

AGENDA

IDAHO TRANSPORTATION BOARD

February 18, 2016

A G E N D A

Regular Meeting of the Idaho Transportation Board

February 18, 2016

KEY:

A = Action

D = Discussion

I = Information

ADM = Administration

CD = Chief Deputy

OP = Operations

February 18, 2016

Idaho Transportation Department
Auditorium
3311 West State Street
Boise, Idaho

A	1.	ELECTION OF VICE CHAIRMAN and review Subcommittee assignments	3	8:00
A	2.	BOARD MINUTES – January 20, 2016	5	8:05
A	3.	BOARD MEETING DATES	16	
		March 23-24, 2016 – Boise		
		April 27-28, 2016 – District 2		
		May 18-19, 2016 – District 5		
A	4.	CONSENT CALENDAR	17	
OP	A	___ Add S Canal Bridge 300 N 95 E to the Off-System Bridge Program	18	
OP	A	___ Remove Seltice Way; Huetter to Northwest Boulevard from Program	19	
OP	A	___ Reinstate Local, Garden City to Americana Greenbelt project	21	
OP	A	___ Changes to the Public Transit Program	22	
OP	A	___ 2016 Federal Lands Access Program additions	23	
	5.	INFORMATIONAL CALENDAR		
ADM	I	___ Status: FY17 appropriation request – Governor’s recommendation	25	
ADM	I	___ Monthly reporting of federal formula program funding through January.....	31	
ADM	I	___ Idaho Transportation Investment Program February 2016 supplement	33	
ADM	I	___ Non-construction professional service contracts.....	34	
OP	I	___ Contract advertisements	35	
OP	I	___ Professional services agreements and term agreement work tasks report.....	38	

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

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Idaho Transportation Department

Page # Time*

				6. DIRECTOR'S REPORT	8:10
				7. LEGISLATIVE REPORT: Governmental Affairs Manager McCarty	8:50
				8. AGENDA ITEMS	
ADM Tolman	I	___		State fiscal year 2016 financial statement	47 9:05
CD Frew	I	___		Current safety requirements for extra length, excess weight and up to 129,000 pound vehicle combinations	65 9:15
				9. BREAK	9:35
				10. AGENDA ITEMS, continued	
OP Allen	A	___		Relinquishment of former US-95 to Lakes Highway District..... (Resolution on page 91)	81 9:50
OP Holyoak	I	___		Transportation Alternatives Program update	92 10:00
OP Fernandez/Spoor	I	___		Winter operational systems presentation.....	93 10:10
				11. POLICY INTRODUCTION	10:45
				Board Policy 4031 Early Development Program.....	94
				Administrative Policy 5031 Early Development Program.....	98
				12. EXECUTIVE SESSION (DMV conference room)	10:50
				PERSONNEL ISSUES [SECTION 67-2345(a), (b)]	
				LEGAL ISSUES [SECTION 67-2345(c), (d), (f)]	
				13. OLD/NEW BUSINESS	12:15
				14. ADJOURN (estimated time)	12:20

IDAHO TRANSPORTATION BOARD SUBCOMMITTEES

February 18, 2016

Subcommittee on Adjustments to the State Highway System

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

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

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

Subcommittee on Audits

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

Current Board Members: Julie DeLorenzo and Lee Gagner

The Subcommittee generally meets once or twice per year.

Subcommittee on Policies

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

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

Initially, the Subcommittee met monthly. It meets sporadically now, mainly to review Administrative Policies. There are still about 3 outstanding Board Policies to review plus about 30 Administrative Policies.

Subcommittee on Right-of-Way and Access Management

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

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

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

There has been no change. The Subcommittee did not meet in 2014 or 2015.

Subcommittee on 129,000 Pound Truck Routes

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

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

The Subcommittee meets on an as-needed basis.

REGULAR MEETING OF THE IDAHO TRANSPORTATION BOARD

January 20, 2016

The Idaho Transportation Board convened at 8:30 AM on Wednesday, January 20, 2016 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
 Larry Allen, Deputy Attorney General
 Sue S. Higgins, Executive Assistant and Secretary to the Board

Board Minutes. Vice Chairman Coleman made a motion to approve the minutes of the regular Board meeting held on December 17, 2015 as submitted. Member Horsch seconded the motion and it passed unopposed.

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

February 18, 2016 – Boise
 March 23-24, 2016 – Boise
 April 27-28, 2016 – District 2

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

RES. NO. WHEREAS, consent calendar items are to be routine, non-controversial, self-
 ITB16-01 explanatory items that can be approved in one motion; and

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

NOW THEREFORE BE IT RESOLVED, that the Board approves the adjustments to COMPASS Programs in the FY15-19 Statewide Transportation Improvement Program; the removal of the SH-75, FY15 Six Americans with Disabilities Act Ramps, Blaine County project from the System Support Program; the addition of Schweitzer Cutoff Bridge to the FY19 Local Bridge Program; the addition of Nez Perce Tribe Discretionary Award to the FY16 Public Transit Program; contracts for rejection; the state institution road improvement project; and revisions to Board Policy 4070 All-Terrain Vehicles, Utility Type Vehicles, Specialty Off-Highway Vehicles, Motorbike and Snowmobile Travel and Crossing on the State Highways.

1) Adjust Community Planning Association of Southwest Idaho (COMPASS) Programs. COMPASS requests increasing the FY16 Capital Maintenance, Valley Regional Transit (VRT), Boise project, key #13511 from \$150,000 to \$720,000 to allow for purchase of replacement vehicles. The funds are available through releases in the Surface Transportation Program – Transportation Management Area Program. It requests combining the Dry Creek Trail Phase 1 and Phase 2 projects, keys #13916 and #13917, respectively, to allow delivery in one year rather than phased over two years. Key #13917 would be deleted and key #13916 would be increased to \$261,000. It requests removing Accessible Vehicles for Vehicle Sharing, VRT, key #18893, from the Program and to move the \$120,000 from this project to increase the Capital Lease or Purchase and Maintenance project, key #19122, to \$821,000. The proposal also includes a request to amend the Statewide Transportation Improvement Program (STIP) accordingly.

2) Remove SH-75, FY15 Six Americans with Disabilities Act (ADA) Ramps, Blaine County from the System Support Program. Staff requests the removal of the SH-75, FY15 Six ADA Ramps project, key #13987, from the Program and to adjust the System Support Program to utilize the \$13,500 funds. The project sponsor requested the project be withdrawn due to unanticipated project costs.

3) Add Schweitzer Cutoff Bridge, Sandpoint to the Local Bridge Program. The original application through the Local Highway Technical Assistance Council (LHTAC) in 2002 included reconstruction of Schweitzer Cutoff Road and replacement of the bridge at Sand Creek. Due to funding constraints, only the roadwork was funded and the project reached the milestone of Plans, Specifications, and Estimates last year for \$1.5 million. Significant deterioration of the bridge has occurred over the last two years, with the bridge sufficiency rating dropping from 76 to 4. The project sponsors, the Cities of Sandpoint and Ponderay, and LHTAC request the bridge replacement be added to the FY19 Local Bridge Program for \$3.4 million, with \$368,000 in development in FY16 and right-of-way acquisition in FY18 for \$65,000, and to delay the \$4 million Cherry Lane Bridge project, key #9070, to FY20 of the Off-System Bridge Program. Due to the urgency of this situation, efforts will be made to advance the construction of the Schweitzer Cutoff Bridge.

4) Add Nez Perce Tribe Discretionary Award to FY16 Public Transit Program. The Nez Perce Tribe recently received a \$300,000 Federal Transit Administration Tribal Transit discretionary award to replace a transit vehicle and expand its bus fleet. Staff requests the addition of this project to the FY16 Public Transit Program and to amend the STIP accordingly.

5) Contract for Rejection. The low bid on key #14341 – Redevelopment Area Sidewalk Improvement, McCall, District 3, was more than ten percent over the engineer's estimate, requiring justification. The bid summary indicated that bid unit prices across the board were much higher than the Engineer's Estimate. The City of McCall believes this was due to Valley County not having a competitive bidding environment, material costs are significantly higher than other regions due to limited suppliers and a lack of ITD-approved sources, and mobilization and construction costs are higher due to the contractor and material suppliers not being principally located within Valley County. The City of McCall recommends rejecting the bids. It will evaluate funding options and reevaluate the project scope to identify opportunities to decrease the overall construction costs. Low bidder: Paul Construction, Inc. - \$384,521.

6) State Institution Road Improvement Project. In accordance with Idaho Code 40-310(14), Board Policy 4045 State Institution Road Improvement allocates \$30,000 for the construction, alteration, repair, or maintenance of roadways in, through, or around the grounds of state institutions. The Division of Public Works is requesting funds to build a parking lot at the Idaho Youth ChalleNGe campus in Pierce. The project is estimated to cost \$32,012; however, the Idaho Military Division will provide funding above the \$30,000 ITD grant. Governor Otter has approved this recommendation.

7) Revisions to Board Policy 4070 All-Terrain Vehicles, Utility Type Vehicles, Specialty Off-Highway Vehicles, Motorbike and Snowmobile Travel and Crossing on the State Highways and the Corresponding Administrative Policy. During the 2015 legislative session, Idaho Code was revised to allow the above-mentioned vehicle types except snowmobiles to travel upon and cross portions of non-full access-controlled state highway facilities with a speed limit less than 45 miles per hour (MPH) lying within the boundaries of a municipality unless prohibited by municipal ordinance or resolution. This change necessitated revisions to Board Policy 4070 and Administrative Policy 5070 All-Terrain Vehicles, Utility Type Vehicles, Specialty Off-Highway Vehicles, Motorbike and Snowmobile Travel and Crossing on the State Highways.

Informational Items. 1) State FY16 Financial Statements. Through November, 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 and Fuel/Registration were ahead of forecast by 4.5% or \$4.3 million. State revenues to the State Aeronautics Fund were ahead of projections by 17.4%. Expenditures were within planned budgets. Personnel costs have a savings of \$5 million or 10.7% due to vacancies and timing between a position becoming vacant and being filled. Expenditures in Contract Construction are below last year by 14%. This is being reviewed by management.

At the end of November, the balance of the long term investments was \$108.5 million. These funds are obligated against construction projects and encumbrances. Expenditures for GARVEE projects through November exceeded \$16.9 million and are progressing as planned. It is estimated that the final payments from bond proceeds will be expended by the end of January, which will complete an investment of just over \$857 million from bond proceeds.

2) Monthly Reporting of Federal Formula Program Funding through December. Obligation authority through December 4 is \$46.1 million. This corresponds to \$45.4 million with match after a reduction of prorated indirect costs. The Fixing America's Surface Transportation Act, signed by the President on December 4, is retroactive to October 1. The Department is awaiting federal action before the funds become available. Idaho received a prorated 17.5% share of its annual federal formula apportionments or \$49.1 million with match. This includes \$36,435 of Redistribution of Certain Authorized Funds received in December. Obligation authority is 93.8% of apportionments. Of the \$45.4 million allotted, \$6.9 million in funding remains.

3) Non-Construction Professional Service Contracts Issued by Business and Support Management (BSM). The BSM Section did not process any professional service agreements during December.

4) Contract Awards. Key #14334 – SH-41, Seltice Way to Mullan Bike/Pedestrian Trail, Post Falls, District 1. Low bidder: WM Winkler Company - \$518,132.

Key #13475 – SH-55, Intersection Karcher Road and Indiana Avenue, Canyon County, District 3. Low bidder: Knife River Corporation – Northwest - \$1,940,000.

Key #13084 – I-84, FY16 District 4 Sign Upgrades. Low bidder: Pavement Markings Northwest, Inc. - \$72,354.

Key #8454 – U-20, Thornton Interchange, Madison County, District 6. Low bidder: Western Construction, Inc. - \$11,173,859.

No projects are currently being advertised.

5) Professional Services Agreements and Term Agreement Work Tasks Report. From December 1 through December 31, 25 new professional services agreements and work tasks were processed, totaling \$1,708,720. Four supplemental agreements to existing professional services agreements were processed during this period in the amount of \$429,400.

6) Speed Minute Entry Changes for December: SH-25. The following speed minute entries were processed during December in District 4:

<u>Route</u>	<u>Beginning Milepost</u>	<u>Ending Milepost</u>	<u>Reaffirmed Speed Limit</u>
SH-25	0.000	0.710	45
SH-25	0.710	1.320	35
SH-25	1.320	1.770	25
SH-25	1.770	2.540	35
SH-25	2.540	2.730	45
SH-25	2.730	21.931	55
SH-25	21.931	22.483	35
SH-25	22.483	22.718	45
SH-25	22.718	25.550	55
SH-25	25.550	25.740	45
SH-25	25.740	26.100	35
SH-25	26.100	26.352	25
SH-25	26.352	26.602	35
SH-25	26.602	30.564	55

The minute entries reaffirm the existing speed zones. In review of the speed zone log, the minute entries for this segment of SH-25 were not found. To restore the gap in the records, the District completed a traffic study and engineering investigation that concluded the existing speed limits were appropriate.

7) Speed Minute Entry Changes for December: SH-33. The following speed minute entry was processed during December in District 6:

<u>Route</u>	<u>Beginning Milepost</u>	<u>Ending Milepost</u>	<u>School Zone Speed Limit</u>
SH-33	132.695	132.887	25

A 25 mile per hour school zone speed limit is being implemented at the above location, with the normal speed limit remaining at 35 MPH.

8) Administrative and Legal Settlements of Right-of-Way Acquisitions. From July 1 through December 31, 2015, ITD purchased all or part of 27 parcels. During this time frame, there were nine administrative settlements at a total cost of \$41,647 and zero legal settlements.

9) Annual Report on Status of State-owned Dwellings. The report on the status of ITD-owned dwellings included the fair rental value, rental status, and monthly rental fee. The Department owns 3 stick-framed houses, 17 manufactured homes, 5 bunkhouses, and 2 apartments at Johnson Creek and Cavanaugh Bay Air Strips, plus 19 trailer pads, of which 12 have employee-owned manufactured housing on them. ITD also owns nine trailer pads and three houses at rest area locations around the state.

Director's Report. Director Ness presented the Governor's recommended FY17 budget of almost \$708 million to the Joint Finance and Appropriations Committee (JFAC) last week. JFAC approved two supplemental requests for spending authority related to the increased revenue last session. He said two major projects are under construction: replacing the US-20/26 Broadway Bridge in Boise and the US-20, Thornton interchange north of Idaho Falls. He also mentioned District 6's Storm-Ready designation from the National Weather Service and numerous commendations for staffs' assistance and excellent customer service.

Chief Operations Officer (COO) Jim Carpenter said work is continuing on 26 of the 27 projects advanced with the additional revenue ITD received last year. The last project should be out to bid soon. All of the 17 projects funded with the surplus eliminator funds should be advertised by the end of March. The Record of Decision for the US-95, Thorn Creek to Moscow project was sent back for a second review, but it is expected to be signed soon. As of now, staff is on schedule to meet or exceed the winter performance metric of roads clear of ice and snow 60% of the time. Staff did not meet the goal of 65% of the projects on the shelf ready to go by January 1; although COO Carpenter noted that 44 projects were advanced because of additional revenue received last year.

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

Legislative Update. Governmental Affairs Manager (GAM) Mollie McCarty said the Department will present its annual report to the Senate Transportation Committee and House Transportation and Defense Committee next week. Five of the Department's ten rules have been approved by the Senate Transportation Committee. The rules are scheduled to be reviewed by a subcommittee of the House Transportation and Defense Committee today. Some of the non-ITD legislative proposals being monitored relate to allowing 129,000 pound vehicles on the federal interstate system, dyed diesel fuel, the REAL ID Act, and driving privilege cards. She also

mentioned that Member Vassar and Dan Scott have been re-appointed to the Board and Aeronautics Advisory Board, respectively. Neither confirmation hearing has been scheduled yet.

Chairman Whitehead thanked GAM McCarty for the report.

Policy Revisions. COO Carpenter proposed revisions to Board Policy 4031 Early Development Program and presented a new corresponding administrative policy. The main change to 4031 is the allowance of the Bridge Section to expend up to \$300,000 annually for development costs. This is in addition to the \$300,000 allotted to each District. This will result in more bridge projects being on the shelf, ready for construction when funding becomes available. Also, language related to the Early Development Program process was moved from the Board Policy to the Administrative Policy.

The Board recommended some clarifying language to both policies. It also expressed concerns that projects in the Early Development Program may be perceived as commitments and that extensive time and money may be spent on projects that never come to fruition. COO Carpenter believes there are sufficient checks to ensure projects are advancing in the development stage and that the policy and Capital Investment Program clearly depict these projects as unfunded for construction.

The consensus of the Board was to have staff revise the policies and resubmit them.

Local Rural Highway Investment Program (LRHIP) Annual Report. LHTAC Program Manager Laila Kral said the goal of the LRHIP is to provide funding to rural local highway jurisdictions for construction and planning efforts. It is a grant program with no federal-aid requirements. Funding in an amount not to exceed \$2.8 million annually is available to cities with less than 5,000 population, county road and bridge departments, and highway districts. The local highway jurisdiction must assess property tax or use substitute property tax as a funding mechanism for highways and bridges. There were 76 applications for funding in FY15, while only 36 projects were funded. Four types of projects are eligible for funding: construction, including federal-aid match; signs; transportation plans; and emergencies. Excluding emergency projects, \$2.3 million were awarded. She summarized several projects completed last year.

In response to Member Kempton's question, Ms. Kral replied that all jurisdictions are notified via a form letter if their project was not selected for funding. The local agencies are encouraged to contact her if they have questions or would like information on why the project was not selected. Also, depending on the reason the project was not selected, she may contact the local highway jurisdiction to provide additional information or to recommend steps that can be taken to improve the project's score.

Vice Chairman Coleman noted the two-year timeframe for soliciting projects and funding them. He asked if that process could be streamlined and reduced to 12 or 18 months. Ms. Kral responded that the Council needs sufficient time to review and score the projects and the local jurisdictions need time to get projects ready.

Chairman Whitehead thanked Program Manager Kral for the report.

5310 Rural Elderly and Disabled – Purchase of Service Agreement Extension. Public Transportation Manager Mark Bathrick requested extending Purchase of Service agreements for four sub-recipients from April 1, 2016 through September 30, 2016. Awards have already been approved by the Board for October 1, 2016 through September 30, 2018. This extension will be in line with action taken earlier to extend the 5311 rural operating grants to align the grant cycle into one cycle based on the federal fiscal year. The extensions include Disability Action Center - \$17,821; Treasure Valley Transit - \$37,109; Living Independent Network Coalition - \$44,923; and Valley Vista (Benewah Area Transit) - \$5,000.

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

RES. NO. WHEREAS, the Public Transportation Office is charged with soliciting,
ITB16-02 reviewing, and programming public transportation projects in the rural areas of Idaho; and

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

WHEREAS, the Public Transportation Office has transitioned to align with the federal fiscal year and ensure a balanced budget approach to grant management.

NOW THEREFORE BE IT RESOLVED, that the Board has determined to approve the extension of the 5310 Rural Purchase of Service grant agreements set to expire March 31, 2016 to September 30, 2016.

US-95 Sign Structure Impact. District 2 Engineer Dave Kuisti said an overhead sign structure on US-95 was struck by a dump truck last month. Because the sign bridge was compromised and unsafe to remain in place, it was removed immediately. Repairing the sign bridge is uneconomical. He requested \$150,000 in FY16 Board Unallocated Funds to replace the sign bridge. The Board Unallocated Fund will be reimbursed when monies are received from the truck's insurance company.

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

RES. NO. WHEREAS, the Lewiston Hill sign structure #3, located at US-95 milepost
ITB16-03 311.697 was struck by an over-height truck traveling southbound; and

WHEREAS, the nature of the truck impact affected the stability and capacity of the sign bridge to function properly, such that the structure was determined to be unsafe and was removed; and

WHEREAS, it is proposed that the sign bridge of the Lewiston Hill Sign #3, located at US-95 milepost 311.697 southbound be replaced.

NOW THEREFORE BE IT RESOLVED, that the replacement of the sign bridge of the Lewiston Hill Sign #3 is funded with \$150,000 from the FY16 Board Unallocated Fund. Said fund will be reimbursed when monies are received from the truck's insurance company.

Executive Session on Personnel and Legal Issues. Vice Chairman Coleman made a motion to meet in executive session at 10:30 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 12:10 PM.

Informal Luncheon with the Aeronautics Advisory Board (AAB). The Board visited informally with the AAB members during lunch.

Annual Report on Aeronautics Activities. AAB Chairman Rodger Sorensen reported on the use of unmanned aircraft systems, also known as drones. According to the Federal Aviation Administration, drones are considered aircraft, subject to aviation laws and guidelines. Drones weighing between .55 and 55 pounds are to be registered. The proliferation of drones is causing safety, security, and enforcement concerns. AAB Member Chip Kemper said the aviation industry in eastern Idaho appears fairly level with corporate aviation seeing more activity. The fire activity was down in the southern part of the state this past year, but above average in central and northern Idaho. AAB Member Mark Sweeney said corporate flying and charters were fairly good in 2015 with a slightly more optimistic forecast for 2016. Operating costs have decreased, mainly due to lower fuel costs.

Aeronautics Administrator (AA) Mike Pape said overall, the aviation industry is healthy, including commercial traffic. Site studies are underway for Rexburg's and Burley's airports. The Idaho Airport Aid Program's budget for FY16 is \$623,715. Staff is helping implement the airport land use and zoning legislation and has been providing education on that law. It also completed 39 inspections and 12 obstruction evaluations. The popularity of Idaho's backcountry airstrips continues to increase. This year improvement projects are planned at Big Creek, Stanley, New Meadows, and Magee airports. The King Air flew 210 hours in FY15, which was an increase from 174 hours in FY14. The Cessna 206 flew 94 hours in FY15, which was an increase from 80 hours the prior year. The Cessna 182, however, saw its flight time decrease from 65 hours in FY14 to 45 hours FY15.

AA Pape said Search and Rescue conducted four searches in 2015. There were 30 aviation accidents with 11 fatalities in Idaho compared to 30 accidents with 6 fatalities in 2014. Some of the safety, education and outreach efforts this past year included the development of standard operating procedures for the five largest recreational airstrips, hosting the annual Aviation Career Academy, and publication of the Rudder Flutter newsletter. The Division also hosted the National Association of State Aviation Officials' annual conference. Some of the projects planned this year include completing the Scorecard Performance Indicators and

conducting airport basic training classes. Some of the Divisions' challenges include funding the Idaho Airport Aid Program and technology updates.

Vice Chairman Coleman recommended establishing a task force to study the feasibility of establishing more intrastate commercial air service. AA Pape said he will start that process.

In response to Member Vassar's question on the cause of aviation accidents, AA Pape replied that 80% of accidents are due to pilot error, with the loss of control being the biggest factor. AAB Member Kemper added that there were three fatal accidents in both 2014 and 2015. The aircraft involved in the 2015 accidents were carrying more passengers.

Chairman Whitehead thanked the group for the informative presentation and the AAB members for their valuable service.

Lease of ITD Real Property for Oil and Natural Gas Exploration. COO Carpenter said Idaho Code authorizes the Idaho Department of Lands (IDL) to lease lands owned by the State for oil and natural gas exploration. Two years ago, an exploration company identified tracts of land owned by ITD that it was interested in. State highways run through those properties. ITD and IDL are working on a Memorandum of Understanding to allow IDL to lease 225 tracts. The provisions will ensure the safety of the highway infrastructure by prohibiting drilling within highway clear zones or with potential horizontal offsets. Additionally, a precondition geological survey may be required to identify probability and mitigation strategies associated with potential subsidence.

Idaho Code sets the lease rates for gas and oil exploration on state lands at \$1.00 per acre for rent and a 12.5% royalty on all producing wells. COO Carpenter said IDL has requested that the proceeds be split 50/50. ITD countered with an 80/20 split.

SH-55, Smiths Ferry to Round Valley. District 3 Engineering Manager (EM) Amy Schroeder said Forsgren Associates was selected to design the SH-55, Smiths Ferry to Round Valley project, key #1004, through a phased agreement. The first phase was to complete alternatives analysis and a Concept Report. The District has selected ten safety improvement alternatives from the Concept Report to move forward into final design and Plans, Specifications, and Estimates, with an estimated design cost of \$620,220. The District prefers using Forsgren Associates for the additional work. Because the original and three supplemental agreements total \$796,300, EM Schroeder requested approval to exceed the \$1,000,000 consultant agreement amount identified in policy.

In response to Member Gagner's question on whether staff, including other Districts, could do some of the work, EM Schroeder replied that the District explored that option. Some work, like public involvement, is being done in-house.

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

RES. NO. WHEREAS, Idaho Transportation Board Policy 4001 Authority to Sign
ITB16-04 Contracts, Agreements, and Grants and Requirement to Report Certain Contracts

requires Board approval to exceed the consultant agreement amount of \$1,000,000; and

WHEREAS, District 3 selected Forsgren Associates to complete the concept report for the FY16 SH-55, Smiths Ferry to Round Valley project, key #1004; and

WHEREAS, the original agreement and supplemental agreements to date total \$796,300; and

WHEREAS, District 3 desires to utilize Forsgren Associates for Final Design; Plans, Specifications and Estimate submittal; and design support during construction, which would result in the total agreement costs exceeding \$1,000,000.

NOW THEREFORE BE IT RESOLVED, that the Board approves exceeding the consultant agreement amount of \$1,000,000 by \$566,520 for the SH-55, Smiths Ferry to Round Valley project.

New Business. Member Gagner reported on the recent Subcommittee on State Highway System Adjustments' meeting. District 1 is in the process of relinquishing mileage, including new frontage roads and a portion of former US-95, to the local highway jurisdiction as a result of the GARVEE-funded improvements north of Coeur d'Alene. The agreement requires the Department to seal coat the recently-constructed frontage roads.

Vice Chairman Coleman noted that the relinquishment of US-95 includes a significant amount of right-of-way. The highway district could presumably sell that surplus property, although it probably would not result in a significant amount of money. Member Gagner said the Subcommittee members were told that the highway district is considering offering some of that property to the adjacent property owners.

Member Kempton summarized yesterday's Subcommittee on 129,000 Pound Truck Routes meeting. Three route requests in District 2 were on the agenda, with the majority of discussion focusing on safety on the SH-13 route. Based on the analyses, Acting Chief Engineer Jim Carpenter recommended approving all three routes. A motion to deny the SH-13 request died due to the lack of a second. The motion to send the SH-13 route to the full Board with a recommendation to approve the request failed on a 2-2 tie. The other two routes, US-12 and SH-162, were sent back to the requester because the applications were incomplete. They did not include the local road information.

Member Kempton said that Idaho State Police (ISP) Major Bill Reese was also on the Subcommittee's agenda to talk about large trucks and safety at the national level and was asked to expand on truck safety issues in Idaho. The Subcommittee had extensive discussions on safety and the permitting process. Subcommittee members addressed the need to revisit administrative rules to strengthen safety requirements and the permitting process. If SH-13 is considered unsafe for 129,000 pound trucks, the Subcommittee questioned its safety for 105,500 pound vehicles and other trucks. Enforcement was also a concern.

Member DeLorenzo said she was at the Subcommittee meeting as an observer. There were compelling discussions to both approve and deny the SH-13 request.

Member DeLorenzo made a motion requesting safety permitting information associated with requests for 129,000 pound truck routes generally. Member Vassar seconded the motion.

Vice Chairman Coleman suggested that maybe some routes should be improved to better accommodate heavier, permitted trucks. He also suggested reviewing the rules and working closer with ISP on inspections.

The motion passed unopposed.

Member Horsch emphasized that truck drivers have a lot of responsibility, too, when it comes to safety. He suggested that infrastructure improvements may also be needed. Safety involves the driver, the equipment, and the infrastructure.

WHEREUPON, the Idaho Transportation Board's regular monthly meeting officially adjourned at 2:35 PM.

JERRY WHITEHEAD, Chairman
Idaho Transportation Board

Read and Approved
_____, 2016
_____, Idaho

2016 BOARD MEETING DATES

March 23-24 – Boise
April 27-28 – District 2
May 18-19 – District 5
June 15-16 – District 3
July 27-28 – District 1

August 17-18 – District 6
September 21-22 – District 4
October 19-20 – Boise
November 17 – Boise
December 14 – Boise

2016

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“X” = holiday

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

Other dates of interest:

February 23-26: AASHTO legislative briefing - Washington DC (Director Ness will attend)

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.

RES. NO. WHEREAS, consent calendar items are to be routine, non-controversial, self-
ITB16-05 explanatory items that can be approved in one motion; and

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

NOW THEREFORE BE IT RESOLVED, that the Board approves the addition of S Canal Bridge 300 N 95 E to the Off-System Bridge Program; the removal of Seltice Way, Huetter to Northwest Boulevard from the Local Urban Program; reinstatement of the Local, Garden City to Americana Greenbelt, Boise project; changes to the Public Transit Program; and the 2016 Federal Land Access Program additions.



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date February 18, 2016

Consent Item Information Item Amount of Presentation Time Needed _____

Presenter's Name Monica Crider	Presenter's Title CSE	Initials MC	Reviewed By <i>JFS</i>
Preparer's Name Jeanette Finch	Preparer's Title SRA	Initials JF	

Subject

Add S-Canal Bridge 300N 95 E, Jerome HD to FY 2016 of the Off System Bridge Program		
Key Number New	District 4	Route Number Local

Background Information

The purpose of this board item is to add **S-Canal Bridge 300N 95 E, Jerome HD** per policy 5011 *Idaho Transportation Investment Program (ITIP)* at the request of the LHTAC and Jerome Highway District.

This short span bridge replacement has been designed under KN 18672, Local Bridge Design Standards which is using FHWA's EDC Initiative to use Geosynthetic Reinforced Soil – Integrated Bridge System (GRS-IBS) as the general bridge design method. The bridge design is completed.

Jerome County Highway District has noted safety issues with the existing bridge. Safety funding currently is not to be used for bridge replacements.

The construction estimate based on the final design submittal is anticipated to be \$670,000. LHTAC has identified Federal-aid bid savings and cost underruns that can be used to cover this addition to the program.

Staff requests the addition of this project be made to the Off System Bridge Program and that the STIP be amended accordingly.

Recommendations

Add S-Canal Bridge 300N 95 E, Jerome HD at \$670,000 and allow staff to amend the FY 2016 – 2020 STIP accordingly.

Board Action

Approved Deferred _____

Other _____



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date February 18, 2016

Consent Item Information Item Amount of Presentation Time Needed _____

Presenter's Name Monica Crider	Presenter's Title CSE	Initials	Reviewed By <i>LSB</i>
Preparer's Name Jeanette Finch	Preparer's Title SRA	Initials	

Subject

Remove Seltice Way; Huetter to Northwest Blvd, CDA from the Local Urban Program		
Key Number 13865	District 1	Route Number STP-7605

Background Information

The purpose of this board item is to remove, **Seltice Way; Huetter to Northwest Blvd, CDA** per policy 5011 *Idaho Transportation Investment Program (ITIP)* at the request of the Kootenai Metropolitan Planning Organization (KMPO) and the city of Coeur d' Alene.

Since June, the city has noticed the road is deteriorating significantly with the increased traffic coming from Huetter Road and Atlas Road, accelerating the need to rehabilitate the roadway. Because of the rapid deterioration, the City advised the KMPO in December 2015 that they were going to advance the project using local funding sources and therefore would be requesting the project be withdrawn from the TIP and the use of the Federal-aid funding.

In FY 2015, \$430,000 was obligated for the preliminary development cost. These funds will be deobligated and made available to the STP-Local Urban Program. The construction cost was unfunded in the current program.

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

Staff requests the project removal be made to the Local Urban Program and that the STIP be amended accordingly.

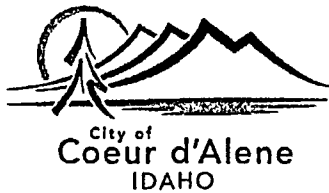
Recommendations

Remove the **Seltice Way; Huetter to Northwest Blvd, CDA** from the program and allow staff to amend the FY 2016 – 2020 STIP to reflect the changes.

Board Action

Approved Deferred _____

Other _____



ENGINEERING DEPARTMENT

710 E. Mullan Avenue
Coeur d' Alene, Idaho 83814
(208)769-2216 - FAX (208)769-2284
gordon@cdaid.org
www.cdaid.org

December 29, 2015

LHTAC
3330 Grace St
Boise, ID 83703

Attn: Jeff Miles
Re: Seltice Way – Key # 13865

Dear Jeff,

The purpose of this letter is to formally request removal of the subject project from the STIP effective immediately. Per our State-Local agreement, we are responsible to reimburse LHTAC for any funds expended to date on the project. Also, I understand that we will receive any unexpended funds from our initial deposit with ITD. Please let me know if you need anything further from me. Thank you.

Sincerely,

Gordon Dobler
City Engineer



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date February 18, 2016

Consent Item Information Item Amount of Presentation Time Needed _____

Presenter's Name Monica Crider	Presenter's Title CSE	Initials MC	Reviewed By <i>ISS</i>
Preparer's Name Jeanette Finch	Preparer's Title SRA	Initials JF	

Subject

Reinstate Local, Garden City to Americana Greenbelt, Boise to the approved ITIP		
Key Number 13514	District 3	Route Number Local

Background Information

The purpose of this Board item is to reinstate the **Local, Garden City to Americana Greenbelt, Boise** project to the FY 2016 Community Choices program per Policy 5011 *Idaho Transportation Investment Program (ITIP)* at the request of the Community Planning Association of Southwest Idaho (COMPASS).

This project was previously in the approved ITIP with multi-funded construction years of FY 2015 and FY 2016, in which case a portion of the FY 2016 construction funds were in the Community Choices program.

This board item requests reinstating the project and the FY 2016 Community Choices funds, thus increasing the Community Choices program by \$355,000.

The COMPASS Transportation Improvement Program modifications are expected to be approved at the COMPASS Board meeting on February 22, 2016.

Staff requests the project addition be made to the approved program and that the STIP be amended accordingly following the COMPASS February board meeting.

Recommendations

Approve the reinstatement of **KN 13514, Local, Garden City to Americana Greenbelt, Boise** in the FY 2016 Community Choices program for \$355,000 and authorize staff to amend the STIP accordingly following the COMPASS February board meeting.

Board Action

Approved Deferred _____

Other _____



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date February 18, 2016

Consent Item Information Item Amount of Presentation Time Needed _____

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

Subject

Changes to the Public Transit Program of the FY 2016 – 2020 approved STIP		
Key Number 12778/12760	District 3	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) and to accommodate the Community Planning Association of Southwest Idaho (COMPASS).

This request is to delay two projects into FY 2016. These were not obligated in FY 2015 as planned. The Transit funding carries over to provide cost needed and therefore no additional funding is required. The two projects are:

- KN 12778, Transit, Associated Capital Enhancements, Nampa \$144,000.
- KN 12760, Transit, Associated Capital Improvements, Nampa \$891,000.

The COMPASS 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 above and authorize staff to amend the FY 2016 – 2020 approved STIP to reflect the changes.

Board Action

Approved Deferred _____

Other _____



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date 02/18/16

Consent Item Information Item Amount of Presentation Time Needed _____

Presenter's Name Blake Rindlisbacher, P.E.	Presenter's Title DESA	Initials	Reviewed By
Preparer's Name John Krause	Preparer's Title MTI	Initials JK	<i>JK</i>

Subject

2016 Federal Land Access Program (FLAP) Program Additions		
Key Number	District	Route Number

Background Information

The Federal Lands Access Program (FLAP) was established in MAP-21 to improve transportation facilities that provide access to, are adjacent to, or are located within Federal lands. The FLAP supplements State and local resources for public roads, transit systems, and other transportation facilities, with an emphasis on high-use recreation sites and economic generators.

In October 2015, as part of the process to update Idaho's FLAP Program of Projects, a prioritized list of fifteen candidate projects was presented to the Idaho Transportation Board for their concurrence.

Following Board Approval, the Idaho Program Decision Committee (comprised of a representative from Western Federal Lands, ITD and the Local Highway Technical Assistance Council) reviewed the candidate list and selected the ten projects shown in Exhibit One for inclusion in the FLAP.

The purpose of this agenda item is to seek Board approval for addition of these ten projects to the Idaho Transportation Investment Program (ITIP) and the Idaho Statewide Transportation Improvement Program (STIP) as required in 23 CFR 450 216(g).

Additionally, this agenda item seeks Board approval to administratively update the ITIP and STIP with eleven FLAP projects listed in Exhibit Two that were included in the prior FLAP Program of Projects but missing from the ITIP.

Recommendations

Approval of the Consent Calendar resolution.

Board Action

Approved Deferred _____

Other _____

FLAP PROJECT ADDITIONS TO THE IDAHO TRANSPORTATION INVESTMENT PROGRAM

EXHIBIT ONE - PROJECTS ADDED FROM THE 2016 IDAHO FEDERAL LANDS ACCESS PROGRAM UPDATE PROCESS					
Key No.	FLAP Project_ID	Project_Name	Construction Year	Delivered By	Total Project Cost
New	ID ADA 3789(2)	Bogus Basin Road Safety, Maintenance, and Trailhead	2018	Ada Cty	\$5,378,000
New	ID BONNEVILLE 2016(1)	Snake River Road / Bear Creek Road	2019	Western Federal Lands	\$3,387,330
New	ID BOUNDARY 5806(1)	Riverside Road Improvements	2019	Western Federal Lands	\$4,495,076
New	ID CASSIA 700W(1)	West Milner Road: 700W to 850W	2019	Western Federal Lands	\$2,282,876
New	ID DOT 57(1)	Priest River Boat Access	2019	Idaho DOT	\$196,499
New	ID ELMORE 61(1)	Pine-Featherville Road Surface Treatment- SH 20 to Pine Bridge	2019	Glenns Ferry HD	\$841,461
New	ID IDAHO 222(1)	Dixie Road Crack/Chip Seal	2019	Western Federal Lands	\$1,458,550
New	ID KOOTENAI 5762(1)	Bunco Road Improvements	2019	Western Federal Lands	\$2,160,125
New	ID LEHMI 93(1)	2L Trails Highway 93 Trail	2019	Western Federal Lands	\$1,542,070
New	ID FREMONT 6805(1)	Yale-Kilgore Road Improvements	2020	Western Federal Lands	\$6,560,285

EXHIBIT TWO - PROJECTS ADDED FROM PRIOR IDAHO FEDERAL LANDS ACCESS PROGRAM UPDATES					
Key No.	FLAP Project_ID	Project Name	Construction Year	Delivered By	Total Project Cost
New	ID ADA 3789(1)	Bogus Basin Road Improvements	2015	Ada Cty	\$2,927,000
New	ID CANYON 2013(2)	Deer Flat NWR Regional Bicycle/Pedestrian Plan	2015	Western Federal Lands	\$226,000
New	ID LEMHI 2013(1)	Salmon Area Trail Feasibility Study	2015	Lemhi Cty	\$100,000
New	ID CANYON 2013(1)	Riverside Road and Lake Shore Drive Rehabilitation	2017	Western Federal Lands	\$5,308,796
New	ID DOT T 33(1)	Idaho Teton Centennial Trail	2017	Western Federal Lands	\$1,705,000
New	ID AMFALLS MARINA(1)	Marina Road; SH-39 to Pacific Road	2018	Western Federal Lands	\$1,074,630
New	ID CASCADE LS DR(1)	Lakeshore Drive Phase II	2018	Western Federal Lands	\$1,882,082
New	ID DOT 93(1)	Lost Trail Pass Slope Stabilization	2018	Western Federal Lands	\$1,620,000
New	ID SHOSHONE 5711(1)	St. Joe River Road Pavement Rehabilitation	2018	Western Federal Lands	\$5,000,000
New	ID VALLEY 3904(1)	Warm Lake Highway Pavement Rehabilitation and Chip Seal	2018	Valley Cty	\$5,832,000
New	ID CLARK 6805(1)	Yale-Kilgore Roadway Improvement	2019	Western Federal Lands	\$5,400,000



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date February 18, 2016

Consent Item Information Item Amount of Presentation Time Needed Information

Presenter's Name n/a - Information Item	Presenter's Title n/a - Information Item	Initials	Reviewed By
Preparer's Name Joel Drake	Preparer's Title Financial Manager - Budget	Initials jd	<i>LSS</i>

Subject

Status: FY2017 Appropriation Request - Governor's Recommendation		
Key Number	District	Route Number

Background Information

The Governor's Recommendation made the following changes to ITD's Request (Rev. #1, 10-28-15):

1,698.7	\$637,969,100	FY17 Request, Revision #1 (10-28-2015)
(20.0)	3,255,600	Personnel Costs: \$+2,080,000 to increase CEC from 1% to 3% \$+1,175,600 increase in Health Insurance (from \$11,540 to \$12,240 per employee)
	413,700	Operating Expenditures: \$+406,500 increase in Highway Operations operating expenditures due to FAST Act funding \$+ 7,200 increased lease costs for mountain top communication sites
	(412,000)	Replacement Items (Equipment): \$-400,000 to remove ITD's share of StateComm dispatch console replacement \$- 12,000 reduction in Aeronautics truck replacement cost
	977,100	Trustee & Benefits: increase pass-through to sub-grantees due to FAST Act funding
	7,437,800	Contract Construction: net increase in funds available for construction projects
(20.0)	\$11,672,200	Net Change: Governor's Recommendation vs. Request Rev. #1
1,678.7	\$649,641,300	FY17 Governor's Recommendation (01-11-2016)

Summary values carried in the FY17 Governor's Recommendation

\$ 576,382,400	FY17 Base
42,343,000	Base Adjustments
\$ 618,725,400	Adjusted FY17 Base
30,915,900	Line Items
\$ 649,641,300	Total FY17 Spending Authority
58,052,400	Debt Service
\$ 707,693,700	FY17 Total Program Funding

Exhibits

- Comparison: Governor's Recommendation (01-11-16) to Revision #1 (10-28-15)
- Request Summary
- Highway User Revenue
- Fund Sources, Spending Authority, Debt Service, and Total Program Funding

Recommendations



Board Agenda Item

ITD 2210 (Rev. 10-13)

Information Item for the Board

Board Action

Approved Deferred _____
 Other _____

IDAHO TRANSPORTATION DEPARTMENT
 FY17 GOVERNOR'S RECOMMENDATION (01-11-16) - FEBRUARY 2016 BOARD MEETING
 (\$ in millions, rounded)

	June Board Workshop	FY17 Appropriation Request			Notes: Governor's Recommendation changes to Agency Request Rev#1
		Revision #1 (10-28-15)	Governor's Recommend. (01-11-16)	Change	
1 CASH, Beginning	10.6	38.8	37.9	(1.0)	\$-956,600 reduction in available cash balance \$+80,800 to make use of residual funds in the State Highway Account \$-1,037,400 reduction in beginning cash balance due state match required for FY16 Supplemental spending authority for FAST Act funding
Revenue					
2 Federal	294.0	293.5	314.5	21.0	\$+20,972,800 increase in federal funding due to the FAST Act
3 Fed - Oblig Unspent	40.0	40.0	40.0	-	
4 State	308.0	319.6	310.8	(8.8)	\$-8,800,000 reduction in funding due to the Governor's recommendation to redistribute cigarette tax revenue to the Primary Care Access Program
5 Interagency	0.6	0.2	0.2	-	
6 Local	4.2	4.2	4.4	0.2	\$+189,500 increase in Local match related to increased FAST Act funding
7 Strategic Initiatives Fund	20.0	-	-	-	
8 Total Revenue	666.8	657.5	669.9	12.4	Net change in Revenue
Expenditures					
11 Personnel	129.4	127.7	131.0	3.3	\$+3,255,600 increase in Personnel Costs \$+2,080,000 increase to raise Change in Employee Compensation from 1% to 3% \$+1,175,600 increase in Health Insurance costs (from \$11,540 to \$12,240 per employee)
12 Operating	88.5	85.7	86.1	0.4	\$+413,700 increase in Operating Expenditures \$+406,500 increase in Highway Operations operating, due to FAST Act funding \$+ 7,200 Line Item - increased lease cost for mountain top communication sites
13 Capital Facilities	3.3	3.3	3.3	-	
14 Equipment	25.8	27.0	26.6	(0.4)	\$-412,000 reduction in replacement equipment \$-400,000 to remove ITD's share of StateComm dispatch console replacement \$- 12,000 reduction in Aeronautics truck replacement cost (\$33,000 vs. \$45,000)
15 Trustee & Benefits	16.4	16.3	17.3	1.0	\$+977,100 increase in pass-through to subgrantees due to FAST Act funding
16 Contract Construction	354.0	377.9	385.3	7.4	\$+7,437,800 net increase in funds available for Contract Construction, due to changes in beginning cash balance, revenue, and expenditures detailed above
17 Total Expenditures	617.4	638.0	649.6	11.7	Net change in Expenditures
18 Anticipated Reversions	-	-	-	-	
19 Debt Service	58.8	58.1	58.1	-	
20 Dept of Comm Transf (\$25K)	0.0	0.0	0.0	-	
21 Total Program Funding	676.2	696.0	707.7	11.7	Net change in Total Program Funding: Governor's Recommend. vs. Request Rev. #1
23 CASH, Ending	1.2	0.33	0.06	(0.27)	Net change in Ending Cash Balance due to changes in beginning cash balance, revenue, and expenditures detailed above

IDAHO TRANSPORTATION DEPARTMENT
FEBRUARY 2016 BOARD MEETING

FY17 Governor's Recommendation (01-11-16)

	<u>Funding</u>	<u>FTE's</u>
FY17 BASE	\$ 576,382,400	1,698.7
Adjustments		
Position Count Reduction (spending authority retained)		(20.0)
Change In Benefit Costs	\$ 1,770,200	
Change in Employee Compensation (3.0%)	3,016,200	
27th Payroll Costs (one-time)	3,756,100	
Replacement Equipment	26,100,000	
Statewide Cost Allocation	787,200	
Inflationary Adjustments	285,300	
Base Reduction - Fuel Costs - based on projected fuel rates	(1,733,100)	
Annualization of FY16 Supplemental - for New Revenue	8,361,100	
	\$ 42,343,000	
ADJUSTED BASE	\$ 618,725,400	1,678.7
Line Items		
Contract Construction: Increase Funding for the Roads (one-time)	\$ 22,393,600	
Contract Construction: FAST Act	6,325,600	
Highway Operations: FAST Act	489,200	
Highway Operations: Equipment - Additional	327,400	
Highway Operations: Public Safety Communication Towers	7,200	
Motor Vehicles: County Office Hardware	8,000	
Administration: Upgrade CGI Advantage Software	303,000	
Administration: Disaster Recovery System for Critical Applications	230,000	
Administration: User Access Management Software	141,900	
Administration: Data Loss Prevention Software	250,000	
Administration: Business Objects Enterprise Reporting Software	440,000	
	\$ 30,915,900	
TOTAL APPROPRIATION	\$ 649,641,300	1,678.7
GARVEE Bond Debt Service	\$ 58,052,400	
TOTAL PROGRAM FUNDING	\$ 707,693,700	1,678.7

Highway User Revenue - FY17

HDA based on Aug 2015 Forecast

New Revenue is the result of 2015 Legislation (H132 and H312a)

Dollars in Millions and Rounded - sums may not add, due to rounding

REVENUE SOURCES	HDA	New Rev	Total
Motor Fuel Taxes	253.3	68.7	322.0
less: Parks, Tax Comm, Refunds, RR, Bridge Insp	(17.5)	(2.6)	(20.1)
less: Ethanol transfer to ITD	(15.9)		(15.9)
NET MOTOR FUEL TO DISTRIBUTE	219.9	66.1	286.0
Registrations	104.5	30.6	135.1
Other	9.5		9.5
NET TO DISTRIBUTE	334.0	96.7	430.7

DISTRIBUTIONS	HDA	New Rev	Total
ITD (57% HDA) / (60% New Revenue)	190.4	58.0	248.4
Ethanol Transfer to ITD	15.9	0.0	15.9
Total to ITD	206.3	58.0	264.3
ISP (5% HDA) / (0% New Revenue)	16.7		16.7
LOCALS (38% HDA) / (40% New Revenue)	126.9	38.7	165.6
TOTAL DISTRIBUTIONS	334.0	96.7	430.7

Sub-Allocation of Locals Distribution	HDA	New Rev	Total
LOCALS (38% HDA) / (40% New Revenue)	126.9	38.7	165.6
less: LHTAC	(0.4)	(0.1)	(0.5)
NET LOCAL TO DISTRIBUTE	126.5	38.6	165.1
Cities (30%)	38.0	11.6	49.6
Counties & Hwy Districts (70%)	88.6	27.0	115.6

Idaho Transportation Department

FY17 Governor's Recommendation (01-11-16)

Dollars in Millions and Rounded - sums may not add, due to rounding

FUND SOURCES	State	Federal	Other	Total
Distribution of Highway User Revenue to ITD (HDA & New Revenue)	264.3			264.3
Cigarette Tax - for State Hwy Mtce, Constr, ROW (GovRec removed)	-			
Cigarette Tax - for Debt Service (GovRec removed)	-			
Strategic Initiatives Program Fund - interest earnings	0.2			0.2
Aviation Fuel Tax	1.7			1.7
Federal		293.5		293.5
Local Match			4.2	4.2
Services for State Agencies			0.2	0.2
Misc State	44.7			44.7
Prior Year Federal Obligated - Unspent (Federal Spending Authority)		40.0		40.0
FAST Act (ongoing FY16 Supplemental & FY17 Line Items)		21.0	0.2	21.2
Cash Adjustment	37.9			37.9
TOTAL FUND SOURCES	348.7	354.5	4.6	707.8
EXPENDITURES				
Personnel	116.6	14.0	0.3	131.0
Operating	78.5	7.4	0.2	86.1
Capital Facilities	3.3			3.3
Equipment	26.6			26.6
Sub-Grantee (Pass-Through)	1.0	16.3	-	17.3
Contract Construction & Right-of-Way Acquisition	117.6	263.7	4.1	385.3
TOTAL EXPENDITURES [SPENDING AUTHORITY]	343.6	301.4	4.6	649.6
DEBT SERVICE	4.6	53.4		58.1
TOTAL PROGRAM FUNDING	348.3	354.8	4.6	707.7
Funds in Excess of Appropriation (Appropriation in Excess of Funds)	0.4	(0.3)	(0.0)	0.1



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date February 18, 2016

Consent Item Information Item Amount of Presentation Time Needed _____

Presenter's Name John Krause	Presenter's Title TIM	Initials JK	Reviewed By <i>LSB</i>
Preparer's Name Nathan Hesterman	Preparer's Title Sr. Planner - Programming	Initials ndh	

Subject

Monthly Reporting of Federal Formula Program Funding Through January 2016		
Key Number N/A	District N/A	Route Number N/A

Background Information

Idaho received notice of its full year of FY 2016 Obligation Authority on January 8th in the amount of \$271.7 million which corresponds to \$268.7 million with match after a reduction of prorated indirect costs. Idaho has not yet received additional apportionments from the FAST Act. Consequently, federal formula apportionments still equal \$49.1 million with match. Obligation authority is 93.8% of expected apportionments.

The exhibits on the following page summarize these amounts and show allotments and obligations of federal funding by state and local programs through January 31, 2016.

Recommendations

For Information

Board Action

Approved Deferred _____

Other _____



Board Agenda Item

ITD 2210 (Rev. 10-13)

Exhibit One Estimated Formula Funding for FY2016

Per FAST-Adjusted Program – Total Year	
Federal Aid Only	\$289,780
Including Match	\$315,561
Per Apportionments through 12/04/2015	
Federal Aid Only	\$49,139
Including Match	\$53,511
Obligation Limits through 9/30/2016	
Federal Aid Only	\$271,700
Less \$25M indirect costs w/Match	\$268,700

- Notes:
1. All dollars in Thousands
 2. 'Approved Program' amounts from the attached ITIP FAST update to the Available Dollars vs. Programmed Projects table.
 3. Full Apportionment and Obligation Authority amounts reflect available funds via federal notices received through January 29, 2016.

Exhibit Two Allotments of Available Federal Funding through January 31, 2016

Program	Allotted Total Program Funding	Total Program Funding Remaining
All Other SHS Program	\$159,793	\$140,760
GARVEE Formula Debt Service*	\$53,586	\$39,532
State Planning and Research*	\$6,158	\$5,319
Metropolitan Planning*	\$1,740	\$1,369
Transportation Alternatives (Urban/Rural)	\$4,546	\$3,717
Recreational Trails	\$1,728	\$1,728
STP - Local Urban	\$8,151	\$8,265
STP - Transportation Mgt. Area	\$8,713	\$9,281
Transportation Alternatives (TMA)	\$438	\$432
STP – Local Rural	\$12,278	\$13,609
Local Bridge	\$5,098	\$4,960
Off System Bridge	\$2,815	\$208
Local HSIP	\$3,605	\$3,060
Total (excluding indirect costs)	\$268,649	\$232,240

- Notes:
1. All dollars in Thousands.
 2. Allotments based on the attached ITIP FAST update to the Available Dollars vs. Programmed Projects table.
 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 January 31st.
 5. Advanced construction conversions of \$25.5 million are outstanding for FY 2016.
- * Provided 100% Obligation Authority (appropriate lines reduced accordingly).



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date February 18, 2016

Consent Item Information Item Amount of Presentation Time Needed _____

Presenter's Name John Krause	Presenter's Title TIM	Initials JK	Reviewed By <i>JK</i>
Preparer's Name Nathan Hesterman	Preparer's Title Sr. Planner - Programming	Initials ndh	

Subject

Idaho Transportation Investment Program (ITIP) February 2016 Supplement		
Key Number N/A	District N/A	Route Number N/A

Background Information

When significant changes are made to the ITIP a supplement is published. The Board last approved the ITIP in September. Since then:

1. Projects were selected to be funded with HB312a funds,
2. Projects were selected to be funded with HB312b (surplus eliminator) funds,
3. The funding holes created by these actions were backfilled by advances from FY 2017, and
4. The Fixing America's Surface Transportation (FAST) transportation act was passed which increased the available dollars in many programs by about 2.5% and added a formula freight program.

The February 2016 ITIP Supplement found under separate cover includes all of the above changes and is provided for your information.

Recommendations

For Information

Board Action

Approved Deferred _____

Other _____



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date February 18, 2016

Consent Item

Information Item

Amount of Presentation Time Needed Information Only

Presenter's Name Michelle Doane	Presenter's Title Business & Support Mgr	Initials MD	Reviewed By <i>MD</i>
Preparer's Name Michelle Doane	Preparer's Title Business & Support Mgr	Initials MD	

Subject

Non-Construction Professional Service Contracts issued by Business & Support Management		
Key Number N/A	District N/A	Route Number N/A

Background Information

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

For the period January 1 to January 31, 2016 the Business and Support Management section executed the following professional service agreements:

Document Description	Vendor Name	Line Amount	Unit Name	Service From	Service To
Disadvantage Business Enterprise Supportive Services	BOISE STATE UNIVERSITY	\$91,200	Disadvantage Business Enterprises Supportive Services	10/1/2015	9/30/2016
Negotiated Rulemaking – Highway 12	STEPHEN A BYWATER	\$100,000	Division of Motor Vehicles	1/26/2016	12/31/2016
Right of Way Policy Manual	Bonnie L Layton	\$9,800	Headquarters Right of Way Services	12/7/2015	3/15/2016

Recommendations

Information only

Board Action

Approved Deferred _____

Other _____



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date February 18, 2016

Consent Item Information Item Amount of Presentation Time Needed _____

Presenter's Name James F. Carpenter, PE	Presenter's Title Chief Operations Officer	Initials	Reviewed By <i>VSS</i>
Preparer's Name Monica Crider, P.E.	Preparer's Title Contracting Services Engineer	Initials MC	

Subject

Advertisements		
Key Number	District	Route Number

Background Information

In accordance with board policy 4001, attached is the Current Advertisement Report

Recommendations

For Information Only.

Board Action

Approved Deferred _____
 Other _____

Monthly Contract Advertisement As of 02-01-2016

Key	Job Type
Dist: 1	Route: SH-5 OPENING DATE: 3/1/2016
12290	1,000,000 - 3,000,000
12290	4TH ST TO JCT SH 3, ST SAFTY/TRAF OPER State MARIES
Dist: 1	Route: SH-05 OPENING DATE: 2/23/2016
13410	500,000 - 1,000,000
13410	ST MARIES RV RR SAFTY/TRAF OPER State UNDERPASS, BENEWAH CO
Dist: 1	Route: SH-41 OPENING DATE: 2/23/2016
13402	5,000,000 - 10,000,000
13402	RATHDRUM TO JCT SH RESRF/RESTO&REHAB State 54
13402	RATHDRUM TO JCT SH RESRF/RESTO&REHAB State 54
Dist: 1	Route: US-2 OPENING DATE: 2/9/2016
19106	500,000 - 1,000,000
19106	JCT SH 57 INT PRIEST SAFTY/TRAF OPER State RV, PHS 1
19106	JCT SH 57 INT PRIEST SAFTY/TRAF OPER State RV, PHS 1
Dist: 3	Route: SH-51 OPENING DATE: 2/23/2016
13925	50,000 - 500,000
13925	MP 77 TO MP 90, PM State ELMORE CO
Dist: 3	Route: I84 OPENING DATE: 2/2/2016
18775	500,000 - 1,000,000
18775	OREGON LN TO IC#13 PM State WB SEALCOAT

Dist: 3	Route: I-84	OPENING DATE: 2/2/2016		
	19098	0 - 50,000		
	19098	FY17 D3 RUMBLE STRIPS	SAFTY/TRAF OPER	State
Dist: 3	Route: SH-52	OPENING DATE: 2/2/2016		
	13354	500,000 - 1,000,000		
	13354	FY17 D3 SEALCOATS, PAYETTE CO	PM	State
Dist: 4	Route: SH75	OPENING DATE: 2/23/2016		
	13529	1,000,000 - 3,000,000		
	13529	RICHFIELD CNL TO TIMMERMAN RA	RESRF/RESTO&REHAB	State
Dist: 5	Route: I-15	OPENING DATE: 2/23/2016		
	13117	3,000,000 - 4,000,000		
	13117	DOWNEY RD OPASS IC #31 TO VIRGINIA IC #36	PM	State
Dist: 5	Route: I-86	OPENING DATE: 2/9/2016		
	18719	500,000 - 1,000,000		
	18719	IC # 44 TO PORTNEUF RV BR, POWER CO	RESRF/RESTO&REHAB	State
Dist: 6	Route: US-20	OPENING DATE: 2/23/2016		
	13401	1,000,000 - 3,000,000		
	13401	FY17a D6 BRIDGE REPAIR	BR/APPRS	State



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date 2/18/16

Consent Item Information Item Amount of Presentation Time Needed _____

Presenter's Name Monica Crider, P.E.	Presenter's Title Contracting Services Engineer	Initials MC	Reviewed By <u>188</u>
Preparer's Name Leo Hickman	Preparer's Title CS Project Manager	Initials LH	

Subject

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

Background Information

Consultant Services processed 37 new professional services agreements and work tasks for **\$4,527,475** and five supplemental agreements to existing professional services agreements for **\$320,100** from January 1 through January 31.

New Professional Services Agreements and Work Tasks

Reason Consultant Needed	District							Total
	1	2	3	4	5	6	9	
Resources not Available								
Design	4		2	1				7
Construction	1		1					2
Public Information			1					1
Materials			1					1
Environmental			1	3				4
Surveying				1	1	1		3
Hydraulics				1				1
Bridge Inspection							1	1
Special Expertise								
Design	1		3		1			5
Bridge Inspection				1				1
Aerial Mapping				1				1
Local Public Agency Projects	4		4	1		1		10
Total	10		13	9	2	2	1	37



Board Agenda Item

27 new professional services agreements and work tasks for ITD District projects were processed during this period for **\$3,578,575**. Two Supplemental Agreements were processed for ITD District projects for **\$258,600**.

District 1

<i>Project</i>	<i>Reason Consultant Needed</i>	<i>Description</i>	<i>Selection Method</i>	<i>Consultant</i>	<i>Amount</i>
I 90, Kingston Interchange #43	Resources not Available: Design	Phase 1 - Initial Design Activities	Individual Project Solicitation (RFP)	Parametrix, Inc.	\$340,200
US 95, Cocolalla Creek Bridge, Bonner Co	Resources not Available: Design	Roadway and Bridge Design through PS&E	RFI from Term Agreement List	David Evans and Associates, Inc.	\$186,450
US 95, Hangman Creek Overflow Bridge, Benewah Co	Resources not Available: Design	Design of Roadway Portion of Project	Direct from Term Agreement List	HMH, LLC	\$85,000
SH 3, CDA River Bridge to I 90 Overpass IC#34 and US 95, Benewah Co Line to Worley	Resources not Available: Construction	Additional Construction Engineering and Inspection Services	Direct from Term Agreement List	David Evans and Associates, Inc.	\$25,000
I 90, Washington State Line to Bike/ Pedestrian Bridge, Post Falls	Resources not Available: Design	Roadway Design through PS&E	Direct from Term Agreement List	ES Engineering	\$97,200
SH 3, St Joe River Bridge and SH 3, St Maries Railroad Bridge, St Maries	Special Expertise: Design	Technical Support for Design-Build Project Procurement	RFI from Term Agreement List	David Evans and Associates, Inc.	\$113,300



Board Agenda Item

ITD 2210 (Rev. 10-13)

District 3

<i>Project</i>	<i>Reason Consultant Needed</i>	<i>Description</i>	<i>Selection Method</i>	<i>Consultant</i>	<i>Amount</i>
SH 55, Smith's Ferry to Round Valley	Resources not Available: Design	Phase 2 - Final Design	Individual Project Solicitation (RFP)	Forsgren Associates, Inc.	\$619,500
US 20, Broadway Bridge, Boise	Special Expertise: Design	Design Support during Construction	Individual Project Solicitation (RFP)	URS Energy & Construction, Inc.	\$300,000
US 95, MP 122 to MP 139 Bridge Replacements and US 95, Weiser River Bridge to Mud Creek Bridge, Adams Co	Resources not Available: Design	Bridge Type, Size and Location Report	RFI from Term Agreement List	HDR Engineering, Inc.	\$296,800
US 20, Broadway Bridge, Boise	Resources not Available: Construction	Construction Engineering and Inspection	RFI from Term Agreement List	Horrocks Engineers, Inc.	\$486,000
SH 55, Intersection Midway Road, near Nampa	Special Expertise: Design	Irrigation Facility Relocation Design	Direct from Term Agreement List	Forsgren Associates, Inc.	\$26,800
SH 55, Intersection Karcher Rd & Lake Ave, Canyon Co	Special Expertise: Design	Irrigation Facility Relocation Design	Direct from Term Agreement List	Forsgren Associates, Inc.	\$26,600
SH 55, Intersection Karcher Rd & Indiana Ave, Canyon Co	Resources not Available: Public Information	Public Information Services	Direct from Term Agreement List	Rosemary Brennan Curtin, Inc.	\$25,000
SH 55, Intersection Karcher Rd & Lake Ave, Canyon Co	Resources not Available: Materials	Materials Testing	Direct from Term Agreement List	American Geotechnics, Inc.	\$1,025
SH 72, Langley Gulch Bridge, Payette Co	Resources not Available: Environmental	Cultural Resources Services	Direct from Term Agreement List	Arrow Rock Architects, PLLC	\$5,000



Board Agenda Item

ITD 2210 (Rev. 10-13)

District 4

<i>Project</i>	<i>Reason Consultant Needed</i>	<i>Description</i>	<i>Selection Method</i>	<i>Consultant</i>	<i>Amount</i>
US 20, Willow Creek Bridge, Camas Co	Resources not Available: Environmental	Cultural Resources Report	Direct from Term Agreement List	ASM Affiliates, Inc.	\$16,500
I 84, FY17 District 4 Bridge Preservation	Special Expertise: Bridge Inspection	Bridge Pin and Hanger Examination	Direct from Term Agreement List	Wiss, Janney, Elstner Associates, Inc.	\$33,300
FY16 District 4 Pre-project Planning	Resources not Available: Surveying	Surveying	Direct from Term Agreement List	J-U-B Engineers, Inc.	\$45,000
FY16 District 4 Pre-project Planning	Special Expertise: Aerial Mapping	Aerial Photography LIDAR Acquisition and Mapping	Direct from Term Agreement List	Aero-Graphics, Inc.	\$60,000
US 30, Salmon Falls Creek Bridge, Twin Falls Co	Resources not Available: Environmental	Wetland Delineation	Direct from Term Agreement List	The Wetlands Group	\$13,500
US 20, Rock Creek Culvert, Blaine Co	Resources not Available: Design	Bridge Design	RFI from Term Agreement List	CH2M Hill	\$299,500
FY17 District 4 Material Sources	Resources not Available: Environmental	Cultural Resources Survey	Direct from Term Agreement List	Bionomics Environmental, Inc.	\$15,500
I 86, Raft River Bridge, Eastbound and Westbound Lanes, Cassia Co	Resources not Available: Hydraulics	Hydraulic Analysis and Report	Direct from Term Agreement List	CH2M Hill	\$18,600



Board Agenda Item

ITD 2210 (Rev. 10-13)

District 5

<i>Project</i>	<i>Reason Consultant Needed</i>	<i>Description</i>	<i>Selection Method</i>	<i>Consultant</i>	<i>Amount</i>
I 15, Arimo Centerline to McCammon Interchange	Resources not Available: Surveying	Surveying	Direct from Term Agreement List	Dioptra, LLC	\$57,800
FY17a District 5 Bridge Repair	Special Expertise: Design	Design Staff Augmentation	RFI from Term Agreement List	Michael Baker International	\$99,000

District 6

<i>Project</i>	<i>Reason Consultant Needed</i>	<i>Description</i>	<i>Selection Method</i>	<i>Consultant</i>	<i>Amount</i>
US 20, Thornton Interchange, Madison Co	Resources not Available: Surveying	Construction Surveying	RFI from Term Agreement List	J-U-B Engineers, Inc.	\$236,000

District 9

<i>Project</i>	<i>Reason Consultant Needed</i>	<i>Description</i>	<i>Selection Method</i>	<i>Consultant</i>	<i>Amount</i>
FY16 Bridge Inspection	Resources not Available: Bridge Inspection	Bridge Load Ratings	Direct from Term Agreement List	Vander Boegh Engineering, PLLC	\$50,000



Board Agenda Item

ITD 2210 (Rev. 10-13)

Supplemental Agreements to Existing ITD Professional Services Agreements

<i>District</i>	<i>Project</i>	<i>Consultant</i>	<i>Original Agreement Date/Description</i>	<i>Supplemental Agreement Description</i>	<i>Total Agreement Amount</i>								
3	SH 55, Snake River Bridge, Marsing	T-O Engineers, Inc.	08/2014 Bridge Design	Secondary Access Road Feasibility Study	<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 80%;">Original</td> <td style="text-align: right;">\$663,500</td> </tr> <tr> <td>Prior Supp.</td> <td style="text-align: right;">\$39,551</td> </tr> <tr> <td>This Supp.</td> <td style="text-align: right;">\$8,600</td> </tr> <tr> <td>Total</td> <td style="text-align: right;">\$711,651</td> </tr> </table>	Original	\$663,500	Prior Supp.	\$39,551	This Supp.	\$8,600	Total	\$711,651
Original	\$663,500												
Prior Supp.	\$39,551												
This Supp.	\$8,600												
Total	\$711,651												
9	FY14 & FY15 Local/Offsystem Bridge Inspection, FY15 SHS Bridge Inspection; FY16 Local/Offsystem Bridge Inspection; FY16 Bridge Inspection	HDR Engineering, Inc.	08/2015 Bridge Load Ratings	Additional Bridge Load Ratings	<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 80%;">Original</td> <td style="text-align: right;">\$397,100</td> </tr> <tr> <td>Prior Supp.</td> <td style="text-align: right;">\$0</td> </tr> <tr> <td>This Supp.</td> <td style="text-align: right;">\$250,000</td> </tr> <tr> <td>Total</td> <td style="text-align: right;">\$647,100</td> </tr> </table>	Original	\$397,100	Prior Supp.	\$0	This Supp.	\$250,000	Total	\$647,100
Original	\$397,100												
Prior Supp.	\$0												
This Supp.	\$250,000												
Total	\$647,100												



Board Agenda Item

10 new professional services agreements for **\$948,900** and three supplemental agreements to existing professional services agreements for **\$61,500** were processed during this period for Local Public Agency projects.

Local Public Agency Projects

<i>Project</i>	<i>Sponsor</i>	<i>Description</i>	<i>Selection Method</i>	<i>Consultant</i>	<i>Amount</i>
STP-7605, Seltice Way Sidewalk	City of Coeur d'Alene	Shared-use Pathway Design	Direct from Term Agreement List	Welch Comer & Associates, Inc.	\$61,000
SH 41, Seltice Way to Mullan Bike Pedestrian Trail	City of Post Falls	Construction Engineering and Inspection	Direct from Term Agreement List	HMH, LLC	\$97,000
SH 41, Seltice Way to Mullan Bike Pedestrian Trail	City of Post Falls	Design Support during Construction	RFI from Term Agreement List	J-U-B Engineers, Inc.	\$5,000
SMA-7895, Schweitzer Basin Cutoff Road	City of Sandpoint	Construction Engineering and Inspection	RFI from Term Agreement List	David Evans and Associates, Inc.	\$309,400
Garden City to Americana Greenbelt	City of Boise	Steel Bridge Fabrication Inspection	Direct from Term Agreement List	Braun Intertec Corporation	\$3,000
FY17 Capital Maintenance	Ada County Highway District	Roadway Design Services	Individual Project Solicitation (RFP)	Parametrix, Inc.	\$458,500
North Grape Street Bridge	City of Shoshone	Design Support during Construction	RFI from Term Agreement List	Riedesel Engineering, Inc.	\$15,000



Board Agenda Item

ITD 2210 (Rev. 10-13)

Supplemental Agreements to Existing Local Professional Services Agreements

<i>Sponsor</i>	<i>Project</i>	<i>Consultant</i>	<i>Original Agreement Date/Description</i>	<i>Supplemental Agreement Description</i>	<i>Total Agreement Amount</i>
City of Caldwell	STP-7773, 10 th Avenue Bridge	CH2M Hill, Inc.	01/2014 Bridge Design	Geotechnical and Design for Pedestrian Undercrossing and Minor Design Revisions	Original \$323,000 Prior Supp. \$0 This Supp. \$52,000 Total \$375,000
City of McCall	Redevelopment Area Sidewalk Improvement	Keller Associates, Inc.	01/2015 Design through PS&E	Revise PS&E Documents for Rebidding	Original \$50,000 Prior Supp. \$0 This Supp. \$5 Total \$55,000
City of Idaho Falls	SMA-7086, Grandview Drive; Skyline Drive to Saturn Avenue	URS Energy & Construction, Inc.	8/2013 Roadway Design through PS&E	Architectural Historian Clearance Services	Original \$264,000 Prior Supp. \$16,800 This Supp. \$4,500 Total \$285,300



Board Agenda Item

ITD 2210 (Rev. 10-13)

Recommendations

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Board Action

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



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date February 18, 2016

Consent Item Information Item Amount of Presentation Time Needed 10 Min

Presenter's Name David Tolman	Presenter's Title Controller	Initials DT	Reviewed By <i>LSS</i>
Preparer's Name David Tolman	Preparer's Title Controller	Initials DT	

Subject

State Fiscal Year 2016 Financial Statements		
Key Number	District	Route Number

Background Information

July 01, 2015 thru December 31, 2015, Fiscal Year 2016 Financial Statements

Six months of Fiscal Year 2016 is complete and a mid-year financial report will be presented.

The financial operations of the Department as of December 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 3.8%. Of that total, receipts from the Highway Distribution Account and the Fuel/Registration direct to the State Highway Account are ahead of forecast by 4.4% or \$5.1 million. State revenues to the State Aeronautics Fund are ahead of forecast by 22.8%.
- Expenditures are within planned budgets YTD. The differences are simply timing differences between planned and actual expenditures plus encumbrances estimated through the first five months of the year. Personnel costs have savings of \$6.7 million or 10.7% due to vacancies and timing between a position becoming vacant and filled. The savings also includes the funding for the HCP in Highways.
- Expenditures in the Contract Construction portion of the budget are below last year for the time period July 1 – December 31 by 12%. This has shown improvement during the month of December by 2%.

The balance of the long term investments as of the end of December is \$108.7 Million. These funds are obligated against both construction projects and encumbrances. This investment amount and the \$46.2 million in cash are the largest combined cash/investments balance as of December 31 in any of the previous four years.

Expenditures for GARVEE approved projects through the month of December exceed \$18 million and are progressing as planned for this fiscal year.

Recommendations

For information.

Board Action

Approved Deferred _____

Other _____

User ID: kweiskir
 Report ID: F-GL-051
 Run Date: 4 Feb 2016
 % of Time
 Remainin 50

Idaho Transportation Department

Fiscal Year: 2016

SUMMARY OF RECEIPTS AND DISBURSEMENTS
 STATE HIGHWAY ACCOUNT AND STATE AERONAUTICS FUND
 BUDGET TO ACTUAL
 FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDING 12/31/2015
 (all amounts in '000)

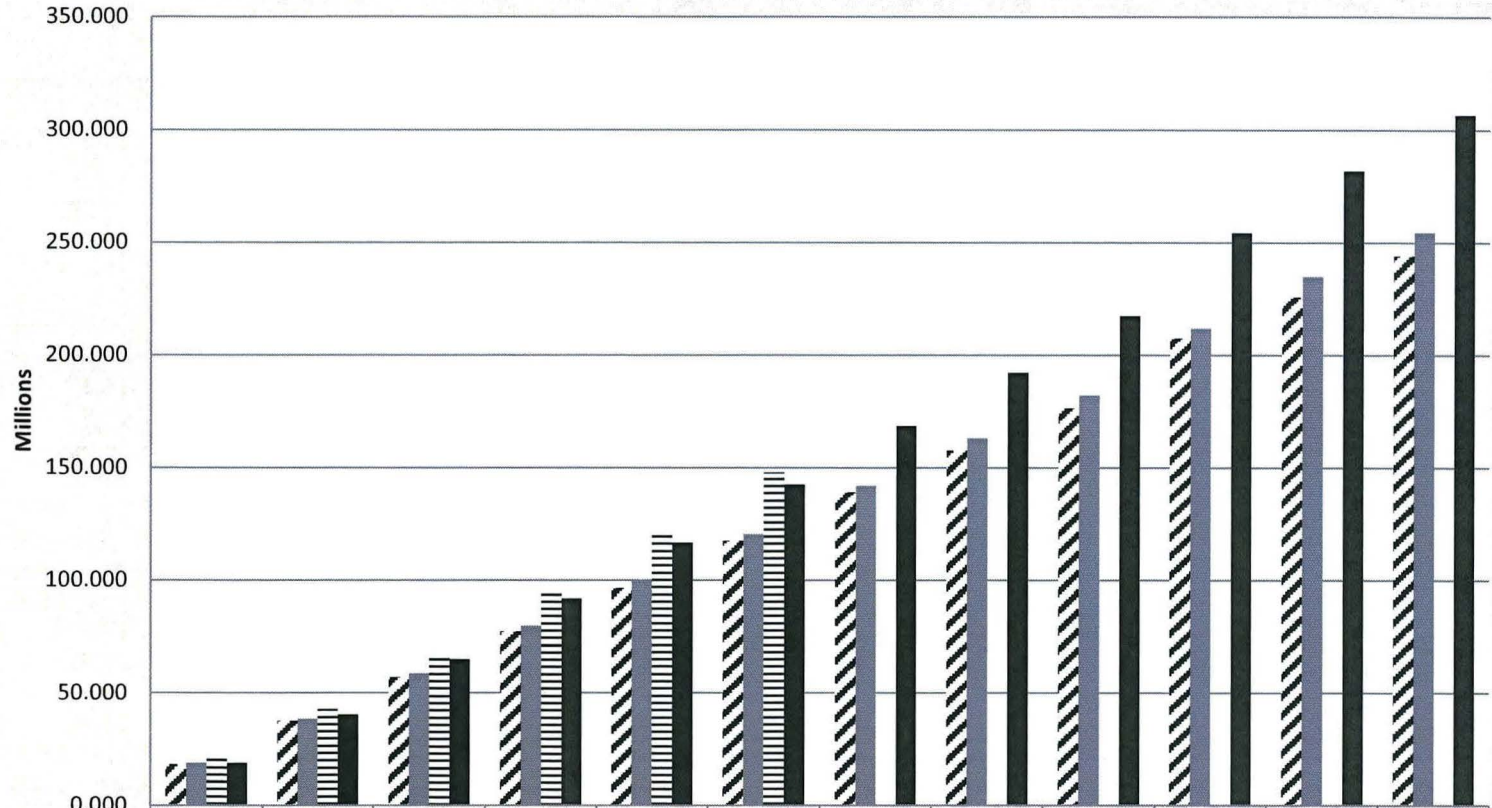
Funds Received					
	FY15 Actual YTD	FY16 Actual YTD	FY16 Forecast YTD	FY16 to FY15 Actual	FY 16 to Forecast
<u>State Highway Account</u>					
Federal Reimbursements	194,449	156,933	172,448	-19.3%	-9.0%
State (Inc. H.D.A.)	120,379	147,858	142,390	22.8%	3.8%
Local	2,217	4,119	6,284	85.8%	-34.5%
Total State Highway Account:	317,045	308,909	321,122	-2.6%	-3.8%
<u>State Aeronautics Fund</u>					
Federal Reimbursements	49	37	101	-24.1%	-63.4%
State	1,250	1,561	1,271	24.8%	22.8%
Total State Aeronautics Fund:	1,299	1,598	1,372	23.0%	16.5%
Total Fund Received:	318,344	310,507	322,494	-2.5%	-3.7%
Disbursements (includes Encumbrances)					
	FY15 Actual YTD	FY16 Actual YTD	FY16 Budget YTD	FY16 to FY15 Actual	FY 16 to Budget
Construction Payouts	196,300	171,558	179,017	-12.6%	-4.2%
<u>Operations Expenses</u>					
Highways	82,807	84,912	84,123	2.5%	0.9%
DMV	12,480	23,180	17,580	85.7%	31.9%
Administration	10,562	10,916	12,360	3.4%	-11.7%
Transit	5,161	0	0	-100.0%	0.0%
Facilities	2,171	1,673	0	-22.9%	0.0%
Aeronautics	984	1,328	1,433	34.9%	-7.3%
Total Operations Expenses:	114,166	122,009	115,495	6.9%	5.6%
<u>Transfers</u>					
Operating	25	25	25	0.0%	0.0%
Debt Service	16,260	13,023	13,023	-19.9%	0.0%
Total Transfers:	16,285	13,048	13,048	-19.9%	0.0%
Total Disbursements:	326,751	306,615	307,560	-6.2%	-0.3%
	FY15 Actual YTD	FY16 Actual YTD	FY16 Budget YTD	FY16 to FY15 Actual	FY 16 to Budget
<u>Expenditures by Type</u>					
Personnel	53,947	55,973	62,682	3.8%	-10.7%
Operating	32,873	41,403	41,827	25.9%	-1.0%
Capital Outlay	20,823	17,509	2,736	-15.9%	539.9%
Sub-Grantee	6,523	7,125	8,251	9.2%	-13.6%
Totals Operations Expenses:	114,166	122,009	115,495	6.9%	5.6%
Contract Construction	196,300	171,558	179,017	-12.6%	-4.2%
Totals (excluding Transfers):	310,466	293,567	294,512	-5.4%	-0.3%

State Highway Fund 0260

Fiscal Year 2016

State and Interagency Revenue Sources Forecast vs Actual

December - For Period Ending 12/31/2015



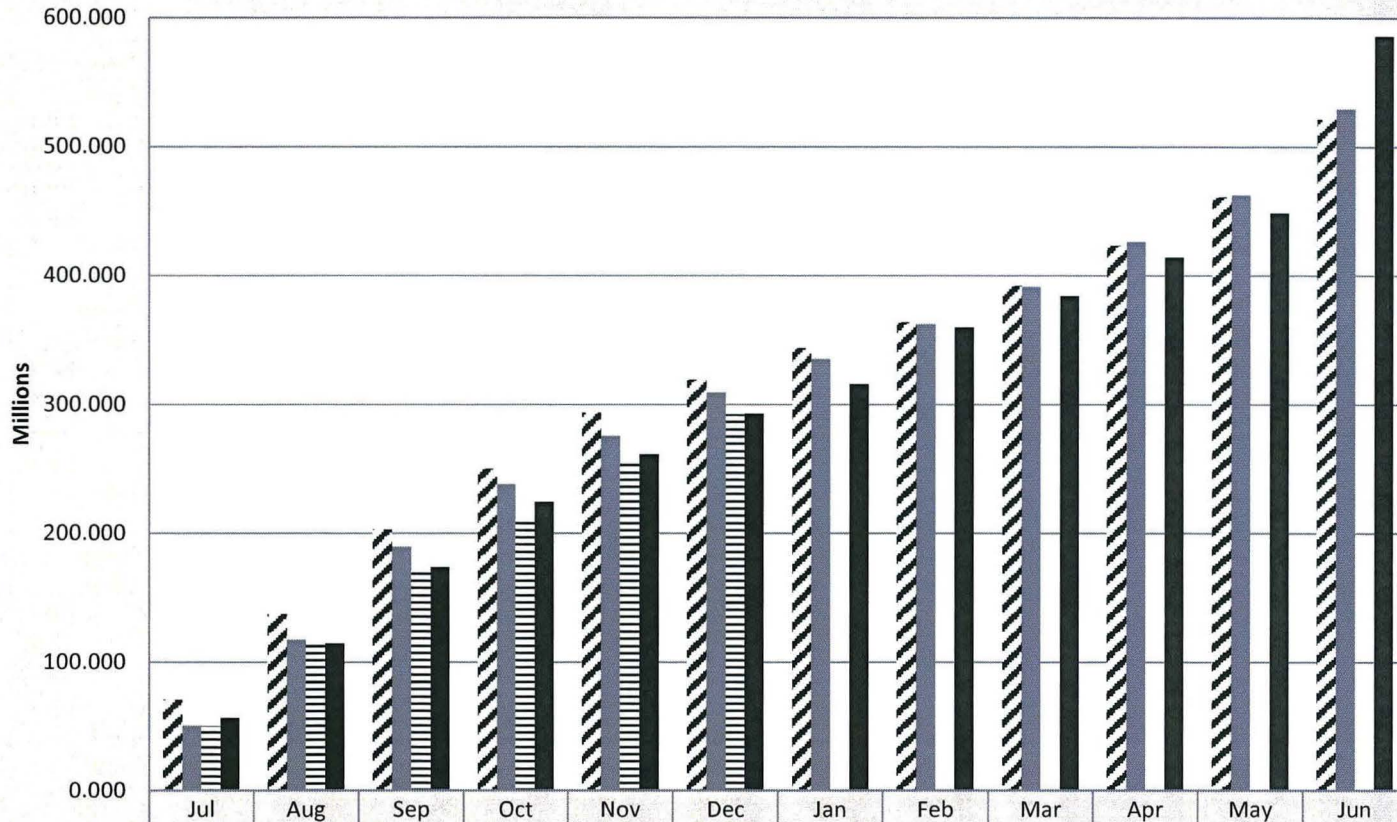
	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
▨ FY14 Actual Revenue	18.300	37.511	57.012	77.259	96.371	117.509	138.950	157.622	176.409	207.393	225.692	244.054
■ FY15 Actual Revenue	18.941	38.508	58.738	79.728	99.701	120.379	142.093	163.263	182.204	211.886	234.921	254.418
▬ FY16 Current	20.652	42.749	66.656	95.046	119.898	147.858						
■ FY16 Forecast	18.860	40.385	64.870	91.728	116.577	142.390	168.484	192.243	217.336	254.165	281.741	306.625

State Highway Fund 0260

Fiscal Year 2016

Expenditures

December - For Period Ending 12/31/2015



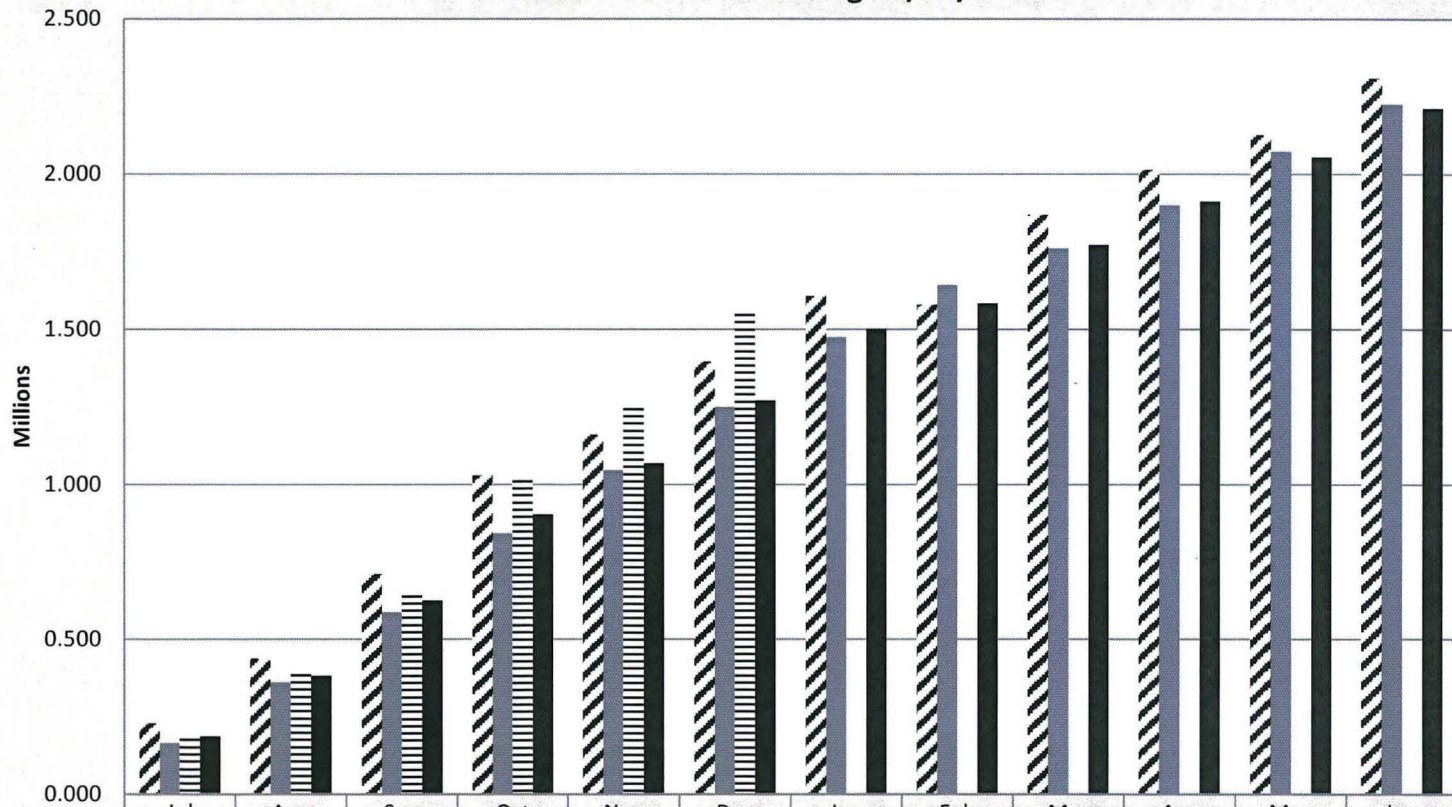
▨ FY14 Actual Expenditures	70.964	137.175	202.984	250.089	293.630	319.239	343.599	363.682	392.180	423.392	460.858	521.401
■ FY15 Actual Expenditures	50.917	117.427	189.659	238.322	275.703	309.481	335.409	362.533	391.734	426.442	462.484	529.482
▬ FY16 Current	50.203	113.246	171.532	210.812	254.413	292.240						
■ FY16 Forecast	56.785	114.524	173.886	224.204	261.624	293.079	315.695	360.078	384.136	413.980	448.696	585.931

Aeronautics Fund 0221

Fiscal Year 2016

State and Interagency Revenue Sources Forecast vs Actual

December - For Period Ending 12/31/2015



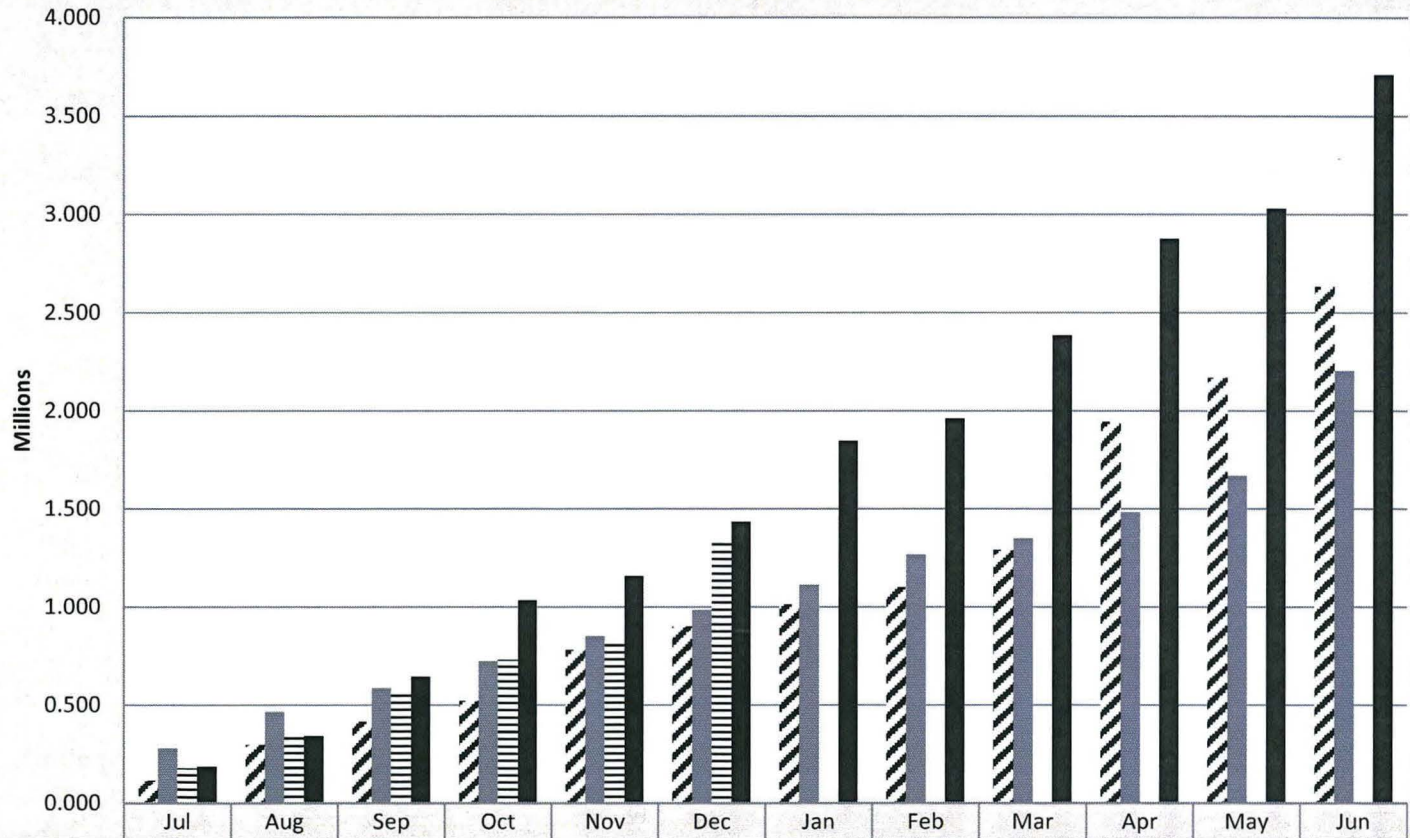
	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
FY14 Actual Revenue	0.229	0.437	0.710	1.029	1.160	1.397	1.608	1.580	1.868	2.013	2.127	2.309
FY15 Actual Revenue	0.166	0.362	0.589	0.842	1.047	1.250	1.475	1.643	1.762	1.900	2.075	2.226
FY16 Current	0.191	0.395	0.654	1.018	1.254	1.561						
FY16 Forecast	0.187	0.382	0.625	0.903	1.068	1.271	1.501	1.584	1.773	1.912	2.055	2.212

Aeronautics Fund 0221

Fiscal Year 2016

Expenditures

December - For Period Ending 12/31/2015



	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
▨ FY14 Actual Expenditures	0.114	0.297	0.414	0.520	0.779	0.900	1.012	1.101	1.291	1.945	2.169	2.633
■ FY15 Actual Expenditures	0.279	0.467	0.587	0.722	0.852	0.984	1.114	1.267	1.351	1.483	1.672	2.205
▬ FY16 Current	0.178	0.351	0.575	0.729	0.831	1.327						
■ FY16 Forecast	0.187	0.343	0.643	1.033	1.157	1.433	1.847	1.962	2.385	2.877	3.030	3.709

UserID: kweiskir
 Report ID: F-GL-003
 Run Date: 1/7/16

Idaho Transportation Department

OPERATING FUND BALANCE SHEET

AS OF 12/31/2015

	Fund 0221 Aeronautics		Fund 0260 State Highway		Fund 0270 Strategic Initiatives	
	Nov-15	Dec-15	Nov-15	Dec-15	Nov-15	Dec-15
	ASSETS					
Cash on Hand (Change Fund)	0	0	5,845	5,845	0	0
Cash in Bank (Daily Cash Operations)	1,981,234	2,042,166	46,270,000	46,180,168	54,222,305	54,239,875
Investments (Long Term Investments)	0	0	108,541,195	108,730,711	0	0
Total Cash & Investments	1,981,234	2,042,166	154,817,040	154,916,723	54,222,305	54,239,875
Receivables - Other	4,805	0	929,423	948,557	0	0
- Due From Locals (Project Overruns)	0	0	1,067,555	1,253,476	0	0
- Inter Agency	30,060	21,122	13,190	7,506	0	0
Total Receivables	34,865	21,122	2,010,169	2,209,539	0	0
Inventory on Hand	0	0	21,127,708	18,506,542	0	0
Total Assets:	2,016,098	2,063,288	177,954,917	175,632,804	54,222,305	54,239,875
LIABILITIES						
Vouchers Payable	0	0	0	0	0	0
Sales Tax Payable	0	0	51,650	41,387	0	0
Deferred Revenue (Local Projects Match)	0	0	16,299,606	16,707,661	0	0
Accounts Receivable Overpayment	0	0	0	0	0	0
Contractor Retained % (In Lieu Of Performance Bond)	0	0	650,980	552,897	0	0
Total Liabilities:	0	0	17,002,236	17,301,945	0	0
FUND BALANCE						
Reserve for Encumbrance	62,418	291,029	33,761,077	26,672,467	0	0
Fund Balance	1,953,680	1,772,259	127,191,604	131,658,392	54,222,305	54,239,875
Total Fund Balance:	2,016,098	2,063,288	160,952,681	158,330,859	54,222,305	54,239,875
Total Liabilities and Fund Balance	2,016,098	2,063,288	177,954,917	175,632,804	54,222,305	54,239,875

User ID: kweiskir
 Report ID: F-GL-007
 Run Date: 07 Jan 2016
 % of Time
 Remaining: 50.0

Idaho Transportation Department

STATEMENT OF REVENUES AND EXPENDITURES

BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 12/31/2015

Fund: 0260 State Highway Fund

Fiscal Year:	2016	Year to Date Allotment	Year to Date Actual	Current Month Activity	Year to Date Encumbrance	Variance Favorable / Unfavorable	Percent Variance	Annual Appropriation	Appropriation Balance	Percent Remaining
Budget Fiscal Year:	2016	(A)	(B)	(C)	(D)	(E = A - B - D)	(F = E / A)	(G)	(H = G - B - D)	(I = H / G)
REVENUES										
Federal Sources										
FHWA - Highway		147,410,213	136,441,958	25,736,624	0	(10,968,255)	-7.44%	254,957,800	118,515,842	46.48 %
FHWA - Indirect Cost Allocation		16,103,527	12,348,331	1,015,101	0	(3,755,196)	-23.32%	25,000,000	12,651,669	50.61 %
Federal Transit Authority		6,102,981	5,539,054	1,829,154	0	(563,927)	-9.24%	11,850,000	6,310,946	53.26 %
NHTSA - Highway Safety		2,831,614	2,354,607	1,002,627	0	(477,007)	-16.85%	4,248,500	1,893,893	44.58 %
Other Federal Aid		0	248,621	4,972	0	248,621	0.00 %	2,930,000	2,681,379	91.51 %
Total Federal Sources:		172,448,335	156,932,571	29,588,477	0	(15,515,764)	-9.00%	298,986,300	142,053,729	47.51 %
State Sources										
Equipment Buy Back		897,947	1,009,918	1,009,918	0	111,971	12.47 %	16,972,900	15,962,982	94.05 %
Miscellaneous Revenues		15,414,383	15,650,752	2,836,745	0	236,370	1.53 %	29,813,164	14,162,411	47.50 %
Total State Sources:		16,312,330	16,660,670	3,846,663	0	348,341	2.14 %	46,786,064	30,125,393	64.39 %
Interagency Sources										
Miscellaneous Revenues		151,852	134,285	5,422	0	(17,567)	-11.57%	408,600	274,315	67.14 %
Total Interagency Sources:		151,852	134,285	5,422	0	(17,567)	-11.57%	408,600	274,315	67.14 %
Local Sources										
Match For Local Projects		6,271,589	4,118,676	288,998	0	(2,152,913)	-34.33%	10,508,300	6,389,624	60.81 %
Other Local Sources		12,507	0	0	0	(12,507)	-100.00%	27,400	27,400	100.00 %
Total Local Sources:		6,284,096	4,118,676	288,998	0	(2,165,420)	-34.46%	10,535,700	6,417,024	60.91 %
TOTAL REVENUES:		195,196,613	177,846,202	33,729,561	0	(17,350,410)	-8.89%	356,716,664	178,870,461	50.14 %
TRANSFERS-IN										
Highway Distribution Account		99,346,897	103,275,723	18,544,993	0	3,928,826	3.95 %	197,196,333	93,920,610	47.63 %
Fuel/Registration Direct		17,590,101	18,758,000	4,071,161	0	1,167,899	6.64 %	40,434,000	21,676,000	53.61 %
Ethanol Fuels Tax		8,988,700	9,029,372	1,492,062	0	40,672	0.45 %	16,800,000	7,770,628	46.25 %
Cigarette Tax		0	0	0	0	0	0.00 %	5,000,000	5,000,000	100.00 %
TOTAL TRANSFERS-IN:		125,925,698	131,063,095	24,108,216	0	5,137,397	4.08 %	259,430,333	128,367,238	49.48 %
TOTAL REV AND TRANSFERS-IN:		321,122,311	308,909,298	57,837,777	0	(12,213,013)	-3.80%	616,146,997	307,237,699	49.86 %

User ID: kweiskir
 Report ID: F-GL-007
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 % of Time
 Remaining: 50.0

Idaho Transportation Department

STATEMENT OF REVENUES AND EXPENDITURES

BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 12/31/2015

Fund: 0260 State Highway Fund

Fiscal Year:	2016	Year to Date Allotment	Year to Date Actual	Current Month Activity	Year to Date Encumbrance	Variance Favorable / Unfavorable	Percent Variance	Annual Appropriation	Appropriation Balance	Percent Remaining
Budget Fiscal Year:	2016	(A)	(B)	(C)	(D)	(E = A - B - D)	(F = E / A)	(G)	(H = G - B - D)	(I = H / G)
EXPENDITURES										
Operations Expense										
Permanent Staff Salaries		42,279,490	37,948,882	8,104,760	0	4,330,608	10.24 %	83,248,916	45,300,034	54.42 %
Board, Hourly, Overtime, Shift Differential		326,532	360,688	141,614	0	(34,156)	-10.46%	622,488	261,800	42.06 %
Fringe Benefits		19,522,580	17,100,010	3,259,911	0	2,422,570	12.41 %	37,532,330	20,432,320	54.44 %
Internal Holdback-Personnel		(36,918)	0	0	0	(36,918)	100.00 %	(73,834)	(73,834)	100.00 %
In State Travel Expense		643,746	575,880	74,635	0	67,866	10.54 %	1,329,526	753,646	56.69 %
Out of State Travel Expense		150,399	128,632	17,864	0	21,767	14.47 %	347,522	218,890	62.99 %
Operating Expenditures		40,656,972	27,014,359	5,396,169	13,158,047	484,566	1.19 %	83,137,613	42,965,207	51.68 %
Capital Equipment Expense		2,717,561	14,599,935	3,463,528	1,225,863	(13,108,238)	-482.35%	25,593,209	9,767,410	38.16 %
Capital Facilities Expense		0	1,232,985	157,814	425,133	(1,658,118)	0.00 %	3,265,000	1,606,882	49.22 %
Trustee & Benefit Payments		7,802,362	6,861,961	1,590,906	50,000	890,401	11.41 %	15,398,881	8,486,920	55.11 %
Total Operations Expense:		114,062,724	105,823,333	22,207,201	14,859,043	(6,619,652)	-5.80%	250,401,651	129,719,275	51.80 %
Contract Construction										
Operating Expenditures		2,037,861	2,587,210	878,782	317,841	(867,190)	-42.55%	20,077,106	17,172,055	85.53 %
Capital Equipment Expense		0	42,334	0	0	(42,334)	0.00 %	0	(42,334)	0.00 %
Capital Projects		174,564,969	167,244,753	18,153,016	133,062	7,187,154	4.12 %	310,899,923	143,522,108	46.16 %
Trustee & Benefit Payments		2,413,838	1,232,677	235,504	0	1,181,161	48.93 %	4,552,338	3,319,661	72.92 %
Total Contract Construction:		179,016,668	171,106,973	19,267,302	450,903	7,458,791	4.17 %	335,529,367	163,971,490	48.87 %
TOTAL EXPENDITURES:		293,079,392	276,930,306	41,474,502	15,309,946	839,139	0.29 %	585,931,018	293,690,765	50.12 %
TRANSFERS OUT										
Statutory		0	25,000	0	0	(25,000)	0.00 %	0	(25,000)	0.00 %
Operating		0	13,022,632	13,022,632	0	(13,022,632)	0.00 %	0	(13,022,632)	0.00 %
TOTAL TRANSFERS OUT:		0	13,047,632	13,022,632	0	(13,047,632)	0.00 %	0	(13,047,632)	0.00 %
TOTAL EXPD AND TRANSFERS OUT:		293,079,392	289,977,938	54,497,134	15,309,946	(12,208,492)	-4.17%	585,931,018	280,643,134	47.90 %
Net for Fiscal Year 2016:		28,042,919	18,931,360	3,340,643		(24,421,505)		30,215,979	26,594,565	

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 % of Time
 Remaining: 50.0

Idaho Transportation Department

STATEMENT OF REVENUES AND EXPENDITURES

BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 12/31/2015

Fund: 0260 State Highway Fund

Fiscal Year:	2016									
Budget Fiscal Year:	2016	Year to Date Allotment	Year to Date Actual	Current Month Activity	Year to Date Encumbrance	Variance Favorable / Unfavorable	Percent Variance	Annual Appropriation	Appropriation Balance	Percent Remaining
		(A)	(B)	(C)	(D)	(E = A - B - D)	(F = E / A)	(G)	(H = G - B - D)	(I = H / G)
Contract Construction										
Operating Expenditures										
Operating Expenditures	Dedicated	352,922	183,895	71,961	25,832	143,195	40.57 %	6,826,024	6,616,297	96.93 %
Operating Expenditures	Federal	1,678,939	2,403,150	806,801	292,009	(1,016,220)	-60.53%	12,244,245	9,549,086	77.99 %
Operating Expenditures	Local	6,000	164	19	0	5,836	97.26 %	1,006,837	1,006,673	99.98 %
Total Operating Expenditures		2,037,861	2,587,210	878,782	317,841	(867,190)	-42.55%	20,077,106	17,172,055	85.53 %
In State Travel Expense										
In State Travel Expense	Dedicated	0	0	0	0	0	0.00 %	0	0	0.00 %
In State Travel Expense	Federal	0	(0)	0	0	0	0.00 %	0	0	0.00 %
Total In State Travel Expense		0	(0)	0	0	0	0.00 %	0	0	0.00 %
Capital Outlay										
Capital Outlay	Dedicated	33,059,510	34,659,216	5,027,143	30,301	(1,630,007)	-4.93%	66,896,264	32,206,747	48.14 %
Capital Outlay	Federal	119,655,934	104,653,990	8,035,428	81,961	14,919,983	12.47 %	170,781,279	66,045,328	38.67 %
Capital Outlay	FICR	16,177,672	21,444,656	2,375,269	20,800	(5,287,784)	-32.69%	53,559,398	32,093,942	59.92 %
Capital Outlay	Local	5,671,853	6,486,890	2,715,176	0	(815,037)	-14.37%	19,662,982	13,176,092	67.01 %
Total Capital Outlay		174,564,969	167,244,753	18,153,016	133,062	7,187,154	4.12 %	310,899,923	143,522,108	46.16 %
Capital Equipment Expense										
Capital Equipment Expense	Dedicated	0	3,124	0	0	(3,124)	0.00 %	0	(3,124)	0.00 %
Capital Equipment Expense	Federal	0	39,211	0	0	(39,211)	0.00 %	0	(39,211)	0.00 %
Total Capital Equipment Expense		0	42,334	0	0	(42,334)	0.00 %	0	(42,334)	0.00 %
Trustee & Benefit Payments										
Trustee & Benefit Payments	Dedicated	452,652	43,452	493	0	409,200	90.40 %	905,302	861,850	95.20 %
Trustee & Benefit Payments	Federal	1,961,186	1,189,225	264,922	0	771,961	39.36 %	2,950,922	1,761,697	59.70 %
Trustee & Benefit Payments	Local	0	0	(29,910)	0	0	0.00 %	696,114	696,114	100.00 %
Total Trustee & Benefit Payments		2,413,838	1,232,677	235,504	0	1,181,161	48.93 %	4,552,338	3,319,661	72.92 %
Total Contract Construction:		179,016,668	171,106,973	19,267,302	450,903	7,458,791	4.17 %	335,529,367	163,971,490	48.87 %

User ID: kweiskir
 Report ID: F-GL-007
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 % of Time
 Remaining: 50.0

Idaho Transportation Department

STATEMENT OF REVENUES AND EXPENDITURES

BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 12/31/2015

Fund: 0270 Strategic Initiatives Program Fund

Fiscal Year:	2016	Year to Date Allotment	Year to Date Actual	Current Month Activity	Year to Date Encumbrance	Variance Favorable / Unfavorable	Percent Variance	Annual Appropriation	Appropriation Balance	Percent Remaining
Budget Fiscal Year:	2016	(A)	(B)	(C)	(D)	(E = A - B - D)	(F = E / A)	(G)	(H = G - B - D)	(I = H / G)
REVENUES										
State Sources - Miscellaneous Revenues		0	87,420	17,569	0	87,420	0.00 %	0	(87,420)	0.00 %
TOTAL REVENUES:		0	87,420	17,569	0	87,420	0.00 %	0	(87,420)	0.00 %
TOTAL REV AND TRANSFERS-IN:		0	87,420	17,569	0	87,420	0.00 %	0	(87,420)	0.00 %
TRANSFERS OUT										
Statutory		0	688,728	0	0	(688,728)	0.00 %	0	(688,728)	0.00 %
TOTAL TRANSFERS OUT:		0	688,728	0	0	(688,728)	0.00 %	0	(688,728)	0.00 %
TOTAL EXPD AND TRANSFERS OUT:		0	688,728	0	0	(688,728)	0.00 %	0	(688,728)	0.00 %
Net for Fiscal Year 2016:		0	(601,308)	17,569		(601,308)		0	601,308	

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 % of Time
 Remaining: 50.0

Idaho Transportation Department

STATEMENT OF REVENUES AND EXPENDITURES

BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 12/31/2015

Fund: 0374 GARVEE Capital Project Fund

Fiscal Year:	2016	Year to Date Allotment	Year to Date Actual	Current Month Activity	Year to Date Encumbrance	Variance Favorable / Unfavorable	Percent Variance	Annual Appropriation	Appropriation Balance	Percent Remaining
Budget Fiscal Year:	2016	(A)	(B)	(C)	(D)	(E = A - B - D)	(F = E / A)	(G)	(H = G - B - D)	(I = H / G)
REVENUES										
Federal Sources - FHWA - Highway		0	0	0	0	0	0.00 %	0	0	0.00 %
State Sources - Miscellaneous Revenues		0	18,086,873	1,117,049	0	18,086,873	0.00 %	0	(18,086,873)	0.00 %
TOTAL REVENUES:		0	18,086,873	1,117,049	0	18,086,873	0.00 %	0	(18,086,873)	0.00 %
TOTAL REV AND TRANSFERS-IN:		0	18,086,873	1,117,049	0	18,086,873	0.00 %	0	(18,086,873)	0.00 %
EXPENDITURES										
Operating Expenditures		0	4,420	0	0	(4,420)	0.00 %	0	(4,420)	0.00 %
Capital Projects		0	18,080,813	1,116,931	0	(18,080,813)	0.00 %	0	(18,080,813)	0.00 %
TOTAL EXPENDITURES:		0	18,085,233	1,116,931	0	(18,085,233)	0.00 %	0	(18,085,233)	0.00 %
TOTAL EXPD AND TRANSFERS OUT:		0	18,085,233	1,116,931	0	(18,085,233)	0.00 %	0	(18,085,233)	0.00 %
Net for Fiscal Year 2016:		0	1,639	118		1,639		0	(1,639)	

User ID: kweiskir
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 % of Time
 Remaining: 50.0

Idaho Transportation Department

STATEMENT OF REVENUES AND EXPENDITURES

BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 12/31/2015

Fund: 0375 GARVEE Debt Service Fund

Fiscal Year:	2016	Year to Date Allotment	Year to Date Actual	Current Month Activity	Year to Date Encumbrance	Variance Favorable / Unfavorable	Percent Variance	Annual Appropriation	Appropriation Balance	Percent Remaining
Budget Fiscal Year:	2016	(A)	(B)	(C)	(D)	(E = A - B - D)	(F = E / A)	(G)	(H = G - B - D)	(I = H / G)
REVENUES										
State Sources - Miscellaneous Revenues		0	8,474	971	0	8,474	0.00 %	0	(8,474)	0.00 %
TOTAL REVENUES:		0	8,474	971	0	8,474	0.00 %	0	(8,474)	0.00 %
TRANSFERS-IN										
Operating		0	17,722,632	13,022,632	0	17,722,632	0.00 %	0	(17,722,632)	0.00 %
TOTAL TRANSFERS-IN:		0	17,722,632	13,022,632	0	17,722,632	0.00 %	0	(17,722,632)	0.00 %
TOTAL REV AND TRANSFERS-IN:		0	17,731,106	13,023,603	0	17,731,106	0.00 %	0	(17,731,106)	0.00 %
EXPENDITURES										
Bond Principal / Interest		0	43,151,718	376,376	0	(43,151,718)	0.00 %	0	(43,151,718)	0.00 %
TOTAL EXPENDITURES:		0	43,151,718	376,376	0	(43,151,718)	0.00 %	0	(43,151,718)	0.00 %
TOTAL EXPD AND TRANSFERS OUT:		0	43,151,718	376,376	0	(43,151,718)	0.00 %	0	(43,151,718)	0.00 %
Net for Fiscal Year 2016:		0	(25,420,612)	12,647,226		(25,420,612)		0	25,420,612	

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 Report ID: F-GL-007
 Run Date: 07 Jan 2016
 % of Time
 Remaining: 50.0

Idaho Transportation Department

STATEMENT OF REVENUES AND EXPENDITURES

BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 12/31/2015

Fund: 0221 State Aeronautics Fund

Fiscal Year:	2016	Year to Date Allotment	Year to Date Actual	Current Month Activity	Year to Date Encumbrance	Variance Favorable / Unfavorable	Percent Variance	Annual Appropriation	Appropriation Balance	Percent Remaining
Budget Fiscal Year:	2016	(A)	(B)	(C)	(D)	(E = A - B - D)	(F = E / A)	(G)	(H = G - B - D)	(I = H / G)
REVENUES										
Federal Sources - FAA		100,817	36,890	7,721	0	(63,927)	-63.41%	320,700	283,810	88.50 %
State Sources - Miscellaneous Revenues		99,093	170,431	118,147	0	71,338	71.99 %	297,000	126,569	42.62 %
Interagency Sources - Miscellaneous Revenues		150,192	151,110	23,992	0	918	0.61 %	225,000	73,890	32.84 %
TOTAL REVENUES:		350,102	358,431	149,860	0	8,329	2.38 %	842,700	484,269	57.47 %
TRANSFERS-IN										
Operating		1,021,743	1,239,110	164,312	0	217,367	21.27 %	1,690,000	450,890	26.68 %
TOTAL TRANSFERS-IN:		1,021,743	1,239,110	164,312	0	217,367	21.27 %	1,690,000	450,890	26.68 %
TOTAL REV AND TRANSFERS-IN:		1,371,845	1,597,541	314,172	0	225,696	16.45 %	2,532,700	935,159	36.92 %
EXPENDITURES										
Permanent Staff Salaries		383,928	361,304	77,960	0	22,624	5.89 %	713,716	352,412	49.38 %
Board, Hourly, Overtime, Shift Differential		42,500	41,053	578	0	1,447	3.40 %	59,500	18,447	31.00 %
Fringe Benefits		163,830	160,658	29,613	0	3,172	1.94 %	311,084	150,426	48.36 %
In State Travel Expense		28,982	29,900	4,477	0	(918)	-3.17%	54,050	24,150	44.68 %
Out of State Travel Expense		7,895	5,358	2,911	0	2,537	32.14 %	17,800	12,442	69.90 %
Operating Expenditures		338,761	234,462	33,959	256,061	(151,762)	-44.80%	923,150	432,627	46.86 %
Capital Equipment Expense		18,410	24,730	6,320	0	(6,320)	-34.33%	76,200	51,470	67.55 %
Capital Facilities Expense		0	0	0	0	0	0.00 %	50,000	50,000	100.00 %
Trustee & Benefit Payments		448,270	213,455	92,849	0	234,815	52.38 %	1,503,797	1,290,342	85.81 %
TOTAL EXPENDITURES:		1,432,576	1,070,921	248,667	256,061	105,594	7.37 %	3,709,297	2,382,315	64.23 %
TOTAL EXPD AND TRANSFERS OUT:		1,432,576	1,070,921	248,667	256,061	105,594	7.37 %	3,709,297	2,382,315	64.23 %
Net for Fiscal Year 2016:		(60,731)	526,620	65,505		331,290		(1,176,597)	(1,447,156)	

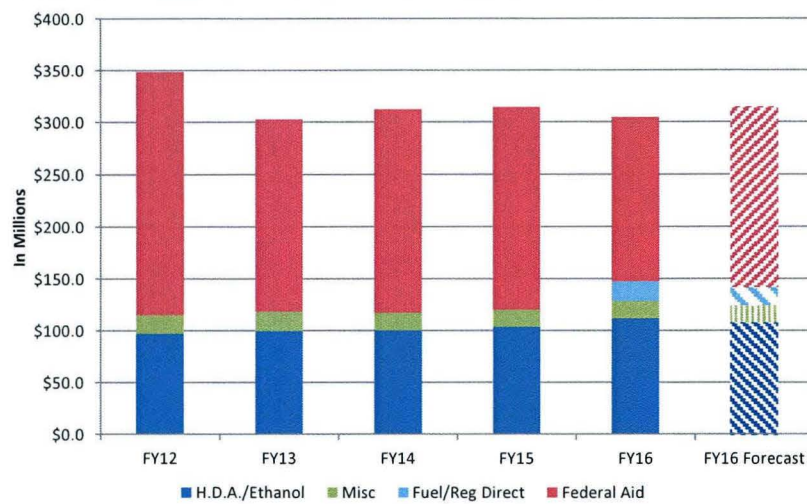


ITD Board Mid-Year Financial Report

July 2015 – December 2015
Fiscal Year 2016

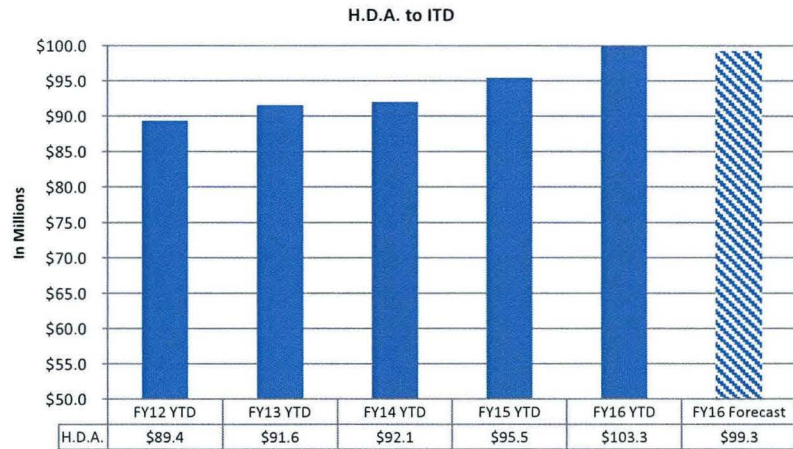


FY16 YTD Revenue Trends Actual vs. Forecast State Highway Fund

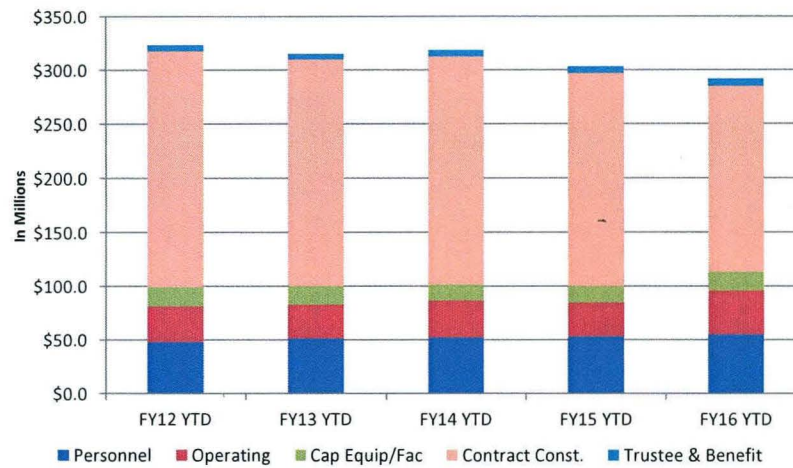




FY16 YTD Highway Distribution Account to State Highway Fund Trend

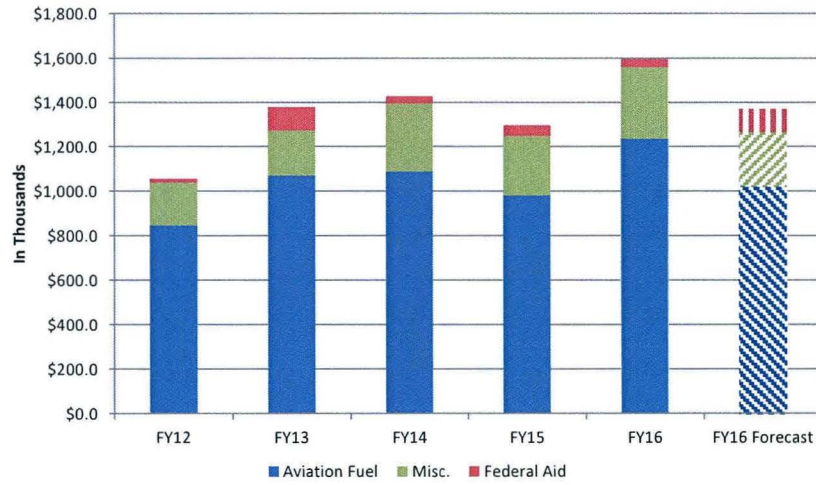


FY 16 YTD Expenditure Trend State Highway Fund

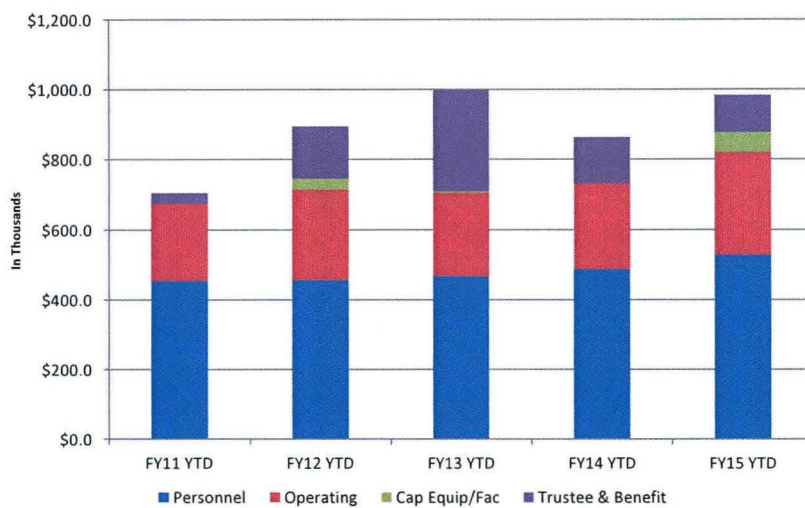




FY16 YTD Revenue Trends Actual vs. Forecast State Aeronautics Fund



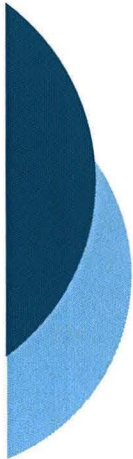
FY 16 YTD Expenditure Trend State Aeronautics Fund





FY15 Audit Update

- No Audit Findings
 - All previous findings have been closed



QUESTIONS?

Board Agenda Item



Meeting Date February 18, 2016

Amount of Time Needed for Presentation 10 minutes

Presenter's Name Alan Frew	Presenter's Title DMV Administrator	Initials	Reviewed By
Preparer's Name Reymundo Rodriguez	Preparer's Title Motor Carrier Services Manager	Initials	<i>LSR</i>

Subject

Current safety requirements for Extra Length, Excess Weight and Up to 129 Pound Vehicle Combinations		
Route Number All	Project Number	Key Number
District All	Location	

Background Information

Administrative Rule 39.03.22 Rules Governing Overlegal Permits for Extra Length, Excess Weight, and Up to 129,000 Pound Vehicle Combinations contains the current safety requirements for the operation of such vehicle combinations. Due to the recent public meeting comments received by staff it has been determined that there maybe a need to re-evaluate the current safety requirements to enhance the safety of the operation of such vehicle combinations. There are concerns by both industry and law enforcement that there maybe needs to strengthen the current safety criteria of the designated routes and also the safety operating requirements of these vehicle combinations and of the operators.

Staff has been directed to provide this listing of current requirements for Administrative Rule 39.03.22 for the board's review. It is located on page 66 of your packet. .

Recommendations

Informational purposes only

Board Action

Approved Deferred _____

Other _____

Administrative Rule 39.03.22 Rules Governing Overlegal Permits for Extra- Length, Excess Weight, and Up to 129,000 Pound Vehicle Combinations

Current Safety Requirements for Extra Length, Excess Weight Vehicle Combinations up to 105,500 Pounds

- Designated routes have requirements for length and off-track allowed.
 - Blue Routes – Allows up to 95 feet overall length and must not exceed an off-track measurement of 5.50 feet.
 - Red Routes – Allows up to 115 feet overall length and must not exceed an off-track measurement of 6.50 feet.
 - Black Routes – Allows up to 115 feet overall length and may exceed an off-track of 6.50 but not to exceed 8.75 feet.
 - Green Routes – allows up to 85 feet overall length and must not exceed an off-track of 3.0 feet.

Current Safety Requirements for Vehicle Combinations up to 129,000 Pounds

- Brakes – All axles shall be equipped with brakes that meet the Federal Motor Carrier Safety Regulations.
- Permits must be vehicle specific and the vehicle must operate on designated routes
- Designated routes have requirements for length and off-track allowed.
 - Magenta Routes – Allows up to 115 feet overall length and must not exceed an off-track measurement of 6.50 feet.
 - Brown Routes – Allows up to 95 feet overall length and must not exceed an off-track measurement of 5.50 feet

Current Safety Requirements for Vehicle Combination Operating for Extra Length, Excess Weight, and Up to 129,000 Pounds

- Cargo Carrying Units – Vehicle combinations shall consist of not more than 4 units and no such vehicle combination shall include more than 3 cargo units except that a full truck and trailer can exceed overall length of 75 feet but not exceed 85 feet including overhang.
- Power unit – Shall have adequate power and traction to maintain a minimum of 20 miles per hour under normal operation conditions on any up-grade.
- Connecting Devices – Fifth wheel, drawbar, and other coupling devices shall be as specified by Federal Motor Carrier Safety Regulations Part 393.
- Hazardous Travel Condition Restrictions – Movement shall be prohibited and other valid permits shall automatically become invalid en route when travel conditions become hazardous. Hazardous conditions include, but are not limited to, ice, snow, or frost; or when visibility is restricted to less than 500 feet.

- Trailer Weight Sequence – The respective loading of any trailer shall not substantially greater (4,000 pounds heavier) than the weight of any trailer located ahead of it in the vehicle combination.
- Operating Restrictions – Operators shall comply with:
 - Minimum distance of 500 feet shall be maintained between combinations of vehicles when overtaking and passing.
 - Except when passing another vehicle traveling in the same direction, the combination shall be driven so as to remain at all time on the right hand side of a 2 lane 2 way highway or on the right side of lane stripe or marker of a 4 lane highway.
 - Be in compliance with all Federal Motor Carrier Safety Regulations.
- Insurance Requirement – Shall be covered by insurance of not less than \$500,000 combined single limit.
- Tire Limitations are:
 - Single axles shall be equipped with 4 tires except on steering axle or VLS lift axles unless equipped with 15 inch wide or wider single tires.
 - Multiple axle configurations may be equipped with single tires on each of the axles as long as the pound per inch width of tire does not exceed 600 pounds, the manufacturers rating or legal weights, whichever is less.
 - Steer axle may not exceed the manufacturers load rating per tire or the load rating of the axle or 20,000 pounds per axle whichever is less.
 - Brakes shall meet the Federal Motor Carrier Safety Regulations.
- Copy of the Rule shall accompany the overlegal permit.
- Operator of any extra length, excess weight and up to 129,000 pound vehicle combination shall complete the off-track computation form to determine proper routes of travel.
- Permit shall become automatically invalid subject to conditions in IDAPA 39.03.23
- If exceeding allowed length/off-track limitation, the vehicle combination will be escorted by apprehending office to the first safe parking location and the driver of the vehicle combination will be issued a single day permit to the nearest permitted route. The vehicle combination will be required an advance escort vehicle for safety.



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date February 18, 2016

Consent Item Information Item Amount of Presentation Time Needed 10 minutes

Presenter's Name Damon Allen	Presenter's Title District Engineer – D1	Initials	Reviewed By <i>LS</i>
Preparer's Name Damon Allen	Preparer's Title District Engineer – D1	Initials	

Subject

Relinquishment of former US-95 to Lakes Highway District for frontage road		
Key Number 09791 & 11894	District 1	Route Number US-95

Background Information

Background.

This effort is part of the larger Garwood to Sagle (G2S) project along US-95 from MP 438.24 to 469.75. An Environmental Impact Statement (EIS) was performed for the G2S corridor, which began in 2002 and was completed with the execution of the Record of Decision (ROD), by FHWA, on July 2, 2010.

The Athol & Granite South Stages of G2S consisted of the construction/rehabilitation of 10.96 lane miles of frontage road along with the rehabilitation of 2.23 lane miles of former US-95 that is to be transferred to Lakes Highway District and serve as frontage road to the new highway.

A cooperative agreement was entered into between the ITD and Lakes Highway District on February 18, 2015 specifying the roads to be transferred/relinquished to Lakes Highway District. The agreement stipulated that the ITD was to sealcoat and stripe the frontage roads following construction. The contractor on the construction project was not able to supply the aggregate for the sealcoat on time and the bid item was deleted from the contract due to the time constraint in which the GARVEE funds were to be expended. ITD has subsequently pursued an addendum to the cooperative agreement providing Lakes Highway District with money in lieu of the ITD performing the sealcoat operation.

Staff Recommendation.

Allow District One staff to execute the addendum to the cooperative agreement paying Lakes Highway District to perform the sealcoat and striping efforts themselves in lieu of ITD performing the work and approve the relinquishment of former US-95, Segment 001540, from MP 448.274 to MP 449.391 to Lakes Highway District, thereby removing the road from the State Highway System.

Recommendations

Consider the attached resolution, page 91.

Board Action

Approved Deferred _____

Other _____

**COOPERATIVE AGREEMENT
(Frontage Roads)**

**US95, Garwood to Sagle, Athol Stage
Kootenai County
Project No. A009(791)
Key No. 09791**

**US95, Garwood to Sagle, Granite South
Stage
Kootenai & Bonner County
Project No. A011(894)
Key No. 11894**

PARTIES

THIS AGREEMENT is made and entered into this 18th day of February, 2015, by and between the Idaho Transportation Department, hereafter called the State, and the Lakes Highway District, hereafter called the Highway District.

PURPOSE

The State has programmed the construction of Project Nos. A009(791) and A011(894). During construction of the projects, frontage roads will be constructed as shown on the attached Exhibit A. The frontage roads will be relinquished to the Highway District upon completion of construction.

This Agreement is entered into pursuant to Idaho Code, Section 40-203B.

The Parties agree as follows:

SECTION I That the State will:

1. Provide for the design and construction of frontage roads under Project No. A009(791), as follows:
 - a. Blair Castle Road STA 300+20.00 – 373+98.49 (Segment 026805, MP 100.527 to 100.759 & Segment 001540, MP 448.274 to 449.391)
 - b. Sylvan Road STA 72+55.00 – 126+42.66 (Segment 022750, MP 100.904 to 101.906)
 - c. Roberts Road STA 186+70.00 – 228+54.00 (Segment 022750, MP 102.152 to 102.920)
 - d. N. Williams Lane STA 41+96.87 – 44+47.11 (Segment 022750, MP 102.967 to MP 102.920)

Agreement No. 4325

Cooperative Agreement (Frontage Roads)
Key Nos. 09791 and 11894
Page 1

2. Provide for the design and construction of frontage roads under Project No. A011(894), as follows:
 - a. Blair Castle Road STA 2984+50.00 – 3086+97.55 (Segment 032924, MP 449.391 to 451.278)
 - b. N. Williams Lane STA 2018+00.00 – 2086+95.96 (Segment 022750, MP 102.967 to MP 104.274)
 - c. Williams Lane STA 4000+00.00 – 4004+92.29 (Segment 032923, MP 100.000 to 100.100)
3. Following roadway construction of the segments described in Paragraphs 1 and 2 above, also provide for construction of full-width, single layer sealcoats with finish center line and edge line pavement markings.

SECTION II That the Highway District will:

1. Upon acceptance of the completed projects by the State, accept the jurisdiction of and full responsibility for the frontage roads identified in Section I.

SECTION III General:

1. This Agreement shall become effective on the first date mentioned above and shall remain in full force and effect until amended or replaced upon the mutual consent of the State and the Highway District.
2. Sufficient Appropriation. It is understood and agreed that the State is a governmental agency, and this Agreement shall in no way be construed so as to bind or obligate the State beyond the term of any particular appropriation of funds by the Federal Government or the State Legislature as may exist from time to time. The State reserves the right to terminate this Agreement if, in its sole judgment, the Federal Government or the legislature of the State of Idaho fails, neglects or refuses to appropriate sufficient funds as may be required for the State to continue payments. Any such termination shall take effect immediately upon notice and be otherwise effective as provided in this Agreement.

EXECUTION

This Agreement is executed for the State by its District Engineer; and executed for Highway District by the Board of Commissioners, attested to by the Secretary, with the imprinted corporate seal of the Lakes Highway District.

IDAHO TRANSPORTATION DEPARTMENT



District Engineer

ATTEST:



Secretary

(SEAL)

By regular special meeting on
2/16/2015

LAKES HIGHWAY DISTRICT



Chairman, Board of Commissioners



Commissioner

*Dan J. Malcolm, who participated and
Commissioner voted via telephone on
February 16, 2015.*

This Commissioner attended by telephone and cast the vote at the meeting which was acknowledged by the Deputy Clerk above in accordance with Resolution 2014-01.

US-95, Garwood to Sagle

Athol Stage, Kootenai Co

Project No. A009(791)

Key No. 09791

Granite South Stage

Kootenai & Bonner Counties

Project No. A011(894)

Key No. 11894

MP 451.278
Blair Castle Rd
MP 449.391

MP 104.274
N. Williams Ln
MP 103.15
MP 102.92

Williams Ln
MP 100.0
032923
MP 100.10

MP 102.92
Roberts Road
MP 102.152

SH-54
001640

Blair Castle Rd

MP 449.391
001540
MP 448.274

MP 100.759
026805
MP 100.527

MP 101.906
Sylvan Road
MP 100.904

- Existing SH-54 -- Unchanged
- New US-95 4-Lane Divided Alignments
- New Local Frontage Road Alignments
- Previous US-95 Alignment, Now Local
- Existing Local Roads
- New US-95 IC# 449 Ramps
- Obliterated Alignments

022750 022750

032924 022750
032923 022750
001540 022750

SH-54
001640

**ADDENDUM TO
COOPERATIVE AGREEMENT
(Frontage Roads)**

**US95, Garwood to Sagle, Athol Stage
Kootenai County
Project No. A009(791)
Key No. 09791**

**US95, Garwood to Sagle, Granite So. Stage
Kootenai & Bonner County
Project No. A011(894)
Key No. 11894**

PARTIES

THIS ADDENDUM is made and entered into this _____ day of _____, _____, by and between the Idaho Transportation Department, hereafter called the State, and the Lakes Highway District, hereafter called the Highway District.

PURPOSE

This Addendum will modify the Cooperative Agreement entered into on the 18th day of February, 2015, (hereinafter "Agreement") between the same parties.

This construction of the projects above was performed under the GARVEE program under multiple contracts. The contractor had difficulty acquiring aggregate for the sealcoat which resulted in mutual agreement by the Department and contractor to delete the bid item knowing it couldn't be completed by the end of construction season and date of the closing of the GARVEE funds.

Providing funds to the Highway District in lieu of performing the sealcoat work will allow for the completion of ITD's commitment under this agreement.

The parties agree to the following revisions:

A. Section I (ITD) of the Agreement will be amended by revising Paragraph 3 to read as follows:

3. Following roadway construction of the segments described in Paragraphs 1 and 2 above, pay the amount of \$377,500 to the Highway District to cover the cost of construction of full-width, single layer sealcoats with finish center line and edge line pavement markings. This is a lump sum amount. No additional funds will be paid for this work. The payment will be made to the Highway District by March 31, 2016.

B. Section II (Highway District) of the Agreement will be amended by adding the following paragraphs thereto:

2. Be responsible for construction of full-width, single layer sealcoats with finish center

line and edge line pavement markings on the segments described in Paragraphs 1 and 2 in Section I.

- C. All other terms and conditions previously agreed to and set forth in the Agreement shall remain in full force and effect.

EXECUTION

This Addendum is executed for the State by its District Engineer, and executed for the Highway District by the Board of Commissioners, attested to by the Secretary, with the imprinted corporate seal of Lakes Highway District.

IDAHO TRANSPORTATION DEPARTMENT

District Engineer

ATTEST:

LAKES HIGHWAY DISTRICT

Secretary

Chairman, Board of Commissioners

(SEAL)

Commissioner

By regular/special meeting
on _____.

Commissioner

OFFICIAL MINUTE

WHEREAS, construction of the Athol and Granite South stages of the larger Garwood to Sagle Project on US-95 is complete; and

WHEREAS, the Idaho Transportation Department (Department) constructed frontage roads during the Athol and Granite Stages for access purposes; and

WHEREAS, the Department realigned a portion of US-95 during the Athol and Granite Stages, leaving a section of the former US-95 alignment in tack as a separate transportation facility; and

WHEREAS, the Department has identified frontage roads and former section of US-95 are not essential as part of the State Highway System; and

WHEREAS, the Department entered into a Cooperative Agreement with the Lakes Highway District on February 18, 2015, pursuant to Idaho Code section 40-203B, in which the Lakes Highway District agreed to assume the control, jurisdiction of, and responsibility for, the section of former US-95 and the frontage roads identified in the agreement once the Department seal coated such roads; and

WHEREAS, the Department and the Lakes Highway District, amended the Cooperative Agreement to provide that the Department shall pay the Highway District for the seal coat rather than perform the work itself: and

WHEREAS, the District brought to the Idaho Transportation Board of its approval of the Cooperative Agreement, as amended, and the relinquishment of a section of former US-95 and the frontage roads to the Lakes Highway District.

THEREFORE BE IT RESOLVED, that the former portion of US-95, now known as Blair Castle Road, and the frontage roads as specifically identified in the amended Cooperative Agreement (attached hereto as Exhibit "A" which is incorporated by reference) hereby are removed from the State Highway System and relinquished to the Lakes Highway District; and

BE IT FURTHER RESOLVED, that the Idaho Transportation Department will cooperate with Lakes Highway District upon request in providing all right-of-way information in its files associated with the transfer of this section of highway.

APPROVED:

IDAHO TRANSPORTATION BOARD:

Chief Engineer
Date: _____

Chairman
Date: _____

RECOMMENDED BY

APPROVED
By Damon Allen at 12:28 pm, Feb 08, 2016

District Engineer
Date: _____

Vice Chairman
Date: _____

Member
Date: _____

Member
Date: _____

Member
Date: _____

Member
Date: _____

Member
Date: _____



Board Agenda Item

ITD 2210 (Rev. 10-13)

RESOLUTION

WHEREAS, the recommended change is in accordance with the Record of Decision for the US-95, Garwood to Sagle corridor; and

WHEREAS, the Lakes Highway District is in favor of the addendum to the Cooperative Agreement; and

NOW, THEREFORE BE IT RESOLVED that the Idaho Transportation Department will sign the addendum to the Cooperative Agreement and relinquish Old US-95 (now referred to as Blair Castle Road in Cooperative Agreement) and the frontage roads referenced in the Cooperative Agreement; and

BE IT FURTHER RESOLVED that the Idaho Transportation Board approves the Official Minute which is made part hereof with like effect, authorizing the relinquishment of the roadway described above by transferring the roadway to the Lakes Highway District.



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date February 18, 2016

Consent Item Information Item Amount of Presentation Time Needed 10 Minutes

Presenter's Name Jared Holyoak	Presenter's Title TAP Program Manager	Initials JH	Reviewed By
Preparer's Name Jared Holyoak	Preparer's Title TAP Program Manager	Initials JH	

Subject

Transportation Alternatives Program Update		
Key Number	District	Route Number

Background Information

Program Administration

The rebranding of Community Choices to Transportation Alternatives is well under way. Back in October 2015, we mentioned that the Advisory committee make up was being reviewed and would look differently and more focused towards needed expertise in evaluating the applications. We also mentioned that there would be funding distributions that focuses on three types of projects that have been our bread and butter projects historically as noted below:

- Construction of infrastructure-related projects and systems that will provide safe routes for non-drivers 60% to 70% of available funding
- Construction of infrastructure-related projects to improve the ability of students to walk and bicycle to school 20% to 30% of available funding
- Safe routes to school coordination and education 5% to 10% of available funding

We expect to present the new Board and Administrative Policies at the March Board meeting. We will conduct our Statewide workshops for applications during March and April with anticipated applications being due in late April early May. The new Recommendation Committee will review and rank the applications in May. With expectations of seeing you again at the July Board meeting for inclusion of the recommended projects to the FY2016-2020 ITIP.

FAST Act Impacts/changes to the Program

Funding is sustained in the new Highway bill as the STP-TAP Set-Aside/ Block Grant. There is an increase to the program funding as shown in the table below:

Federal Funding Year	Funding	Increase in Funding per FASTAct
2015	3,784,134	\$0.00
2016	3,885,329	\$101,195
2017	3,885,329	\$101,195
2018	3,985,854	\$201,720
2019	3,985,854	\$201,720
2020	3,985,854	\$201,720



Board Agenda Item

ITD 2210 (Rev. 10-13)

Program Requirement Changes

- Non-profits are now eligible applicants for Non-infrastructure and educational programs.
- An annual report is now due to the Secretary from each state detailing the total amount of project proposals received by a State and MPO, the type of projects funded as a percentage of the total amount received by a State/MPO, the number of projects funded with cost and location included.

The treatment of projects and project eligibilities remain the same under FAST as under MAP-21. There is no functional change in the program related to the name change (Block Grant).

Recommendations

For information.

Board Action

Approved Deferred _____
 Other _____



Board Agenda Item

ITD 2210 (Rev. 10-13)

Meeting Date February 18, 2016

Consent Item Information Item Amount of Presentation Time Needed 30 Min

Presenter's Name Nestor Fernandez/Steve Spoor	Presenter's Title Mobility Serv Engr/Mtc Serv Mngr	Initials NF/SP	Reviewed By
Preparer's Name Nestor Fernandez/Steve Spoor	Preparer's Title Mobility Serv Engr/Mtc Serv Mngr	Initials NF/SP	<i>LSS</i>

Subject

Winter Operational Systems Presentation		
Key Number NA	District NA	Route Number NA

Background Information

Mobility Services is the business administrator for ITD's winter operational systems. The Districts utilize these systems to monitor, track, and report the winter operational efforts and performance. The systems gather data on weather conditions, roadway conditions, roadway treatments, equipment operation, and material usage. The winter operational systems rely upon roadway and equipment sensors to generate and collect data and then integrate the data for viewing and analysis by the Districts. The three integrated systems include the Vaisala Navigator – Road Weather Information System (RWIS), Cirrus spreader controllers and Data Smart application for collecting truck related data, and ITD's in house developed Winter Automated Reporting System (WARS). These systems provide information to District management to drive the improvement of winter operations performance and constant improvements to efficiency that increases safety, enhances mobility, and drives economic opportunity. An overview of each system and use will be presented.

Recommendations

Information Only

Board Action

Approved Deferred _____
 Other _____

EARLY DEVELOPMENT PROGRAM

Purpose

Idaho Transportation Board policy 4011, Idaho Transportation Investment Program (ITIP), as modified by Board Resolution No. ITB06-13, limits programming of projects costs to projects that are funded for contract construction within the five years of the ITIP program. The Idaho Transportation Board (Board) recognizes that for some construction projects, exceptions to this policy may periodically be necessary in order to take advantage of unanticipated funding; or for projects that have a development cycle which may take many years and provide better initial scoping for complex projects before inclusion in the first five years of the ITIP. The Early Development (ED) Program will provide for this by allowing for limited development of projects within the constraints of this policy. ~~These exceptions shall be included in the Early Development Program (ED).~~

Legal Authority

- Idaho Code 40-310(8) – Authority of Board to expend funds appropriated for state highway purposes.
- Idaho Code 40-312(2) – Authority of Board to promulgate rules for the expenditure of all moneys appropriated or allocated by law to the Department or the Board.
- Idaho Code 40-314(3) – Authority to carry out provisions of title and control financial affairs.
- Idaho Code 40-707 - Appropriation of money in the state highway account.
- Idaho Code 57-814 – The Legislature created a Budget Stabilization Fund which shall remain in effect until May 31, 2017.

Early Development (ED) Program

A limited Early Development (ED) Program for State Highway System projects shall be established in the ITIP. The ED program shall be administered by the Director within the following guidelines included:-

- 1) Development costs included in the ED program shall not exceed \$300,000 ~~per District~~ in each District and \$300,000 for the Division of Engineering Products and Plans, Bridge Section per year.
- 2) Projects funded under the ED program shall be clearly depicted as unfunded for construction in the ~~Capital Investment Program~~ ITIP, in project agreements, and other public documents.
- 3) ED projects shall be ~~in each District and should be~~ the Department's highest investment priorities for the use of funding not currently programmed.

52
53
54
55 4) Total estimated unfunded construction costs of all projects included in the ED program
56 shall be limited to \$~~120,000,000~~175,000,000 at any point in time, with each
57 District/DEPP Bridge Section limited to no more than \$~~20~~ 25 million in estimated
58 construction costs each.
59

60 ~~5) The projects in the ED Program should be developed to be eligible for construction with~~
61 ~~federal funding to allow for flexibility in use of new revenues.~~
62

63 The ED program shall be updated annually and approved by the Board along with other
64 programs in the update of the ~~Highway Development Program~~ITIP. Prior to the District
65 beginning development work on any project within the program, the District shall prepare for
66 Board approval a Financial/Scope/Schedule document to identify that the proposed project(s)
67 fit(s) within the \$20 million limit for unfunded construction and the \$300,000 annual funding
68 limit for development.
69

70 Along with other projects, projects in the ED program shall have active delivery and cost
71 schedules. This information shall be presented to the Board annually for approval in
72 conjunction with update of the ~~Highway Development Program~~.
73

74 Eligible costs for the program shall be limited to preliminary design, environmental, and
75 other early design related costs. ~~Costs for final design or limited right of way costs may be~~
76 ~~requested and proceed only upon Board approval. Such requests shall include updated~~
77 ~~funding, scope, and scheduling information and whether the funding of the development and~~
78 ~~construction of the project will:~~

79 ~~be consistent with the five year performance investment priorities of the Highway~~
80 ~~Development Program;~~
81

82 ~~jeopardize or create a burden on resources for existing projects in the Highway Development~~
83 ~~Program; and/or~~
84

85 ~~risk loss or waste of investments to date on the project due to unrealistic future funding~~
86 ~~expectations.~~
87

88
89 Projects selected for the ~~Early Development~~ ED Program should ~~shall~~ be prepared for entry into
90 the fifth year of the ~~Highway Development Program~~ITIP. Their scope and delivery schedules
91 should ~~shall~~ reflect the construction funding priorities anticipated in the fifth year. Projects in an
92 possibly advanced state of development in the ~~Early Development~~ ED Program, but which are
93 not consistent with the five year performance investment priorities of the ~~Highway Development~~
94 ~~Program~~ITIP, shall not be funded for construction ahead of other previously funded construction
95 projects in the first five years of the ~~Highway Development Program~~ITIP.
96

97 Approved by the Board on

98
99
100 _____ Signed _____

Date September 19, 2013

101 Jerry Whitehead
102 Board Chairman



EARLY DEVELOPMENT PROGRAM

Purpose

Idaho Transportation Board policy 4011, Idaho Transportation Investment Program (ITIP) limits programming of project costs to projects that are funded for contract construction within the five years of the ITIP program. The Idaho Transportation Board (Board) recognizes that for some projects, exceptions to this policy may periodically be necessary in order to take advantage of unanticipated funding; and provide better initial scoping for complex projects before inclusion in the first five years of the ITIP. The Early Development (ED) Program will provide for this by allowing for limited development of projects within the constraints of this policy.

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- Idaho Code 40-314(3) – Authority to carry out provisions of title and control financial affairs.
- Idaho Code 40-707 - Appropriation of money in the state highway account.
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Early Development (ED) Program

A limited Early Development (ED) Program for State Highway System projects shall be established in the ITIP. The ED program shall be administered by the Director with the following guidelines included:

- 1) Development costs included in the ED program shall not exceed \$300,000 in each District and \$300,000 for the Division of Engineering Products and Plans (DEPP) Bridge Section per year.
- 2) Projects funded under the ED program shall be clearly depicted as unfunded for construction in the ITIP, in project agreements, and other public documents.
- 3) ED projects shall be the Department's highest investment priorities for the use of funding not currently programmed.

- 4) Total estimated unfunded construction costs of all projects included in the ED program shall be limited to \$175,000,000 at any point in time, with each District/DEPP Bridge Section limited to no more than \$25 million in estimated construction costs each.

The ED program shall be updated annually and approved by the Board along with other programs in the update of the ITIP.

Projects selected for the ED Program shall be prepared for entry into the fifth year of the ITIP. Their scope and delivery schedules shall reflect the construction funding priorities anticipated in the fifth year. Projects in an advanced state of development in the first five years of the ED Program, but which are not consistent with the five year performance investment priorities of the ITIP, shall not be funded for construction ahead of other previously funded construction projects.

Approved by the Board on

Date _____

 Jerry Whitehead
 Board Chairman



EARLY DEVELOPMENT PROGRAM

Purpose:

This policy implements Board policy 4031. It describes allowable activities, cost measures, project eligibility and other parameters in order to limit the potential risk/loss of investments in projects being developed under the above referenced policy.

Legal Authority

- Idaho Code 40-310(8) – Authority of Board to expend funds appropriated for state highway purposes.
- Idaho Code 40-312(2) – Authority of Board to promulgate rules for the expenditure of all moneys appropriated or allocated by law to the Department or the Board.
- Idaho Code 40-314(3) – Authority to carry out provisions of title and control financial affairs.
- Idaho Code 40-707 - Appropriation of money in the state highway account.
- Idaho Code 57-814 – The Legislature created a Budget Stabilization Fund which shall remain in effect until May 31, 2017.

Use of Early Development (ED) Program Funds

In addition to our provisions outlined in 4031, the following limitations apply on using preliminary engineering funds to develop ED projects:

1. Prior to the District or the Division of Engineering Products and Plans (DEPP) beginning development work on any project within the ED program, they shall prepare for approval by the Division of Engineering Services (DES) Administrator a Financial/Scope/Schedule document to identify that the proposed project(s) fit(s) within the \$25 million limit for unfunded construction and the \$300,000 preliminary engineering annual funding limit for development per District and DEPP.
2. The aggregate total engineering costs for all projects within the approved ED program shall not exceed \$300,000 per fiscal year per District and DEPP. No single ED project shall exceed \$150,000 per year and \$300,000 total without approval of the Chief Operations Officer (COO).
3. Eligible costs for the program shall be limited to preliminary design, environmental, and other early design related costs. Costs for final design or limited right of way costs may be requested and proceed only upon approval of the COO. Such requests shall include updated funding, scope, and scheduling information and whether the funding of the development and construction of the project will:
 - a. be consistent with the five year performance investment priorities of the Idaho Transportation Investment Program (ITIP);
 - b. jeopardize or create a burden on resources for existing projects in the ITIP; and/or
 - c. risk loss or waste of investments to date on the project due to unrealistic future funding expectations.
4. Along with other projects, projects in the ED program shall have active delivery and cost schedules. This information shall be updated annually for approval in conjunction with the

- 52 ITIP update.
53 5. Projects previously approved in the ED program that have had PE funds expended may not
54 be dropped from the ED program in favor of new projects without approval of the Director or
55 designee.
56 6. Preliminary engineering costs may also be used to develop ED projects that are designated as
57 Design/Build candidates by the DES Administrator. Expenditure guidelines must follow all
58 criteria in this policy.
59

60
61 _____ Date _____
62 Brian W. Ness
63 Director



EARLY DEVELOPMENT PROGRAM

Purpose:

This policy implements Board policy 4031. It describes allowable activities, cost measures, project eligibility and other parameters in order to limit the potential risk/loss of investments in projects being developed under the above referenced policy.

Use of Early Development (ED) Program Funds

In addition to our provisions outlined in 4031, the following limitations apply on using preliminary engineering funds to develop ED projects:

1. Prior to the District beginning development work on any project within the program, the District shall prepare for approval by the Division of Engineering Services (DES) Administrator a Financial/Scope/Schedule document to identify that the proposed project(s) fit(s) within the \$25 million limit for unfunded construction and the \$300,000 preliminary engineering annual funding limit for development.
2. The aggregate total engineering costs for all projects within the approved ED program shall not exceed \$300,000 per fiscal year. No single ED project shall exceed \$150,000 per year and \$300,000 total without approval of the Chief Operations Officer (COO).
3. Eligible costs for the program shall be limited to preliminary design, environmental, and other early design related costs. Costs for final design or limited right of way costs may be requested and proceed only upon approval of the COO. Such requests shall include updated funding, scope, and scheduling information and whether the funding of the development and construction of the project will:
 - a. be consistent with the five year performance investment priorities of the Idaho Transportation Investment Program (ITIP);
 - b. jeopardize or create a burden on resources for existing projects in the ITIP; and/or
 - c. risk loss or waste of investments to date on the project due to unrealistic future funding expectations.
4. Along with other projects, projects in the ED program shall have active delivery and cost schedules. This information shall be updated annually for approval in conjunction with the ITIP update.
5. Projects previously approved in the ED program that have had PE funds expended may not be dropped from the ED program in favor of new projects without approval of the Director.
6. Preliminary engineering costs may also be used to develop ED projects that are designated as Design/Build candidates by the DES Administrator. Expenditure guidelines must follow all criteria in this policy.

Brian W. Ness
Director

Date _____