AGENDA

IDAHO TRANSPORTATION BOARD

December 17, 2015
AGENDA

Regular Meeting of the
Idaho Transportation Board

December 17, 2015

KEY:
A = Action
D = Discussion
I = Information
ADM = Administration
CD = Chief Deputy
OP = Operations

December 17, 2015
Idaho Transportation Department
Auditorium
3311 West State Street
Boise, Idaho

A 1. BOARD MINUTES – November 18, 2015.....................................................3

A 2. BOARD MEETING DATES...........................................................................12
   January 20, 2016 – Boise
   February 17, 2016 – Boise
   March 23-24, 2016 – Boise

A 3. CONSENT CALENDAR...............................................................................13
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   CD I ___ Report on 2015 transportation revenue increase................................................62A

5. DIRECTOR’S REPORT 9:05

6. END OF YEAR REPORT: Director Ness 9:20

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

OP I ___ Public Transportation Advisory Council annual report .....................................63 9:40
  Gresham

OP A ___ District 6 Public Transportation Advisory Council nominations ......................66 10:00
  Bathrick
  (Resolution on page 87)

8. BREAK

9. AGENDA ITEMS, continued

OP I ___ Annual Freight Advisory Committee report .......................................................88 10:30
  Marker

OP I ___ Strategic Highway Safety Plan overview and information ...................................96 10:45
  Tomlinson/Losness

CD A ___ GARVEE Transportation Improvement Program ..............................................97 11:05
  Schroeder
  (Resolution on page 98)

10. POLICY INTRODUCTION

  Board Policy 4080 Criminal Background Check.................................................102
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  (formerly B-09-11 Idaho Scenic Byways Program) ......................................109
  Administrative Policy 5082 Idaho Byways Program
  (formerly A-09-11 Idaho Scenic Byways Program) ......................................114

11. LUNCH (informal lunch with Trucking Advisory Council; Room 117) 11:40

12. AGENDA ITEMS, continued

CD A ___ Trucking Advisory Council annual update ..................................................119 1:00
  Pocock

13. EXECUTIVE SESSION (DMV conference room)

  PERSONNEL ISSUES [SECTION 67-2345(a), (b)]
  LEGAL ISSUES [SECTION 67-2345(c), (d), (f)]

14. AGENDA ITEMS, continued

OP A ___ Project recommendation for the Strategic Initiative Program Fund ..................122 1:45
  Rindlisbacher
  (Resolution on page 124)

15. OLD/NEW BUSINESS

16. ADJOURN (estimated time)

*All listed times are estimates only. The Board reserves the right to move agenda items and adjust the time schedule.
REGULAR MEETING OF THE IDAHO TRANSPORTATION BOARD

November 18, 2015

The Idaho Transportation Board convened at 9:00 AM on Wednesday, November 18, at the Idaho Transportation Department in Boise, Idaho. The following principals were present:

- Jerry Whitehead, Chairman
- Jim Coleman, Vice Chairman – District 1
- Janice B. Vassar, Member – District 2
- Julie DeLorenzo, Member – District 3
- Jim Kempton, Member – District 4
- Dwight Horsch, Member – District 5
- Lee Gagner, Member – District 6
- Brian W. Ness, Director
- Scott Stokes, Chief Deputy
- Larry Allen, Deputy Attorney General
- Sue S. Higgins, Executive Assistant and Secretary to the Board

Board Minutes. Member Gagner made a motion to approve the minutes of the regular Board meeting held on October 21-22, 2015 as corrected. Member DeLorenzo seconded the motion and it passed unopposed.

Board Meeting Dates. The following meeting dates and locations were scheduled:
- December 17, 2015 – Boise
- January 20, 2016 – Boise
- February 17, 2016 – Boise

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

RES. NO. WHEREAS, consent calendar items are to be routine, non-controversial, self-explanatory items that can be approved in one motion; and
ITB15-48 WHEREAS, Idaho Transportation Board members have the prerogative to remove items from the consent calendar for questions or discussion.

NOW THEREFORE BE IT RESOLVED, that the Board approves the certification of receipts and disbursements FY15; the US-20, Broadway Bridge, Boise; the SH-5, Railroad Bridge, Plummer; the addition of the Local, Geosynthetic Reinforced Soil Integrated Bridge System Workshop project to the FY16 Bridge Discretionary Program; and contract awards.

1) Certification of Receipts and Disbursements FY15. The FY15 certification of receipts and disbursements cash basis, as shown as Exhibit #464, which is made a part hereof with like effect, was submitted for Board approval in conformance with the requirements of Section 40-708, Idaho Code. Total receipts were $622,224,100, disbursements were $589,481,400, and the cash balance as of June 30, 2015 was $89,650,800.

November 18, 2015
2) US-20, Broadway Bridge, Boise, Key #11588. URS, now AECOM, was selected in September 2013 for engineering and design work for the US-20, Broadway Bridge. The original estimate and approved supplementals total $1,610,851. Additional services are being requested during the construction phase. The work, estimated at $300,000, is to review shop drawings and contractor submittals, assist with requests for information from the contractor, assist with change orders, and be a resource for project development knowledge of a highly-visible project. Staff requests approval to exceed the consultant agreement amount of $1,610,851 by $300,000.

3) SH-5, Railroad Bridge, Plummer, Key #12864. In March 2013, Parametrix, Inc. was selected to perform engineering design services for the replacement of the Plummer Railroad Bridge on SH-5. The Board approved a request to exceed the original term agreement in February 2015, increasing the amount to $700,000. This work was for structural engineering and shop drawing support during construction. Delays have occurred during construction that will require the work to extend significantly beyond the completion date, resulting in the need to extend Parametrix, Inc.’s service. Staff requested approval to exceed the term agreement amount of $700,000 by $100,000.

4) Addition of Local, Geosynthetic Reinforced Soil Integrated Bridge System (GRS-IBS) Workshop Project to FY16. Idaho received an FY15 State Transportation Innovation Councils grant for $84,500 to host a demonstration workshop on GRS-IBS bridge construction for local agencies. Staff requests the addition of the $84,500 project to FY16 of the Bridge Discretionary Program and to amend the Statewide Transportation Improvement Program accordingly.

5) Contract Awards for Approval. The low bids on the following projects were more than ten percent over the engineer’s estimate, requiring justification.

Key #13437 – SH-11, Grangemont Road to Headquarters, District 2. The main difference between the engineer’s estimate and low bid was in the Cold-In-Place Recycle Pay item, which is specialty work that few contractors in the area perform. Staff does not believe a significant savings would be realized if the project is re-advertised, and recommends awarding the project. Low bidder: Knife River Corporation – Northwest - $1,442,200.

Key #13886 – US-12, Milepost 83 Safety Improvements, District 2. The main difference between the engineer’s estimate and low bid were in the Mobilization and Superpave Pavement items. Bids appear to be high due to the small contract quantities and remote project location. Staff does not believe there is a significant potential for savings if the project is re-advertised, and recommends awarding the project. Low bidder: Debco Construction - $510,510.

Key #13876 – US-12, Dike Route, Lewiston, District 2. District staff does not believe the Engineer’s Estimate adequately accounted for the Flagging and Traffic Control Maintenance items. It believes the low bid is responsive and that delaying the project is not in the public interest because of the importance of the surface treatment and safety improvements. Low bidder: Poe Asphalt Paving, Inc. - $1,131,241.

Key #9914 – Allen Bridge, Near Salmon, District 6. The following items accounted for the majority of difference between the engineer’s estimate and low bid: Mobilization, Loose

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Riprap, pre-stressed bridge girders, and dewatering the foundation. The location of the project presumably led to higher Mobilization bids. The Loose Riprap item is a bit unusual and the higher bid prices may reflect uncertainty by the contractors. The dewatering the foundation item had extraordinary requirements due to a limited project area for detention. The Local Highway Technical Assistance Council (LHTAC) and project sponsor, Lemhi County, do not believe there is a potential for savings if the project is re-advertised, and recommend awarding the bid. Low bidder: Cannon Builders, Inc. - $826,740.

**Informational Items.** 1) Status: FY17 Appropriation Request – Revision #1. ITD’s FY17 appropriation request has been modified. Personnel benefit costs are being reduced $86,700 due to the deletion of 20 positions. Operating costs are being increased by $136,600 mainly due to a Risk Management increase. Contract Construction is being increased by $240,800 due to spending authority for the House Bill 132 revenue. This results in a net change of $292,700 for a total request of $637,969,100.

2) State FY16 Financial Statements. Through September, revenues to the State Highway Account from all sources were ahead of projections by 2.8%. Of that total, receipts from the Highway Distribution Account were ahead of forecast by 5% or $2.3 million. State revenues to the State Aeronautics Fund were ahead of projections by 4.6%. Expenditures were within planned budgets. Personnel costs have a savings of $3.1 million or 10.1% due to vacancies and timing between a position becoming vacant and being filled. At the end of September, the balance of the long term investments was $108.3 million. These funds are obligated against construction projects and encumbrances. Based on cash balances and anticipated cash flow requirements, ITD requested that the State Treasurer transfer $45 million from the cash account into the long term investment account on September 30. Expenditures for GARVEE projects through the month of September exceeded $10.4 million and are progressing as planned. It is estimated that the final payments from bond proceeds will be expended by the end of December, which will complete an investment of just over $857 million from bond proceeds.

3) Monthly Reporting of Federal Formula Program Funding for October. Obligation authority through October 29 is $20.6 million. This corresponds to $20.2 million with match after a reduction of prorated indirect costs. Legislation extending Moving Ahead for Progress in the 21st Century through November 20 was passed on October 29. The Department is awaiting federal action before the funds become available. Idaho received a prorated 7.9% share of its annual federal formula apportionments of $23.9 million including match. Obligation authority is 93.8% of apportionments. Of the $20.2 million allotted, $24 million in funding remains.

4) Non-Construction Professional Service Contracts Issued by Business and Support Management (BSM). The BSM Section processed three professional service agreements from October 1 to October 30 in the amount of $134,502.


Key #13406 – SH-3, Coeur d’Alene River Bridge to I-90 Overpass Interchange #34, Kootenai County, District 1. Low bidder: Interstate Concrete & Asphalt Co. - $1,629,338.

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Key #14337 – Middle Schools Safe Routes to School Safety Improvements, Moscow, District 2. Low bidder: WM Winkler Company - $417,399.

Key #13439 – FY17 District 2 Sealcoats. Low bidder: Knife River Corporation – Northwest - $1,236,275.

Keys #13438 and #13877 – SH-13 and US-95, Main Street, Grangeville and West South 1st to Johnston Road, Idaho County, District 2. Low bidder: Knife River Corporation - Northwest - $2,298,000.

Key #13895 – Intersection Thain Road and Grelle Avenue, Lewiston, District 2. Low bidder: Stillwater Electric Inc. - $338,474.

Key #13436 – SH-11, Weippe to Timberline High School, Clearwater County, District 2. Low bidder: Valley Paving & Asphalt, Inc. - $1,172,702.


Key #11237 – Sand Hollow, Payette County, Phase 1, District 3. Low bidder: Staker & Parson Companies dba Idaho Materials Construction - $1,488,106.

Key #12881 – SH-167, Snake River Bridge, Near Grandview, District 3. Low bidder: J C Constructors, Inc. - $1,272,121.

Key #13085 – SH-75, FY16 District 4 Guardrail. Low bidder: Northwest Guardrail LLC - $97,019.

Key #13072 – I-84, Northside Canal to Interchange #201, Eastbound, District 4. Low bidder: Knife River Corporation – Northwest - $3,150,150.


The list of projects currently being advertised was also presented.

6) Professional Services Agreements and Term Agreement Work Tasks Report. From October 1 through October 30, 22 new professional services agreements and work tasks were processed, totaling $750,010. Five supplemental agreements to existing professional services agreements were processed during this period in the amount of $89,682.

November 18, 2015
Dealer Advisory Board (DAB) Annual Report. DAB Chairman Grant Petersen, Jr. presented the annual DAB report. The Idaho Consumer Asset Recovery Fund (ICAR) is progressing well. All licensed vehicle dealers are to pay into this fund in lieu of maintaining a surety bond. These funds are available for use by consumers to file claims with the DAB, which serves as the ICAR board. To date, there have been no claims to the ICAR fund.

The allowable uses of dealer plates were confusing for dealers, salesmen, and law enforcement. The Department and DAB created easy to read and follow instructions for law enforcement and users of these plates. Labels explaining what the different plates can be used for were manufactured on weather-resistant material and will be placed on the back of the dealer plate series.

The DAB continues to have concerns with rules for a dealer’s principal place of business. It believes more guidelines are needed to protect consumers from unlicensed dealers.

DAB Chairman Petersen commended ITD staff for its assistance and exemplary work, particularly with investigations. He also thanked the Board for its service to the state.

Chairman Whitehead thanked DAB Chairman Petersen for the report and for his leadership on the DAB.

Special Presentation: Patriotic Employer Award. Dianne Nordhaus with the Department of Defense and Bob Ford from Senator Mike Crapo’s Office presented Bridge Asset Management Engineer Dan Gorley with the Patriotic Employer Award. Employee Toby Griffin nominated Mr. Gorley for the award because of the support Mr. Gorley has given him, not only at ITD, but also with his service to the National Guard.

Director’s Report. Director Ness regretfully announced the death of District 2 employee Doug Freeman. Mr. Freeman passed away en route to Lewiston after attending meetings in Boise on November 5.

Chief Operations Officer (COO) Jim Carpenter said work on the US-95, Council Alternate Route is proceeding well. The Final Environmental Impact Statement for the US-95, Thorn Creek to Moscow project has been signed and the Record of Decision should be completed soon. Regarding the 80 mile per hour (MPH) speed limit, there doesn’t appear to be a change in the differential speed limit between cars and trucks. It is still about 10 MPH. The average speed for cars appears to have increased 1 MPH to between 82 and 84 MPH.

COO Carpenter commended Public Transportation Manager Mark Bathrick for his leadership of the Public Transportation Program. The Federal Transit Administration conducted its annual audit recently and was impressed with the positive turn-around that has occurred with this program. Although there was one finding, no deficiencies were identified.

COO Carpenter said staff is working on revisions to two policies and hopes to have those ready for the Board’s consideration in a month or two. Forty-seven projects meet the criteria for the Strategic Initiatives Program, funded via the surplus eliminator revenue. He intends to

November 18, 2015
present those to the Board for approval next month. He was in Washington, DC recently regarding Congressional efforts to allow Idaho to establish weight limits of up to 129,000 pounds on its interstate system. He is also working with LHTAC and the Association of Highway Districts on 129,000 pound truck route issues. The intent is to establish a seamless system.

Member Gagner mentioned that legislators at last week’s legislative outreach meeting commended the Department for expeditiously advancing numerous projects due to the revenue increase. He asked about the status of increasing speed limits to 70 MPH on some state highways. COO Carpenter replied that staff is giving that some consideration. The criteria have been established.

Member Kempton noted that the rider allowing 129,000 pound weight limits on Idaho’s interstates passed the House. He asked about its status in the Senate. COO Carpenter said the Senate intends to take it up prior to the Thanksgiving holiday break. Member Kempton also asked for more information on the efforts with LHTAC to address 129,000 pound issues. COO Carpenter responded that ITD and LHTAC are discussing the feasibility of establishing a one-stop shop for issuing permits. They would also like to simplify the process for local public agencies to designate routes for vehicle combinations up to 129,000 pounds, such as establishing criteria for the local agencies’ consideration. Member Kempton added that he believes the local routes that allowed 129,000 pound vehicles during the pilot project should be identified as 129,000 pound routes on the official map.

Director Ness summarized his initial five-year plan, which he presented when he became director in 2010. The first year’s goal was to improve the Department’s credibility and instill a culture of accountability. He also established a new mission and goals and a vision to be the best transportation department in the country. The focus the second year was to realign the Department followed by improving employee compensation, which included implementing horizontal career paths. Years four and five focused on employee development and succession planning and increasing revenue, respectively. All of those goals have been achieved.

Director Ness thanked the Board for its support and guidance as the next five-year plan was developed. He believes there is an opportunity to build a legacy for how ITD will operate during the next 25 years. The first goal is to continue building on the recent successes through the constructive culture initiative, with an emphasis on innovation and implementing horizontal career paths throughout the agency. The second goal is to take the innovation program to the next level, which should help move the performance measure dials. Establishing the 20/20 vision and developing a succession plan is the third goal. The last two goals relate to funding at the state and federal level. State funds need to be stabilized and the Department needs to invest the funds wisely. At a minimum, ITD needs to maintain its federal funding level. It would also like more flexibility with federal funds.

Some discussion followed on funding issues. There is still a significant funding shortfall. The Board concurred that Director Ness should be actively engaged in revenue discussions and should be an advocate for the state’s transportation needs.

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Vice Chairman Coleman expressed appreciation for the additional revenue the Department received; however, he is concerned with the requirement to use those funds for maintenance of roads and bridges. He believes it would be advantageous to have greater flexibility with state revenue because the federal funds have stringent requirements. He would like to use more federal funds for maintenance projects and state revenue for safety, mobility, and economic opportunity projects. He asked if there have been any discussions regarding distributing federal funds as a block grant and eliminating some of the federal requirements. Director Ness said he has been a strong advocate for flexibility with funding. There have been some efforts to provide lump sum payments to states; however, one Congressman is recommending more regulations for federal funding.

Chairman Whitehead also expressed support to seek more flexibility with the additional state revenue. He thanked Director Ness for his report.

The Director’s entire report can be viewed at http://itd.idaho.gov/Board/report.htm.

Annual Report on ITD’s Research Program. Ned Parrish, Research Program Manager (RPM), said the budget for the Research Program for FY16 is $1.4 million, with 12% from state sources. Federal statutes require that 2% of funding for roads and bridges be used for planning and research.

RPM Parrish reported on some of the Program’s recent activities. Research on avalanche detection was completed with goals of developing a method for real-time avalanche detection in remote locations and to improve the response to avalanche events to improve safety, mobility, and economic opportunity. District 3 is exploring options to implement the findings on SH-21. It is also considering collaborating with other states to further develop the avalanche-related technology. A study on recycled asphalt pavement (RAP) found that the use of RAP increases rutting resistance of pavements and using higher percentages of RAP has the potential to reduce cracking resistance. The recommendations of adding testing to assess cracking potential of high RAP mixes and modifying binder selection to ensure presence of polymers to increase elasticity of high RAP mixes will be incorporated into ITD specifications and practices. The goals of the Leadership/Culture project were to strengthen leadership capabilities throughout the Department and develop a more constructive organizational culture. Remaining activities include conducting a third constructive culture survey, completing leadership assessments and coaching with supervisors, and conducting a Department-wide organizational culture survey.

RPM Parrish said some of the projects currently underway are a laboratory study of fiber-reinforced asphalt products, a field study on a new low-cost approach to monitoring bridge scour, a study of freight movement and needs on the US-95 corridor, evaluation of traffic detection system performance, and a study of safety impacts of wide pavement markings on two-lane rural highways. Some of the projects planned in FY16 include development of tools to evaluate performance of implemented safety projects, a study to improve safety at signalized intersections, an analysis of safety in school zones on two-lane highways, and a study of Unmanned Aerial Vehicles for bridge inspection. Some other activities planned this year are to coordinate a process for identifying and prioritizing research needs, hosting a Transportation Research Board visit with a focus on safety, and participating in a peer exchange.

November 18, 2015
Due to several questions on the RAP study, RPM Parrish elaborated on that project. In response to Member Vassar’s comment on the use of research funds for the constructive culture initiative, RPM Parrish replied that research funds are available for a variety of activities, including leadership development and training. One of the components of the project is to measure the success of changing ITD’s culture through surveys.

Chairman Whitehead thanked RPM for the informative report and for his efforts on this important program.

**Policy Revisions.** COO Carpenter proposed revisions to Board Policy 4076 Use of Unallocated Idaho Transportation Investment Program Funds to allow these funds to be used for federal match for highway infrastructure grants. He added that the policy currently restricts the use of these funds to projects that cannot be anticipated and planned for in a five-year funding cycle.

Member Kempton made a motion, seconded by Member Gagner, and passed unopposed, to approve revisions to 4076 Use of Unallocated Idaho Transportation Investment Program Funds.

**Executive Session on Personnel and Legal Issues.** Member DeLorenzo made a motion to meet in executive session at 11:40 AM to discuss personnel and legal issues as authorized in Idaho Code Section 74-206 (b) and (f). Member Vassar seconded the motion and it passed 6-0 by individual roll call vote.

Discussions were held on personnel and legal matters.

The Board came out of executive session at 2:10 PM.

**Old/New Business.** Member Gagner made a motion to withdraw the 2016 proposed legislation waiving Idaho’s sovereign immunity with regard to the National Environmental Protection Act. Member Vassar seconded the motion and it passed unopposed.

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

**RES. NO. ITB15-49**

WHEREAS, Idaho Code 40-503 addresses the Idaho Transportation Board’s authority regarding the hiring of the Idaho Transportation Department director; and

WHEREAS, Idaho Code states that the director serves at the pleasure of the Board but also lists reasons for which the director may be terminated.

NOW THEREFORE BE IT RESOLVED, that the Board approves proposed legislation to revise Idaho Code 40-503 to eliminate the specific reasons the director may be terminated; and

November 18, 2015
BE IT FURTHER RESOLVED, that the Board directs staff to submit the proposed legislation to the Division of Financial Management for its approval.

Vice Chairman Coleman emphasized that the resolution is not related to Director Ness, nor does it impact him.

WHEREUPON, the Idaho Transportation Board’s regular monthly meeting officially adjourned at 2:15 PM.

JERRY WHITEHEAD, Chairman
Idaho Transportation Board

Read and Approved

November 18, 2015
2016 BOARD MEETING DATES

January 20 — Boise
February 17 — Boise
March 23-24 — Boise
April 27-28 — District
May 18-19 — District
June 15-16 — District
July 27-28 — District
August 17-18 — District
September 21-22 — District
October 19-20 — Boise
November 17 — Boise
December 14 — Boise

2016

**X** = holiday

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

Other dates of interest:
January 11: legislative session begins — Boise
January 14: ITD's JFAC budget presentation, 8 AM — Boise
January 15: FY16 supplemental requests to JFAC, 8:30 AM — Boise
February 23-26: AASHTO legislative briefing - Washington DC
May 24-26: AASHTO Spring meeting – Des Moines, IA
June 22-24: Association of Idaho Cities’ annual conference – Boise
June 26-29: WASHTO annual conference – Laramie, WY
July 17-21: PNWER – Calgary, Alberta, Canada
September (3rd week) – Association of Idaho Counties’ annual meeting
November 12-15: AASHTO annual meeting – Boston, MA
November 8-12: Association of Highway Districts’ annual conference – Sun Valley

Action: Approve the Board meeting schedule.

SSH: mtgsched.docx
WHEREAS, consensus calendar items are to be routine, non-controversial, self-explanatory items that can be approved in one motion; and

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

NOW THEREFORE BE IT RESOLVED, that the Board approves the expiration of resolution ITB11-62 related to federal funding; the addition of SH-19, Roedel Avenue Railroad Crossing, Caldwell to FY18 of the Statewide Transportation Improvement Program; changes to the Public Transit Program; contract awards; and contracts for rejection.
Meeting Date December 17, 2015

Consent Item [X] Information Item □ 
Amount of Presentation Time Needed _____________

**Board Agenda Item**

**Presenter’s Name**
Sue S. Higgins

**Presenter’s Title**
Executive Assistant to the Board

**Initials**
SSH

**Preparer’s Name**
Sue S. Higgins

**Preparer’s Title**
Executive Assistant to the Board

**Initials**
SSH

**Reviewed By**

---

**Subject**

Expiring resolution related to federal funding

**Key Number**

**District**

**Route Number**

---

**Background Information**

In December 2011, the board approved resolution #ITB11-62 related to federal funding. Board Policy 4078 states that resolutions will be in effect for four years, or until the subject matter of the resolution is completed, whichever occurs first; thus, the attached resolution expires this month.

Because the President recently signed a new federal surface transportation bill, Fixing America’s Transportation System (FAST), staff does not recommend re-issuing or taking any action on Idaho Transportation Board resolution #11-62. The five-year bill provides additional funding and more flexibility, two main components of the expiring resolution.

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**Recommendations**

Allow Idaho Transportation Board resolution #11-62 to expire.

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**Board Action**

☐ Approved    ☐ Deferred

☐ Other ________
WHEREAS, highway and surface transportation investment needs are substantial and exceed current funding levels from all sources for highways and surface transportation, both in Idaho and nationally; and

WHEREAS, highway and surface transportation investment needs include investments to maintain and preserve current infrastructure as well as investments for expansion and improvement; and

WHEREAS, investments in highways and surface transportation can promote economic growth and provide substantial benefits to businesses and individuals, including safer and less congested roads, more efficient movement of freight, including in export markets, and improved mobility for individuals; and

WHEREAS, the beneficial effects of investments in highways and surface transportation can be maximized if investments are directed by a state department of transportation pursuant to its planning process and under a federal program that provides the state the flexibility to follow its priorities for investment; and

WHEREAS, it appears that the federal government is not giving consideration to increasing traditional sources of revenue for surface transportation, although such sources are believed insufficient to maintain current federal funding levels.

NOW THEREFORE BE IT RESOLVED by the Idaho Transportation Board that to help meet highway and surface transportation investment needs in Idaho and elsewhere in the United States, the federal government must:

Continue at least current funding levels for highway and surface transportation programs and increase those levels if possible;

In order to achieve the needed funding levels, explore creative and new federal funding approaches; and

Establish a more flexible, less regulated program structure, so that a state can better direct its share of federal surface transportation dollars to its highest priorities.

Approved: December 14, 2011
Board Agenda Item

Meeting Date December 17, 2015

Consent Item ☒ Information Item ☐ Amount of Presentation Time Needed

<table>
<thead>
<tr>
<th>Presenter's Name</th>
<th>Presenter's Title</th>
<th>Initials</th>
<th>Reviewed By</th>
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<tbody>
<tr>
<td>Monica Crider/Barbara Waite</td>
<td>CSE/Program Supervisor</td>
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<td>Preparer's Name</td>
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<tr>
<td>Jeanette Finch</td>
<td>SRA</td>
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Subject

Add SH 19, ROEDEL AVE RRX, CALDWELL to FY 2018 of the FY 2015 – 2019 STIP

Key Number   | District | Route Number |
-------------|----------|--------------|
19627        | 3        | SH 19        |

Background Information

The purpose of this board item is to add SH 19, ROEDEL AVE RRX, CALDWELL per policy 5011 Idaho Transportation Investment Program (ITIP) at the request of the Community Planning Association of Southwest Idaho (COMPASS).

The project will install cantilever signals and repair and replace the crossing surface. The scheduled cost is $380,000 and is 100% federal funded.

The COMPASS Transportation Improvement Program has been modified to reflect this change.

Staff requests the project addition be made to the Federal Rail Program and that the STIP be amended accordingly.

Recommendations

Approve the addition of SH 19, ROEDEL AVE RRX, CALDWELL at a cost of $380,000 and allow staff to amend the FY 2015 – 2019 approved STIP to reflect the changes.

Board Action

☐ Approved  ☐ Deferred  ☐ Deferred

☐ Other

Page 1 of 1
Board Agenda Item

Meeting Date  December 17, 2015

Consent Item ❑  Information Item □  Amount of Presentation Time Needed ____________

Presenter's Name  Mark Bathrick  Presenter's Title  PTM  Initials  MB
Preparer's Name  Jeanette Finch  Preparer's Title  SRA  Initials  JF

Subject__________________________________________________________

Changes to the Public Transit Program of the FY 2015 – 2019 approved STIP

Key Number
14210/New

District  2

Route Number  Transit

Background Information

The purpose of this board item is to modify the Transit Program per policy 5011 Idaho Transportation Investment Program (ITIP) at the request of the Lewis-Clark Valley Metropolitan Planning Organization (LCVMPO).

The request includes one new project and one project from a previous year.

- The new project is for service for the elderly and disabled and uses previous FTA 5310 Small Urban funds.
- The second project is a delay from FY 2014 for bus purchases, as the City of Lewiston is not prepared to make the purchase at this time.

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<th>Action</th>
<th>Key Number</th>
<th>Project Name</th>
<th>Funding Source</th>
<th>FY 2016</th>
</tr>
</thead>
<tbody>
<tr>
<td>Add</td>
<td>14210/New</td>
<td>Service for the Elderly and Disabled, Lewiston</td>
<td>5310 - Elderly and Disabled Program</td>
<td>$ 176,000</td>
</tr>
<tr>
<td>Delay from FY14</td>
<td>14210</td>
<td>FY16 Lewiston UZA ADA Buses</td>
<td>5339 - Bus and Bus Facilities Program</td>
<td>$ 150,000</td>
</tr>
</tbody>
</table>

The LCVMPO Transportation Improvement Program has been modified to reflect the changes.

Staff requests that the adjustments be made to the Transit Program and that the STIP be amended accordingly.

Recommendations

Approve the modifications to the Transit program as shown in the detailed table above and authorize staff to amend the FY 2015 – 2019 approved STIP to reflect the changes.

Board Action

☐ Approved  ☐ Deferred
☐ Other
### Board Agenda Item

**Meeting Date** December 17, 2015

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

<table>
<thead>
<tr>
<th>Presenter's Name</th>
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</tr>
</thead>
<tbody>
<tr>
<td>Monica Crider, P.E.</td>
<td>Contracting Services Engineer</td>
<td>MC</td>
</tr>
</tbody>
</table>

**Subject**

Board Approval of Contracts for Award

**Background Information**

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

Justification is attached for awarding of contracts

---

**Recommendations**

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

**Board Action**

☐ Approved  ☐ Deferred

☐ Other ___________________________________________________________________
## Monthly Contract Status Report to the Board

CONTRACT(S) FOR BOARD APPROVAL

<table>
<thead>
<tr>
<th>KEY</th>
<th>Engineer Estimate</th>
<th>Low Bid</th>
<th>Net +/-</th>
<th>% of Est</th>
</tr>
</thead>
<tbody>
<tr>
<td>Dist: 4</td>
<td>Route: SH-75</td>
<td>OPENING DATE: 11/24/2015</td>
<td>CONTRACTOR: CONCRETE PLACING CO., INC.</td>
<td>NUMBER OF BIDS: 9</td>
</tr>
<tr>
<td>11622</td>
<td>$4,896,942</td>
<td>$5,477,569</td>
<td>$580,627</td>
<td>112%</td>
</tr>
<tr>
<td>11622</td>
<td>BIG WOOD RV BR REPLACEMENT</td>
<td>BR/APPRS</td>
<td>State</td>
<td></td>
</tr>
</tbody>
</table>
DATE OF BID OPENING - NOVEMBER 24, 2015 - FEDERAL & STATE FINANCED PROJECT

Idaho Federal Aid Project No. A011(622)
BIG WOOD RV BR REPLACEMENT
Blaine County, Key No. 11622

DESCRIPTION: The work on this project consists of Bridge replacement and approach road work for the bridge over the Big Wood River on SH 75 between MP 126.20 and MP 126.49; BIG WOOD RV BR REPLACEMENT, known as Idaho Federal Aid Project No. A011(622), in Blaine County, Key No. 11622.

BIDDERS:
Concrete Placing Co., Inc.
Boise, ID 83709

Cannon Builders, Inc.
Blackfoot, ID 83221

Wadsworth Brothers Const. Co., Inc.
Draper, UT 84020-8567

RSCI
Boise, ID 83706

D L Beck Inc
Rexburg, ID 83440

Knife River Corporation -Northwest
Boise, ID 83709

Scarsella Bros., Inc.
Seattle, WA 98168-0697

W W Clyde & Co.
Springville, UT 84663

Braun-Jensen, Inc.
Payette, ID 83661

9 BIDS RECEIVED

ENGINEER'S ESTIMATE - $4,896,941.89
LOW BID - 112 Percent of the Engineer's Estimate

(AWARD) □ (REJECT) □

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

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

Monica Crider, P.E.
Contracting Services Engineer

Date
DATE: November 30, 2015  Program Number(s) A011(622)  
TO: Monica Crider, P.E. Contracting Services Engineer  
FROM: Devin Rigby  
District 4 Engineer  
Program ID, County, Etc. SH-75, Big Wood River Bridge Replacement  

RE: Justification for award of Bid

District 4 recommends the project bid be awarded to the low bidder for the following reasons:

The low bidder was approximately 11.86% higher than the Engineer’s Estimate. The major difference was the following:

<table>
<thead>
<tr>
<th>Description</th>
<th>Engineer's Est.</th>
<th>Low Bid</th>
<th>Difference</th>
<th>% Difference</th>
</tr>
</thead>
<tbody>
<tr>
<td>0110 502-140A - CONC CL 40-A SCH NO.1</td>
<td>$280,790.00</td>
<td>$360,456.00</td>
<td>$79,666.00</td>
<td>1.63% Eng. Est.</td>
</tr>
<tr>
<td>0115 502-250A - CONC CL 40-A SCH NO. 2</td>
<td>$387,200.00</td>
<td>$476,608.00</td>
<td>$89,408.00</td>
<td>1.83% Eng. Est.</td>
</tr>
<tr>
<td>0410 S501-25B - SP BRIDGE UTILITY CONDUITS</td>
<td>$130,000.00</td>
<td>$384,388.00</td>
<td>$218,388.00</td>
<td>4.46% Eng. Est.</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>$387,462.00</strong></td>
<td><strong>$5,090,106.50</strong></td>
<td><strong>$5,477,568.50</strong></td>
<td><strong>7.91% Eng. Est.</strong></td>
</tr>
</tbody>
</table>

Subtracting the difference from the Contractor’s bid gives $5,477,568.50 - $387,462.00 = $5,090,106.50 which is 103.94% of the Engineer’s Estimate ($4,896,941.89). The Engineer’s Estimate was based on unit price schedule of 2015 and on observation of past experience with similar projects.

The low bidder was 11.86% higher than the Engineer’s Estimate. District 4 contacted Concrete Placing Co, Inc. (Mike Burke 208-850-4620), the low bidder, and was informed that there are no apparent errors on.

All of the bidders were more than the engineer’s estimate. The two lowest bidders were within 0.64% of each other which indicates that they had similar expectations for the project.

This project needs to start so that it can be completed in the 2016/2017 construction season. There is a tight window to be in the river from Jan. 1, 2016 to March 31, 2016.

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

DE4 RE – Twin Falls  DEM4 DDE4 & Design DF
### Board Agenda Item

**Meeting Date**  December 17, 2015  
Consent Item  ☒  Information Item  ☐  Amount of Presentation Time Needed  

<table>
<thead>
<tr>
<th>Presenter's Name</th>
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<td>Monica Crider, P.E.</td>
<td>Contracting Services Engineer</td>
<td>MC</td>
</tr>
</tbody>
</table>

### Subject

Board Approval of Contracts for Rejection  

### Key Number  

| District | Route Number |

### Background Information

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

### Recommendations

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

### Board Action

☐ Approved  ☐ Deferred  
☐ Other  

Page 1 of 1
# Monthly Contract Status Report to the Board

<table>
<thead>
<tr>
<th>KEY</th>
<th>Engineer Estimate</th>
<th>Low Bid</th>
<th>Net +/-</th>
<th>% of Est</th>
</tr>
</thead>
<tbody>
<tr>
<td>14018</td>
<td>DIST: 5 Route: LOCAL</td>
<td>OPENING DATE: 9/29/2015 CONTRACTOR: D L BECK INC</td>
<td>NUMBER OF BIDS: 3</td>
<td></td>
</tr>
<tr>
<td>14018</td>
<td>INT BENTON ST &amp; 2ND AVE, POCATELLO</td>
<td>SAFETY/TRAFFIC OPER</td>
<td>Local</td>
<td></td>
</tr>
<tr>
<td>14018</td>
<td>$158,171</td>
<td>$247,662</td>
<td>$89,491</td>
<td>157%</td>
</tr>
</tbody>
</table>
DATE OF BID OPENING - SEPTEMBER 29, 2015 - FEDERAL & STATE FINANCED PROJECT

Idaho Federal Aid Project No. A014(018)
INT BENTON ST & 2ND AVENUE, POCATELLO
Bannock County, Key No. 14018

DESCRIPTION: The work on this project consists of installing raised medians and illumination; INT BENTON ST & 2ND AVENUE, POCATELLO, known as Idaho Federal Aid Project No. A014(018), in Bannock County, Key No. 14018.

ESTIMATED COMPLETION:

BIDDERS:

D L Beck, Inc.
Rexburg, ID 83440

DePatco, Inc.
St Anthony, ID 83445

$247,662.00
$316,788.00

3 BIDS RECEIVED
1-IRREGULAR (Failure to name an Electrical Subcontractor)

ENGINEER'S ESTIMATE - $158,171.00

LOW BID - 157 Percent of the Engineer's Estimate

(AWARD) (REJECT) (REQUIRES BOARD APPROVAL)

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

Attached is LHTAC's justification for Award or Rejection of the Bid. Contracting Services concurs with LHTAC and the sponsor's recommendation.

Monica Crider, P.E.
Contracting Services Engineer

Date 11/30/15
1 December 2015

Jim Carpenter, P.E.
Idaho Transportation Department
Boise, Idaho 83709

Mr. Carpenter:

Re: Benton Street & S 2nd Ave. Safety Project, Bannock County, Key 14018

The Local Highway Technical Assistance Council and the City of Pocatello have been working to award the contract for the construction of the safety improvements located at the intersection of Benton Street and S. 2nd Ave.

The bids were opened on September 29, 2015, the low bidder was approximately $89,490 over the Engineer's Estimate. Since this bid was high by some 56.58%, the Sponsor has determined to reject all bids at this time. The bid package will be reviewed and revised to re-bid at a later date.

The City's letter detailing the justification for bid rejection is attached. We recommend that ITD reject all bids. Please pull this request from the consent agenda. LHTAC will work with the City to rebid this project.

Sincerely,

Jeff R. Miles, P.E.
LHTAC Administrator
November 24, 2015

Scott Ellsworth, P.E., Federal Aid Manager
LITAC
3330 Grace Street
Boise, Idaho 83703

Re: Justification for Rejection of Bid, Int Benton Street & 2nd Avenue, Pocatello, Project No. A014(018), KN 14018

Dear Scott:

Bids were opened on September 29, 2015, for the Int Benton Street & 2nd Avenue Project. The apparent low bid of $247,662.00 by D L Beck Inc of Rexburg, ID, was 56.58% above the Engineer’s Estimate. Please consider rejecting all bids with the following justification:

a. The Engineer’s Estimate was based primarily on ITD’s Average Unit Prices Report with allowances made for recent bidding trends, similar work, and similar quantities. The Project also included several SP items for which local prices were used in the estimate.

b. Following is a summary of background information relating to key bid items:

1. 405-325B – SUPERPAVE HMA PAVE INCL ASPH&ADD CL SP-2T (58-28) (50.00 TON)
   - Engineer’s Estimate - $130/TON or $6,500
   - Bidder No. 1 - $225/TON or $11,250
   - Bidder No. 2 - $265/TON or $13,250
   - Bidder No. 3 - $180/TON or $9,000
   - Bid Average - $223.33/TON or $11,166.67

   Historical averages noted from bid abstracts range from $51/TON to $525/TON with a low bid average of $63.11/TON. The cost of this bid item is greatly influenced by quantity. As this project includes only 50 tons, the bid price should be higher than average. The time of year that this project was bid likely influenced the high bids, as it would be difficult to pave at the end of the construction season. In hindsight, it would have been better to bid the paving work under 405-240A Miscellaneous Pavement which is paid by the SY. Given this discussion, it is believed that more reasonable prices can be obtained for this bid item if the project is modified and re-bid.

2. 606-050A – Breakaway Steel Sign Post Type E (252 LB)
   - Engineer’s Estimate - $3.00/lb or $756.00
   - Bidder No. 1 - $25.00/lb or $6,300.00
   - Bidder No. 2 - $27.20/lb or $6,854.40
   - Bidder No. 3 - $29.00/lb or $7,308.00
   - Bid Average - $27.07/lb or $6,820.80
Historical averages noted from bid abstracts range from $2.00/lb to $7.64/lb with a low bid average of $2.99/lb. In reviewing recent bid abstracts across the state, it appears that these high prices are an abnormality. A representative from a local traffic control company suggests that the foundations may be the cause for the high prices. Most of the sign posts on this project are located in concrete, two within a raised median, which may have influenced the bidders. Given this discussion, it is believed that more reasonable prices can be obtained for this bid item with further investigation and modifications.

3. S626-25A Traffic Control (1 LS)
   - Engineer's Estimate - $22,000.00
   - Bidder No. 1 - $42,000.00
   - Bidder No. 2 - $47,601.70
   - Bidder No. 3 - $53,000.00
   - Bid Average - $47,533.90

   This is a new bid item and ITD's Average Unit Price Report would not be used as an estimate as each project has different traffic control requirements. The traffic control plans for this project are very detailed and complicated due to adjacent one-way streets and short blocks. In hindsight, it would have been better to incorporate standard MUTCD construction traffic control details in the project plans rather than dictate the placement of each sign and tubular marker. Given this discussion, it is believed that more reasonable prices can be obtained for this bid item if the project is modified and re-bid.

4. S901-05C SP Relocate Light Pole (1 EA)
   - Engineer's Estimate - $1,700.00
   - Bidder No. 1 - $11,230.00
   - Bidder No. 2 - $3,000.00
   - Bidder No. 3 - $12,500.00
   - Bid Average - $8,910.00

   See response to #5 below.

5. S901-05D SP Light Pole (3 EA)
   - Engineer's Estimate - $2,000.00/EA or $6,000.00
   - Bidder No. 1 - $18,000.00 EA or $54,000.00
   - Bidder No. 2 - $3,000.00 EA or $9,000.00
   - Bidder No. 3 - $20,350.00/EA or $61,050.00
   - Bid Average - $13,783.33/EA or $41,350.00

   These are special bid items and ITD's Average Unit Price Report would not be used as an estimating source. The engineer's estimates were based on recommendations from other city departments. Two of the three bidders may not be familiar with street light installation as that is not their specialty. The third bidder has staff that can perform this work. In a recent discussion with a local representative from
Idaho Power Company, we determined that it would be possible for the project to pay IPC directly to install/relocate lights at a fraction of the bid prices. Given this discussion, it is believed that it would be best to remove these two bid items from the bid plans and contract directly with Idaho Power Company.

c. Three bids were received as follows:

<table>
<thead>
<tr>
<th>Project No.</th>
<th>Location</th>
<th>District No.</th>
<th>Bidder</th>
<th>City</th>
<th>State</th>
<th>Bid Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>A014(018)</td>
<td>1st Benton Street &amp; 2nd Ave, Pocatello</td>
<td>5</td>
<td>D. J. Heck Inc.</td>
<td>Rexburg</td>
<td>II</td>
<td>247,662.00</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Mickehen Construction Co., Inc.</td>
<td>Blackfoot</td>
<td>II</td>
<td>256,722.35</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>DelPato Inc.</td>
<td>St Anthony</td>
<td>II</td>
<td>316,788.00</td>
</tr>
</tbody>
</table>

As three (3) bids were received, no additional justification is required with regards to the successful implementation of the competitive bidding process.

d. There is considerable potential for savings if the project is revised and re-advertised. This project was bid late in the season with cold weather fast approaching. If the project is re-bid this winter, bidders will not be weary of constructing in cold weather.

In addition to the bid items and modifications discussed in Section “b” above, there are other areas that could lower the cost of this project, as follows:

- Modify bid quantities for 203-060A Rem of Conc Sidewalk, 203-070A Rem of Curb & Gutter, and S203-20A Obliteration of Pav Markings. Albertsons hired a contractor to reconstruct their approach and ADA ramp on the northeast corner of the intersection. Their contractor had already removed concrete by the time that we noticed what was happening. In addition, the City fog sealed South 2nd Avenue up to Benton Street. This effectively removed pavement markings.
- Remove bid item 610-170A Stl Gate Type 3 – Double Leaf. The property owner has decided that he no longer wants a gate at his approach.
- Modify pavement markings. Instead of installing all thermoplastic pavement markings, it would save money to install thermoplastic arrows and painted lane lines.

e. This is an important local off-system project; however, funds have already been obligated so there is little danger of losing funding. Modifications to the project plans and specifications will not take much time. It is likely that this project will be ready for re-bid this winter for a spring start date.

f. N/A

g. On November 5, 2015, the Pocatello City Council directed staff to provide written
justification to the State for rejection of all bids and request the State to reject all bids, with the understanding that if all bids are rejected, city staff will modify the project plans and request the State to re-bid the project. With all of the proposed ways to modify the project, as discussed in Sections “b” and “d” above, the revised estimate will be lower than before. Any required matching share and over-program amounts are being paid by the City of Pocatello.

The City of Pocatello feels that it would be best for the State to reject all bids, allow city staff to modify the project plans and specifications, and re-advertise the project this winter. Please accept the above justifications for rejection of all bids.

Please call me at (208) 234-6587 if you have any questions. Thank you.

Sincerely,

Deirdre Castillo
Deirdre Castillo, P.E.
City Engineer

cc: Michael Jaglowski, PW Director
Board Agenda Item

Meeting Date December 17, 2015

Consent Item □ Information Item □ Amount of Presentation Time Needed

<table>
<thead>
<tr>
<th>Presenter's Name</th>
<th>Presenter's Title</th>
<th>Initials</th>
<th>Reviewed By</th>
</tr>
</thead>
<tbody>
<tr>
<td>David Tolman</td>
<td>Controller</td>
<td>DT</td>
<td></td>
</tr>
</tbody>
</table>

Preparer's Name

<table>
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</tr>
</thead>
<tbody>
<tr>
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<td>DT</td>
</tr>
</tbody>
</table>

Subject

State Fiscal Year 2016 Financial Statements

Key Number | Distinct | Route Number
---|----------|-------------

Background Information

**July 01, 2015 thru October 31, 2015, Fiscal Year 2016 Financial Statements**

The financial operations of the Department as of October 31, 2015 continue this fiscal year with revenue coming in ahead of forecast year-to-date and the expenditures are following projected budgets.

- Revenues to the State Highway Account from all state sources are ahead of forecast by 3.6%. Of that total, receipts from the Highway Distribution Account are ahead of forecast by 3.8% or $2.5 million. State revenues to the State Aeronautics Fund are ahead of forecast by 12.7%.
- Expenditures are within planned budgets YTD. The differences are simply timing differences between planned and actual expenditures plus encumbrances estimated through the first four months of the year. Personnel costs have savings of $4 million or 10.5% due to vacancies and timing between a position becoming vacant and filled.
- Expenditures in the Contract Construction portion of the budget are below last year for the time period July 1 – October 31 by 18%. To reach the same level as last year, the final 8 months will have to have a total of $175 million expended. This amount of expenditures has not happened between November and June in any of the previous four years. Management is aware and is determining the cause.

The balance of the long term investments as of the end of October is $108.4 Million. These funds are obligated against both construction projects and encumbrances. This investment amount and the $50.4 million in cash are the largest combined cash/investments balance as of October 31 in any of the previous four years.

Expenditures for GARVEE approved projects through the month of October exceed $14.1 million and are progressing as planned for this fiscal year. It is estimated that the final payments from bond proceeds will be expended by the end of December which will complete an investment of just over $857M from bond proceeds.

Recommendations

Board Action

□ Approved □ Deferred □ Deferred □ Other
### Funds Received

<table>
<thead>
<tr>
<th></th>
<th>FY15 Actual</th>
<th>FY16 Actual</th>
<th>FY16 Forecast</th>
<th>FY16 to FY15 Actual</th>
<th>FY16 to Forecast</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>State Aeronautics Fund</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Federal Reimbursements</td>
<td>39</td>
<td>24</td>
<td>87</td>
<td>-37.9%</td>
<td>-72.3%</td>
</tr>
<tr>
<td>State</td>
<td>842</td>
<td>1,018</td>
<td>903</td>
<td>21.0%</td>
<td>12.7%</td>
</tr>
<tr>
<td><strong>Total State Aeronautics Fund:</strong></td>
<td>880</td>
<td>1,042</td>
<td>990</td>
<td>18.4%</td>
<td>5.3%</td>
</tr>
<tr>
<td><strong>State Highway Account</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Federal Reimbursements</td>
<td>136,210</td>
<td>107,110</td>
<td>122,396</td>
<td>-21.4%</td>
<td>-12.5%</td>
</tr>
<tr>
<td>State (Inc. H.D.A.)</td>
<td>79,728</td>
<td>95,046</td>
<td>91,728</td>
<td>19.2%</td>
<td>3.6%</td>
</tr>
<tr>
<td>Local</td>
<td>1,760</td>
<td>2,580</td>
<td>4,952</td>
<td>46.6%</td>
<td>-47.9%</td>
</tr>
<tr>
<td><strong>Total State Highway Account:</strong></td>
<td>217,698</td>
<td>204,736</td>
<td>219,076</td>
<td>-6.0%</td>
<td>-6.5%</td>
</tr>
<tr>
<td><strong>Total Funds Received:</strong></td>
<td>218,578</td>
<td>205,778</td>
<td>220,066</td>
<td>-5.9%</td>
<td>-6.5%</td>
</tr>
</tbody>
</table>

### Disbursements (includes Encumbrances)

<table>
<thead>
<tr>
<th></th>
<th>FY15 Actual</th>
<th>FY16 Actual</th>
<th>FY16 Budget</th>
<th>FY16 to FY15 Actual</th>
<th>FY16 to Budget</th>
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</thead>
<tbody>
<tr>
<td><strong>Construction Payouts</strong></td>
<td>155,785</td>
<td>128,073</td>
<td>146,145</td>
<td>-17.8%</td>
<td>-12.4%</td>
</tr>
<tr>
<td><strong>Operations Expenses</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Highways</td>
<td>61,264</td>
<td>60,742</td>
<td>57,317</td>
<td>-0.9%</td>
<td>6.0%</td>
</tr>
<tr>
<td>DMV</td>
<td>8,563</td>
<td>13,273</td>
<td>12,115</td>
<td>55.0%</td>
<td>9.6%</td>
</tr>
<tr>
<td>Administration</td>
<td>7,545</td>
<td>7,239</td>
<td>8,627</td>
<td>-4.1%</td>
<td>-16.1%</td>
</tr>
<tr>
<td>Transit</td>
<td>3,446</td>
<td>0</td>
<td>0</td>
<td>-100.0%</td>
<td>0.0%</td>
</tr>
<tr>
<td>Facilities</td>
<td>1,718</td>
<td>1,484</td>
<td>0</td>
<td>-13.6%</td>
<td>0.0%</td>
</tr>
<tr>
<td>Aeronautics</td>
<td>722</td>
<td>730</td>
<td>1,033</td>
<td>1.0%</td>
<td>-29.4%</td>
</tr>
<tr>
<td><strong>Total Operations Expenses:</strong></td>
<td>83,259</td>
<td>83,467</td>
<td>79,092</td>
<td>0.3%</td>
<td>5.5%</td>
</tr>
<tr>
<td><strong>Transfers</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Operating</td>
<td>25</td>
<td>25</td>
<td>25</td>
<td>0.0%</td>
<td>0.0%</td>
</tr>
<tr>
<td>Debt Service</td>
<td>1,532</td>
<td>0</td>
<td>0</td>
<td>-100.0%</td>
<td>0.0%</td>
</tr>
<tr>
<td><strong>Total Transfers:</strong></td>
<td>1,557</td>
<td>25</td>
<td>25</td>
<td>-98.4%</td>
<td>0.0%</td>
</tr>
<tr>
<td><strong>Total Disbursements:</strong></td>
<td>240,601</td>
<td>211,565</td>
<td>225,262</td>
<td>-12.1%</td>
<td>-6.1%</td>
</tr>
</tbody>
</table>

### Expenditures by Type

<table>
<thead>
<tr>
<th></th>
<th>FY15 Actual</th>
<th>FY16 Actual</th>
<th>FY16 Budget</th>
<th>FY16 to FY15 Actual</th>
<th>FY16 to Budget</th>
</tr>
</thead>
<tbody>
<tr>
<td>Personnel</td>
<td>37,409</td>
<td>36,243</td>
<td>40,498</td>
<td>-3.1%</td>
<td>-10.5%</td>
</tr>
<tr>
<td>Operating</td>
<td>23,556</td>
<td>26,829</td>
<td>30,552</td>
<td>13.9%</td>
<td>-12.2%</td>
</tr>
<tr>
<td>Capital Outlay</td>
<td>18,013</td>
<td>16,166</td>
<td>2,071</td>
<td>-10.3%</td>
<td>680.7%</td>
</tr>
<tr>
<td>Sub-Grantee</td>
<td>4,281</td>
<td>4,228</td>
<td>5,971</td>
<td>-1.2%</td>
<td>-29.2%</td>
</tr>
<tr>
<td><strong>Totals Operations Expenses:</strong></td>
<td>83,259</td>
<td>83,467</td>
<td>79,092</td>
<td>0.3%</td>
<td>5.5%</td>
</tr>
<tr>
<td>Contract Construction</td>
<td>155,785</td>
<td>128,073</td>
<td>146,145</td>
<td>-17.8%</td>
<td>-12.4%</td>
</tr>
<tr>
<td><strong>Totals (excluding Transfers):</strong></td>
<td>239,044</td>
<td>211,540</td>
<td>225,237</td>
<td>-11.5%</td>
<td>-6.1%</td>
</tr>
</tbody>
</table>
State Highway Fund 0260
Fiscal Year 2016
State and Interagency Revenue Sources Forecast vs Actual
October - For Period Ending 10/31/2015

Includes Equipment Buy Back Program
Misc. Revenue (RTA $377,051) and Transfers - In
### State Highway Fund 0260

**Fiscal Year 2016**

**Expenditures**

**October - For Period Ending 10/31/2015**

<table>
<thead>
<tr>
<th>Month</th>
<th>FY14 Actual Expenditures</th>
<th>FY15 Actual Expenditures</th>
<th>FY16 Current</th>
<th>FY16 Forecast</th>
</tr>
</thead>
<tbody>
<tr>
<td>Jul</td>
<td>70.964</td>
<td>50.917</td>
<td>50.203</td>
<td>56.785</td>
</tr>
<tr>
<td>Aug</td>
<td>137.175</td>
<td>117.427</td>
<td>113.246</td>
<td>114.524</td>
</tr>
<tr>
<td>Sep</td>
<td>202.984</td>
<td>189.659</td>
<td>171.532</td>
<td>173.886</td>
</tr>
<tr>
<td>Oct</td>
<td>250.089</td>
<td>238.322</td>
<td>224.204</td>
<td>224.204</td>
</tr>
<tr>
<td>Nov</td>
<td>293.630</td>
<td>275.703</td>
<td>261.456</td>
<td>261.456</td>
</tr>
<tr>
<td>Dec</td>
<td>319.239</td>
<td>309.481</td>
<td>293.270</td>
<td>293.270</td>
</tr>
<tr>
<td>Jan</td>
<td>343.599</td>
<td>335.409</td>
<td>315.390</td>
<td>315.390</td>
</tr>
<tr>
<td>Feb</td>
<td>363.682</td>
<td>362.533</td>
<td>359.768</td>
<td>359.768</td>
</tr>
<tr>
<td>Mar</td>
<td>392.180</td>
<td>391.734</td>
<td>383.821</td>
<td>383.821</td>
</tr>
<tr>
<td>Apr</td>
<td>423.392</td>
<td>426.442</td>
<td>413.599</td>
<td>413.599</td>
</tr>
<tr>
<td>May</td>
<td>460.858</td>
<td>462.484</td>
<td>448.311</td>
<td>448.311</td>
</tr>
<tr>
<td>Jun</td>
<td>521.401</td>
<td>529.482</td>
<td>585.565</td>
<td>585.565</td>
</tr>
</tbody>
</table>

Current = Actual Payments and Encumbrances
Aeronautics Fund 0221
Fiscal Year 2016
State and Interagency Revenue Sources Forecast vs Actual
October - For Period Ending 10/31/2015

Includes Misc. Revenue and Transfers - In

<table>
<thead>
<tr>
<th></th>
<th align="right">Jul</th>
<th align="right">Aug</th>
<th align="right">Sep</th>
<th align="right">Oct</th>
<th align="right">Nov</th>
<th align="right">Dec</th>
<th align="right">Jan</th>
<th align="right">Feb</th>
<th align="right">Mar</th>
<th align="right">Apr</th>
<th align="right">May</th>
<th align="right">Jun</th>
</tr>
</thead>
<tbody>
<tr>
<td>FY14 Actual Revenue</td>
<td align="right">0.229</td>
<td align="right">0.437</td>
<td align="right">0.710</td>
<td align="right">1.029</td>
<td align="right">1.160</td>
<td align="right">1.397</td>
<td align="right">1.608</td>
<td align="right">1.868</td>
<td align="right">2.013</td>
<td align="right">2.127</td>
<td align="right">2.309</td>
<td align="right"></td>
</tr>
<tr>
<td>FY15 Actual Revenue</td>
<td align="right">0.166</td>
<td align="right">0.362</td>
<td align="right">0.589</td>
<td align="right">0.842</td>
<td align="right">1.047</td>
<td align="right">1.250</td>
<td align="right">1.475</td>
<td align="right">1.643</td>
<td align="right">1.762</td>
<td align="right">1.900</td>
<td align="right">2.075</td>
<td align="right">2.226</td>
</tr>
<tr>
<td>FY16 Current</td>
<td align="right">0.191</td>
<td align="right">0.395</td>
<td align="right">0.654</td>
<td align="right">1.018</td>
<td align="right"></td>
<td align="right"></td>
<td align="right"></td>
<td align="right"></td>
<td align="right"></td>
<td align="right"></td>
<td align="right"></td>
<td align="right"></td>
</tr>
<tr>
<td>FY16 Forecast</td>
<td align="right">0.187</td>
<td align="right">0.382</td>
<td align="right">0.625</td>
<td align="right">0.903</td>
<td align="right">1.068</td>
<td align="right">1.271</td>
<td align="right">1.501</td>
<td align="right">1.584</td>
<td align="right">1.773</td>
<td align="right">1.912</td>
<td align="right">2.055</td>
<td align="right">2.212</td>
</tr>
</tbody>
</table>

Misc. Revenue and Transfers - In
Aeronautics Fund 0221
Fiscal Year 2016
Expenditures
October - For Period Ending 10/31/2015

<table>
<thead>
<tr>
<th></th>
<th>Jul</th>
<th>Aug</th>
<th>Sep</th>
<th>Oct</th>
<th>Nov</th>
<th>Dec</th>
<th>Jan</th>
<th>Feb</th>
<th>Mar</th>
<th>Apr</th>
<th>May</th>
<th>Jun</th>
</tr>
</thead>
<tbody>
<tr>
<td>FY14 Actual Expenditures</td>
<td>0.114</td>
<td>0.297</td>
<td>0.414</td>
<td>0.520</td>
<td>0.779</td>
<td>0.900</td>
<td>1.012</td>
<td>1.101</td>
<td>1.291</td>
<td>1.945</td>
<td>2.169</td>
<td>2.633</td>
</tr>
<tr>
<td>FY15 Actual Expenditures</td>
<td>0.279</td>
<td>0.467</td>
<td>0.587</td>
<td>0.722</td>
<td>0.852</td>
<td>0.984</td>
<td>1.114</td>
<td>1.267</td>
<td>1.351</td>
<td>1.483</td>
<td>1.672</td>
<td>2.205</td>
</tr>
<tr>
<td>FY16 Current</td>
<td>0.178</td>
<td>0.351</td>
<td>0.575</td>
<td>0.729</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>FY16 Forecast</td>
<td>0.187</td>
<td>0.343</td>
<td>0.643</td>
<td>1.033</td>
<td>1.157</td>
<td>1.433</td>
<td>1.847</td>
<td>1.962</td>
<td>2.385</td>
<td>2.877</td>
<td>3.030</td>
<td>3.709</td>
</tr>
</tbody>
</table>

Current = Actual Payments and Encumbrances
# Idaho Transportation Department

**OPERATING FUND BALANCE SHEET**

**AS OF 10/31/2015**

<table>
<thead>
<tr>
<th>Fund 0221</th>
<th>Fund 0260</th>
<th>Fund 0270</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Aeronautics</strong></td>
<td><strong>State Highway</strong></td>
<td><strong>Strategic Initiatives</strong></td>
</tr>
<tr>
<td><strong>ASSETS</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Cash on Hand (Change Fund)</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Cash in Bank (Daily Cash Operations)</td>
<td>1,748,857</td>
<td>1,857,166</td>
</tr>
<tr>
<td>Investments (Long Term Investments)</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td><strong>Total Cash &amp; Investments</strong></td>
<td>1,748,857</td>
<td>1,857,166</td>
</tr>
<tr>
<td>Receivables - Other</td>
<td>0</td>
<td>4,805</td>
</tr>
<tr>
<td>- Due From Locals (Project Overruns)</td>
<td>541</td>
<td>0</td>
</tr>
<tr>
<td>- Inter Agency</td>
<td>9,309</td>
<td>14,106</td>
</tr>
<tr>
<td><strong>Total Receivables</strong></td>
<td>9,850</td>
<td>18,911</td>
</tr>
<tr>
<td>Inventory on Hand</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td><strong>Total Assets:</strong></td>
<td>1,758,707</td>
<td>1,876,077</td>
</tr>
<tr>
<td><strong>LIABILITIES</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Vouchers Payable</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Sales Tax Payable</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Deferred Revenue (Local Projects Match)</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Accounts Receivable Overpayment</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Contractor Retained % (In Lieu Of Performance Bond)</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td><strong>Total Liabilities:</strong></td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td><strong>FUND BALANCE</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Reserve for Encumbrance</td>
<td>159,287</td>
<td>60,555</td>
</tr>
<tr>
<td>Fund Balance</td>
<td>1,599,419</td>
<td>1,815,522</td>
</tr>
<tr>
<td><strong>Total Fund Balance:</strong></td>
<td>1,758,707</td>
<td>1,876,077</td>
</tr>
<tr>
<td><strong>Total Liabilities and Fund Balance</strong></td>
<td>1,758,707</td>
<td>1,876,077</td>
</tr>
</tbody>
</table>
# Idaho Transportation Department

## STATEMENT OF REVENUES AND EXPENDITURES

**BUDGET TO ACTUAL**

**FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 10/31/2015**

<table>
<thead>
<tr>
<th>Fiscal Year: 2016</th>
<th>Budget Fiscal Year: 2016</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>YEAR TO DATE ALLOTMENT</strong></td>
<td><strong>YEAR TO DATE ACTUAL</strong></td>
</tr>
<tr>
<td>(A)</td>
<td>(B)</td>
</tr>
<tr>
<td>Federal Sources</td>
<td></td>
</tr>
<tr>
<td>FHWA - Highway</td>
<td>103,931,449</td>
</tr>
<tr>
<td>FHWA - Indirect Cost Allocation</td>
<td>12,458,013</td>
</tr>
<tr>
<td>Federal Transit Authority</td>
<td>4,165,921</td>
</tr>
<tr>
<td>NHTSA - Highway Safety</td>
<td>1,840,141</td>
</tr>
<tr>
<td>Other Federal Aid</td>
<td>0</td>
</tr>
<tr>
<td><strong>Total Federal Sources:</strong></td>
<td>122,395,524</td>
</tr>
<tr>
<td>State Sources</td>
<td></td>
</tr>
<tr>
<td>Equipment Buy Back</td>
<td>0</td>
</tr>
<tr>
<td>Miscellaneous Revenues</td>
<td>10,327,412</td>
</tr>
<tr>
<td><strong>Total State Sources:</strong></td>
<td>10,327,412</td>
</tr>
<tr>
<td>Interagency Sources</td>
<td></td>
</tr>
<tr>
<td>Miscellaneous Revenues</td>
<td>111,868</td>
</tr>
<tr>
<td><strong>Total Interagency Sources:</strong></td>
<td>111,868</td>
</tr>
<tr>
<td>Local Sources</td>
<td></td>
</tr>
<tr>
<td>Match For Local Projects</td>
<td>4,943,765</td>
</tr>
<tr>
<td>Other Local Sources</td>
<td>8,396</td>
</tr>
<tr>
<td><strong>Total Local Sources:</strong></td>
<td>4,952,161</td>
</tr>
<tr>
<td><strong>TOTAL REVENUES:</strong></td>
<td>137,786,965</td>
</tr>
<tr>
<td><strong>TRANSFERS-IN</strong></td>
<td></td>
</tr>
<tr>
<td>Highway Distribution Account</td>
<td>65,459,550</td>
</tr>
<tr>
<td>Fuel/Registration Direct</td>
<td>9,679,677</td>
</tr>
<tr>
<td>Ethanol Fuels Tax</td>
<td>6,149,500</td>
</tr>
<tr>
<td>Cigarette Tax</td>
<td>0</td>
</tr>
<tr>
<td><strong>TOTAL TRANSFERS-IN:</strong></td>
<td>81,288,727</td>
</tr>
<tr>
<td><strong>TOTAL REV AND TRANSFERS-IN:</strong></td>
<td>219,075,692</td>
</tr>
</tbody>
</table>
### Idaho Transportation Department

**STATEMENT OF REVENUES AND EXPENDITURES**

**BUDGET TO ACTUAL**

**FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 10/31/2015**

**Fund:** 0260 State Highway Fund

<table>
<thead>
<tr>
<th>Fiscal Year:</th>
<th>Budget Fiscal Year:</th>
</tr>
</thead>
<tbody>
<tr>
<td>2016</td>
<td>2016</td>
</tr>
</tbody>
</table>

#### EXPENDITURES

##### Operations Expense

<table>
<thead>
<tr>
<th>Description</th>
<th>Year to Date Allotment (A)</th>
<th>Year to Date Actual (B)</th>
<th>Current Month Activity (C)</th>
<th>Year to Date Encumbrance (D)</th>
<th>Variance Favorable / Unfavorable (E = A - B - D) (F = E / A)</th>
<th>Percent Variance (G)</th>
<th>Annual Appropriation (H = G - B - D) (I = H / G)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Permanent Staff Salaries</td>
<td>27,153,550</td>
<td>24,457,409</td>
<td>5,368,091</td>
<td>0</td>
<td>2,696,141</td>
<td>9.93 %</td>
<td>83,256,040</td>
</tr>
<tr>
<td>Board, Hourly, Overtime, Shift Differential</td>
<td>166,937</td>
<td>194,346</td>
<td>31,661</td>
<td>0</td>
<td>(27,409)</td>
<td>-16.42 %</td>
<td>615,364</td>
</tr>
<tr>
<td>Fringe Benefits</td>
<td>12,803,622</td>
<td>11,213,980</td>
<td>2,624,101</td>
<td>0</td>
<td>1,581,643</td>
<td>12.42 %</td>
<td>37,532,330</td>
</tr>
<tr>
<td>Internal Holdback-Personnel</td>
<td>(24,612)</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>(24,612)</td>
<td>100.00 %</td>
<td>(73,834)</td>
</tr>
<tr>
<td>In State Travel Expense</td>
<td>459,501</td>
<td>418,186</td>
<td>99,802</td>
<td>0</td>
<td>43,315</td>
<td>8.99 %</td>
<td>1,328,626</td>
</tr>
<tr>
<td>Out of State Travel Expense</td>
<td>109,976</td>
<td>84,990</td>
<td>23,078</td>
<td>0</td>
<td>24,866</td>
<td>22.72 %</td>
<td>347,522</td>
</tr>
<tr>
<td>Operating Expenditures</td>
<td>29,764,202</td>
<td>17,893,379</td>
<td>4,178,893</td>
<td>8,227,262</td>
<td>3,643,561</td>
<td>12.24 %</td>
<td>82,667,948</td>
</tr>
<tr>
<td>Capital Equipment Expense</td>
<td>2,052,389</td>
<td>3,320,476</td>
<td>2,728,521</td>
<td>11,348,140</td>
<td>(12,616,228)</td>
<td>-614.71 %</td>
<td>25,392,405</td>
</tr>
<tr>
<td>Capital Facilities Expense</td>
<td>0</td>
<td>750,005</td>
<td>485,055</td>
<td>722,890</td>
<td>1,472,895</td>
<td>0.00 %</td>
<td>3,265,000</td>
</tr>
<tr>
<td>Trustee &amp; Benefit Payments</td>
<td>5,573,670</td>
<td>4,107,726</td>
<td>870,178</td>
<td>0</td>
<td>1,465,944</td>
<td>26.30 %</td>
<td>15,704,000</td>
</tr>
<tr>
<td><strong>Total Operations Expense:</strong></td>
<td><strong>78,059,235</strong></td>
<td><strong>62,440,497</strong></td>
<td><strong>16,409,379</strong></td>
<td><strong>20,298,292</strong></td>
<td><strong>(4,679,555)</strong></td>
<td><strong>-5.99 %</strong></td>
<td><strong>250,035,401</strong></td>
</tr>
</tbody>
</table>

##### Contract Construction

<table>
<thead>
<tr>
<th>Description</th>
<th>Year to Date Allotment (A)</th>
<th>Year to Date Actual (B)</th>
<th>Current Month Activity (C)</th>
<th>Year to Date Encumbrance (D)</th>
<th>Variance Favorable / Unfavorable (E = A - B - D) (F = E / A)</th>
<th>Percent Variance (G)</th>
<th>Annual Appropriation (H = G - B - D) (I = H / G)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Operating Expenditures</td>
<td>1,449,844</td>
<td>1,180,415</td>
<td>351,251</td>
<td>232,680</td>
<td>36,749</td>
<td>2.53 %</td>
<td>20,077,106</td>
</tr>
<tr>
<td>Capital Equipment Expense</td>
<td>0</td>
<td>37,264</td>
<td>0</td>
<td>4,160</td>
<td>(41,424)</td>
<td>0.00 %</td>
<td>0</td>
</tr>
<tr>
<td>Capital Projects</td>
<td>143,474,270</td>
<td>125,740,811</td>
<td>25,078,851</td>
<td>142,802</td>
<td>17,590,657</td>
<td>12.26 %</td>
<td>310,899,923</td>
</tr>
<tr>
<td>Trustee &amp; Benefit Payments</td>
<td>1,220,456</td>
<td>734,802</td>
<td>203,079</td>
<td>0</td>
<td>485,654</td>
<td>39.79 %</td>
<td>4,552,338</td>
</tr>
<tr>
<td><strong>Total Contract Construction:</strong></td>
<td><strong>146,144,570</strong></td>
<td><strong>127,693,292</strong></td>
<td><strong>25,633,182</strong></td>
<td><strong>379,642</strong></td>
<td><strong>18,071,636</strong></td>
<td><strong>12.37 %</strong></td>
<td><strong>335,529,367</strong></td>
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</tbody>
</table>

#### TOTAL EXPENDITURES:

<table>
<thead>
<tr>
<th>Description</th>
<th>Year to Date Allotment (A)</th>
<th>Year to Date Actual (B)</th>
<th>Current Month Activity (C)</th>
<th>Year to Date Encumbrance (D)</th>
<th>Variance Favorable / Unfavorable (E = A - B - D) (F = E / A)</th>
<th>Percent Variance (G)</th>
<th>Annual Appropriation (H = G - B - D) (I = H / G)</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>TOTAL EXPENDITURES:</strong></td>
<td><strong>224,203,805</strong></td>
<td><strong>190,133,790</strong></td>
<td><strong>42,042,561</strong></td>
<td><strong>20,677,933</strong></td>
<td><strong>13,392,081</strong></td>
<td><strong>5.97 %</strong></td>
<td><strong>585,564,768</strong></td>
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</tbody>
</table>

#### TRANSFERS OUT

<table>
<thead>
<tr>
<th>Description</th>
<th>Year to Date Allotment (A)</th>
<th>Year to Date Actual (B)</th>
<th>Current Month Activity (C)</th>
<th>Year to Date Encumbrance (D)</th>
<th>Variance Favorable / Unfavorable (E = A - B - D) (F = E / A)</th>
<th>Percent Variance (G)</th>
<th>Annual Appropriation (H = G - B - D) (I = H / G)</th>
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</thead>
<tbody>
<tr>
<td>Statutory</td>
<td>0</td>
<td>25,000</td>
<td>0</td>
<td>0</td>
<td>(25,000)</td>
<td>0.00 %</td>
<td>0</td>
</tr>
<tr>
<td><strong>TOTAL TRANSFERS OUT:</strong></td>
<td><strong>0</strong></td>
<td><strong>25,000</strong></td>
<td><strong>0</strong></td>
<td><strong>0</strong></td>
<td><strong>(25,000)</strong></td>
<td><strong>0.00 %</strong></td>
<td><strong>0</strong></td>
</tr>
</tbody>
</table>

#### Net for Fiscal Year 2016:

<table>
<thead>
<tr>
<th>Description</th>
<th>Year to Date Allotment (A)</th>
<th>Year to Date Actual (B)</th>
<th>Current Month Activity (C)</th>
<th>Year to Date Encumbrance (D)</th>
<th>Variance Favorable / Unfavorable (E = A - B - D) (F = E / A)</th>
<th>Percent Variance (G)</th>
<th>Annual Appropriation (H = G - B - D) (I = H / G)</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Net for Fiscal Year 2016:</strong></td>
<td><strong>(5,128,113)</strong></td>
<td><strong>14,576,763</strong></td>
<td><strong>7,642,545</strong></td>
<td><strong>(973,058)</strong></td>
<td><strong>30,215,979</strong></td>
<td><strong>63.99 %</strong></td>
<td><strong>36,317,150</strong></td>
</tr>
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</table>
Idaho Transportation Department

STATEMENT OF REVENUES AND EXPENDITURES
BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 10/31/2015

Fund: 0260 State Highway Fund

<table>
<thead>
<tr>
<th>Fiscal Year: 2016</th>
<th>Budget Fiscal Year: 2016</th>
</tr>
</thead>
</table>

**Contract Construction**

**Operating Expenditures**

<table>
<thead>
<tr>
<th>Type</th>
<th>Amount</th>
<th>Year to Date Allotment (A)</th>
<th>Year to Date Actual (B)</th>
<th>Current Month Activity (C)</th>
<th>Year to Date Encumbrance (D)</th>
<th>Variance Favorable / Unfavorable (E = A - B - D)</th>
<th>Percent Variance (F = E / A)</th>
<th>Annual Appropriation (G)</th>
<th>Appropriation Balance (H = G - B - D)</th>
<th>Percent Remaining (I = I / G)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Operating Expenditures</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Dedicated</td>
<td>272,964</td>
<td>78,446</td>
<td>24,818</td>
<td>16,865</td>
<td>177,653</td>
<td>65.08%</td>
<td>6,826,024</td>
<td>6,730,713</td>
<td>98.60%</td>
<td></td>
</tr>
<tr>
<td>Federal</td>
<td>1,172,880</td>
<td>1,101,838</td>
<td>326,424</td>
<td>215,815</td>
<td>(144,773)</td>
<td>-12.34%</td>
<td>12,244,245</td>
<td>10,926,592</td>
<td>89.24%</td>
<td></td>
</tr>
<tr>
<td>Local</td>
<td>4,000</td>
<td>131</td>
<td>9</td>
<td>0</td>
<td>3,869</td>
<td>96.72%</td>
<td>1,006,837</td>
<td>1,006,706</td>
<td>99.99%</td>
<td></td>
</tr>
<tr>
<td>Total Operating Expenditures</td>
<td>1,449,844</td>
<td>1,180,415</td>
<td>351,251</td>
<td>232,680</td>
<td>36,749</td>
<td>2.53%</td>
<td>20,077,106</td>
<td>18,664,011</td>
<td>92.96%</td>
<td></td>
</tr>
</tbody>
</table>

**In State Travel Expense**

<table>
<thead>
<tr>
<th>Type</th>
<th>Amount</th>
<th>Year to Date Allotment (A)</th>
<th>Year to Date Actual (B)</th>
<th>Current Month Activity (C)</th>
<th>Year to Date Encumbrance (D)</th>
<th>Variance Favorable / Unfavorable (E = A - B - D)</th>
<th>Percent Variance (F = E / A)</th>
<th>Annual Appropriation (G)</th>
<th>Appropriation Balance (H = G - B - D)</th>
<th>Percent Remaining (I = I / G)</th>
</tr>
</thead>
<tbody>
<tr>
<td>In State Travel Expense</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Dedicated</td>
<td>0</td>
<td>0</td>
<td>(43)</td>
<td>0</td>
<td>0</td>
<td>0.00%</td>
<td>0</td>
<td>0</td>
<td>0.00%</td>
<td></td>
</tr>
<tr>
<td>Federal</td>
<td>0</td>
<td>(0)</td>
<td>(548)</td>
<td>0</td>
<td>0</td>
<td>0.00%</td>
<td>0</td>
<td>0</td>
<td>0.00%</td>
<td></td>
</tr>
<tr>
<td>Total In State Travel Expense</td>
<td>0</td>
<td>(0)</td>
<td>(591)</td>
<td>0</td>
<td>0</td>
<td>0.00%</td>
<td>0</td>
<td>0</td>
<td>0.00%</td>
<td></td>
</tr>
</tbody>
</table>

**Capital Outlay**

<table>
<thead>
<tr>
<th>Type</th>
<th>Amount</th>
<th>Year to Date Allotment (A)</th>
<th>Year to Date Actual (B)</th>
<th>Current Month Activity (C)</th>
<th>Year to Date Encumbrance (D)</th>
<th>Variance Favorable / Unfavorable (E = A - B - D)</th>
<th>Percent Variance (F = E / A)</th>
<th>Annual Appropriation (G)</th>
<th>Appropriation Balance (H = G - B - D)</th>
<th>Percent Remaining (I = I / G)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Capital Outlay</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Dedicated</td>
<td>28,238,478</td>
<td>24,180,481</td>
<td>7,454,747</td>
<td>36,731</td>
<td>4,021,267</td>
<td>14.24%</td>
<td>66,896,264</td>
<td>42,679,053</td>
<td>63.80%</td>
<td></td>
</tr>
<tr>
<td>Federal</td>
<td>98,400,259</td>
<td>80,993,435</td>
<td>13,160,629</td>
<td>106,071</td>
<td>17,300,753</td>
<td>17.58%</td>
<td>170,781,279</td>
<td>89,681,773</td>
<td>52.51%</td>
<td></td>
</tr>
<tr>
<td>FICR</td>
<td>12,746,211</td>
<td>17,090,551</td>
<td>3,204,032</td>
<td>0</td>
<td>(4,344,340)</td>
<td>-34.08%</td>
<td>53,559,398</td>
<td>36,468,847</td>
<td>68.09%</td>
<td></td>
</tr>
<tr>
<td>Local</td>
<td>4,089,322</td>
<td>3,476,344</td>
<td>1,259,443</td>
<td>0</td>
<td>612,978</td>
<td>14.99%</td>
<td>19,662,982</td>
<td>16,186,638</td>
<td>82.32%</td>
<td></td>
</tr>
<tr>
<td>Total Capital Outlay</td>
<td>143,474,270</td>
<td>125,740,811</td>
<td>25,078,851</td>
<td>142,802</td>
<td>17,590,657</td>
<td>12.26%</td>
<td>310,899,923</td>
<td>185,016,310</td>
<td>59.51%</td>
<td></td>
</tr>
</tbody>
</table>

**Capital Equipment Expense**

<table>
<thead>
<tr>
<th>Type</th>
<th>Amount</th>
<th>Year to Date Allotment (A)</th>
<th>Year to Date Actual (B)</th>
<th>Current Month Activity (C)</th>
<th>Year to Date Encumbrance (D)</th>
<th>Variance Favorable / Unfavorable (E = A - B - D)</th>
<th>Percent Variance (F = E / A)</th>
<th>Annual Appropriation (G)</th>
<th>Appropriation Balance (H = G - B - D)</th>
<th>Percent Remaining (I = I / G)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Capital Equipment Expense</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Dedicated</td>
<td>0</td>
<td>2,735</td>
<td>0</td>
<td>322</td>
<td>(3,057)</td>
<td>0.00%</td>
<td>0</td>
<td>(3,057)</td>
<td>0.00%</td>
<td></td>
</tr>
<tr>
<td>Federal</td>
<td>0</td>
<td>34,529</td>
<td>0</td>
<td>3,838</td>
<td>(38,368)</td>
<td>0.00%</td>
<td>0</td>
<td>(38,368)</td>
<td>0.00%</td>
<td></td>
</tr>
<tr>
<td>Total Capital Equipment Expense</td>
<td>0</td>
<td>37,264</td>
<td>0</td>
<td>4,160</td>
<td>(41,424)</td>
<td>0.00%</td>
<td>0</td>
<td>(41,424)</td>
<td>0.00%</td>
<td></td>
</tr>
</tbody>
</table>

**Trustee & Benefit Payments**

<table>
<thead>
<tr>
<th>Type</th>
<th>Amount</th>
<th>Year to Date Allotment (A)</th>
<th>Year to Date Actual (B)</th>
<th>Current Month Activity (C)</th>
<th>Year to Date Encumbrance (D)</th>
<th>Variance Favorable / Unfavorable (E = A - B - D)</th>
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<th>Annual Appropriation (G)</th>
<th>Appropriation Balance (H = G - B - D)</th>
<th>Percent Remaining (I = I / G)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Trustee &amp; Benefit Payments</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Dedicated</td>
<td>301,768</td>
<td>21,907</td>
<td>9,529</td>
<td>0</td>
<td>279,861</td>
<td>92.74%</td>
<td>905,302</td>
<td>883,395</td>
<td>97.58%</td>
<td></td>
</tr>
<tr>
<td>Federal</td>
<td>918,688</td>
<td>712,896</td>
<td>193,550</td>
<td>0</td>
<td>205,792</td>
<td>22.40%</td>
<td>2,950,922</td>
<td>2,238,026</td>
<td>75.84%</td>
<td></td>
</tr>
<tr>
<td>Local</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0.00%</td>
<td>696,114</td>
<td>696,114</td>
<td>100.00%</td>
<td></td>
</tr>
<tr>
<td>Total Trustee &amp; Benefit Payments</td>
<td>1,220,456</td>
<td>734,802</td>
<td>203,079</td>
<td>0</td>
<td>485,654</td>
<td>39.79%</td>
<td>4,552,338</td>
<td>3,817,536</td>
<td>83.86%</td>
<td></td>
</tr>
</tbody>
</table>

**Total Contract Construction:** 146,144,570 127,693,292 25,632,591 379,642 18,071,636 12.37% 335,529,367 207,456,433 61.83%
# Idaho Transportation Department

## STATEMENT OF REVENUES AND EXPENDITURES

### BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 10/31/2015

**Fund:** Strategic Initiatives Program Fund

<table>
<thead>
<tr>
<th>Fiscal Year: 2016</th>
<th>Budget Fiscal Year: 2016</th>
</tr>
</thead>
</table>

### REVENUES

<table>
<thead>
<tr>
<th></th>
<th>Year to Date Allotment (A)</th>
<th>Year to Date Actual (B)</th>
<th>Current Month Activity (C)</th>
<th>Year to Date Encumbrance (D)</th>
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<th>Appropriation Balance (H = G - B - D)</th>
<th>Percent Remaining (I = H / G)</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>State Sources - Miscellaneous</strong></td>
<td></td>
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<td></td>
<td></td>
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<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Revenues</td>
<td>0</td>
<td>50,932</td>
<td>17,691</td>
<td>0</td>
<td>50,932</td>
<td>0.00%</td>
<td></td>
<td>(50,932)</td>
<td>0.00%</td>
</tr>
<tr>
<td><strong>TOTAL REVENUES:</strong></td>
<td>0</td>
<td>50,932</td>
<td>17,691</td>
<td>0</td>
<td>50,932</td>
<td>0.00%</td>
<td></td>
<td>(50,932)</td>
<td>0.00%</td>
</tr>
<tr>
<td><strong>TOTAL REV AND TRANSFERS-IN:</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>0</td>
<td>50,932</td>
<td>17,691</td>
<td>0</td>
<td>50,932</td>
<td>0.00%</td>
<td></td>
<td>(50,932)</td>
<td>0.00%</td>
</tr>
</tbody>
</table>

### TRANSFERS OUT

<table>
<thead>
<tr>
<th></th>
<th>Year to Date Allotment (A)</th>
<th>Year to Date Actual (B)</th>
<th>Current Month Activity (C)</th>
<th>Year to Date Encumbrance (D)</th>
<th>Variance Favorable / Unfavorable (E = A - B - D)</th>
<th>Percent Variance (F = E / A)</th>
<th>Annual Appropriation (G)</th>
<th>Appropriation Balance (H = G - B - D)</th>
<th>Percent Remaining (I = H / G)</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Statutory</strong></td>
<td></td>
<td></td>
<td></td>
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<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>0</td>
<td>688,728</td>
<td>0</td>
<td>0</td>
<td>(688,728)</td>
<td>0.00%</td>
<td></td>
<td>(688,728)</td>
<td>0.00%</td>
</tr>
<tr>
<td><strong>TOTAL TRANSFERS OUT:</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>0</td>
<td>688,728</td>
<td>0</td>
<td>0</td>
<td>(688,728)</td>
<td>0.00%</td>
<td></td>
<td>(688,728)</td>
<td>0.00%</td>
</tr>
</tbody>
</table>

### TOTAL EXPD AND TRANSFERS OUT:

<table>
<thead>
<tr>
<th></th>
<th>Year to Date Allotment (A)</th>
<th>Year to Date Actual (B)</th>
<th>Current Month Activity (C)</th>
<th>Year to Date Encumbrance (D)</th>
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<th>Appropriation Balance (H = G - B - D)</th>
<th>Percent Remaining (I = H / G)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>0</td>
<td>688,728</td>
<td>0</td>
<td>0</td>
<td>(688,728)</td>
<td>0.00%</td>
<td></td>
<td>(688,728)</td>
<td>0.00%</td>
</tr>
</tbody>
</table>

### Net for Fiscal Year 2016:

<table>
<thead>
<tr>
<th></th>
<th>Year to Date Allotment (A)</th>
<th>Year to Date Actual (B)</th>
<th>Current Month Activity (C)</th>
<th>Year to Date Encumbrance (D)</th>
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<th>Percent Variance (F = E / A)</th>
<th>Annual Appropriation (G)</th>
<th>Appropriation Balance (H = G - B - D)</th>
<th>Percent Remaining (I = H / G)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>0</td>
<td>(637,796)</td>
<td>17,691</td>
<td>(637,796)</td>
<td>0</td>
<td></td>
<td></td>
<td></td>
<td>0.00%</td>
</tr>
</tbody>
</table>
## Idaho Transportation Department

**STATEMENT OF REVENUES AND EXPENDITURES**

**BUDGET TO ACTUAL**

**FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 10/31/2015**

**Fiscal Year:** 2016  
**Budget Fiscal Year:** 2016

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Year to Date Allotment</th>
<th>Year to Date Actual</th>
<th>Current Month Activity</th>
<th>Year to Date Encumbrance</th>
<th>Variance Favorable / Unfavorable</th>
<th>Percent Variance</th>
<th>Annual Appropriation</th>
<th>Appropriation Balance</th>
<th>Percent Remaining</th>
</tr>
</thead>
<tbody>
<tr>
<td>Federal Sources - FHWA - Highway</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0.00 %</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0.00 %</td>
</tr>
<tr>
<td>State Sources - Miscellaneous Revenues</td>
<td>0</td>
<td>15,273,135</td>
<td>4,862,736</td>
<td>0</td>
<td>15,273,135</td>
<td>0.00 %</td>
<td>0</td>
<td>(15,273,135)</td>
<td>0.00 %</td>
</tr>
<tr>
<td><strong>TOTAL REVENUES:</strong></td>
<td>0</td>
<td>15,273,135</td>
<td>4,862,736</td>
<td>0</td>
<td>15,273,135</td>
<td>0.00 %</td>
<td>0</td>
<td>(15,273,135)</td>
<td>0.00 %</td>
</tr>
<tr>
<td><strong>TOTAL REV AND TRANSFERS-IN:</strong></td>
<td>0</td>
<td>15,273,135</td>
<td>4,862,736</td>
<td>0</td>
<td>15,273,135</td>
<td>0.00 %</td>
<td>0</td>
<td>(15,273,135)</td>
<td>0.00 %</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>EXPENDITURES</th>
</tr>
</thead>
<tbody>
<tr>
<td>Operating Expenditures</td>
</tr>
<tr>
<td>Capital Projects</td>
</tr>
<tr>
<td><strong>TOTAL EXPENDITURES:</strong></td>
</tr>
<tr>
<td><strong>TOTAL EXPD AND TRANSFERS OUT:</strong></td>
</tr>
</tbody>
</table>

**Net for Fiscal Year 2016:**  
0 | 1,076,694 | 1,076,028 | 1,076,694 | 0 | (1,076,694)
### Idaho Transportation Department

**STATEMENT OF REVENUES AND EXPENDITURES**

**BUDGET TO ACTUAL**

**FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 10/31/2015**

<table>
<thead>
<tr>
<th>Year to Date Allotment</th>
<th>Year to Date Actual</th>
<th>Current Month Activity</th>
<th>Year to Date Encumbrance</th>
<th>Variance Favorable / Unfavorable</th>
<th>Percent Variance</th>
<th>Annual Appropriation</th>
<th>Appropriation Balance</th>
<th>Percent Remaining</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fiscal Year: 2016</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Budget Fiscal Year: 2016</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>REVENUES</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>State Sources - Miscellaneous Revenues</td>
<td>0</td>
<td>6,323</td>
<td>891</td>
<td>0</td>
<td>6,323</td>
<td>0.00%</td>
<td>0</td>
<td>(6,323)</td>
</tr>
<tr>
<td><strong>TOTAL REVENUES:</strong></td>
<td>0</td>
<td>6,323</td>
<td>891</td>
<td>0</td>
<td>6,323</td>
<td>0.00%</td>
<td>0</td>
<td>(6,323)</td>
</tr>
<tr>
<td><strong>TRANSFERS-IN</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Operating</td>
<td>0</td>
<td>4,700,000</td>
<td>0</td>
<td>0</td>
<td>4,700,000</td>
<td>0.00%</td>
<td>0</td>
<td>(4,700,000)</td>
</tr>
<tr>
<td><strong>TOTAL TRANSFERS-IN:</strong></td>
<td>0</td>
<td>4,700,000</td>
<td>0</td>
<td>0</td>
<td>4,700,000</td>
<td>0.00%</td>
<td>0</td>
<td>(4,700,000)</td>
</tr>
<tr>
<td><strong>TOTAL REV AND TRANSFERS-IN:</strong></td>
<td>0</td>
<td>4,706,323</td>
<td>891</td>
<td>0</td>
<td>4,706,323</td>
<td>0.00%</td>
<td>0</td>
<td>(4,706,323)</td>
</tr>
<tr>
<td><strong>EXPENDITURES</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bond Principal / Interest</td>
<td>0</td>
<td>42,398,965</td>
<td>376,376</td>
<td>0</td>
<td>(42,398,965)</td>
<td>0.00%</td>
<td>0</td>
<td>(42,398,965)</td>
</tr>
<tr>
<td><strong>TOTAL EXPENDITURES:</strong></td>
<td>0</td>
<td>42,398,965</td>
<td>376,376</td>
<td>0</td>
<td>(42,398,965)</td>
<td>0.00%</td>
<td>0</td>
<td>(42,398,965)</td>
</tr>
<tr>
<td><strong>TOTAL EXPD AND TRANSFERS OUT:</strong></td>
<td>0</td>
<td>42,398,965</td>
<td>376,376</td>
<td>0</td>
<td>(42,398,965)</td>
<td>0.00%</td>
<td>0</td>
<td>(42,398,965)</td>
</tr>
<tr>
<td><strong>Net for Fiscal Year 2016:</strong></td>
<td>0</td>
<td>(37,692,643)</td>
<td>(375,485)</td>
<td>(37,692,643)</td>
<td>0</td>
<td>37,692,643</td>
<td>0</td>
<td>37,692,643</td>
</tr>
</tbody>
</table>
## Idaho Transportation Department

### STATEMENT OF REVENUES AND EXPENDITURES

**BUDGET TO ACTUAL**

**FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 10/31/2015**

| Fund: | 0221 State Aeronautics Fund |

<table>
<thead>
<tr>
<th>Fiscal Year:</th>
<th>2016</th>
</tr>
</thead>
<tbody>
<tr>
<td>Budget Fiscal Year:</td>
<td>2016</td>
</tr>
</tbody>
</table>

### REVENUES

<table>
<thead>
<tr>
<th>Description</th>
<th>Year to Date Allotment</th>
<th>Year to Date Actual</th>
<th>Current Month Activity</th>
<th>Year to Date Encumbrance</th>
<th>Variance Favorable / Unfavorable</th>
<th>Percent Variance</th>
<th>Annual Appropriation</th>
<th>Appropriation Balance</th>
<th>Percent Remaining</th>
</tr>
</thead>
<tbody>
<tr>
<td>Federal Sources - FAA</td>
<td>86,817</td>
<td>24,031</td>
<td>4,761</td>
<td>0</td>
<td>(62,786)</td>
<td>-72.32%</td>
<td>320,700</td>
<td>296,669</td>
<td>92.51%</td>
</tr>
<tr>
<td>State Sources - Miscellaneous Revenues</td>
<td>27,731</td>
<td>44,490</td>
<td>10,017</td>
<td>0</td>
<td>16,759</td>
<td>60.43%</td>
<td>297,000</td>
<td>252,510</td>
<td>85.02%</td>
</tr>
<tr>
<td>Interagency Sources - Miscellaneous Revenues</td>
<td>140,486</td>
<td>94,588</td>
<td>35,583</td>
<td>0</td>
<td>(45,898)</td>
<td>-32.67%</td>
<td>225,000</td>
<td>130,412</td>
<td>57.96%</td>
</tr>
</tbody>
</table>

**TOTAL REVENUES:** 255,034 163,109 50,361 0 (91,925) -36.04% 842,700 679,591 80.64%

### TRANSFERS-IN

<table>
<thead>
<tr>
<th>Description</th>
<th>Year to Date Allotment</th>
<th>Year to Date Actual</th>
<th>Current Month Activity</th>
<th>Year to Date Encumbrance</th>
<th>Variance Favorable / Unfavorable</th>
<th>Percent Variance</th>
<th>Annual Appropriation</th>
<th>Appropriation Balance</th>
<th>Percent Remaining</th>
</tr>
</thead>
<tbody>
<tr>
<td>Operating</td>
<td>734,956</td>
<td>879,223</td>
<td>318,821</td>
<td>0</td>
<td>144,267</td>
<td>19.63%</td>
<td>1,690,000</td>
<td>810,777</td>
<td>47.97%</td>
</tr>
</tbody>
</table>

**TOTAL TRANSFERS-IN:** 734,956 879,223 318,821 0 144,267 19.63% 1,690,000 810,777 47.97%

**TOTAL REV AND TRANSFERS-IN:** 989,990 1,042,332 369,183 0 52,342 5.29% 2,532,700 1,490,368 58.85%

### EXPENDITURES

<table>
<thead>
<tr>
<th>Description</th>
<th>Year to Date Allotment</th>
<th>Year to Date Actual</th>
<th>Current Month Activity</th>
<th>Year to Date Encumbrance</th>
<th>Variance Favorable / Unfavorable</th>
<th>Percent Variance</th>
<th>Annual Appropriation</th>
<th>Appropriation Balance</th>
<th>Percent Remaining</th>
</tr>
</thead>
<tbody>
<tr>
<td>Permanent Staff Salaries</td>
<td>246,811</td>
<td>231,091</td>
<td>51,873</td>
<td>0</td>
<td>15,720</td>
<td>6.37%</td>
<td>713,716</td>
<td>482,625</td>
<td>67.62%</td>
</tr>
<tr>
<td>Board, Hourly, Overtime, Shift Differential</td>
<td>42,250</td>
<td>40,476</td>
<td>4,723</td>
<td>0</td>
<td>1,774</td>
<td>4.20%</td>
<td>59,500</td>
<td>19,024</td>
<td>31.97%</td>
</tr>
<tr>
<td>Fringe Benefits</td>
<td>109,374</td>
<td>106,090</td>
<td>24,236</td>
<td>0</td>
<td>3,284</td>
<td>3.00%</td>
<td>311,084</td>
<td>204,994</td>
<td>65.90%</td>
</tr>
<tr>
<td>In State Travel Expense</td>
<td>25,286</td>
<td>23,490</td>
<td>11,571</td>
<td>0</td>
<td>1,796</td>
<td>7.10%</td>
<td>54,050</td>
<td>30,560</td>
<td>56.54%</td>
</tr>
<tr>
<td>Out of State Travel Expense</td>
<td>4,730</td>
<td>1,496</td>
<td>385</td>
<td>0</td>
<td>3,234</td>
<td>68.38%</td>
<td>17,800</td>
<td>16,304</td>
<td>91.60%</td>
</tr>
<tr>
<td>Operating Expenditures</td>
<td>188,424</td>
<td>179,579</td>
<td>56,064</td>
<td>952</td>
<td>7,893</td>
<td>4.19%</td>
<td>836,250</td>
<td>655,719</td>
<td>78.41%</td>
</tr>
<tr>
<td>Capital Equipment Expense</td>
<td>18,410</td>
<td>18,410</td>
<td>18,410</td>
<td>6,320</td>
<td>(6,320)</td>
<td>-34.33%</td>
<td>176,000</td>
<td>51,470</td>
<td>75.55%</td>
</tr>
<tr>
<td>Capital Facilities Expense</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0.00%</td>
<td>50,000</td>
<td>50,000</td>
<td>100.00%</td>
</tr>
<tr>
<td>Trustee &amp; Benefit Payments</td>
<td>397,670</td>
<td>120,606</td>
<td>0</td>
<td>0</td>
<td>277,064</td>
<td>69.67%</td>
<td>5,906,697</td>
<td>1,470,091</td>
<td>24.22%</td>
</tr>
</tbody>
</table>

**TOTAL EXPENDITURES:** 1,032,955 721,238 167,263 7,272 304,445 29.47% 3,709,297 2,980,787 80.36%

**TOTAL EXPD AND TRANSFERS OUT:** 1,032,955 721,238 167,263 7,272 304,445 29.47% 3,709,297 2,980,787 80.36%

**Net for Fiscal Year 2016:** (42,965) 321,094 201,920 356,787 (1,176,597) (1,490,419)
Meeting Date December 17, 2015

Consent Item □ Information Item □ Amount of Presentation Time Needed ____________

<table>
<thead>
<tr>
<th>Presenter's Name</th>
<th>Presenter's Title</th>
<th>Initials</th>
</tr>
</thead>
<tbody>
<tr>
<td>John Krause</td>
<td>TIM</td>
<td>JK</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Preparer's Name</th>
<th>Preparer's Title</th>
<th>Initials</th>
</tr>
</thead>
<tbody>
<tr>
<td>Nathan Hesterman</td>
<td>Sr. Planner - Programming</td>
<td>ndh</td>
</tr>
</tbody>
</table>

Subject: Monthly Reporting of Federal Formula Program Funding Through November 2015

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

Background Information

Obligation Authority through November 20th is $36.2 million which corresponds to $35.7 million with match after a reduction of prorated indirect costs.

Legislation extending MAP-21 through December 4th was passed on November 16th. The Department is awaiting Office of Management and Budget and Federal Highway Administration action before the funds become available to Idaho. Consequently, the following exhibits still reflect funding through November 20.

The five-year Fixing America's Surface Transportation (FAST) transportation act is expected to be signed by the President around December 7th. FY 2016 program funding levels will be adjusted to the new act in December.

Idaho has received a prorated 13.7% share of its annual federal formula apportionments or approximately $42.0 million with match. This includes $57,146 of Redistribution of Certain Authorized Funds received on November 12th. Obligation authority is currently 93.8% of apportionments.

The exhibits on the following page summarize these amounts and show allotments and obligations of federal funding by state and local programs through November 30, 2015.

In early December, the president signed a new surface transportation act entitled the "Fixing America's Surface Transportation Act" also known as "FAST".

There will be some changes to funding amounts and programs, and since this Act is retroactive to the beginning of this federal fiscal year, both Exhibit One "Estimated Formula Funding for FY2016" and the accompanying Exhibit Two "Allotments of Available Federal Funding" will be modified to reflect the changes and will appear in the Department's reporting for December 2015 at the January Board Meeting.

Recommendations

For Information

Board Action

□ Approved  □ Deferred

□ Other
Exhibit One
Estimated Formula Funding for FY2016

<table>
<thead>
<tr>
<th>Per Approved Program – Total Year</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Federal Aid Only</td>
<td>$276,528</td>
</tr>
<tr>
<td>Including Match</td>
<td>$301,130</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Per Apportionments through 11/20/2015</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Federal Aid Only</td>
<td>$38,575</td>
</tr>
<tr>
<td>Including Match</td>
<td>$42,007</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Obligation Limits through 10/29/2015</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Federal Aid Only</td>
<td>$36,185</td>
</tr>
<tr>
<td>Less $25M indirect costs w/Match</td>
<td>$35,674</td>
</tr>
</tbody>
</table>

Notes:
1. All dollars in Thousands
2. 'Approved Program' amounts from the September 16, 2015 Board Approved ITIP.
3. Full Apportionment and Obligation Authority amounts reflect available funds via federal notices received through November 12, 2015.

Exhibit Two
Allotments of Available Federal Funding through November 30, 2015

<table>
<thead>
<tr>
<th>Program</th>
<th>Allotted Total Program Funding</th>
<th>Total Program Funding Remaining</th>
</tr>
</thead>
<tbody>
<tr>
<td>All Other SHS Program</td>
<td>$14,087</td>
<td>$778</td>
</tr>
<tr>
<td>GARVEE Formula Debt Service*</td>
<td>$14,054</td>
<td>$0</td>
</tr>
<tr>
<td>State Planning and Research*</td>
<td>$833</td>
<td>($6)</td>
</tr>
<tr>
<td>Metropolitan Planning*</td>
<td>$227</td>
<td>($4)</td>
</tr>
<tr>
<td>Transportation Alternatives (Urban/Rural)</td>
<td>$586</td>
<td>($74)</td>
</tr>
<tr>
<td>Recreational Trails</td>
<td>$241</td>
<td>$241</td>
</tr>
<tr>
<td>STP - Local Urban</td>
<td>$1,079</td>
<td>$1,115</td>
</tr>
<tr>
<td>STP - Transportation Mgt. Area</td>
<td>$1,158</td>
<td>$2,626</td>
</tr>
<tr>
<td>Transportation Alternatives (TMA)</td>
<td>$60</td>
<td>$60</td>
</tr>
<tr>
<td>STP - Local Rural</td>
<td>$1,600</td>
<td>$2,297</td>
</tr>
<tr>
<td>Local Bridge</td>
<td>$712</td>
<td>$613</td>
</tr>
<tr>
<td>Off System Bridge</td>
<td>$534</td>
<td>($1,748)</td>
</tr>
<tr>
<td>Local HSIP</td>
<td>$503</td>
<td>$467</td>
</tr>
<tr>
<td><strong>Total (excluding indirect costs)</strong></td>
<td><strong>$35,674</strong></td>
<td><strong>$6,365</strong></td>
</tr>
</tbody>
</table>

Notes:
1. All dollars in Thousands.
2. Allotments based on September 16, 2015 Board Approved ITIP.
3. Funding amounts include match and reflect total formula funding available (excluding indirect costs).
4. Data reflects both obligation and de-obligation activity (excluding indirect costs) as of November 30th.
5. Advanced construction conversions of $8.4 million are outstanding for FY 2016.
6. Provided 100% Obligation Authority (other lines reduced accordingly).
## Background Information

The purpose of this Board item is to comply with the reporting requirements established in Board Policy 4001 - ‘Each month the Chief Administrative Officer shall report to the Board all non-construction professional service agreements entered into by the Department during the previous month.’ For the period November 1 to November 30, 2015 the Business and Support Management section executed the following professional service agreements:

<table>
<thead>
<tr>
<th>Document Description</th>
<th>Vendor Name</th>
<th>Line Amount</th>
<th>Unit Name</th>
<th>Service From</th>
<th>Service To</th>
</tr>
</thead>
<tbody>
<tr>
<td>3 Bridge Preservation Projects</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>4 Bridge Replacement Projects</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Recommendations**

Information only

**Board Action**

- [ ] Approved
- [ ] Deferred
- [ ] Other

Page 1 of 1
Board Agenda Item

Meeting Date  December 17, 2015

Consent Item  □ Information Item  □  Amount of Presentation Time Needed

Presenters Name  James F. Carpenter, PE
Preparer's Name  Monica Crider, P.E.

Presenter's Title  Chief Operations Officer
Preparer's Title  Contracting Services Engineer

Initials
Initials  MC

Subject
Contract Awards and Advertisements

Key Number  District  Route Number

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

Also attached is the Current Advertisement Report

Recommendations
For Information Only.

Board Action
□ Approved  ☐ Deferred  ________________________________
□ Other  ________________________________

Page 1 of 1
FY16 D4 Distwide Signal Upgrades
Meadow Cr to Sweetzer
# Monthly Contract Status Report to the Board

CONTRACT ACCEPTED BY STAFF SINCE LAST BOARD MEETING

<table>
<thead>
<tr>
<th>KEY</th>
<th>Engineer Estimate</th>
<th>Low Bid</th>
<th>Net +/-</th>
<th>% of Est</th>
<th>Dist: 4</th>
<th>Route: Various</th>
<th>OPENING DATE: 11/3/2015</th>
<th>CONTRACTOR: BALANCED ROCK ELECTRIC, INC.</th>
<th>NUMBER OF BIDS: 3</th>
</tr>
</thead>
<tbody>
<tr>
<td>13520</td>
<td>$608,582</td>
<td>$540,694</td>
<td>($67,888)</td>
<td>89%</td>
<td>Route: I-84</td>
<td>OPENING DATE: 11/3/2015</td>
<td>CONTRACTOR: RAILCO-LLC</td>
<td>NUMBER OF BIDS: 4</td>
<td></td>
</tr>
<tr>
<td>13520</td>
<td><strong>FY16 D4 SIGNAL UPGRADES</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>13083</td>
<td>$448,008</td>
<td>$244,244</td>
<td>($203,764)</td>
<td>55%</td>
<td>MEADOW CR TO SWEETZER, CASSIA CO</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Notes:**
- **Low Bid** column indicates the lowest bid received.
- **Net +/-** column shows the net difference from the estimate.
- **% of Est** column represents the percentage difference from the estimate.
<table>
<thead>
<tr>
<th>Key</th>
<th>Job Type</th>
<th>Dist.</th>
<th>Route</th>
<th>OPENING DATE</th>
<th>Amount</th>
<th>Description</th>
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<tbody>
<tr>
<td>14334</td>
<td></td>
<td>1</td>
<td>SH41</td>
<td>12/8/2015</td>
<td>500,000 - 1,000,000</td>
<td>SELTICE WAY to MULLAN BIKE/PED TRAIL, POST FALLS</td>
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<tr>
<td>14334</td>
<td></td>
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<td></td>
<td></td>
<td></td>
<td>Local</td>
</tr>
<tr>
<td>13475</td>
<td></td>
<td>3</td>
<td>SH55</td>
<td>12/15/2015</td>
<td>1,000,000 - 3,000,000</td>
<td>INT KARCHER RD &amp; INDIANA AVE, CANYON</td>
</tr>
<tr>
<td>13475</td>
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<tr>
<td>14341</td>
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<td>3</td>
<td>OFFSYS</td>
<td>10/27/2015</td>
<td>50,000 - 300,000</td>
<td>REDEVELOPMENT AREA ENV PRESV SIDEWALK IMPR, McCall</td>
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<td>14341</td>
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<tr>
<td>13084</td>
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<td>4</td>
<td>I-84</td>
<td>12/15/2015</td>
<td>50,000 - 300,000</td>
<td>FY16 D4 SIGN UPGRADES SAFTY/TRAFF OPER</td>
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<td>13084</td>
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<tr>
<td>08454</td>
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<td>6</td>
<td>US-20</td>
<td>12/8/2015</td>
<td>10,000,000 - 15,000,000</td>
<td>THORNTON IC, MADISON CO RECONST/REALIGN</td>
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<td>08454</td>
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</table>
**Board Agenda Item**

**Meeting Date** December 17, 2015

Consent Item □ Information Item □ Amount of Presentation Time Needed __________

<table>
<thead>
<tr>
<th>Presenter’s Name</th>
<th>Presenter’s Title</th>
<th>Initials</th>
<th>Reviewed By</th>
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<tr>
<td>Monica Crider, P.E.</td>
<td>Contracting Services Engineer</td>
<td>MC</td>
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<tr>
<td>Preparer’s Name</td>
<td>Preparer’s Title</td>
<td>Initials</td>
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</tr>
<tr>
<td>Leo Hickman</td>
<td>CS Project Manager</td>
<td>LH</td>
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</tbody>
</table>

**Subject**

PROFESSIONAL SERVICES AGREEMENTS AND TERM AGREEMENT WORK TASKS REPORT

<table>
<thead>
<tr>
<th>Key Number</th>
<th>District</th>
<th>Route Number</th>
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</thead>
<tbody>
<tr>
<td>N/A</td>
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**Background Information**

Consultant Services processed 28 new professional services agreements and work tasks for $3,650,316 and 4 supplemental agreements to existing professional services agreements for $171,600 from November 1 through November 30.

### New Professional Services Agreements and Work Tasks

<table>
<thead>
<tr>
<th>Reason Consultant Needed</th>
<th>District</th>
<th>Total</th>
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<tbody>
<tr>
<td>Resources not Available</td>
<td>1 2 3 4 5 6 9 Aero</td>
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<tr>
<td>Construction</td>
<td>2</td>
<td>2</td>
</tr>
<tr>
<td>Planning</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>Environmental</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>Public Involvement</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>Traffic Services</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>Roadway Design</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>Materials</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>Special Expertise</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Construction</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>Environmental</td>
<td>3</td>
<td>3</td>
</tr>
<tr>
<td>Public Art</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>Surveying</td>
<td>1</td>
<td>1</td>
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<tr>
<td>Planning</td>
<td>1</td>
<td>1</td>
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<tr>
<td>Structure Inspection</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>Airport Engineering</td>
<td>2 2 1 1 2 1 2 1</td>
<td>10</td>
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<tr>
<td>Local Public Agency Projects</td>
<td>2 2 2 1 2 1 2 1 2</td>
<td>28</td>
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<tr>
<td>Total</td>
<td>7 2 6 6 3 1 1 2</td>
<td></td>
</tr>
</tbody>
</table>

Page 1 of 7
18 new professional services agreements and work tasks for ITD District projects were processed during this period for $2,539,841. No Supplemental Agreements were processed for ITD District projects.

### District 1

<table>
<thead>
<tr>
<th>Project</th>
<th>Reason Consultant Needed</th>
<th>Description</th>
<th>Selection Method</th>
<th>Consultant</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>US 95, Smith Cr to Sheep Cr Stage 1, Benewah County</td>
<td>Resources not Available: Construction</td>
<td>Construction Engineering and Inspection</td>
<td>RFI from Term Agreement List</td>
<td>HDR Engineering, Inc.</td>
<td>$499,000</td>
</tr>
<tr>
<td>US 95, Smith Cr to Sheep Cr Stage 1, Benewah County</td>
<td>Resources not Available: Construction</td>
<td>Inspection and Testing for Box Culvert Fabrication</td>
<td>Direct from Term Agreement List</td>
<td>Materials Testing &amp; Inspection</td>
<td>$7,000</td>
</tr>
<tr>
<td>SH 5, Railroad Bridge, Plummer</td>
<td>Special Expertise: Construction</td>
<td>Design Support during Construction</td>
<td>RFI from Term Agreement List</td>
<td>Parametrix, Inc.</td>
<td>$79,000</td>
</tr>
<tr>
<td>I 90, Washington State Line to Sherman Ave, Post Falls</td>
<td>Resources not Available: Planning</td>
<td>Corridor Feasibility Study</td>
<td>RFI from Term Agreement List</td>
<td>H.W. Lochner, Inc.</td>
<td>$194,300</td>
</tr>
<tr>
<td>US 95, Alderson Ln to Madison St, Bonners Ferry</td>
<td>Resources not Available: Environmental</td>
<td>Cultural Resources Investigation</td>
<td>Direct from Term Agreement List</td>
<td>Gorman Preservation Associates</td>
<td>$7,000</td>
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</tbody>
</table>

### District 3

<table>
<thead>
<tr>
<th>Project</th>
<th>Reason Consultant Needed</th>
<th>Description</th>
<th>Selection Method</th>
<th>Consultant</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>US 95, Council Alternate Route</td>
<td>Special Expertise: Environmental</td>
<td>Hazardous Waste Sampling and Testing</td>
<td>Direct from Term Agreement List</td>
<td>Strata, Inc.</td>
<td>$6,400</td>
</tr>
<tr>
<td>SH 55, Marsing to New Meadows Corridor Plan</td>
<td>Resources not Available: Public Involvement</td>
<td>Public Involvement Update</td>
<td>RFI from Term Agreement List</td>
<td>Rosemary Brennan Curtin, Inc.</td>
<td>$44,000</td>
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</tbody>
</table>
### District 3 (Continued)

<table>
<thead>
<tr>
<th>Project</th>
<th>Reason Consultant Needed</th>
<th>Description</th>
<th>Selection Method</th>
<th>Consultant</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>US 95, Council Alternate Route</td>
<td>Special Expertise: Environmental</td>
<td>Additional Hazardous Waste Sampling and Testing</td>
<td>Direct from Term Agreement List</td>
<td>Strata, Inc.</td>
<td>$2,026</td>
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<tr>
<td>SH 55, Intersection Karcher Road &amp; Indiana Avenue, Canyon Co</td>
<td>Special Expertise: Environmental</td>
<td>Asbestos Survey</td>
<td>Direct from Term Agreement List</td>
<td>Strata, Inc.</td>
<td>$3,500</td>
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</table>

### District 4

<table>
<thead>
<tr>
<th>Project</th>
<th>Reason Consultant Needed</th>
<th>Description</th>
<th>Selection Method</th>
<th>Consultant</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>SH 75, Big Wood River Bridge Replacement</td>
<td>Special Expertise: Public Art</td>
<td>Assistance with Bridge Art Project</td>
<td>Minor Agreement Procedures</td>
<td>studioMackie llc</td>
<td>$10,185</td>
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<tr>
<td>I 84, UPRR Bridge Milepost 170.9, Gooding Co</td>
<td>Special Expertise: Surveying</td>
<td>Right-of-Way Survey</td>
<td>Direct from Term Agreement List</td>
<td>Civil Science, Inc.</td>
<td>$13,000</td>
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<tr>
<td>US 20, Junction SH 75, Timmerman Study</td>
<td>Resources not Available: Traffic Services</td>
<td>Intersection Safety Long-term Planning Study</td>
<td>RFI from Term Agreement List</td>
<td>Kittelson &amp; Associates, Inc.</td>
<td>$147,600</td>
</tr>
<tr>
<td>US 93, 200 South Rd Jerome Co</td>
<td>Resources not Available: Roadway Design</td>
<td>Roadway Design through PS&amp;E</td>
<td>RFI from Term Agreement List</td>
<td>Keller Associates, Inc.</td>
<td>$430,000</td>
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<tr>
<td>US 93, Shoshone to Carey; Bridge Deck Rehabilitation</td>
<td>Resources not Available: Materials</td>
<td>Construction Materials Testing</td>
<td>Direct from Term Agreement List</td>
<td>Materials Testing &amp; Inspection</td>
<td>$17,500</td>
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</table>
## Board Agenda Item

### District 5

<table>
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<tr>
<th>Project</th>
<th>Reason Consultant Needed</th>
<th>Description</th>
<th>Selection Method</th>
<th>Consultant</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yellowstone Corridor Plan</td>
<td>Special Expertise: Planning</td>
<td>Corridor Highway Plan Refresh</td>
<td>RFI from Term Agreement List</td>
<td>J-U-B Engineers, Inc.</td>
<td>$200,000</td>
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</table>

### District 9

<table>
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<tr>
<th>Project</th>
<th>Reason Consultant Needed</th>
<th>Description</th>
<th>Selection Method</th>
<th>Consultant</th>
<th>Amount</th>
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</thead>
<tbody>
<tr>
<td>FY15 &amp; FY16 State Highway System Sign Inspection</td>
<td>Special Expertise: Structure Inspection</td>
<td>Overhead Sign Structure Inspections</td>
<td>Individual Project Solicitation</td>
<td>Collins Engineers, Inc.</td>
<td>$625,000</td>
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</table>

### Aeronautics

<table>
<thead>
<tr>
<th>Project</th>
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<th>Description</th>
<th>Selection Method</th>
<th>Consultant</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>AERO System Plan, Update Statewide System Plan</td>
<td>Special Expertise: Airport Engineering</td>
<td>Network Pavement Management System Phase VI Update</td>
<td>Individual Project Solicitation</td>
<td>Kimley-Horn and Associates, Inc.</td>
<td>$167,420</td>
</tr>
<tr>
<td>AERO System Plan, Update Statewide System Plan</td>
<td>Special Expertise: Airport Engineering</td>
<td>Network Pavement Management System Update, Non-NPIAS Airports</td>
<td>Individual Project Solicitation</td>
<td>Kimley-Horn and Associates, Inc.</td>
<td>$86,910</td>
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</table>
10 new professional services agreements for $1,110,475 and 4 supplemental agreements to existing professional services agreements for $171,600 were processed during this period for Local Public Agency projects.

### Local Public Agency Projects

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<tr>
<th>Project</th>
<th>Sponsor</th>
<th>Description</th>
<th>Selection Method</th>
<th>Consultant</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bonner Co Safety Edge Line Markings</td>
<td>Bonner County</td>
<td>Construction Inspection</td>
<td>Direct from Term Agreement List</td>
<td>HMH, LLC</td>
<td>$9,000</td>
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<tr>
<td>STC-5750, Pine Creek Road Bridge, Stage 1</td>
<td>Shoshone County</td>
<td>Bridge Design - Phase 1 Concept Approval</td>
<td>Individual Project Solicitation (RFP)</td>
<td>J-U-B Engineers, Inc.</td>
<td>$258,210</td>
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<tr>
<td>SMA-7384, Intersection Thain Rd and Grelle Ave</td>
<td>City of Lewiston</td>
<td>Construction Materials Testing</td>
<td>Direct from Term Agreement List</td>
<td>Allwest Testing and Engineering, LLC</td>
<td>$6,000</td>
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<tr>
<td>McGary Bridge, Latah and Nez Perce County</td>
<td>Nez Perce County</td>
<td>Construction Engineering and Inspection</td>
<td>RFI from Term Agreement List</td>
<td>HMH, LLC</td>
<td>$390,000</td>
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<tr>
<td>STP-8463, Greenhurst Road, Stoddard Path Signals</td>
<td>City of Nampa</td>
<td>Traffic Signal Design</td>
<td>Direct from Term Agreement List</td>
<td>Precision Engineering, LLC</td>
<td>$36,365</td>
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<tr>
<td>Garden City to Americana Greenbelt</td>
<td>City of Boise</td>
<td>Construction Engineering and Inspection</td>
<td>RFI from Term Agreement List</td>
<td>HDR Engineering, Inc.</td>
<td>$351,400</td>
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<td>STC-2722, 4100 N Safety Improvement District</td>
<td>Buhl Highway District</td>
<td>Construction Inspection</td>
<td>Direct from Term Agreement List</td>
<td>Keller Associates, Inc.</td>
<td>$3,000</td>
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<tr>
<td>STC-7571, Merkley &amp; Tanner Lane Intersection Improvements</td>
<td>Bingham County</td>
<td>Design of Intersection Improvements</td>
<td>Direct from Term Agreement List</td>
<td>Harper-Leavitt Engineering, Inc.</td>
<td>$36,500</td>
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<tr>
<td>STC-1718, Arbon Valley Guardrail Improvements</td>
<td>Power County Highway District</td>
<td>Construction Inspection</td>
<td>Direct from Term Agreement List</td>
<td>Keller Associates, Inc.</td>
<td>$17,500</td>
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<td>Madison County</td>
<td>Snake River Road Guardrail</td>
<td>Construction Inspection</td>
<td>Direct from Term Agreement List</td>
<td>Keller Associates, Inc.</td>
<td>$2,500</td>
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## Board Agenda Item

### Supplemental Agreements to Existing Local Professional Services Agreements

<table>
<thead>
<tr>
<th>Sponsor</th>
<th>Project Desc</th>
<th>Consultant</th>
<th>Original Agreement Date/Description</th>
<th>Supplemental Agreement Date/Description</th>
<th>Total Agreement Amount</th>
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<tbody>
<tr>
<td>LHTAC</td>
<td>LHTAC Group</td>
<td>J-U-B Engineers, Inc.</td>
<td>7/14 Guardrail Design</td>
<td>Environmental and Geotechnical Services</td>
<td>$165,400</td>
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<td>Guardrail Projects</td>
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<td>$65,000</td>
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<td>Total $230,400</td>
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<td>Nampa Highway</td>
<td>STC-3757, Bowmont Road, Lynwood to SH 45</td>
<td>Stanley Consultants, Inc.</td>
<td>1/15 Construction Engineering and Inspection</td>
<td>Additional Construction Engineering and Inspection Services</td>
<td>$192,000</td>
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<td>Madison County</td>
<td>STC-6781, N 1000 E Road Bridge</td>
<td>Civil Science, Inc.</td>
<td>2/14 Construction Engineering and Inspection</td>
<td>Additional Construction Engineering and Inspection</td>
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<td>$60,000</td>
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<td>Total $219,000</td>
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<td>North Latah County</td>
<td>Robinson Park Road Bridge</td>
<td>David Evans and Associates, Inc.</td>
<td>8/2015 Phase 2 - Final Design and PS&amp;E</td>
<td>Complete Application for FEMA Flood Plain Amendment</td>
<td>$186,400</td>
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<td>Highway District</td>
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<td>Total $220,400</td>
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</table>
## Board Agenda Item

**Recommendations**

```
For information
```

## Board Action

- [ ] Approved
- [ ] Deferred
- [ ] Other

---

Page 7 of 7
Subject

Report of Speed Minute Entry Changes for November 2015

Key Number District Route Number
6 SH-48

Background Information

In accordance with Note *1 in Administrative Policy 5016, the following table is a listing of the approved changes to the minute Entries for Speed Control Zones processed for November 2015.

Changes processed by District 6:

<table>
<thead>
<tr>
<th>Route</th>
<th>Beg Milepost</th>
<th>End Milepost</th>
<th>Speed Old</th>
<th>Speed New</th>
</tr>
</thead>
<tbody>
<tr>
<td>SH-48</td>
<td>13.190</td>
<td>14.210</td>
<td>55</td>
<td>45</td>
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<tr>
<td>SH-48</td>
<td>24.353</td>
<td>24.409</td>
<td>25</td>
<td>55</td>
</tr>
</tbody>
</table>

School Zone Speed Limit in existing 55 MPH speed zone:

<table>
<thead>
<tr>
<th>Route</th>
<th>Beg Milepost</th>
<th>End Milepost</th>
<th>Speed</th>
</tr>
</thead>
<tbody>
<tr>
<td>SH-48</td>
<td>6.920</td>
<td>7.150</td>
<td>35</td>
</tr>
<tr>
<td>SH-48</td>
<td>12.170</td>
<td>12.585</td>
<td>35</td>
</tr>
<tr>
<td>SH-48</td>
<td>13.318</td>
<td>13.875</td>
<td>35</td>
</tr>
</tbody>
</table>

The SH-48 minute entry establishes a 45 MPH speed zone east of Rigby and eliminates a short 300' 25 MPH zone at the end of the route at the US26/SH48 junction in Ririe. The minute entry also formalizes 35 MPH school zone speed limits for Midway Elementary (MP 6.920 – 7.150), Farnsworth & Jefferson Elementary (MP 12.170 – 12.585), and Rigby Middle & High School (MP 13.318 – 13.875). The normal speed limit for these segments remains 55 MPH.

Recommendations

Information Only

Board Action

☐ Approved  ☐ Deferred

☐ Other

Page 1 of 1
Board Agenda Item

Meeting Date December, 2015

Consent Item [ ] Information Item [x] Amount of Presentation Time Needed None

Presenter's Name
Dave Szplett
Preparer's Name
Dave Szplett

Presenter's Title
Right of Way Program Manager
Preparer's Title
Right of Way Program Manager

Initials
DBS
DBS

Subject
Annual Report on the Outdoor Advertising Program

Key Number
District
State-wide
Route Number

Background Information
ITD policies require an annual report on outdoor advertising activities. The 2015 report is attached.

Recommendations
None

Board Action
☐ Approved  ☐ Deferred
☐ Other

Page 1 of 1
DATE: November 24, 2015

TO: ITD Transportation Board

FROM: Dave Szplett, Right of Way Program

RE: Annual Outdoor Advertising Summary

The following table provides the required Annual Outdoor Advertising Report for 2015. The notable items include:

1. There were only four new sign applications. This number is slightly smaller than in recent years.

2. There were no appeals of any sign approvals or denials.

3. We have made some progress on eliminating the “illegal” signs. We eliminated two of the seven non-conforming signs this year. Each of the remaining signs is a non-safety issue and references an old sign, a sign on an Indian Reservation, or a location with other enforcement troubles.

4. There is one major new issue that may come to the Board’s attention soon. FHWA has expanded ITD’s responsibilities to include some National Highway System (NHS) routes as well as the State and Federal highways. These new routes are not on our system. ITD staff working with the FHWA inventory the new routes, measure the level of compliance with policy, and work with the local jurisdictions to bring the system into FHWA standards.

TIME PERIOD - OCTOBER 1, 2014 THROUGH SEPTEMBER 30, 2015

<table>
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<tr>
<th>DISTRICT</th>
<th>APPEALS</th>
<th>NEW PERMITS</th>
<th>ILLEGAL REMOVED</th>
<th>ILLEGAL REMAINING</th>
<th>CONDEMNATIONS PURCHASED</th>
<th>REMOVED PURCHASED</th>
<th>REMAINING PURCHASED</th>
<th>ALL SIGNS</th>
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<td>0</td>
<td>0</td>
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<td>0</td>
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<td>2</td>
<td>5</td>
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Meeting Date  December 17, 2015
Consent Item □  Information Item ☒  Amount of Presentation Time Needed  2 Minutes

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<tbody>
<tr>
<td>Scott Stokes</td>
<td>CD</td>
<td>LSS</td>
</tr>
<tr>
<td>Preparer's Name</td>
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</tr>
<tr>
<td>Ramon Hobdey-Sanchez</td>
<td>GAPSS</td>
<td>RS</td>
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</table>

Subject
Report on 2015 Transportation Revenue Increase

Background Information
Per the legislative intent of Section 12 in HB 312a (2015) the Idaho Transportation Department “shall prepare an annual report and deliver the same to the Senate Transportation Committee and the House Transportation and Defense Committee on or before the first day of each legislative session.”

This report is being presented as information only.

It should be noted that this “Report on 2015 Transportation Revenue Increase” only covers the first half of FY16 and all future reports will be based on a full fiscal year.

Recommendations
Information only.

Board Action
☐ Approved  ☐ Deferred
☐ Other

Page 1 of 1
Report on 2015 Transportation Revenue Increase

Executive Summary

User-Fee Increases
2015 House Bill 312a increased transportation user fees to fund road and bridge maintenance, providing an estimated additional $96.7 million in ongoing funding annually. ITD's portion of the increase is $58 million.

ITD had 27 projects bid-ready for FY16 shortly after the funding increase was signed by the governor (see map on reverse side). Of those, 26 have been awarded construction contracts, and 12 are under construction.

Strategic Initiatives Program
House Bill 312a also provided 50 percent of the General Fund surplus for two years to fund maintenance projects on the State Highway System, and created a Strategic Initiatives Program Fund (SIPF) to receive the revenue. The SIPF received $54.2 million in General Fund surplus at the end of Fiscal Year 2015.

Proposed projects must compete for funding based on an analysis of their return on investment for:

- Safety and Mobility
- Economic Opportunity
- Bridge Repair and Maintenance
- Right-of-Way Purchases

A total of ____ projects submitted by ITD's six districts qualified to compete for the funding. At their December 2015 board meeting, the Idaho Transportation Board selected ____ of these projects to be funded by the SIPF in 2016. The department will proceed with construction upon receipt of spending authority.

Ongoing Maintenance Funding Needs
The 2015 revenue increase of $96.7 million is a good start and will slow the deterioration of Idaho's aging roads and bridges, but it does not provide enough funding to fully address the $543 million annual revenue shortfall identified by the Governor's Taskforce on Modernizing Transportation Funding, $262 million of which is needed just to preserve Idaho's existing roads and bridges.

Receipts, Obligations, and Expenditures

<table>
<thead>
<tr>
<th></th>
<th>User Fee Increases</th>
<th>General Fund Surplus</th>
<th>Total to ITD</th>
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<tr>
<td>Forecasted FY16 Receipts</td>
<td>$49,700,000</td>
<td>$54,386,256</td>
<td>$103,903,387</td>
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<td>Receipts* (as of Dec. 31, 2015)</td>
<td>$9,030,319</td>
<td>$54,203,387</td>
<td>$63,233,706</td>
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<td>Balance to Receive</td>
<td>$40,669,681</td>
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<td>Direct Obligations</td>
<td>$43,675,441</td>
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<td>$43,675,441</td>
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<td>Expenditures (as of Dec. 31, 2015)</td>
<td>$5,945,369</td>
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<td>$5,945,369</td>
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<tr>
<td>Balance to Spend</td>
<td>$37,730,072</td>
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<td>$37,730,072</td>
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* Received transfer of $54,152,455 on June 30, 2015. Receipts as of Dec. 31 include interest earnings.

Note: To comply with the reporting deadline of 2015 House Bill 312a, this annual report covers only the first six months of Fiscal Year 2016. All future reports will be based on a full fiscal year.
FY16 Projects Funded with the 2015 User-Fee Increases
(Does not include projects funded by General Fund surplus)

The 27 projects include multiple locations (see below)

<table>
<thead>
<tr>
<th>DISTRICT 1</th>
<th></th>
<th>DISTRICT 2</th>
<th></th>
<th>DISTRICT 3</th>
<th></th>
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<td>U.S. 2</td>
<td>Johnson Creek Bridge</td>
<td>Idaho 3</td>
<td>Bridge Repair</td>
<td>I-184</td>
<td>U.S. 20/26 and I-184 Ramps</td>
<td>I-84</td>
<td>Glenwood Bridges</td>
<td>I-15</td>
<td>Various Bridge Repair</td>
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<tr>
<td>U.S. 2</td>
<td>Priest River Bridge</td>
<td>Idaho 3</td>
<td>Bridge Deck Life Extension</td>
<td>I-184</td>
<td>Westbound Ramp to Cole Road</td>
<td>I-84</td>
<td>King Hill Bridges</td>
<td>I-86</td>
<td>Raft River Interchange to</td>
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<tr>
<td>U.S. 2</td>
<td>Dover Bridge</td>
<td>Idaho 6</td>
<td>Bridge Deck Life Extension</td>
<td>I-184</td>
<td>Various Ramp Improvements</td>
<td>I-84</td>
<td>Perrine Bridge Wind Speed</td>
<td>U.S. 91</td>
<td>Register Rock</td>
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<td>U.S. 95</td>
<td>Smith Creek to Sheep Creek, Stage 1</td>
<td>U.S. 12</td>
<td>Bridge Repair</td>
<td>I-84</td>
<td>Exit 26, U.S. 20/26 (Notus)</td>
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<td>U.S. 167</td>
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<td>U.S. 95</td>
<td>Simplot to Blaine Street</td>
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<td>Orchard Overpass</td>
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<td>U.S. 95</td>
<td>Pollock Road Turnbays</td>
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<td>U.S. 95</td>
<td>Lake Rd. and Green Creek Rd. Turnbays</td>
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<td>Exit 50, Cole Road</td>
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<td>U.S. 16</td>
<td>Idaho 9</td>
<td>Fandango to Poleline</td>
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<td>I-84</td>
<td>Robinson Road Overpass</td>
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<td>U.S. 44</td>
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<td>I-84</td>
<td>Garry Interchange</td>
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<td>Vista Overpass</td>
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<td>Idaho 44</td>
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<td>I-84</td>
<td>Garry Exit #38 East Bound On-Ramp</td>
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<td>I-184</td>
<td>Snake River Bridge</td>
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<td>Simplot to Blaine Street</td>
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<td>I-84</td>
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<td>Idaho 44</td>
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<td>I-84</td>
<td>Dry Creek</td>
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<td></td>
<td>I-84</td>
<td>W. State Street to Jct. Idaho 55</td>
<td></td>
<td>Idaho 44</td>
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</table>

NOTE: Not all projects are visible. Some markers overlay others.
## Subject

**Public Transportation Advisory Council: Annual Report to the ITD Board**

<table>
<thead>
<tr>
<th>Key Number</th>
<th>District</th>
<th>Route Number</th>
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</thead>
</table>

## Background Information

Per ITD Board Policy 4039, the Public Transportation Advisory Council shall present to the Board annually on the PTAC activities, system improvements and issues, and the goals/objectives for the group.

## Recommendations

N/A

## Board Action

- [ ] Approved
- [x] Deferred
- [ ] Other
PUBLIC TRANSPORTATION ADVISORY COUNCIL (PTAC)

Purpose
The purpose of this policy is to outline the Public Transportation Advisory Council’s advisory duties to the Board.

Legal Authority
Idaho Code 40-312(6) - The Board shall establish a statewide comprehensive plan for public transportation.

Idaho Code 40-514 - Defines Department support for public transportation services and the Public Transportation Advisory Council and Interagency Working Group.

Coordination/Communication with the Board
The Public Transportation Advisory Council (PTAC), as established by Sections 40-312(6) and 40-514(2), Idaho Code, advises the Idaho Transportation Board on issues, policies and performance concerning public transportation services in Idaho. PTAC shall present an annual update/report to the Idaho Transportation Board highlighting district PTAC activities, system improvements and issues, and goals/objectives for the next 12 months.

Program Emphasis
The PTAC shall work to ensure the public transportation program is safe, financially sustainable within the current funding constraints, and is capable of appropriately adjusting to the changing transportation landscape. PTAC activities should include promoting coordinated transportation systems, engaging in planning activities, and identifying transportation needs.

PTAC Membership
The Board shall appoint six members - one member for each of the six Transportation Department districts. Appointed members shall be representatives of local governments, agencies, private organizations, citizen groups, and private providers that have an interest in public transportation; as well as people with disabilities and the elderly who utilize public transportation. The Board shall appoint PTAC members from recommendations submitted by said organizations, groups, providers, users, and state agencies in each district. Each member shall serve a three-year term, except that the initial appointment may be for one to three years to allow two members to be appointed or reappointed each year.

The PTAC is authorized to meet three (3) times per year, with additional meetings as authorized by the Board. The members shall be reimbursed for attending the PTAC meetings according to the provisions of Section 59-509(g), Idaho Code. The PTAC members shall also be reimbursed...
by the Department for travel and expenses according to the limits specified in Section 67-2008, Idaho Code.

Applications to serve on PTAC will be coordinated by the Department. A call for applications must remain open for at least 30 calendar days, and applications received must be posted for public comment for at least 30 calendar days. Applications will then be reviewed by the seated members of the PTAC and a final appointment will be made by the Idaho Transportation Board.

Conflict Of Interest
If, in any broad sense, a person may personally or through a professional affiliation or employment be in line to benefit in any manner from the decisions of the Idaho Transportation Board and/or Department, that person shall declare a conflict of interest and excuse him/herself from participation on that issue. If the conflict is recurring, he/she shall be restricted from membership on the PTAC.

Approved by the Board on:

____________________  ______________________
Signed                Date:  August 20, 2015

Jerry Whitehead
Board Chairman
Meeting Date 12/17/2015

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

<table>
<thead>
<tr>
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<th>Presenter's Title</th>
<th>Initials</th>
<th>Reviewed By</th>
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<tbody>
<tr>
<td>Mark Bathrick</td>
<td>Public Transportation Manager</td>
<td>MB</td>
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<td>Mark Bathrick</td>
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<td>MB</td>
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Subject

District 6 PTAC Nominations

Key Number | District | Route Number |

Background Information

Background: The Public Transportation Advisory Council (PTAC) created per Idaho Code 40-514 to advise the Idaho Transportation Department on issues and policies regarding public transportation in Idaho. The council shall participate in planning activities, identify transportation needs, and promote coordinated transportation systems. Before setting programs and priorities, the council shall seek pertinent information, facts and data from local governments, agencies, and providers regarding rural public transportation issues.

On November 20, 2015 the Public Transportation Advisory Council moved by unanimous consensus that all candidates are fit to serve on the PTAC. The seated members did ask that the Board be made aware of a potential conflict of interest with candidate Mike O’Bleness who currently serves on the TRTPA Board of Directors in Idaho Falls.

The Public Transportation Manager hereby brings forth 3 nominations (Mike O’Bleness, Sharon Parry, and Denise Myler) to the Board for their consideration.

ITD-PT hereby requests that the ITD Board review the applications and make a selection to fill the District 6 PTAC position.

This term will begin December 17, 2015 and expire December 16, 2018.

Recommendations

Request for Board selection of District 6 PTAC Member. Resolution on page 87.

Board Action

☐ Approved ☐ Deferred

☐ Other

Page 1 of 1
Public Transportation Advisory Council (PTAC)

APPLICATION

District Appointment

Contact – Mark Bathrick, Public Transportation Program Manager
Mark.Bathrick@itd.idaho.gov or (208) 334-8210
Public Transportation Advisory Committee (PTAC) Application Form

Required for Submission

Please include the following information:

☑ Letters of recommendation and/or references
☑ Conflict of Interest Statement (attached)
☑ Current resume, including your work experience, educational background and any other relevant experience.

Contact Information

Full Name: Sharon D. Parry
Street Address: 2705 Homestead Ln. City/State/Zip: Idaho Falls ID 83404
Phone: 208-523-6339 Email: sdparry@cableone.net

Organization Affiliation (if any):

Name: __________________________________________
Street Address: __________________________ City/State/Zip: __________________________

District you are applying for:

District 1  District 2  District 3  District 4  District 5  District 6 X

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Funding Review Functions

As a member of the Public Transportation Advisory Council (PTAC), you will be leading and participating in meetings and processes related to public transportation.

This PTAC function requires that you fully disclose any real or potential conflict of interest that may influence or appear to influence your objectivity, judgment, or decisions. Based on the specific detail of any possible conflict of interest, you may be asked to recuse yourself from elements of the evaluation and recommendation process. If at any point you determine that a conflict of interest may exist, it is your responsibility to notify the presiding PTAC chair to determine the most appropriate action.

Examples of a conflict of interest, or the appearance of a conflict of interest, exist when a council member:

- Is directly or indirectly associated with the project applicant.
- Is employed, working as an intern, or considered for employment by the project applicant.
- Is a student or volunteer with the project applicant?
- Is providing, or intends to provide, direct or in-kind financial assistance related to the applicant or project application.
- Is elected to, appointed to, or employed by an organization that is providing, or intends to provide, direct or in-kind financial assistance to an applicant or the project application.
- Is a member of a committee or board, voting or otherwise, of the project applicant?
- Participated in the preparation of a submitted project application.
- Maintains an ownership position of any type, including securities or other evidences of debt, with the project applicant.
- Has a personal relationship with someone who has an interest in the project application.

The above examples and are not intended as a complete list. If you have any questions concerning possible conflicts of interest, contact Public Transportation Program Manager prior to signing this form.

I have read and fully understand this Conflict of Interest Statement (Attachment A) and will immediately advise the presiding PTAC Chair or the Public Transportation Program Manager of any potential conflict during my term on the PTAC.

Print Name: Sharon D. Parry
Signature:
Date: 10-2-15

6 | Page
Kathy Stanger  
295 East 14th Street  
Idaho Falls, ID 83404  
208-529-9181  

Kathy was the chair of the Bonneville County Planning and Zoning Commission while I was a commissioner for 2 ½ years (2005-2007).

Douglas R. Nelson  
490 Memorial Drive  
Idaho Falls, ID 83402  
208-522-3001  

Doug is a friend and an attorney in Idaho Falls who I have known for over 20 years.

Brad Cramer  
308 Constitution Way  
Idaho Falls, ID 83402  
208-612-8276  

Brad is the Idaho Falls City Planner. I was on the city’s planning and zoning commission for over 8 years, then was elected to city council for two terms wherein I have served as Planning and Zoning Council committee member and liaison for most of my tenure, working closely with Brad.

Lee Gagner  
Current ITD Board Member  
Former Idaho State Representative  
It is my understanding that Lee recommended me as a PTAC member.
Profile
I have served in public office and in other capacities with three personal objectives: friendliness, teamwork and accuracy.

Since 1996 I have been in local elected office as well as serving in correlating roles in three planning and zoning capacities:
- City of Idaho Falls City Council, committee member then liaison to Planning and Building Department, 2007 to present
- City of Idaho Falls Planning and Zoning Commission, 1998 to 2007
- Bonneville County Planning and Zoning Commission, 2005 to 2007

In these capacities I have worked heavily on comprehensive plans, sign ordinances, subdivision ordinances, zoning ordinances, code enforcement issues and funding, and home occupations ordinances. In my capacity on the city council, my primary duties have been planning and building, BMPO Bonneville Metropolitan Planning executive board, open meetings laws, municipal services/budgeting, municipal airport, public safety and some human resources work.

I have been an active board member and Bonneville County Urban Representative of Yellowstone-Teton Territory, the regional tourism engine that utilizes state-collected lodging taxes to promote and market our seven county region (also ITD Region 6).

Education
Masters of Education degree, Brigham Young University, Provo, UT, August 1985
Emphasis in adult and community education

B.S. degree in Psychology, Brigham Young University, Provo, UT, April 1984. Emphasis in Memory Improvement and Mnemonics (I can memorize virtually anything, especially people's names and faces.)

Past Service
EIRMC Eastern Idaho Regional Medical Center, board of directors & chair, 2009-2014
Idaho Falls Youth Arts Centre, board of directors & chair, 2000-2013
Northwest Regional Educational Laboratory, Portland, board of directors, 1999-2005
Idaho Falls School District #91 Board Trustee, elected 3 terms, 1996-2005

Interests
Piano and fiddle; Reading historical fiction
Whitewater rafting, fly fishing, hiking, bicycling and yoga
Traveling in Idaho, state parks, Yellowstone and Grand Teton National Parks

Other
Settled in Idaho Falls in 1991
Married to Steven R. Parry
Three children: Matthew, in medical residency in Tacoma, WA; Derek, attorney clerking for U.S. 9th Circuit Court in Pocatello; and Lauren, military wife and stay-at-home mom with Masters of Public Administration degree, living in Colorado
Three granddaughters
MICHAEL V. O'BLENESS

EDUCATION

1979 - 1983 University of Wisconsin-Stout Menomonie, WI
Bachelor of Science in Vocational Rehabilitation. Certification in Secondary Special Education
• Graduated Cum Laude

WORK EXPERIENCE

1983 - 1985 Idaho Falls School District #91 Idaho Falls, ID
Work Study Coordinator
• Supervised work-study program at an alternative high school.
• Taught classes in job seeking survival skills.
• Assisted administrator in operations of the alternative high school.

1985 - Present Development Workshop, Inc. Idaho Falls, ID
Pre-Vocational Coordinator
• Supervised transition-aged special education students in independent living skills and vocational program.
• Job Placement Specialist
• Developed individual program plans with consumers seeking employment.
• Contacted employers and advocated for the hiring of consumers.
• Followed up with consumers and employers to ensure success.
• Member of the team that initiated supported employment services at Development Workshop, Inc.

Projects with Industry Coordinator
• Managed Projects with Industry grant, including the writing of renewal grant, monitoring budgets, and maintaining federal requirements.
• Transition grant from Janitorial service training to computer skills training based upon community needs assessment.

Director of Rehabilitation
• Supervised all rehabilitation services offered by Development Workshop, Inc.
• Maintained CARF accreditation for all programs.
• Oversaw the expansion of services to the community of Salmon.
• Vice-President of Production & Rehabilitation Services
• In addition to duties of Director of Rehabilitation, assumed oversight and supervision of all Idaho Falls based manufacturing operations.
Chief Operating Officer

- Oversee corporate operations when CEO is not available including approving and signing payroll and accounts payable checks.
- Through the supervision of the Vice-President of Rehabilitation ensure that all state, federal, and accreditation standards are met.
- Through the supervision of the Vice-President of Industrial Services ensure that all service contracts are maintained according to applicable contracts.
- Oversight and supervision of all Idaho Falls and Salmon based manufacturing operations.

President and CEO 2008

- Reorganized the corporate structure from location based to areas of excellence.
- Expanded size of Rexburg program by relocating the program to a newly remodeled 48,000 square foot building and selling old location.
- Maintained an average of a 300,000 retained earnings per year for tenure as CEO.

CERTIFICATIONS


COMMUNITY ACTIVITIES

Vice-Chair Legislative activities of Access Idaho the state Association of not for profit Community Rehabilitation Programs.

Served as member of Idaho Falls chamber board of directors 2012-2015

Served as the Chair Monticello Montessori public charter school Board 2011-Present.

Served as Foundation Chair for Idaho Falls Rotary Club 2014-Present

Served as Board Member TRPTA 2014-Present
Dear Mr. Bathrick,

It is my pleasure to recommend to you the appointment of Mike O’Bleness to serve as the Region 6 Transportation Advisory Committee Rep. Mike serves on the TRPTA (Targhee Regional Public Transportation Authority) Board and has vast amounts of transportation knowledge. Professionally, as Director of the Development Workshop, he works with populations that are typically dependent upon reliable and well-planned public transportation. His service has been a tremendous asset to the City of Idaho Falls. I am confident he will be no less so as he represents the region. My expectation is that his service will facilitate the identification of key transportation needs. I am also confident he will bring new ideas for coordinating transportation and more efficient operations to the statewide discussion.

All the best,

Rebecca L. Noah Casper
Mayor, City of Idaho Falls

October 23, 2015

Mark Bathrick
Public Transportation Program Manager
Funding Review Functions

As a member of the Public Transportation Advisory Council (PTAC), you will be leading and participating in meetings and processes related to public transportation.

This PTAC function requires that you fully disclose any real or potential conflict of interest that may influence or appear to influence your objectivity, judgment, or decisions. Based on the specific detail of any possible conflict of interest, you may be asked to recuse yourself from elements of the evaluation and recommendation process. If at any point you determine that a conflict of interest may exist, it is your responsibility to notify the presiding PTAC chair to determine the most appropriate action.

Examples of a conflict of interest, or the appearance of a conflict of interest, exist when a council member:

- Is directly or indirectly associated with the project applicant.
- Is employed, working as an intern, or considered for employment by the project applicant.
- Is a student or volunteer with the project applicant?
- Is providing, or intends to provide, direct or in-kind financial assistance related to the applicant or project application.
- Is elected to, appointed to, or employed by an organization that is providing, or intends to provide, direct or in-kind financial assistance to an applicant or the project application.
- Is a member of a committee or board, voting or otherwise, of the project applicant?
- Participated in the preparation of a submitted project application.
- Maintains an ownership position of any type, including securities or other evidences of debt, with the project applicant.
- Has a personal relationship with someone who has an interest in the project application.

The above examples and are not intended as a complete list. If you have any questions concerning possible conflicts of interest, contact Public Transportation Program Manager prior to signing this form.

I have read and fully understand this Conflict of Interest Statement (Attachment A) and will immediately advise the presiding PTAC Chair or the Public Transportation Program Manager of any potential conflict during my term on the PTAC.

Print Name

Signature

Date

10/6/2015
Public Transportation Advisory Council (PTAC)

APPLICATION

District Appointment

Contact – Mark Bathrick, Public Transportation Program Manager
Mark.Bathrick@itd.idaho.gov or (208) 334-8210
Idaho Statute 40-514

State Statutes states that public entities that use public funds to provide public transportation services within the state shall report not less than semiannually to the department the amount of funding expended, audits conducted, the number of passengers carried, the agency vehicles used and the vehicle miles driven to provide transportation for Idaho Citizens. This group was created the Public Transportation Advisory Council (PTAC) to advise the Idaho Transportation Department on issues and policies regarding public transportation in Idaho. The PTAC shall participate in planning activities, identify transportation needs, and promote coordinated transportation systems. Before setting programs and priorities, the PTAC shall seek pertinent information, facts and data from local government agencies and providers regarding the rural public transportation issues.
Available Appointment by District

State of Idaho
State Highway System
Description of Responsibilities

Public Transportation Advisory Council (PTAC)

PTAC ROLE: 40-514
It is the responsibility of the Public Transportation Advisory Council to advise the Idaho Transportation Department on issues and policies regarding public transportation in Idaho on behalf of stakeholders and consumers in their Districts.

RESPONSIBILITY: 40-514
1) Participate in planning activities
2) Identify transportation needs
3) Promote coordinated transportation systems

MEMBER COUNTY REPRESENTATION
District #1: Bonner, Boundary, Shoshone, Kootenai, and Benewah
District #2: Latah, Clearwater, Nez Perce, and Idaho
District #3: Valley, Adams, Washington, Payette, Ada, Boise, Canyon, Gem, Elmore, and Owyhee
District #4: Blaine, Camas, Lincoln, Twin Falls, Jerome, Gooding, Cassia, and Minidoka
District #5: Bingham, Caribou, Bear Lake, Franklin, Power, Bannock, and Oneida
District #6: Lemhi, Custer, Clark, Butte, Jefferson, Madison, Teton, Bonneville, and Fremont

COMPOSITION
The PTAC shall be composed of six (6) members appointed by the Idaho Transportation Board. These members shall be representatives for local governments and agencies, private organizations, citizens groups and private providers that have an interest in public transportation, and people with disabilities and the elderly who utilize public transportation.

ITD board shall appoint said members from recommendations submitted by said organizations, groups' providers, users and state agencies in each district. One (1) member shall be appointed from each of the six (6) transportation department director districts as provided in section 40-303, Idaho Code.

TERM
The term of each member shall be three (3) years and the initial appointments to the council shall be such that two (2) members shall be appointed each year thereafter.
At the conclusion of each PTAC Member term, a full application process is required. While there is no provision for an automatic renewal of PTAC membership it is allowable for members to receive consecutive appointments as a result of the application process.

MEETINGS

PTAC is authorized to meet three (3) times per year with additional meetings as authorized by the ITD board.

ATTENDANCE IN MEETINGS

Each committee member will make a good faith effort to attend each full advisory committee session. Attendance in person is preferred, but if that is not possible, attendance may be by teleconference or by videoconference. If a given District is unrepresented for three consecutive meetings, the Chairperson or a majority of the committee has the discretion to ask for the removal of said individual from the committee.

EXPENSES

Per Diem and mileage will be compensated consistent with State of Idaho per diem rules. PTAC members shall be reimbursed in accordance with section 59-509 (g), Idaho Code.
Funding Review Functions

As a member of the Public Transportation Advisory Council (PTAC), you will be leading and participating in meetings and processes related to public transportation.

This PTAC function requires that you fully disclose any real or potential conflict of interest that may influence or appear to influence your objectivity, judgment, or decisions. Based on the specific detail of any possible conflict of interest, you may be asked to recuse yourself from elements of the evaluation and recommendation process. If at any point you determine that a conflict of interest may exist, it is your responsibility to notify the presiding PTAC chair to determine the most appropriate action.

Examples of a conflict of interest, or the appearance of a conflict of interest, exist when a council member:

- Is directly or indirectly associated with the project applicant.
- Is employed, working as an intern, or considered for employment by the project applicant.
- Is a student or volunteer with the project applicant?
- Is providing, or intends to provide, direct or in-kind financial assistance related to the applicant or project application.
- Is elected to, appointed to, or employed by an organization that is providing, or intends to provide, direct or in-kind financial assistance to an applicant or the project application.
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- Has a personal relationship with someone who has an interest in the project application.

The above examples and are not intended as a complete list. If you have any questions concerning possible conflicts of interest, contact Public Transportation Program Manager prior to signing this form.

I have read and fully understand this Conflict of Interest Statement (Attachment A) and will immediately advise the presiding PTAC Chair or the Public Transportation Program Manager of any potential conflict during my term on the PTAC.

________________________          _______________________
Print Name                          Signature

________________________
Date

October 7, 2015
PTAC Application Process

1. September 14, 2015: Application Released

2. October 14, 2015: Application Close

3. October 15 – 29, 2015: Public Comment

4. Applications sent to: ITD, Attn: Mark Bathrick, P.O. 7129, Boise, ID 83707 or email to: Mark.Bathrick@itd.idaho.gov

5. Applications transmitted to: PTAC via ITD and for Public Comment via ITD

6. Public Transportation Advisory Council: PTAC will meet to determine recommendations to ITD Board

7. Idaho Transportation Department: PTAC recommendations presented to the Idaho Transportation Board for appointment.
Public Transportation Advisory Committee (PTAC) Application Form

Required for Submission

Please include the following information:

- Letters of recommendation and/or references
- Conflict of Interest Statement (attached)
- Current resume, including your work experience, educational background and any other relevant experience.

Contact Information

Full Name: Denise Myler
Street Address: 3698 Heartland Circle City/State/Zip: Ammon, 83406
Phone: 208-523-4164 Email: dmyler5@gmail.com

Organization Affiliation (if any):

Name:
Street Address: City/State/Zip:

District you are applying for:

District 1 [ ] District 2 [ ] District 3 [ ] District 4 [ ] District 5 [ ] District 6 [X]
Denise Myler  
3698 Heartland Circle  
Ammon, Idaho 83406  
208-523-4164  
Dmyler5@gmail.com

Career Objective:
Public Transportation Advisory Committee, District Six

Work Experience:
1998 to present. Living Independently For Everyone, Inc. (LIFE) Board of Directors. Served as Vice-President and Secretary-Treasurer.
1999-2011. Community Transportation Association of Idaho Board of Directors. Served as Vice-President and Secretary.

Background:
1990 starting advocacy for disabled.
Bachelor’s Degree – Liberal Arts.
References:
Dean Nielson, Executive Director
LIFE, Inc
640 Pershing Suite A
Pocatello, Idaho 83204

Bill Shaw
Planning Project Manager
Idaho Transportation Department – District 6
Bill.shaw@itd.idaho.gov

JoAnn Wolters
Former PTAC District 6
woltersjo@gmail.com
Mr. Mark Bathrick
Public Transportation Program Manager

Dear Mark;

I am writing this e-mail as a recommendation for Ms. Denise Myler concerning the position from District 6 PTAC.

I have known Denise many years and consider her to be a great advocate for transportation issues. She not only advocates for all people concerning transportation but especially individuals with disabilities, which is positive for all people in the state of Idaho.

When I first got to know Denise, she was serving as the RPTAC Chair, which was meeting in Idaho Falls most of the time. I was very impressed with her knowledge of transportation issues and also how she worked with the various Board members from other counties. It was not too long after that association that she was asked to serve on our LIFE, Inc. Board of Directors.

Denise has been a most valuable and contributing member of the LIFE, Inc. Board of Directors. She has been in the community giving of her time and energy promoting issues she believes in and presenting a most positive image of our organization. She is not afraid to present any material or talk at group meetings in our various communities.

Mark, I feel Denise would be a great asset and advocate for transportation in the State of Idaho and she has the time and energy to be the dynamo needed.

Sincerely,

Dean Nielson
Executive Director
Living Independently For Everyone, Inc. (LIFE)
Resolution No. ______________

Resolution for Board Agenda Item for
District 6 PTAC Nominations

WHEREAS, Idaho Statute 40-514 states that public entities that use public funds to provide public transportation services within the state shall report not less than semiannually to the department the amount of funding expended, audits conducted, the number of passengers carried, the agency vehicles used and the vehicle miles driven to provide transportation for Idaho Citizens. This group was created as the Public Transportation Advisory Council (PTAC) to advise the Idaho Transportation Department on issues and policies regarding public transportation in Idaho. The PTAC shall participate in planning activities, identify transportation needs, and promote coordinated transportation systems. Before setting programs and priorities, the PTAC shall seek pertinent information, facts and data from local government agencies and providers regarding the rural public transportation issues; and

WHEREAS, the PTAC shall be comprised of six (6) members appointed by the Idaho Transportation Board. These members shall be representatives for local governments and agencies, private organizations, citizens groups and private providers that have an interest in public transportation, and people with disabilities and the elderly who utilize public transportation; and

WHEREAS, the Board shall appoint said members from recommendations submitted by said organizations, groups’ providers, users and state agencies in each district. One (1) member shall be appointed from each of the six (6) transportation department director districts as provided in section 40-303, Idaho Code; and

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

WHEREAS, applications were solicited from interested parties to fill the vacated position in District 6 and the Department received 3 applications. The applications from Mike O’Bleness, Sharon Parry, and Denise Myler were brought forward to PTAC members in November 2015 for review; and

WHEREAS, the ITD – Public Transportation Manager hereby brings forth 3 nominations that have been reviewed by the seated members of the PTAC and found by consensus to be fit candidates for the open seat in District 6.

NOW THEREFORE BE IT RESOLVED, that the Transportation Board has determined to appoint _______________________ as the District 6 PTAC member for a term from December 17, 2015 through December 17, 2018.
Board Agenda Item

Meeting Date 12/17/15

Consent Item □  Information Item □  Amount of Presentation Time Needed 15 Min

<table>
<thead>
<tr>
<th>Presenter's Name</th>
<th>Presenter's Title</th>
<th>Initials</th>
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</thead>
<tbody>
<tr>
<td>Jeff Marker</td>
<td>Freight Program Manager</td>
<td>JLM</td>
</tr>
</tbody>
</table>

Preparer's Name

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<tr>
<th>Preparer's Name</th>
<th>Preparer's Title</th>
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</tr>
</thead>
<tbody>
<tr>
<td>Jeff Marker</td>
<td>Freight Program Manager</td>
<td>JLM</td>
</tr>
</tbody>
</table>

Subject

Annual Freight Advisory Committee Report

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

Background Information

In accordance with Board Policy 4048, this is the annual update on the Freight Advisory Committee. The presentation will include Freight Advisory Committee activities in 2015, 2016 activities and a review of the overall Freight Program to include Statewide Freight Strategic Plan development and freight stakeholder outreach.

Recommendations

For information.

Board Action

☐ Approved  ☐ Deferred

☐ Other
THE FREIGHT ADVISORY COMMITTEE (FAC)

Purpose
The Idaho Freight Advisory Committee (FAC) provides a framework for collaboration, partnership and communication in order to move forward the recommendations included in the Idaho Freight Study completed in 2012.

Legal Authority
Idaho Code 40-307 - For the administration of their function, the Board may employ such persons as are deemed necessary.

Idaho Code 40-314(3) - Authority of Board to exercise powers necessary to implement the provisions of Title 40.

Freight Advisory Committee (FAC)
Idaho Code authorizes the Idaho Transportation Board to establish internal structures deemed necessary for the administration of its duties. Under this authority, the Idaho Transportation Board shall create a Freight Advisory Committee (FAC) to assist and advise the Board on issues related to the movement of freight in, out, and through Idaho. The FAC shall:

- Serve as a forum for discussion regarding freight movement and freight infrastructure within Idaho,
- Educate freight stakeholders regarding local, regional, and statewide transportation planning processes,
- Provide access to improved freight data and a more consistent set of data,
- Work with the Idaho Transportation Department to incorporate freight interests into transportation planning to improve freight infrastructure,
- Improve statewide understanding of the importance of freight transportation in Idaho.

The FAC shall consist of 13 private industry stakeholders who bring a statewide freight perspective from diverse stakeholder groups. Interest in the FAC shall be solicited by the Idaho Transportation Department (ITD), and the Idaho Transportation Board shall make final appointments, including one representative from each of the following stakeholder interest groups:

- Rail Industry
- Highway/Trucking Industry, as recommended by the Idaho Trucking Council
- Aeronautics, as recommended by the Idaho Aeronautics Board
- Port/Barge Industry
- Agricultural Industry (one representative each from 3 Idaho products)
• Natural Resource Industry (one representative each from 2 Idaho products)
• Manufacturing
• Retail
• Carrier/Shipping
• Freight Logistics/Warehousing
• Member-at-Large

Additionally, FAC shall include ex-officio representation from the following state and federal agencies:
• Federal Highway Administration
• Federal Motor Carrier Safety Administration
• Federal Railroad Administration
• US Maritime Administration
• Idaho Public Utilities
• Idaho Department of Agriculture
• Idaho Department of Commerce
• Idaho Department of Labor
• Idaho Department of Transportation
• Idaho State Police
• Metropolitan Planning Organizations (one representative)

At least once a year, the FAC shall formally present to the Board a report on FAC recommendations, activities, goals, and objectives.

Approved by the Board on:

______________________________
Signed

Date: February 20, 2014

Jerry Whitehead
Board Chairman
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<tr>
<th>Member</th>
<th>Position</th>
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<tr>
<td>Winston Inouye</td>
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<td>Logistic/Warehousing</td>
<td>Mini-Cassia Commerce Authority</td>
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<tr>
<td>Clay Handy</td>
<td>Vice Chairman</td>
<td>Trucking</td>
<td>Handy Trucking</td>
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<td>John Brown</td>
<td>Member - No longer able to participate</td>
<td>Railroad</td>
<td>WATCO</td>
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<td>Rob Thrall</td>
<td>New - Replace John Brown</td>
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<td>Rebecca Hupp</td>
<td>Member</td>
<td>Aeronatics</td>
<td>Boise Airport</td>
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<td>David Doeringsfeld</td>
<td>Member</td>
<td>Port</td>
<td>Port of Lewiston</td>
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<tr>
<td>Rick Naerebout</td>
<td>Member</td>
<td>Agriculture (Dairy)</td>
<td>Idaho Dairymen's Association</td>
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<tr>
<td>Britany Hurst</td>
<td>Member</td>
<td>Agriculture (Cattle)</td>
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<td>Bryan Wada</td>
<td>Member</td>
<td>Agriculture (Potato)</td>
<td>Wada Farms</td>
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<td>Scott Atkinson</td>
<td>Member</td>
<td>Natural Resources</td>
<td>Idaho Forest Group</td>
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<td>Todd Strayer</td>
<td>Member</td>
<td>Carrier/Shipping</td>
<td>Scoular</td>
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<td>Bryan Whipple</td>
<td>Member</td>
<td>Member-at-Large</td>
<td>Amalgamated Sugar</td>
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<td>Natural Resources</td>
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<tr>
<td>Lori Porreca</td>
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<td>FHWA, Idaho Division</td>
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<td>Rick York</td>
<td>Ex-Officio</td>
<td>Federal Motor Carrier Safety Admin</td>
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<td>Ellis Hire</td>
<td>Ex-Officio</td>
<td>Federal Railroad Administration</td>
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<tr>
<td>Robert Loken</td>
<td>Ex-Officio</td>
<td>US Maritime Administration</td>
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<tr>
<td>Joe Leckie</td>
<td>Ex-Officio</td>
<td>Idaho Public Utilities</td>
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<tr>
<td>Laura Johnson</td>
<td>Ex-Officio</td>
<td>Idaho Department of Agriculture</td>
</tr>
<tr>
<td>Randy Shroll</td>
<td>Ex-Officio</td>
<td>Idaho Department of Commerce</td>
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<tr>
<td>Bob Uhlenkott</td>
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<td>Idaho Department of Labor</td>
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<tr>
<td>Brian Poole</td>
<td>Ex-Officio</td>
<td>Idaho Transportation Department</td>
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<tr>
<td>Scott Hanson</td>
<td>Ex-Officio</td>
<td>Idaho State Police</td>
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<tr>
<td>Glenn Miles</td>
<td>Ex-Officio</td>
<td>Kootenai MPO</td>
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<td>Executive Director</td>
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<td>President</td>
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<td>Senior Vice President, Special Projects</td>
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<td>General Manager</td>
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<td>Communications Director &amp; Feedlot Coordinator</td>
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<td>Business Manager</td>
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<tr>
<td>Community Planner</td>
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<tr>
<td>Region 8</td>
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<tr>
<td>Director PNW, AK, GU, HI Gateways</td>
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<tr>
<td>Executive Administrator</td>
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<td>Market Development Division, Bureau Chief</td>
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<tr>
<td>Manager, Business Development</td>
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<tr>
<td>Chief Research Officer</td>
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<tr>
<td>Engineering Manager, District 5</td>
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<tr>
<td>Lieutenant</td>
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<td>Executive Director</td>
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Overview

- Freight Advisory Committee
- Statewide Freight Strategic Plan
- Freight Summit
- Stakeholder Outreach
Freight Advisory Committee

- Committee Structure
- Committee Member Terms
- Vacancies – Retail, Natural Resources, Manufacturing
- October 2015 Meeting
  - Focus – Statewide Freight Strategic Plan
  - ITIP Input Process
- Future Meetings:
  - Freight Summit: February
  - FAC Meeting: April, August

Statewide Freight Strategic Plan

- Cambridge Systematics
- Plan 40% Complete
  - MAP-21 Compliant
  - Relationship to Idaho’s Economy - Complete
  - Network, Safety, Policy Analysis – On-going
  - 5/10/20 Year Infrastructure Improvement Plans – February Start
- October Completion
- Freight Summit
Established Under Economic Opportunity Team
Minimum of 2 Visits Monthly
Conducted 15 Visits To Date
Focus – Freight Program, ITD Mission
“Meet Idaho Freight” Program for Board Meetings

Freight Summit
- February 10, 2016 at Boise State
- Statewide Freight Strategic Plan focus
  - Key Note Speaker
  - Economy, Network, Safety, Policy Analysis
  - Group Discussions
Board Agenda Item

**Subject**

SHSP Overview and Latest Information

<table>
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<tr>
<th>Key Number</th>
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<th>Route Number</th>
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**Background Information**

Putting together Idaho’s 2016-2020 Strategic Highway Safety Plan is well underway. This year there are 11 focus groups which have been combined to form three emphasis areas. The High Risk Behavior emphasis group consists of: impaired driving, aggressive driving, distracted driving and occupant protection. The Vulnerable Drivers emphasis group consists of: youthful drivers, mature drivers, bicycle/pedestrian and motorcycle riders. The Severe Crash Types emphasis group consists of: lane departures, intersections and commercial motor vehicles.

Over the next six months, these teams will be meeting together to come up with strategies for each of these focus groups. The Strategic Highway Safety Plan is the umbrella that encompasses the Highway Safety Improvement Plan, the Highway Safety Plan and the Commercial Motor Vehicle Plan. The SHSP involves members of the state that work in the 4 E’s: Education, Enforcement, EMS and Engineering. This presentation will give an overview of the organization of the SHSP and the next steps. The presentation will also focus on what came out of the recent SHSP workshop.

**Recommendations**

Information Only

**Board Action**

☐ Approved  ☐ Deferred  ☐ Other
Meeting Date  December 17, 2015
Consent Item □  Information Item □  Amount of Presentation Time Needed  20 minutes

Presenter's Name  Amy Schroeder  Presenter's Title  Engineering Manager  Initials  ALS
Preparer's Name  Preparer's Title  Initials

Subject
GARVEE Transportation Improvement Program

Background Information
All GARVEE Bond proceeds have been allocated to the three I-84 interchange construction projects. The remainder of the projects and phase codes are utilizing Federal-Aid Formula Funds.

As the GARVEE Program enters its close-out phase, there are two longer-duration items that will not pay out before the program is closed next spring. I will describe the individual circumstances with each of these instances:
1) Meridian maintenance facilities relocation – design and construction, $410,000
2) SH-16 Pollard Lane local road agreement – design and construction, $356,000

Staff recommends transferring these two items out of the GARVEE program and coordinating with COMPASS to amend the TIP - creating new key numbers to program and track these two items separate from the GARVEE Program. If/When approved, equivalent Federal-aid Formula Funds will be offset from the GARVEE Program back to the Federal-aid Formula program.

Recommendations
The Transportation Board directs staff to coordinate with COMPASS to amend the TIP to create two new State-Funded projects for the individual items listed above. Resolution on page 98.

Board Action
□ Approved  □ Deferred
□ Other
WHEREAS, the Idaho Transportation Board is charged with determining the timeframe and scope of improvements for the State Transportation System; and

WHEREAS, Idaho Code § 40-315 directs the Idaho Transportation Board to consider the cost of the projects and whether or not the project could be funded without GARVEE bonding; and

WHEREAS, Idaho Code § 40-315 directs the Idaho Transportation Board to balance and coordinate the use of bonding with the use of highways construction funding; and

WHEREAS, the Board is granted the statutory responsibility and duty to allocate GARVEE bond proceeds among legislatively authorized projects, including the following:

- US-95, Garwood to Sagle
- US-95, Worley to Setters
- SH-16 Ext, I-84 to South Emmett
- I-84, Caldwell to Meridian
- I-84, Orchard to Isaacs Canyon
- US-30, McCammon to Soda Springs; and

WHEREAS, $81 million Federal-aid formula funds have been included in and administered by the GARVEE Transportation Program; and

WHEREAS, the remaining GARVEE bonds have been allocated to construction costs for the three I-84 interchange projects and previously allocated Federal-aid has been programmed for all other Program costs; and

WHEREAS, as a part of the I-84 Caldwell to Meridian Corridor - Meridian Interchange reconstruction project, ITD received approval from FHWA to replace the Meridian maintenance yard facilities in-kind (estimated to be $180,000 design and $230,000 construction) and the design and construction will extend beyond the end of the GARVEE Program; and

WHEREAS, as a part of the SH-16, I-84 to SH-44 Corridor – US-20/26 to SH-44 construction project, ITD entered into an agreement with Martom Group LLC for construction of a future frontage road (total of $356,000) which will extend beyond the end of the GARVEE Program.

NOW THEREFORE BE IT RESOLVED, that the Idaho Transportation Board directs staff to coordinate with COMPASS to amend the FY16-20 TIP to include two new State-Funded projects for the replacement in-kind of the Meridian maintenance yard facilities and the ongoing agreement with Martom Group, LLC.
CRIMINAL BACKGROUND CHECK

Purpose:
This policy is necessary to protect citizen and employee personal data from loss or theft; safeguard state funds; comply with Federal law and requirements; and protect state property and other assets.

Legal Authority:
- Idaho Code 40-314(2) - The Board exercises exclusive control over the employment, promotion, reduction, dismissal and compensation of employees of the Department.
- Idaho Code 40-314(3) - The Board is authorized to exercise any powers deemed necessary to fully implement and carry out its duties under Title 40 and to control the financial affairs of the Board and the Department.
- Idaho Code 40-505 - Under the direction of the Board, the Director has general supervision and control of all activities, functions and employees of the Department.

The Director is delegated authority over employment, reduction, promotion, transfer or dismissal of all employees within the Department. Exercise of this authority includes a pre-employment criminal history background check for new hires, inter and intra department promotions and transfers, contractors, interns and employees assigned to certain areas in the Department. This policy clarifies that background checks shall cover felony and misdemeanor convictions, and depending on the employee's position may include a nationwide FBI fingerprint criminal background check if that position has access to certain personal data contained in the Criminal Justice Information System. The Director shall establish and oversee a background check program which accomplishes the purposes of this policy.

Approved by the Board on: ____________________

______________________________ Date ____________________
Jerry Whitehead
Chairman
CRIMINAL BACKGROUND CHECK

Purpose:
This policy is necessary to protect citizen and employee personal data from loss or theft; safeguard state funds; comply with Federal law and requirements; and protect state property and other assets.

Legal Authority:
- Idaho Code 40-314(2) – The Board exercises exclusive control over the employment, promotion, reduction, dismissal and compensation of employees of the Department.
- Idaho Code 40-314(3) The Board is authorized to exercise any powers deemed necessary to fully implement and carry out its duties under Title 40 and to control the financial affairs of the Board and the Department.
- Idaho Code 40-505 – Under the direction of the Board, the Director has general supervision and control of all activities, functions and employees of the Department.

The Director is delegated authority over employment, reduction, promotion, transfer or dismissal of all employees within the Department. Exercise of this authority includes a pre-employment criminal history background check for new hires, inter and intra department promotions and transfers, contractors, interns and employees assigned to certain areas in the Department. This policy clarifies that background checks shall cover felony and misdemeanor convictions, and depending on the employee’s position may include a nationwide FBI fingerprint criminal background check if that position has access to certain personal data contained in the Criminal Justice Information System. The Director shall establish and oversee a background check program which accomplishes the purposes of this policy.

Approved by the Board on:

___________________________________________ Date __________________________

Jerry Whitehead
Chairman
CRIMINAL BACKGROUND CHECK

Purpose:
This policy implements Board Policy 4080 in an effort to protect citizen and employee personal data from loss or theft; safeguard state funds; comply with federal law and requirements; and protect state property and other assets, the Idaho Transportation Department requires a pre-employment criminal history background check for new hires, inter- and intra-Department promotions and transfers, contractors, interns and employees assigned to certain areas in the Department. This background check shall cover felony and misdemeanor convictions, and depending on position may include a nationwide FBI fingerprint criminal background check.

Legal Authority:
- Idaho Code 40-314(2) - The Board exercises exclusive control over the employment, promotion, reduction, dismissal and compensation of employees of the Department.
- Idaho Code 40-314(3) - The Board is authorized to exercise any powers deemed necessary to fully implement and carry out its duties under Title 40 and to control the financial affairs of the Board and the Department.
- Idaho Code 40-505 - Under the direction of the Board, the Director has general supervision and control of all activities, functions and employees of the Department.
- Idaho Code, Title 19, Chapter 52 – Public Safety and Security Information System.

To protect citizen and employee personal data from loss or theft; safeguard state funds; assure the safe transportation of state officials and state employees; and protect state property and other assets, the Idaho Transportation Department requires a pre-employment criminal history background check for new hires, inter and intra-department promotions and transfers, contractors, and interns assigned to certain areas in the Department. This background check shall cover felony and misdemeanor convictions, and include name and fingerprint based criminal background checks.

Criminal Background Check

The background check program shall be administered through Human Resource Services. In conjunction with the appropriate hiring manager, the Chief Human Resource Officer shall identify the specific positions and/or units to be included in the program. Areas identified include, but are not limited to:

- Human Resources
- Information Technology
- Financial Services
- Internal Audit/Review
- Motor Vehicles
- Aeronautics
- Hazardous materials/explosives handling
To maintain a high degree of confidentiality, the Human Resource Manager or designee shall review and evaluate all information obtained in the background check and determine if the applicant has passed the background check. The determination shall be based on the following guidelines:

- No felony convictions for drug use or distribution in the ten (10) years immediately preceding the submission of his/her application for employment.
- No felony convictions for violent crimes.
- No convictions for data breaches or similar information technology administration-associated misconduct, or misconduct against an employer or government entity.

An applicant may still be considered for employment in circumstances where convictions are found to be less serious or not related in any way to the applicant’s ability to fulfill the duties of the position, be a good public servant, and a reliable, trustworthy employee. In these circumstances, the criteria to be considered shall include, but are not limited to:

- Whether the conviction(s) was disclosed on the application form;
- The nature and gravity of the offense(s);
- The time that has elapsed since the conviction and/or the completion of the sentence and any other remediation;
- The nature of the position the applicant will hold, and any information the applicant will be responsible to protect.

Positions requiring access to the Criminal Justice Information Services (CJIS), positions which have access to locations which contain hardware upon which the CJIS is housed, and positions which may gain access through ITD’s computer systems will require an FBI fingerprint criminal background check. Department employees with a conviction which makes them ineligible for CJIS access may be terminated or transferred to a different position. Applicants with convictions making them ineligible for CJIS access will not be eligible for employment.

An applicant not requiring access to the CJIS may still be considered for employment in circumstances where convictions are found to be less serious or not related in any way to the applicant’s ability to fulfill the duties of the position, be a good public servant, and a reliable, trustworthy employee. In these circumstances, the criteria to be considered shall include, but are not limited to:

- The nature and gravity of the offense(s);
- The time that has elapsed since the conviction and/or the completion of the sentence and any other remediation;
- The nature of the position the applicant will hold, and any information the applicant will be responsible to protect.
Background check information shall be maintained in a confidential file that is separate from the personnel files.

_________________________________________  Date _________________________

Brian W. Ness
Director

This policy based on:
- Sections 18-3126, 67-3008, 67-5745 (a), (b), (c), Idaho Code
- Recommendations by the Information Technology Resource Management Council
- Decision by the Director

Department-wide supervision and coordination assigned to:
- Human Resource Manager

Direction for activity and results delegated to:
- Human Resource Services Senior Staff

Department procedures contained in:
- Human Resource Manual—Chapter 4

Cross-referenced to related Administrative Policy:
- A-31-04, Commission of Department Employees as Peace Officers
CRIMINAL BACKGROUND CHECK

Purpose:
This policy implements Board Policy 4080 in an effort to protect citizen and employee personal data from loss or theft; safeguard state funds; comply with federal law and requirements; and protect state property and other assets, the Idaho Transportation Department requires a pre-employment criminal history background check for new hires, inter- and intra-Department promotions and transfers, contractors, interns and employees assigned to certain areas in the Department. This background check shall cover felony and misdemeanor convictions, and depending on position may include a nationwide FBI fingerprint criminal background check.

Legal Authority:
- Idaho Code 40-314(2) - The Board exercises exclusive control over the employment, promotion, reduction, dismissal and compensation of employees of the Department.
- Idaho Code 40-314(3) - The Board is authorized to exercise any powers deemed necessary to fully implement and carry out its duties under Title 40 and to control the financial affairs of the Board and the Department.
- Idaho Code 40-505 - Under the direction of the Board, the Director has general supervision and control of all activities, functions and employees of the Department.
- Idaho Code, Title 19, Chapter 52 – Public Safety and Security Information System.

Criminal Background Check

The background check program shall be administered through Human Resource Services. In conjunction with the appropriate hiring manager, the Chief Human Resource Officer shall identify the specific positions and/or units to be included in the program. Areas identified include, but are not limited to:

- Human Resources
- Information Technology
- Financial Services
- Internal Review
- Motor Vehicles
- Aeronautics
- Hazardous materials/explosives handling

Positions requiring access to the Criminal Justice Information Services (CJIS), positions which have access to locations which contain hardware upon which the CJIS is housed, and positions which may gain access through ITD’s computer systems will require an FBI fingerprint criminal background check. Department employees with a conviction which makes them ineligible for CJIS access may be terminated or transferred to a different position. Applicants with convictions making them ineligible for CJIS access will not be eligible for employment.
An applicant not requiring access to the CJIS may still be considered for employment in circumstances where convictions are found to be less serious or not related in any way to the applicant’s ability to fulfill the duties of the position, be a good public servant, and a reliable, trustworthy employee. In these circumstances, the criteria to be considered shall include, but are not limited to:

- The nature and gravity of the offense(s);
- The time that has elapsed since the conviction and/or the completion of the sentence and any other remediation;
- The nature of the position the applicant will hold, and any information the applicant will be responsible to protect.

Background check information shall be maintained in a confidential file that is separate from the personnel files.

Brian W. Ness  
Director

Date
IDAHO TRANSPORTATION DEPARTMENT

IDAHO SCENIC BYWAYS PROGRAM

Purpose

This policy delegates Idaho Transportation Board authority to designate specific portions of the State Highway System as a Scenic Byway, Historic Byway, and/or Back Country Byway upon public request to the Idaho Transportation Department, who shall act as the lead agency responsible for administering the Idaho Byways Program.

Legal Authority

Idaho Code 40-310(2) – The Board has a duty to promulgate maps of the state highway system.

Idaho Code 40-310(4) – The Board has the authority to design, locate and construct transportation systems in the best interest of the public.

Idaho Code 40-310(5) – The Board is responsible for establishing the standards of the state highway system.

Idaho Code 40-313(1) – The Board is authorized to erect and maintain suitable signs for public information and safety.

Idaho Code 40-313(3) – The Board is authorized to acquire, maintain and improve areas adjacent to highway for the restoration, preservation and enhancement of scenic beauty.

Idaho Code 40-317 – The Board may enter into cooperative agreements with federal government and local governments for state highway purposes.

"Notable" locations often represent a very personal relationship between the people visiting that location and the natural environment. Under the general powers given in Sections 40-310, 40-313 and 40-317, Idaho Code, the Idaho Transportation Board may designate specific portions of the State Highway System as a Scenic Byway, and/or Historic Byway, and/or Back Country Byway upon public request; and through specific designation by the Governor on July 20, 1992, the Idaho Transportation Department shall act as the lead agency responsible for administering the Idaho Scenic Byways Program. The goal of the Idaho Scenic Byways Program shall be to:

- Nurture an appreciation of Idaho's heritage through the preservation, protection and enhancement of the state's scenic, natural, recreational, historic, cultural, or archeological cultural, historic, archeological, recreational, or natural qualities; and
• promote and enhance tourism on designated Idaho highways, roads and trails.

Local organizations, communities, etc. must initiate support, propose a possible route, enlist other agencies' support (when appropriate) and request that the Board consider designating a route as a State Scenic Byway, Historic Byway, or Back Country Byway. The designation shall be limited to routes of unquestionable scenic, natural, recreational, historic, cultural, or archeological quality.

Scenic, natural, or recreational characteristics include:
• Rivers (streams, riverside drives, waterfalls, etc.)
• Lakes (tree-lined, mountain, vistas, islands, etc.)
• Mountains (spectacular, forested, panoramas, etc.)
• Valleys (canyons, gorges, vistas, etc.)
• Forests (national, old growth, slopes, groves, etc.)
• Farm/Ranch (agricultural, pastoral, etc.)
• Prairies (meadows, wild flowers, panoramas, etc.)
• Unique geology (craters, ice-caves, formations, etc.)
• Seasonal colors (fall colors, sparkling water, etc.)
• Varied (ski areas, fish hatcheries, wildlife areas, etc.)

Historic, cultural, or archeological elements include:
• Early pioneer trails and settlements
• American Indian occupation or use areas
• Archaeological excavations
• Early missionary activities
• Early Idaho history - mining, homesteading, ranching, forestry, government, industry, agriculture

A non-partisan Scenic Byways Advisory Committee, consisting of federal and state agencies and other parties, shall provide advice and recommendations to the Idaho Transportation Department. The committee shall recommend the process for nominating byways and the procedures and criteria for byway routes. The Scenic Byways Advisory Committee shall submit byway recommendations to the Board for their consideration and further action. The Director Idaho Transportation Department shall establish the committee Idaho Scenic Byways Advisory Committee membership and administrative procedures by which the committee shall operate.

When a candidate route is being considered, the Board shall direct an evaluation be done by department personnel. The Board shall review the evaluation, the Scenic Byways Advisory Committee's recommendations, and other presented information to determine if the proposed route should be designated a State Scenic Byway, Historic Byway, or Back Country Byway.
Each byway shall be separately identified with a route name on a pictorial sign. The markers shall be for
directional and guidance purposes in accordance with the standards in the Manual on Uniform Traffic Control
Devices. The "official" Idaho highway map shall also note the Scenic Byways.

Incorporated communities and their extraterritorial jurisdiction that are located on the byway route shall not be
considered as part of the Scenic Byway. Exceptions, such as kiosks, visitor centers, points of interest, etc.,
within the communities may be included as part of the Scenic Idaho Byway designation.

Approved by the Board on:

Signed

Date: 6/21/96

CHARLES L. WINDER
Board Chairman

This policy based on:

- 23 USC, Part 148, Development of a national scenic and recreational highway
- 23 CFR, Part 661, Great River Road
- Section 1047(f) of the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA)
- Sections 40-310(2), (4) and (5) and 317, and 50-1306, Idaho Code
- Governor designates the Idaho Transportation Department as lead agency in administering ISTEA
- Decision by the Idaho Transportation Board, October 25, 1991

Implemented by Administrative Policy:
- A 09-11, IDAHO SCENIC BYWAYS PROGRAM

Former dates of B 09-11:
- 11/18/93 (combined with Director’s Memorandum #14, IDAHO’S SCENIC BYWAYS PROGRAM)

Cross-referenced to related Board policies:
- B 06-07, OFFICIAL HIGHWAY MAPS
- B 09-02, URBAN LIMITS AND FUNCTIONALLY CLASSIFIED HIGHWAY SYSTEMS
- B 09-06, STATE HIGHWAY SYSTEM ADDITIONS AND REMOVALS
- B 14-07, LANDSCAPING
- B 14-10, HIGHWAY SYSTEM ADJUSTMENTS
IDAHO TRANSPORTATION DEPARTMENT

IDAHO BYWAYS PROGRAM

Purpose

This policy delegates Idaho Transportation Board authority to designate specific portions of the State Highway System as a Scenic Byway, Historic Byway, and/or Back Country Byway upon public request to the Idaho Transportation Department, who shall act as the lead agency responsible for administering the Idaho Byways Program.

Legal Authority

Idaho Code 40-310(2) – The Board has a duty to promulgate maps of the state highway system.

Idaho Code 40-310(4) – The Board has the authority to design, locate and construct transportation systems in the best interest of the public.

Idaho Code 40-310(5) – The Board is responsible for establishing the standards of the state highway system.

Idaho Code 40-313(1) – The Board is authorized to erect and maintain suitable signs for public information and safety.

Idaho Code 40-313(3) – The Board is authorized to acquire, maintain and improve areas adjacent to highway for the restoration, preservation and enhancement of scenic beauty.

Idaho Code 40-317 – The Board may enter into cooperative agreements with federal government and local governments for state highway purposes.

The goal of the Idaho Byways Program shall be to

- Nurture an appreciation of Idaho's heritage through the preservation, protection and enhancement of the state's scenic, natural, recreational, historic, cultural, or archeological qualities; and

- promote and enhance tourism on designated Idaho highways, roads and trails.

Local organizations, communities, etc. must initiate support, propose a possible route, enlist other agencies' support (when appropriate) and request that the Board consider designating a route as a State Scenic Byway, Historic Byway, or Back Country Byway. The designation shall be limited to routes of scenic, natural, recreational, historic, cultural, or archeological quality.
Scenic, natural, or recreational characteristics include:
- Rivers (streams, riverside drives, waterfalls, etc.)
- Lakes (tree-lined, mountain, vistas, islands, etc.)
- Mountains (spectacular, forested, panoramas, etc.)
- Valleys (canyons, gorges, vistas, etc.)
- Forests (national, old growth, slopes, groves, etc.)
- Farm/Ranch (agricultural, pastoral, etc.)
- Prairies (meadows, wild flowers, panoramas, etc.)
- Unique geology (craters, ice-caves, formations, etc.)
- Seasonal colors (fall colors, sparkling water, etc.)
- Varied (ski areas, fish hatcheries, wildlife areas, etc.)

Historic, cultural, or archeological elements include:
- Early pioneer trails and settlements
- American Indian occupation or use areas
- Archaeological excavations
- Early missionary activities
- Early Idaho history - mining, homesteading, ranching, forestry, government, industry, agriculture

The Idaho Transportation Department shall establish the Idaho Byways Advisory Committee membership and administrative procedures by which the committee shall operate.

Incorporated communities and their extraterritorial jurisdiction that are located on the byway route shall not be considered as part of the Scenic Byway. Exceptions, such as kiosks, visitor centers, points of interest, etc., within the communities may be included as part of the Idaho Byway designation.

Approved by the Board on:

_______________________________  Date: _______________________________
Jerry Whitehead
Board Chairman
IDAHO TRANSPORTATION DEPARTMENT
P.O. Box 7129
Boise ID 83707-1129
(208) 334-8000
itd.idaho.gov

12/09/2015
ADMINISTRATIVE POLICY 5082 A-09-11
Page 1 of 3

IDAHO SCENIC BYWAYS PROGRAM

Purpose
This policy implements Board Policy 4082 instructing the Department to establish guidelines for the Idaho Byways Advisory Committee membership and administrative procedures by which the committee shall operate.

Legal Authority

Idaho Code 40-310(2) – The Board has a duty to promulgate maps of the state highway system.

Idaho Code 40-310(4) – The Board has the authority to design, locate and construct transportation systems in the best interest of the public.

Idaho Code 40-310(5) – The Board is responsible for establishing the standards of the state highway system.

Idaho Code 40-313(1) – The Board is authorized to erect and maintain suitable signs for public information and safety.

Idaho Code 40-313(3) – The Board is authorized to acquire, maintain and improve areas adjacent to highway for the restoration, preservation and enhancement of scenic beauty.

Idaho Code 40-317 – The Board may enter into cooperative agreements with federal government and local governments for state highway purposes.

Idaho Code 40-505 – Subject to the direction of the Board, the Director of the Department shall have general supervision of all activities of the Department and shall enforce all state laws relating to the Department and the rules and regulations of the Department.

Program Administration and Goals
The Idaho Transportation Department shall act as the lead agency and provide administrative support. A non-partisan Scenic Idaho Byways Advisory Committee, consisting of federal and state agencies and other parties, shall provide advice and recommendations to the Idaho Transportation Department. This committee shall operate under the Idaho Byway Advisory Charter and Operational Guidelines. The goal of the Idaho Scenic Byways Program shall be to
Nurture an appreciation of Idaho’s heritage through the preservation, protection and enhancement of the state’s scenic, natural, recreational, historic, cultural, or archeological qualities; and

promote and enhance tourism on designated Idaho highways, roads and trails.

**Byway Designation Process**

Local organizations, communities, etc. must initiate support, propose a possible route, enlist other agencies’ support (when appropriate), and request that the Scenic Idaho Byways Advisory Committee consider the proposed route as a Scenic Byway. When a candidate route is being considered, the Board shall direct an evaluation be completed by department personnel the Division of Transportation Planning in cooperation with the affected District. The Board shall review the evaluation, the Scenic Idaho Byways Advisory Committee’s recommendations, and other presented information to determine if the proposed route should be designated a State Scenic Byway, Historic Byway, or Back Country Byway.

Each route shall be evaluated on the following information:

- A listing of unique scenic, natural, recreational, historic, cultural, or archeological elements.
- The degree to which the corridor characteristics offer a variety of experiences or themes of scenic, natural, recreational, historic, cultural, or archeological interest
- A single route that follows existing roadway alignments. The route can consist of segments between control points when continuous access is not readily available.
- Present or future availability of conveniently spaced roadside rest areas, scenic overlooks, turnouts with interpretative signs or other facilities including bikeways and pedestrian walkways which take advantage of unique features or recreational activities.
- The existence of measures to protect or enhance the scenic, cultural, historic, archeological, recreational, or natural resources adjacent to the roadway. The Scenic Idaho Byway designation should reflect or enhance local, state and federal land use or corridor management plans.
- The degree the route provides convenient access to larger population centers, or as an alternate route, or makes scenic, natural, recreational, historic, cultural, or archeological sites accessible

Incorporated communities and their extraterritorial jurisdiction that are located on the byway route shall not be considered part of the Scenic Byway. Exceptions, such as kiosks, visitor centers, points of interest, etc., within the communities may be included as part of the Scenic Byway designation.
The Division of Transportation Planning shall maintain a map showing the current Scenic Byways as designated by the Board. The Director of the Department may coordinate with the Idaho Department of Commerce to ensure inclusion of Idaho’s Byways on the State Highway map.

____________________  ___________  __________
Signed                   Date: July 15, 1996

DWIGHT M. BOWER Brian W. Ness
Director

This policy based on:
• Sections 40-310(2), (4) and (5), 40-313(3), 40-317 and 50-1306 of the Idaho Code
• Board Policy B-09-11, IDAHO SCENIC BYWAYS PROGRAM
• Governor designates the Idaho Transportation Department as lead agency in administering ISTEA
• Decision by the Director

Department-wide supervision and coordination assigned to:
• Transportation Planning Administrator

Direction for activity and results assigned to:
• Transportation Planning staff and District Engineers

Department procedures contained in:
• This policy

Former dates of A-09-11:
11/23/93 (combined with Director’s Memorandum #14, IDAHO’S SCENIC BYWAYS PROGRAM)

Cross-reference to related Administrative Policies:
• A-01-19, DEPARTMENT TEAMS, COMMITTEES, TASK FORCES, ETC.
• A-05-05, ROADSIDE VEGETATION MAINTENANCE
• A-06-07, IDAHO HIGHWAY MAP
• A-09-02, URBAN LIMITS AND FUNCTIONAL CLASSIFICATION SYSTEMS
• A-09-06, STATE HIGHWAY SYSTEM - ADDITIONS AND REMOVALS
• A-14-07, LANDSCAPING
• A-14-10, HIGHWAY SYSTEM ADJUSTMENTS
IDAHO TRANSPORTATION DEPARTMENT
P.O. Box 7129
Boise ID 83707-1129
(208) 334-8000
itd.idaho.gov

ADMINISTRATIVE POLICY 5082
Page 1 of 2

IDAHO BYWAYS PROGRAM

Purpose
This policy implements Board Policy 4082 instructing the Department to establish guidelines for the Idaho Byways Advisory Committee membership and administrative procedures by which the committee shall operate.

Legal Authority
Idaho Code 40-310(2) – The Board has a duty to promulgate maps of the state highway system.

Idaho Code 40-310(4) – The Board has the authority to design, locate and construct transportation systems in the best interest of the public.

Idaho Code 40-310(5) – The Board is responsible for establishing the standards of the state highway system.

Idaho Code 40-313(1) – The Board is authorized to erect and maintain suitable signs for public information and safety.

Idaho Code 40-313(3) – The Board is authorized to acquire, maintain and improve areas adjacent to highway for the restoration, preservation and enhancement of scenic beauty.

Idaho Code 40-317 – The Board may enter into cooperative agreements with federal government and local governments for state highway purposes.

Idaho Code 40-505 – Subject to the direction of the Board, the Director of the Department shall have general supervision of all activities of the Department and shall enforce all state laws relating to the Department and the rules and regulations of the Department.

Program Administration and Goals
The Idaho Transportation Department shall act as the lead agency and provide administrative support. A non-partisan Idaho Byways Advisory Committee, consisting of federal and state agencies and other parties, shall provide advice and recommendations to the Idaho Transportation Department. This committee shall operate under the Idaho Byway Advisory Charter and Operational Guidelines. The goal of the Idaho Byways Program shall be to

• Nurture an appreciation of Idaho’s heritage through the preservation, protection and enhancement of the state’s scenic, natural, recreational, historic, cultural, or archeological qualities; and
• promote and enhance tourism on designated Idaho highways, roads and trails.

Byway Designation Process
Local organizations, communities, etc. must initiate support, propose a possible route, enlist other agencies' support (when appropriate), and request that the Idaho Byways Advisory Committee consider the proposed route as a Byway. When a candidate route is being considered, the Board shall direct an evaluation be completed by department personnel. The Board shall review the evaluation, the Idaho Byways Advisory Committee's recommendations, and other presented information to determine if the proposed route should be designated a State Scenic Byway, Historic Byway, or Back Country Byway.

Each route shall be evaluated on the following information:

• A listing of unique scenic, natural, recreational, historic, cultural, or archeological elements.

• The degree to which the corridor characteristics offer a variety of experiences or themes of scenic, natural, recreational, historic, cultural, or archeological interest

• A single route that follows existing roadway alignments. The route can consist of segments between control points when continuous access is not readily available.

• Present or future availability of conveniently spaced roadside rest areas, scenic overlooks, turnouts with interpretative signs or other facilities including bikeways and pedestrian walkways which take advantage of unique features or recreational activities.

• The existence of measures to protect or enhance the scenic, cultural, historic, archeological, recreational, or natural resources adjacent to the roadway. The Idaho Byway designation should reflect or enhance local, state and federal land use or corridor management plans.

• The degree the route provides convenient access to larger population centers, or as an alternate route, or makes scenic, natural, recreational, historic, cultural, or archeological sites accessible

The Director of the Department may coordinate with the Idaho Department of Commerce to ensure inclusion of Idaho’s Byways on the State Highway map.

___________________________________  Date: ________________________________
Brian W. Ness
Director
### Background Information

The TAC is charged with advising the Board on issues and policies concerning freight transportation, trucking safety, and services in Idaho. Such advice shall include laws, rules, regulations, policies, and procedures affecting motor carrier operations within the State of Idaho. The TAC shall provide leadership, recommend law, administrative rule, and/or procedural changes to improve customer service, promote safe trucking practices, identify transportation needs, recommend highway safety improvements, and promote coordinated freight transportation systems.

TAC Board Chairman John Pocock will provide an annual update of Council activities to the Board.

### Board Action

- □ Approved  □ Deferred
- □ Other

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Page 1 of 1
TRUCKING ADVISORY COUNCIL (TAC)

Purpose
This policy establishes a Trucking Advisory Council (TAC) to assist the Board with issues in the trucking industry.

Legal Authority
Idaho Code 40-307 – For the administration of their function, the Board may employ such persons as are deemed necessary.

Idaho Code 40-314(3) – Authority of Board to exercise powers necessary to implement the provisions of Title 40.

Coordination/Communication with the Board
Idaho Code authorizes the Idaho Transportation Board to establish internal structures deemed necessary for the administration of its duties. Under this authority, the Idaho Transportation Board shall create a Trucking Advisory Council (TAC) to assist and advise the Board on issues of safety, mobility, and economic vitality of the trucking industry. The Trucking Advisory Council shall advise the Board on issues and policies concerning freight transportation, trucking safety, and services in Idaho.

The Board shall appoint TAC members from recommendations submitted by the Motor Vehicle Administrator in consultation with the trucking industry.

At least once a year, the TAC shall formally present to the Board a report on TAC recommendations, activities, goals and objectives.

Approved by the Board on:

Signed: ________________ Date: ________________

Jerry Whitehead
Board Chairman
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<tr>
<td>Email: <a href="mailto:john@pococktruck.com">john@pococktruck.com</a></td>
<td>Email: <a href="mailto:heath@supertransport.com">heath@supertransport.com</a></td>
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<td>Bill Stellmon</td>
<td>Tony Black</td>
</tr>
<tr>
<td>1914 5th Ave N</td>
<td>29015 Hot Springs Road</td>
</tr>
<tr>
<td>Lewiston, ID 83501</td>
<td>Bruneau, ID 83604</td>
</tr>
<tr>
<td>Phone: 208-746-4111 (cell) 208-791-7507</td>
<td>Phone: 208-845-2602 (cell) 208-599-1318</td>
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<tr>
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<td>Kevin Iversen</td>
<td>Mike Kempel</td>
</tr>
<tr>
<td>4057 N 2250 E</td>
<td>PO Box 366</td>
</tr>
<tr>
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<td>Pocatello, ID 83204</td>
</tr>
<tr>
<td>Phone: 208-734-8050 (cell) 208-308-3052</td>
<td>Phone: 208-233-7720 (cell) 208-705-6146</td>
</tr>
<tr>
<td>Fax: 208-734-8153</td>
<td>Fax: 208-233-8658</td>
</tr>
<tr>
<td>Email: <a href="mailto:kiversen@transystemslc.com">kiversen@transystemslc.com</a></td>
<td>Email: <a href="mailto:mike_kempel@pacific-steel.com">mike_kempel@pacific-steel.com</a></td>
</tr>
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</table>
Meeting Date December 17, 2015

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

Presenter's Name  Blake Rindlisbacher, P.E.
Presenter's Title  Engineering Services Administrator
Initials  BR

Preparer's Name  Blake Rindlisbacher, P.E.
Preparer's Title  Engineering Services Administrator
Initials  BR

Subject
Project recommendation for the Strategic Initiative Program Fund

Background Information
As per Board Policy 4079 and Administrative Policy 5079, Strategic Initiatives Program, projects recommended for the Strategic Initiative Program Fund will be presented to the Board for approval.

Strategic Initiative Program Fund projects are recommended based on an analysis of their return on investment for safety, mobility, economic opportunity, repair and maintenance.

At the end of FY15, the Strategic Initiative Program Fund made $54.7 million available to ITD. Projects recommended for the use of these funds are approved in the Idaho Transportation Investment Program, ready for advertisement and have a positive return on investment. A list of projects meeting funding eligibility will be provided prior to the Board meeting.

The purpose of this agenda item is to seek Board approval of the projects for the Strategic Initiative Program Fund. Projects will not be advertised for construction until a supplemental increase in ITD’s spending authority is granted.

Recommendations
Consideration of the attached resolution on page 124.

Board Action
□ Approved  □ Deferred  
□ Other  

Page 1 of 1
WHEREAS, the Idaho Transportation Board is charged with considering the safety and convenience of highway users, the common welfare of the people and cities within the state, and the financial capacity of the state of Idaho to construct, reconstruct and maintain state highways;

WHEREAS, the Idaho Transportation Board is authorized to locate, design, construct, reconstruct, alter, extend, repair and maintain state highways;

WHEREAS, the Idaho Transportation Board is authorized to prescribe rules and regulations affecting state highways and the expenditure of all moneys appropriated to the Department;

WHEREAS, the Idaho Transportation Board is authorized to exercise all powers necessary to carry out the provisions of Title 40 of the Idaho Code and the control of the financial affairs of the Department and Board;

WHEREAS, the Idaho Legislature created a Budget Stabilization Fund;

WHEREAS, all funds remitted to the Idaho Transportation Department shall be used exclusively for road and bridge maintenance and replacement:

NOW THEREFORE BE IT RESOLVED, that the Idaho Transportation Board approves the list of project recommended for the FY15 Strategic Initiative Program Fund attached to this item.