D4 PAVEMENT STRIPING M082 MP 121.094-275.650 (PVM)	374	OFFSYS ELM ST SIDEWALK & SH-75 RFRB H430 MP 0.000-0.000 (SI)	66	STATE FY13 D4 SIGN UPGRADES L619 MP 0.000-0.000 (SI)	154	US 26 JCT SH 46 TRAFFIC SIGNAL, GOO H413 MP 150.110-150.110 (TIS)	352	SH 50 INT 3900 E RD TWIN FALLS CO H416 MP 3.372-3.392 (M)	430
STATE FY11 D4 SIGN UPGRADES L086 MP 0.000-0.000 (SI)	127	STATE FY12 D4 DURABLE PAVEMENT L088 MP 0.000-0.000 (PVM)	170			STATE FY13 D4 DISTWIDE GUARD RAI L617 MP 0.000-0.000 (MGR)	578	184 FY13 D4 PAVEMENT STRIPING M083 MP 121.094-275.650 (PVM)	385	US 30 200 S RD LEFT TURN LN, JEROME H414 MP 56.507-56.730 (ALS)	180	STATE FY15 D4 GUARDRAIL H417 MP 0.000-0.000 (MGR)	275
STATE FY11 D5 PAVEMENT STRIPING K552 MP 0.000-0.000 (PVM)	456 STATE FY11 D6 NON-HHS GUARDRAIL M103 MP 0.000-0.000 (MGR)	400 STATE FY12 D5 PAVEMENT STRIPING H532 MP 0.000-0.000 (PVM)	1063	STATE FY12 D5 SIGN UPGRADES L137 MP 0.000-0.000 (SI)	1063	STATE FY13 D5 PAVEMENT STRIPING H533 MP 0.000-0.000 (PVM)	400	OFFSYS FALLS & LINCOLN SIDEWALKS, H534 MP 0.000-0.000 (SI)	100	US 91 YELLOWSTONE AVE & PEARL ST, H513 MP 78.424-78.424 (TIS)	450	158 S BROADWAY ST & WALKER ST, H526 MP 2.940-2.940 (TIS)	1000
		US 91 INT TYHEE RD, BANNOCK CO L127 MP 82.571-82.571 (M)	3100							115 B INT 5TH AVE & CARTER SIGNAL, P H514 MP 2.200-2.200 (TIS)	450	STATE FY15 D5 PAVEMENT STRIPING H535 MP 0.000-0.000 (PVM)	400
115 FY11 D6 PAVEMENT STRIPING K565 MP 111.544-198.000 (PVM)	220 STATE FY11 D6 INTERSECTION IMPROV M116 MP 0.000-0.000 (M)	US 30 COMMERCIAL WEIGHT SAFETY C H811 MP 360.000-360.000 (SI)	420	US 20 FY12 D6 SIGN UPGRADES, PHS L144 MP 307.596-303.370 (SI)	120	STATE FY13 D6 STWO DURABLE PAVE L678 MP 0.000-0.000 (PVM)	170	STATE FY13 D6 INTERSECTION IMPROV M118 MP 0.000-0.000 (M)	666	SH 33 VICTOR MAIN ST IMPROVEME H660 MP 146.650-150.700 (TIS)	1330	115 FY15 D6 FENCE REPLACEMENT H602 MP 111.850-196.690 (M)	310
STATE FY11 D6 SIGN UPGRADES L153 MP 0.000-0.000 (SI)	130 LOCAL FY11 BONNEVILLE JOINT SCHOO M123 MP 0.000-0.000 (SI)	OFFSYS SH ST SIDEWALK, DRIGGS SR H841 MP 0.000-0.000 (SI)	105	STATE FY12 D6 STWO DURABLE PAVE L154 MP 0.000-0.000 (PVM)	170	STATE FY13 D6 SIGN UPGRADES L679 MP 0.000-0.000 (SI)	120	115 FY13 D6 PAVEMENT STRIPING M120 MP 111.844-198.000 (PVM)	230	115 FY14 D6 FENCE REPLACEMENT H601 MP 111.850-196.690 (M)	160	STATE FY15 D6 GUARDRAIL UPGRADES H604 MP 0.000-0.000 (MGR)	410
LOCAL FY11 BRIE MIDDLE SCHOOL BIK M108 MP 0.000-0.000 (BT)	103	OFFSYS MFMAN SCHOOL PATH SR25 H842 MP 0.000-0.000 (SI)	9	STATE FY12 D6 INTERSECTION IMPROV M117 MP 0.000-0.000 (M)	666			STATE FY14 D6 GUARDRAIL UPGRADES H603 MP 0.000-0.000 (MGR)	110	STATE FY15 D6 INTERSECTION IMPROV H610 MP 0.000-0.000 (M)	780	STATE FY15 D6 INTERSECTION IMPROV H610 MP 0.000-0.000 (M)	780
		OFFSYS BAMPO SR25 COORDINATOR H843 MP 0.000-0.000 (SI)	40	115 FY12 D6 PAVEMENT STRIPING M119 MP 111.844-198.000 (PVM)	230			STATE FY14 D6 SIGN UPGRADES H612 MP 0.000-0.000 (SI)	130	STATE FY15 D6 SIGN UPGRADES H613 MP 0.000-0.000 (SI)	310	STATE FY15 D6 SIGN UPGRADES H613 MP 0.000-0.000 (SI)	310
STATE FY11 REGIONAL ITS ARCHITECTU K649 MP 0.000-0.000 (TIS)	0 STATE FY11 ITS CONTROL SOFTWARE D K654 MP 0.000-0.000 (SI)	STATE FY12 BEHAVIORAL SAFETY H948 MP 0.000-0.000 (SI)	1000	STATE FY12 ITS MAINTENANCE L209 MP 0.000-0.000 (TIS)	165	STATE FY13 BEHAVIORAL SAFETY H950 MP 0.000-0.000 (SI)	1000	STATE FY13 ITS REGIONAL OPERATION L696 MP 0.000-0.000 (SI)	52	STATE FY14 BEHAVIORAL SAFETY H951 MP 0.000-0.000 (SI)	1000	STATE FY15 BEHAVIORAL SAFETY H952 MP 0.000-0.000 (SI)	1000
STATE FY11 CCTV STATEWIDE K650 MP 0.000-0.000 (TIS)	434 STATE FY11 D1 A DS HWY ADVISORY R K655 MP 0.000-0.000 (TIS)	OFFSYS FY12 SR25 CONSULTANTS H955 MP 0.000-0.000 (SI)	180	STATE FY12 HIGHWAY ADVISORY RADI L210 MP 0.000-0.000 (SI)	272	STATE FY13 DYNAMIC MESSAGE SIGN L692 MP 0.000-0.000 (SI)	525	STATE FY13 ITS MAINTENANCE L697 MP 0.000-0.000 (TIS)	164	STATE FY14 TRAVELER INFORMATION H954 MP 0.000-0.000 (SI)	425	STATE FY15 TRAVELER INFORMATION H954 MP 0.000-0.000 (SI)	425
STATE FY11 DYNAMIC MESSAGE SIGN K651 MP 0.000-0.000 (SI)	472 STATE FY11 TRAVELER INFORMATION K656 MP 0.000-0.000 (SI)	STATE FY12 REGIONAL ITS ARCHITECTU L205 MP 0.000-0.000 (TIS)	0	STATE FY12 TRAVELER INFORMATION L211 MP 0.000-0.000 (SI)	425	STATE FY13 HIGHWAY ADVISORY RADI L693 MP 0.000-0.000 (SI)	158	STATE FY13 TRAVELER INFORMATION L698 MP 0.000-0.000 (SI)	425	LOCAL FY14 HIGH RISK RURAL ROADS SRR1 MP 0.000-0.000 (SI)	700	LOCAL FY15 HIGH RISK RURAL ROADS SRR2 MP 0.000-0.000 (SI)	700
STATE FY11 ITS REGIONAL OPERATIONS K652 MP 0.000-0.000 (SI)	0 STATE FY11 BEHAVIORAL SAFETY K680 MP 0.000-0.000 (SI)	STATE FY12 CCTV STATEWIDE L206 MP 0.000-0.000 (TIS)	415	STATE FY12 SR25 COORDINATOR L213 MP 0.000-0.000 (SI)	32	STATE FY13 CCTV STATEWIDE L694 MP 0.000-0.000 (TIS)	315	STATE FY13 SR25 COORDINATOR M135 MP 0.000-0.000 (SI)	32				
STATE FY11 ITS MAINTENANCE K653 MP 0.000-0.000 (TIS)	173 STATE FY11 SR25 COORDINATOR L188 MP 0.000-0.000 (SI)	STATE FY12 DYNAMIC MESSAGE SIGN L207 MP 0.000-0.000 (SI)	452	STATE FY12 ITS CONTROL SOFTWARE D L215 MP 0.000-0.000 (SI)	0	STATE FY13 IDAHO TRAFFIC MANAGE L695 MP 0.000-0.000 (SI)	131						
		STATE FY12 ITS REGIONAL OPERATIO L208 MP 0.000-0.000 (SI)	186										

Funding: 12208      Program: 10047      Funding: 10899      Program: 15156      Funding: 10351      Program: 14171      Funding: 9858      Program: 13826      Funding: 9389      Program: 13498

Moved To	Distric	KeyNo	Route	Location	Year
Removed	6	11152	STATE	FY11 D6 DURABLE PAVEMENT MARKINGS	2011

Safety - SAFETEA-LU Rail

	2011	2012	2013	2014	2015
1	STC-5780 DUFORT RD RRX BONNER C 360 L556 MP 2.150-2.150 (RRG)	LOCAL LANCASTER RD RRX #662628V, H 400 H125 MP 0.000-0.000 (RRG)	LOCAL MEYER RD RRX #662626V, KOOT 400 H126 MP 104.153-104.153 (RRG)		
2					
3	SMA-8523 CHERRY LN RRX NAMPA 370 L591 MP 1.960-1.960 (RRG)	STP-7713 FARMWAY RD RRX #818853Y, 235 H319 MP 2.500-2.500 (SI)		OFFSYS AIRPORT RD RRXING, NR WEIS 310 9632 MP 0.000-0.000 (RRG) 10	
4	LOCAL OLD HWY 30 RRXING, NR MT HO 347 L592 MP 0.000-0.000 (RRG)	LOCAL S ORCHARD RD, RRX #819324U, 250 H320 MP 22.114-22.114 (SI)			
5	LOCAL 1800 EAST RD UP RRXING #81293 220 H409 MP 106.231-106.231 (RRG)		IUS 26 S RAIL ST EAST RRX #812913K, S 560 H410 MP 73.636-73.648 (SI)		
6		OFFSYS AGENCY RD, FORT HALL INDIA 300 5979 MP 0.000-0.000 (RRG) STATE UPGRADE RRX #813178V, BLACK 435 H527 MP 3.408-3.408 (RRG)	LOCAL E DINGLE RD RRX #807242D, BEA 250 H528 MP 0.000-0.000 (RRG)		
5	LOCAL SHOUP AVE RRXING, IDAHO FAL 360 L690 MP 0.000-0.000 (RRG)		LOCAL CLIFF ST RRX #811662P, IDAHO F 205 H637 MP 0.000-0.000 (RRG)		
	STATE FY11 OPERATION LIFESAVER 43 L691 MP 0.000-0.000 (SI)	LOCAL FY12 OPERATION LIFESAVER 43 M127 MP 0.000-0.000 (SI)	STATE FY13 OPERATION LIFESAVER 43 H945 MP 0.000-0.000 (SI)		

Funding: 1877      Program: 1830    Funding: 1788      Program: 1797    Funding: 1702      Program: 1527    Funding: 1621      Program: 1931    Funding: 1544      Program: 1544

# Safety - State Rail

2011	2012	2013	2014	2015	
SH 19 RRX #819698A, EAST OF GREENL 160 H321 MP 14.236-14.236 (SI)					
LOCAL PINTO RD RRX #819706P, W OF C 53 H322 MP 100.000-100.000 (SI)					
	STATE FY12 D6 RAIL CROSSING MAINTENANCE 220 H605 MP 0.000-0.000 (Inl)	STATE FY13 D6 RAIL CROSSING MAINTENANCE 220 H606 MP 0.000-0.000 (Inl)			
STATE FY11 RRX PUBLIC EDUCATION 25 H946 MP 0.000-0.000 (SI)	STATE FY12 RRX PUBLIC EDUCATION 25 H947 MP 0.000-0.000 (SI)	STATE FY13 RRX PUBLIC EDUCATION 25 H948 MP 0.000-0.000 (SI)			STATE SSPO

Funding: 250      Program: 268    Funding: 250      Program: 245    Funding: 250      Program: 245    Funding: 250      Program: 250    Funding: 250      Program: 250    Funding: 250

# Systems Planning

	2011	2012	2013	2014	2015
1		SH 53 JCT SH 41 to US 95 TRANSPORTATI H108 MP 8.200-14.240 (MI) 0 US 95 D1 CORRIDOR PLAN L223 MP 371.605-538.562 (ES) <i>pre</i> 0			
2	STATE FY11 D2 CORRIDOR PLAN SUMMA K519 MP 0.000-0.000 (ES) 0				
3					
4	STATE FY11 D4 CORRIDOR HEALTH TOOL K565 MP 0.000-0.000 (ES) 0				
5	STATE FY11 D5 PLANNING SUPPORT K586 MP 0.000-0.000 (ES) 0	STATE FY12 D5 PLANNING SUPPORT L243 MP 0.000-0.000 (ES) 0			
6					
S					

Funding: 0

Program: 322 Funding: 0

Program: 766 Funding: 0

Program: 0 Funding: 0

Program: 0 Funding: 0

Program: 0

Other Formula

2011	2012	2013	2014	2015
1 LOCAL FY11 KMPD METRO PLANNING 203 L189 MP 0.000-0.000 (ES)	LOCAL FY12 KMPD METRO PLANNING 203 L197 MP 0.000-0.000 (ES)	LOCAL FY13 KMPD METRO PLANNING 203 L555 MP 0.000-0.000 (ES)	LOCAL FY14 KMPD METRO PLANNING 203 H119 MP 0.000-0.000 (ES)	LOCAL FY15 KMPD METRO PLANNING 203 H120 MP 0.000-0.000 (ES)
2 LOCAL FY11 LCVMPD METRO PLANNING 84 L190 MP 0.000-0.000 (ES)	LOCAL FY12 LCVMPD METRO PLANNING 84 L198 MP 0.000-0.000 (ES)	LOCAL FY13 LCVMPD METRO PLANNING 84 L563 MP 0.000-0.000 (ES)	STATE FY14 LCVMPD METRO PLANNING 84 H223 MP 0.000-0.000 (ES)	STATE FY15 LCVMPD METRO PLANNING 84 H224 MP 0.000-0.000 (ES)
3 LOCAL FY11 COMPASS METRO PLANN 1001 L191 MP 0.000-0.000 (ES)	LOCAL FY12 COMPASS METRO PLANN 1001 L199 MP 0.000-0.000 (ES)	LOCAL FY13 COMPASS METRO PLANN 1001 L590 MP 0.000-0.000 (ES)	LOCAL FY14 COMPASS METRO PLANNI 1001 H348 MP 0.000-0.000 (ES)	STATE FY15 COMPASS METRO PLANNI 1001 H349 MP 0.000-0.000 (ES)
4				
5 LOCAL FY11 BTPO METRO PLANNING 170 L192 MP 0.000-0.000 (ES)	LOCAL FY12 BTPO METRO PLANNING 170 L200 MP 0.000-0.000 (ES)	LOCAL FY13 BTPO METRO PLANNING 170 L661 MP 0.000-0.000 (ES)	STATE FY14 BTPO METRO PLANNING 170 H523 MP 0.000-0.000 (ES)	STATE FY15 BTPO METRO PLANNING 170 H524 MP 0.000-0.000 (ES)
6 LOCAL FY11 BMPO METRO PLANNING 182 L193 MP 0.000-0.000 (ES)	LOCAL FY12 BMPO METRO PLANNING 182 L201 MP 0.000-0.000 (ES)	LOCAL FY13 BMPO METRO PLANNING 182 L685 MP 0.000-0.000 (ES)	STATE FY14 BMPO METRO PLANNING 182 H635 MP 0.000-0.000 (ES)	STATE FY15 BMPO METRO PLANNING 182 H636 MP 0.000-0.000 (ES)
STATE FY11 STATEWIDE PLANNING 4375 L194 MP 0.000-0.000 (ES)	STATE FY12 STATEWIDE PLANNING 4375 L202 MP 0.000-0.000 (ES)	STATE FY13 STATEWIDE PLANNING 4375 L712 MP 0.000-0.000 (ES)	STATE FY14 STATEWIDE PLANNING 4375 H934 MP 0.000-0.000 (ES)	STATE FY15 STATEWIDE PLANNING 4375 H937 MP 0.000-0.000 (ES)
S STATE FY11 STATEWIDE RESEARCH 1458 L195 MP 0.000-0.000 (ES)	STATE FY12 STATEWIDE RESEARCH 1458 L203 MP 0.000-0.000 (ES)	STATE FY13 STATEWIDE RESEARCH 1458 L713 MP 0.000-0.000 (ES)	STATE FY14 STATEWIDE PLANNING 1458 H935 MP 0.000-0.000 (ES)	STATE FY15 STATEWIDE RESEARCH 1458 H938 MP 0.000-0.000 (ES)
STATE FY11 RECREATIONAL TRAILS 1843 L196 MP 0.000-0.000 (MI)	LOCAL FY12 RECREATIONAL TRAILS 1843 L204 MP 0.000-0.000 (MI)	STATE FY13 RECREATIONAL TRAILS 1843 L714 MP 0.000-0.000 (BTr)	STATE FY14 RECREATIONAL TRAILS 1843 H936 MP 0.000-0.000 (BTr)	STATE FY15 RECREATIONAL TRAILS 1843 H939 MP 0.000-0.000 (BTr)

Funding: 9316      Program: 9316      Funding: 9316      Program: 9316      Funding: 9316      Program: 9316      Funding: 9316      Program: 9316      Funding: 9316      Program: 9316

STP - Local Urban

2011	2012	2013	2014	2015
LOCAL RAMSEY RD: WYOMING AVE TO LA 0 H123 MP 17.000-17.986 (MI) SMA-7155 GOVT WAY: DALTON TO HA 3473 L526 MP 13.298-13.830 (PrE)				SMA-7895 SCHWEITZER BASIN CUTOFF 156 9171 MP 100.179-100.354 (Res) LOCAL N GOVERNMENT WAY; HANLEY AV H121 MP 13.784-14.792 (MI)
		SMA-7014 AC FOR 9029 INT SNAKE RV 206 A202 MP 2.179-2.429 (Inl)	SMA-7014 INT SNAKE RV AVE/SOUTH/W 206 2004 MP 2.179-2.429 (Inl)	
	STC-7859 INT STAR & E FRANKLIN RDS 1488 8969 MP 4.525-4.525 (Inl) LOCAL FY12 COMMUTERIDE, CANYON C 55 L234 MP 0.000-0.000 (PrE)	LOCAL FY13 COMMUTERIDE, CANYON C 55 L235 MP 0.000-0.000 (MI)	LOCAL FY14 COMMUTERIDE, CANYON C 55 L234 MP 0.000-0.000 (PrE) SMA-7522 21ST STREET RECONSTRUC 1918 9854 MP 0.485-2.360 (R/R)	LOCAL FY15 ACHD RIDESHARE, CANYON C 55 H343 MP 0.000-0.000 (SI)
SMA-7072 WASHINGTON ST, TWIN FALL 2152 8469 MP 0.593-1.698 (R/R)		SMA-7842 A ST: 9TH ST TO 100 N, RUPE 3032 8700 MP 8.050-8.920 (R/R)	SMA-7522 21ST STREET RECONSTRUC 1918 9854 MP 0.485-2.360 (R/R)	
SMA-7561 E AIRPORT RD: N AIRPORT T 1229 8145 MP 0.879-1.738 (R/R)	LOCAL BTPO MODELING 350 H525 MP 0.000-0.000 (MI)			
	115 AC FOR 9558 PANCHERI DR UPA 3638 A603 MP 118.034-118.034 (BRp)	115 PANCHERI DR UPASS, NR IDAHO 2894 9558 MP 118.034-118.034 (BRp)		
LOCAL FY13 CONTRACT INCREASE SET-ASID 80 CL13 MP 0.000-0.000 (MI)	LOCAL FY13 CONTRACT INCREASE SET-ASID 80 CL13 MP 0.000-0.000 (MI)	LOCAL FY13 CONTRACT INCREASE SET-ASID 80 CL13 MP 0.000-0.000 (MI)	LOCAL FY14 CONTRACT INCREASE SET-ASID 80 CL14 MP 0.000-0.000 (MI)	LOCAL FY15 CONTRACT INCREASE SET-ASID 80 CL15 MP 0.000-0.000 (MI)
LOCAL FY13 STATEWIDE RIDESHARE 80 H941 MP 0.000-0.000 (PrE)	LOCAL FY13 STATEWIDE RIDESHARE 80 H941 MP 0.000-0.000 (PrE)	LOCAL FY13 STATEWIDE RIDESHARE 80 H941 MP 0.000-0.000 (PrE)	LOCAL FY14 STATEWIDE RIDESHARE 80 H941 MP 0.000-0.000 (PrE)	LOCAL FY15 STATEWIDE RIDESHARE 80 H942 MP 0.000-0.000 (PrE)

Funding: 11071      Program: 11963      Funding: 7574      Program: 6579      Funding: 7214      Program: 7382      Funding: 6870      Program: 6734      Funding: 6543      Program: 3924

Moved To	District	KeyNo	Route	Location	Year
Advanced	2	12018	LOCAL	MOSCOW TRANSPORTATION PLAN	2011

STP - Transportation Management Area

2011	2012	2013	2014	2015
LOCAL HOUSEHOLD TRAVEL SURVEY, 150 9827 MP 0.000-0.000 (ES)	LOCAL HH TRAVEL SURVEY, PH 2 450 9828 MP 0.000-0.000 (ES)	SMA-9463 AC FOR L582 FIVE MILE RD; 5952 A303 MP 15.059-16.091 (MjW)	LOCAL THREE CITIES RV CROSSING COR 0 9189 MP 0.000-0.000 (RWA)	LOCAL FY15 ACHD OVERLAYS 125 H331 MP 0.000-0.000 (Res)
STP-7403 AC FOR M062 FRANKLIN RD; 5933 A302 MP 3.519-9.259 (MjW)	STP-7220 STATE STREET ITS. GLENWO 800 H334 MP 21.814-25.921 (T/S) 15	LOCAL FY13 D3 OVERLAY ARTERIALS & 500 L581 MP 0.000-0.000 (Res)	STP-7403 INT FRANKLIN RD & BLACK C 2200 H335 MP 3.328-3.328 (R/R)	SMA-9773 INT N LINDER RD & SH 44/ST 3500 H333 MP 2.170-2.170 (RWA)
LOCAL FY11 ACHD OVERLAYS 500 K559 MP 0.000-0.000 (Res)	LOCAL FY12/13 COMPASS OPERATIONS 612 H339 MP 0.000-0.000 (ES)		LOCAL FY14 COMPASS OPERATIONS 306 H340 MP 0.000-0.000 (ES)	LOCAL FY15 ACHD RIDESHARE, ADA CO 220 H338 MP 0.000-0.000 (SI)
	LOCAL FY12 ACHD OVERLAYS 1025 L065 MP 0.000-0.000 (Res)		SMA-9463 FIVE MILE RD; FRANKLIN TO 1280 L582 MP 15.059-16.091 (MjW)	LOCAL FY15 COMPASS OPERATIONS 300 H341 MP 0.000-0.000 (ES)
	LOCAL FY12 COMMUTERIDE, ADA CO 220 L066 MP 0.000-0.000 (PrE)		LOCAL FY14 ACHD OVERLAY ARTERIAL 933 M050 MP 0.000-0.000 (PRh)	
	LOCAL FY13 D3 RIDESHARE PROGRAM, 220 L580 MP 0.000-0.000 (SI)		LOCAL FY14 D3 RIDESHARE PROGRAM 220 M059 MP 0.000-0.000 (PrE)	
	LOCAL VRT INTERCOUNTY BUS SERVIC 375 L583 MP 0.000-0.000 (SI)		LOCAL ONBOARD TRANSIT PLANNING S 50 M060 MP 0.000-0.000 (ES)	
	LOCAL COMMUNITIES IN MOTION UPDA 200 M061 MP 0.000-0.000 (ES)			
	STP-7403 FRANKLIN RD; TOUCHMARK 1798 M062 MP 8.519-9.259 (MjW)			
LOCAL FY11 CONTRACT INCREASE SET 306 CL11 MP 0.000-0.000 (MI)				

Funding: 7649      Program: 7484      Funding: 6782      Program: 6952      Funding: 6459      Program: 6555      Funding: 6151      Program: 6134      Funding: 5858      Program: 5826

Category	Code	MP	Location	Year	
Advanced	3	10560	LOCAL	FY11 COMMUTERIDE, ADA CO	2011
Safety	3	11053	SH 55	INT IMPROVEMENT, CANYON CO	2014
Removed	3	TMA10	LOCAL	ACHD OVERLAY SET ASIDE	PREL



STP - Local Rural

010

	2011	2012	2013	2014	2015
1	SMA-7218 LANCASTER RD; US 95 TO F 3286 9785 MP 106.880-107.840 (R/R)	STC-5723 BURMA RD; GOTHAM BAY RD 6344 9462 MP 100.000-102.790 (R/R)	STC-5700 10TH AVE; Jct SH 54 to VAN B 1429 L225 MP 100.000-101.600 (R/R)		STP-7045 PRAIRIE AVE; MEYER TO HUE 4896 L551 MP 106.760-107.780 (MjW)
2	STC-4783 DENT RD. CLEARWATER CO 3660 9804 MP 28.063-35.063 (R/R)		STC-4759 WEBB RD. NEZ PERCE CO 3781 L228 MP 0.000-2.250 (R/R)		
3	STC-8853 IOWA AVE; CENTER AVE TO 2198 9984 MP 1.201-1.702 (R/R)	STC-3863 SW 3RD ST; IOWA AVE to JCT 2063 K549 MP 63.550-63.927 (R/R)		STC-3854 E IDAHO ST & HOLLY AVE, N 1992 K555 MP 0.167-0.167 (PRh)	
4	STC-3859 SAND HOLLOW. PAYETTE CO 1564 L237 MP 12.480-18.300 (R/R)			STC-3840 OLA HWY; BRUSH CR TO PO 1921 M051 MP 7.753-12.753 (PRh)	
5			STC-1828 FERRY BUTTE RD TO TILDEN 1368 9895 MP 1.610-5.930 (PRh)	STC-1701 OLD HWY 37, THE NARROWS, 4880 9894 MP 29.600-32.200 (R/R)	STC-2847 OLD HWY 81 S. RAFT RV HD 3000 L991 MP 1.000-7.000 (PRh)
6				STC-6706 HITT RD; US 26 TO US 20 1292 L680 MP 14.240-16.980 (PRh)	LOCAL BOB BARTON RD; 1950E TO 22 4036 M084 MP 4.490-7.010 (PRh)
S	LOCAL AC FOR 9267 LOCAL ASSET MA 132 A902 MP 0.000-0.000 (MI)	LOCAL FY12 CONTRACT INCREASE SET 500 CL12 MP 0.000-0.000 (MI)	LOCAL LOCAL ASSET MANAGEMENT 132 9267 MP 0.000-0.000 (MI)	LOCAL FY13 CONTRACT INCREASE SET-A 0 CL14 MP 0.000-0.000 (MI)	LOCAL FY15 COST INCREASE SET-ASIDE 0 CL15 MP 0.000-0.000 (MI)

Funding: 14870      Program: 14894      Funding: 10690      Program: 10449      Funding: 10180      Program: 8705      Funding: 9696      Program: 10085      Funding: 9234      Program: 11932



2011	2012	2013	2014	2015
STC-5750 W FORK PINE CR BR, SHOSH 1220 7216 MP 102.950-102.950 (BRp)	STC-5907 DEEP CR BR #4, BOUNDARY 1220 8772 MP 109.185-109.185 (BRp)	STC-5907 DEEP CR BR #2, BOUNDARY 1220 8773 MP 106.282-106.282 (BRp)	STC-5752 S FK CDA RV RD BR, S OF EN 3035 L993 MP 1.270-1.290 (BRp)	
STC-4707 RED BR, WHITEBIRD HD 1270 9805 MP 102.189-102.409 (BRp)	STC-4790 THORN CR BR, LATAH CO 1038 K520 MP 2.447-2.523 (BRp)			
STC-3829 MIDDLE FK PAYETTE RV BR, 1782 9521 MP 9.381-9.381 (BRp)	STC-3826 S FK PAYETTE RV BR, BOISE 2134 9986 MP 129.488-129.488 (BRp)		STC-3811 PINE RD BR, MOUNTAIN HOM 2800 K550 MP 17.300-17.440 (BRh)	SMA-7190 SUBSTATION RD BR, EMMET 1220 K551 MP 2.430-2.430 (BRp)
		SMA-7842 8 CNL BR, RUPERT 2000 9542 MP 8.730-8.761 (BRp)		
		STC-6781 N 1000 E RD BR, MADISON C 1324 9913 MP 104.516-104.516 (BRp)		STC-7286 JOHN ADAMS PARKWAY BR, I 814 L155 MP 1.258-1.408 (BRp) STC-7146 GARFIELD ST ID CANAL BR, ID 646 L247 MP 100.717-100.827 (BRp) STC-6869 PENCE BR, LOST RIVER HD 1382 L683 MP 103.058-103.247 (BRp)

Funding: 5849

Program: 5857 Funding: 5188

Program: 4432 Funding: 4941

Program: 4636 Funding: 4705

Program: 5835 Funding: 4481

Program: 4062

# Bridge - Off System

2011	2012	2013	2014	2015
		OFFSYS OLD COUNTY RD BR. BENEW 2351 8768 MP 105.840-105.840 (BRp)		
	OFFSYS McGARY BR. NEZ PERCE CO 1220 K521 MP 100.000-100.180 (BRp)			
		OFFSYS JOHNSON CR AIRPORT BR, VA 627 L238 MP 100.225-100.225 (BRp)	OFFSYS JORDAN CR BR; FLINT CR R 1220 9520 MP 110.330-110.410 (BRp) OFFSYS REYNOLDS CR BR. OWYHEE 1220 9987 MP 102.560-102.580 (BRp)	
	OFFSYS E MAIN CANAL BR, RICHFIELD 701 9850 MP 9.390-9.800 (BRp) OFFSYS STRATTON CANAL BR. RICHFI 610 9851 MP 101.420-101.550 (BRp)	OFFSYS N GRAPE ST BR, SHOSHONE 1220 9852 MP 100.114-100.114 (BRp)		OFFSYS NORTHSIDE MAIN CANAL, JER 673 L620 MP 100.120-100.120 (BRp)
OFFSYS PLEASANT VALLEY CR BR, C 1076 9245 MP 7.536-7.538 (BRh)	OFFSYS STONE BR. FREMONT CO 2440 K610 MP 107.613-107.613 (BRp)	OFFSYS ALLEN BR. NR SALMON 1220 9914 MP 123.893-123.893 (BRp)		
LOCAL FY10 & FY11 LOC/OFF BRIDGE INS 0 K678 MP 0.000-0.000 (Bri)		LOCAL FY12 & FY13 LOC/OFF BRIDGE IN 775 H943 MP 0.000-0.000 (Bri)		LOCAL FY14 & FY15 LOC/OFF BRIDGE IN 775 H944 MP 0.000-0.000 (Bri)

Funding: 4387      Program: 3139    Funding: 3890      Program: 5746    Funding: 3705      Program: 6283    Funding: 3529      Program: 3215    Funding: 3361      Program: 1448

Moved To	District	KeyNo	Route	Loc	Year
Removed	5	12101	OFFSYS	N 700 E, SAND CR BR, BINGHAM CO	PREL

# High Priority SAFETEA-LU

	2011	2012	2013	2014	2015
1		STATE BRIDGING THE VALLEY 5624 K005 MP 0.000-0.000 (SI)			
2	US 95 TOP OF LEWISTON HILL TO GE 1112 7769 MP 323.170-330.950 (R/R)				
3		STP-8423 AMITY RD: CHESTNUT TO RO 4370 K543 MP 1.844-3.328 (MjW) 11		LOCAL THREE CITIES RV CROSSING COR 0 9189 MP 0.000-0.000 (RWA)	
4	SMA-7072 WASHINGTON ST,TWN FALLS 0 8469 MP 0.593-1.698 (R/R)		SH 75 TIMBER WAY TO BIG WOOD RV 7600 7836 MP 122.930-126.176 (RWA) SH 75 BOULDER FLATS WETLAND MI 4007 L624 MP 139.090-140.418 (MI)		
5					
6					
5					

Funding: 3612      Program: 3612    Funding: 9994      Program: 9994    Funding: 11607      Program: 11607    Funding: 0      Program: 0    Funding: 0      Program: 0    Funding: 0      Program: 0    Funding: 0

Moved To	District	KeyNo	Route	Location	Year
Advanced	6	08132	US 20	MENAN-LORENZO IC, JEFFERSON CO	2011

# High Priority TEA-21

2011	2012	2013	2014	2015	
					US 95 THORN CR RD TO MOSCOW, 18426 9294 MP 337.200-343.982 (R/R)
	STC-7271 CHEYENNE OVERPASS, POC 6008 7508 MP 3.570-3.590 (BRp) II				

Funding: 0      Program: 0    Funding: 6008      Program: 6008    Funding: 0      Program: 0    Funding: 0      Program: 0    Funding: 18426      Program: 18426    Fund

# Discretionary

2011	2012	2013	2014	2015	
					US 95 THORN CR RD TO MOSCOW, PH 890 9294 MP 337.200-343.982 (R/R)
					FH 24 9993
	OFFSYS CHENEY DR; WASHINGTON ST I 442 L495 MP 0.000-0.700 (NR)				
	STC-7271 SOUTH VALLEY CONNECTOR 1960 K735 MP 3.583-3.595 (BRp)				

Funding: 75      Program: 75    Funding: 2402      Program: 2402    Funding: 0      Program: 0    Funding: 0      Program: 0    Funding: 890      Program: 890    Funding: 0

# Forest Highway

2011	2012	2013	2014	2015	
FH 50 GOLD CREEK RD, SHOSHONE 7665 9788 MP 128.771-141.245 (PRh)					FH 94 9789
		FH 60 MANNING CREVICE BR, IDAHO 4683 9806 MP 113.467-113.517 (BRp)			
					FH 24 9993
	FH 26 AC FOR 6656 WARM SPRINGS 11000 A404 MP 205.500-208.000 (R/R)	FH 26 WARM SPRINGS REALIGNMEN 5400 6656 MP 205.500-208.000 (R/R)			
LOCAL YANKEE FORK, CUSTER CO 3000 8865 MP 100.000-103.000 (PRh)					
					LOCAL FH MP

Funding: 15237      Program: 15265    Funding: 15237      Program: 15600    Funding: 15237      Program: 14683    Funding: 15237      Program: 0    Funding: 15237      Program: 0    Funding:

Other Non-Formula

Sunday, August 29, 2010

2011	2012	2013	2014	2015
		OFFSYS CHERRY LANE BR. NEZ PER 15000 9070 MP 0.000-0.000 (BRp) <b>BR OFF</b>		
SH 21 FIVE MILE CR BR. BOISE CO 1800 L454 MP 82.650-82.730 (MI)				
	OFFSYS CHENEY DR. WASHINGTON ST to 0 L495 MP 0.000-0.700 (NRI)			
	STC-7271 CHEYENNE CORRIDOR SAFETY 0 9721 MP 0.000-0.000 (SI) <b>10</b>			
STATE FY11 TECHNOLOGY TRANSFER 280 L706 MP 0.000-0.000 (ES)	STATE FY12 TECHNOLOGY TRANSFER 340 L708 MP 0.000-0.000 (ES)	STATE FY13 TECHNOLOGY TRANSFER 280 L710 MP 0.000-0.000 (ES)		
STATE FY11 DISADVANTAGED BUSINES 90 L707 MP 0.000-0.000 (ES)	STATE FY12 DISADVANTAGED BUSINES 90 L709 MP 0.000-0.000 (ES)	STATE FY13 DISADVANTAGED BUSINES 90 L711 MP 0.000-0.000 (ES)		
STATE FY 11 HIGHWAY CONSTRUCTIO 45 L931 MP 0.000-0.000 (ES)				

Funding: 2215      Program: 2215    Funding: 430      Program: 430    Funding: 15370      Program: 15370    Funding: 0      Program: 0    Funding: 0      Program: 0    Funding: 0

# GARVEE 08 AUTHORIZATION

	2011	2012	2013	2014	2015
1	US 95 GARWOOD TO SAGLE, SAGLE 1686 9781 MP 465.300-469.750 (SI) STATE BOEKEL RD TO OHIO MATCH FR 5607 978 MP 0.000-0.000 (NRI) 10	US 95 GARWOOD TO SAGLE, CHILCO 9566 9780 MP 441.150-445.200 (Int) // US 95 GARWOOD TO SAGLE, ATHOL STG 0 9791 MP 448.000-449.800 (Int) // US 95 GARWOOD TO SAGLE, SILVERWO 0 893 MP 445.200-448.000 (Int) // US 95 GARWOOD TO SAGLE, GRANITE S 0 894 MP 449.800-453.000 (R/R) //			
2					
3					
4					
5					
6					
S					

Funding: 28882      Program: 28882    Funding: 9566      Program: 9566    Funding: 0      Program: 0    Funding: 0      Program: 0    Funding: 0      Program: 0



# GARVEE 09 AUTHORIZATION

2011	2012	2013	2014	2015	
US 95 GARWOOD TO SAGLE, SAGLE SAF 0 9781 MP 465.300-469.750 (SI)	US 95 GARWOOD TO SAGLE, ATHOL STG 0 9791 MP 448.000-449.800 (Int)				
STATE BOEKEL RD TO OHIO MATCH FRON 0 L978 MP 0.000-0.000 (NR)	US 95 GARWOOD TO SAGLE, GRANITE S 0 L894 MP 449.800-453.000 (R/R)				

Funding: 1693      Program: 1693    Funding: 0                      Program: 0    Funding: 0                      Program: 0    Funding: 0                      Program: 0    Funding: 0                      Program: 0    Funding: 0

# GARVEE 10 AUTHORIZATION

2011	2012	2013	2014	2015	
US 95 GARWOOD TO SAGLE, SAGLE SAF 0 9781 MP 465.300-469.750 (SI) 10					
	STATE CHINDEN BLVD TO JCT SH 44, ADA 0 9236 MP 0.000-0.000 (NR) 11				
	STATE GARVEE PROGRAM MANAGMENT 0 9955 MP 0.000-0.000 (ES)				

Funding: 5195      Program: 5195    Funding: 0                      Program: 0    Funding: 0                      Program: 0    Funding: 0                      Program: 0    Funding: 0                      Program: 0    Funding: 0

# GARVEE 11 AUTHORIZATION

2011	2012	2013	2014	2015	
	STATE CHINDEN BLVD TO JCT SH 44, ADA L236 MP 0.000-0.000 (NR) <span style="float: right;">11,500</span>				
	STATE GARVEE PROGRAM MANAGMEN 500 9955 MP 0.000-0.000 (ES)				

Funding: 12000      Program: 0   Funding: 0      Program: 12000   Funding: 0      Program: 0   Funding: 0      Program: 0   Funding: 0      Program: 0   Funding: 0

# GARVEE FUTURE AUTHORIZATION

2011	2012	2013	2014	2015
	US 95 GARWOOD TO SAGLE CHILC 40459 9780 MP 441.150-445.200 (Int) US 95 GARWOOD TO SAGLE. ATHOL 29735 9791 MP 448.000-449.800 (Int) US 95 GARWOOD TO SAGLE SILVE 26300 L893 MP 445.200-448.000 (Int) US 95 GARWOOD TO SAGLE. GRANIT 4106 L894 MP 449.800-453.000 (R/R)			
	STATE CHINDEN BLVD TO JCT SH 44, 82200 L236 MP 0.000-0.000 (NRI)			
	STATE GARVEE PROGRAM MANAGME 3000 9955 MP 0.000-0.000 (ES)			

Funding: 0      Program: 0    Funding: 185800      Program: 185800    Funding: 0      Program: 0    Funding: 0      Program: 0    Funding: 0      Program: 0    Funding: 0