AGENDA

IDAHO TRANSPORTATION BOARD

September 12-13, 2018
A G E N D A

District 6 Tour and Regular Meeting
of the Idaho Transportation Board

September 12-13, 2018

September 12, 2018

DISTRICT 6 TOUR:

- Depart Hampton Inn, 645 Lindsay Boulevard, Idaho Falls ......................... 9:00
- Arrive Idaho Falls Power; tour facility............................................................ 9:10
- Depart Idaho Falls Power, US-20 east ......................................................... 10:00
- Arrive ProPEAT, Sugar City; tour facility.................................................... 11:00
- Depart ProPEAT; tour Pocock Trucking....................................................... 1:00
- Depart Sugar City, US-20 west................................................................. 2:00
- Arrive Hampton Inn, Idaho Falls; tour ends............................................ 3:00

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

September 13, 2018

District 6
206 North Yellowstone Highway
Rigby, Idaho

KEY:
ADM = Administration  OP = Operations
CD = Chief Deputy

1. CALL MEETING TO ORDER  8:30

Action Item 2. BOARD MINUTES – August 15-16, 2018 ................................................... 7

Action Item 3. BOARD MEETING DATES ........................................................................ 19
October 17, 2018 – Boise
November 14, 2018 – Boise
December 13, 2018 – Boise

Action Item 4. CONSENT CALENDAR ............................................................................. 21
CD ___ Public Transportation policy updates ................................................................. 22
OP ___ Approval of contract awards ........................................................................... 32

Information Items

5. INFORMATIONAL CALENDAR
OP ___ Contract award information and current advertisements .......................... 44
OP ___ Professional services agreements and term agreement work tasks report..... 49
ADM ___ State FY19 financial statements ................................................................. 55
ADM ___ Status: FY19 appropriation request ......................................................... 72

6. ADOPT-A-HIGHWAY PRESENTATION: The Idaho Section
   Of the American Nuclear Society 8:35

7. EMPLOYEE SAFETY RECOGNITION: Office of Communication
   Manager Trimboli 8:40

8. DIRECTOR’S MONTHLY REPORT ON ACTIVITIES 8:50

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September 13, 2018
District 6

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9. AGENDA ITEMS

Action Items
ADM ___ FY18 redistribution of federal formula funds .........................................................76 9:20
Drake

ADM ___ Recommended FY19-25 Idaho Transportation Investment Program ..............79 9:30
Drake/Rush

10. BREAK

9:45

11. AGENDA ITEMS, continued

Discussion/Information Items
OP ___ Zero fatalities award: Clark and Teton Counties..................................................86 10:00
Tomlinson

OP ___ Chukars/Office of Highway Safety partnership ..................................................88 10:10
Tomlinson

OP ___ Long-Range Transportation Plan ........................................................................89 10:25
Kanownik

OP ___ Enterprise Risk Management annual update ......................................................91 10:45
McGrath

Action Item
OP ___ District Four office reconstruction ..........................................................................96 11:00
Rigby

(resolution on page 97)

Information Item

12. DISTRICT 6 REPORT: District Engineer Minzghor 11:20

13. AGENDA ITEMS, continued

Action Item
CD ___ Public Transportation Advisory Council appointments, Districts 4 and 6........98 11:35
McGourty

(resolution on page 147)

Discussion/Information Item
CD ___ Division of Motor Vehicles’ status ........................................................................148 11:45
Gonzalez/Victory

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### Discussion/Information Item

14. **LUNCH**** with the Trucking Advisory Council  

**Time**: 12:00

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### Agenda Items, continued

15. **AGENDA ITEMS, continued**

**Discussion/Information Item**

<table>
<thead>
<tr>
<th>OP</th>
<th>US-20 corridor, District 6</th>
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<td>Hiatt</td>
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**Time**: 1:15

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### Action Item

16. **EXECUTIVE SESSION**

- PERSONNEL ISSUES [SECTION 74-206(a), (b)]
- LEGAL ISSUES [SECTION 74-206(c), (d), (f)]

**Time**: 2:00

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17. **ADJOURNMENT** (estimated time)

**Time**: 2:45

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

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## SEPTEMBER 12-13, 2018
### BOARD MEETING IN DISTRICT 6

### Travel and Lodging Accommodations

**Tuesday – September 11, 2018**

<table>
<thead>
<tr>
<th>Location</th>
<th>Activity</th>
</tr>
</thead>
<tbody>
<tr>
<td>Idaho Falls</td>
<td>Arrive: Overnight at Hampton Inn, 645 Lindsay Boulevard, phone 208-523-1400</td>
</tr>
<tr>
<td></td>
<td>Coleman - #86372360  Kempton - #86372360  Horsch - #86372360</td>
</tr>
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**Wednesday – September 12, 2018**

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<tr>
<th>Time</th>
<th>Location</th>
<th>Activity</th>
</tr>
</thead>
<tbody>
<tr>
<td>7:30 AM</td>
<td>Boise</td>
<td>State plane departs: DeLorenzo, Higgins, McGrath, Stokes, Rindlisbacher, Vassar, and Whitehead</td>
</tr>
<tr>
<td>8:30 AM</td>
<td>Idaho Falls</td>
<td>State plane arrives</td>
</tr>
<tr>
<td>9:00 AM</td>
<td>“</td>
<td>Bus departs hotel for tour</td>
</tr>
<tr>
<td>3:00 PM</td>
<td>Rigby</td>
<td>Subcommittee on State Highway System Adjustments’ meeting</td>
</tr>
<tr>
<td>3:00 PM</td>
<td>Idaho Falls</td>
<td>Bus arrives at hotel</td>
</tr>
<tr>
<td>“</td>
<td>“</td>
<td>Arrive: Overnight at Hampton Inn, 645 Lindsay Boulevard, phone 208-523-1400</td>
</tr>
<tr>
<td></td>
<td>“</td>
<td>Allen - #86372360  Rindlisbacher - #86372360  DeLorenzo - #86372360  Stokes - #86372360</td>
</tr>
<tr>
<td></td>
<td>“</td>
<td>Higgins - #86372360  Vassar - #86372360  McGrath - #86372360</td>
</tr>
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**Thursday – September 13, 2018**

<table>
<thead>
<tr>
<th>Time</th>
<th>Location</th>
<th>Activity</th>
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<tbody>
<tr>
<td>7:45 AM</td>
<td>Idaho Falls</td>
<td>Depart hotel</td>
</tr>
<tr>
<td>8:30 AM</td>
<td>Rigby</td>
<td>Business meeting at District 6 Office: 206 North Yellowstone</td>
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<tr>
<td>2:45 PM</td>
<td>“</td>
<td>Estimated time of adjournment; depart</td>
</tr>
<tr>
<td>4:00 PM</td>
<td>Idaho Falls</td>
<td>State plane departs, DeLorenzo, Higgins, McGrath, Ness, Stokes, Rindlisbacher, Vassar, and Whitehead</td>
</tr>
<tr>
<td>5:00 PM</td>
<td>Boise</td>
<td>State plane arrives</td>
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REGULAR MEETING AND DISTRICT ONE TOUR
OF THE IDAHO TRANSPORTATION BOARD

August 15-16, 2018

The Idaho Transportation Board met at 9:00 AM on Wednesday, August 15, 2018 in Coeur d’Alene, 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
Director Brian Ness
Deputy Attorney General Larry Allen
Sue S. Higgins, Executive Assistant and Secretary to the Board

Representatives Eric Redman and Don Cheatham were also present.

District 1 Tour. District 1 employees gave presentations on various topics, such as designing the I-90 and SH-41 interchange, emergency slide repairs on US-95, the SH-200 shoreline stabilization project, new personal protection equipment, and conducting virtual public meetings. Member Lee Gagner, District 6, joined the tour at this time. Representatives from CityLink and Fatbeam provided information on the area’s public transportation system and fiber optic network development, respectively. Staff demonstrated a number of innovations, including the truck mounted catwalk, the PinPuller for guard rail, and the tree grappler. In the afternoon, the Board viewed bridges on Lake Coeur d’Alene.

WHEREUPON, the tour ended at 5:00 PM.

August 16, 2018

The Idaho Transportation Board convened at 8:00 AM on Thursday, August 16, 2018 at the District 1 Office in Coeur d’Alene, Idaho. All members were present except Dwight Horsch, District 5.

Board Minutes. Member Vassar made a motion to approve the minutes of the regular Board meeting held on July 18-19, 2018 as submitted. Member DeLorenzo seconded the motion and it passed unopposed.

Board Meeting Dates. The following meeting dates and locations were scheduled:
September 12-13, 2018 – District 6
October 17, 2018 – Boise
November 14, 2018 – Boise
Consent Items. Member DeLorenzo made a motion, seconded by Member Vassar, and passed unopposed, to approve the following resolution:

RES. NO. ITB18-25
WHEREAS, consent calendar items are to be routine, non-controversial, self-explanatory items that can be approved in one motion; and

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

NOW THEREFORE BE IT RESOLVED, that the Board approves the FY18 account write-off; the FY18 Local Public Agencies’ end-of-year plan and prioritized list for Redistributed Obligation Authority; the addition of US-95/SH-54, Athol bike path extension to FY19; consultant agreements; and a contract for award.

1) FY18 Account Write Off. All uncollectible accounts exceeding $1,000 are to be reviewed and approved for write off by the Board. The Director or a designee reviews and approves for write off all accounts less than $1,000. For FY18, staff requests Board approval to write off 19 accounts totaling $72,511.46, as shown as Exhibit #499, which is made a part hereof with like effect. Thirty-two accounts in amounts less than $1,000 have been determined as uncollectible, totaling $13,382.26. The outstanding receivables are more than four years delinquent. Customers are not allowed to do business with the Department until their deficiencies are paid or the statute of limitations is reached.

2) FY18 Local Public Agencies End-of-Year Plan and Prioritized Project List for Redistributed Obligation Authority. Idaho received 91.85% of annual obligation authority. Local public agencies have $1,571,000 federal funds with match available from bid savings, prior year released funds, and unused scheduled funds that are available to cover cost increases or to advance projects. Staff requests approval of the local public agencies’ end of year plan and prioritized project list of advances and cost increases for use of potential redistributed obligation authority, as shown as Exhibit #500, which is made a part hereof with like effect.

3) Add US-95/SH-54, Athol Bike Path Extension to FY19. The initial GARVEE work in the US-95 corridor several years ago included construction of a bike path along SH-54 as part of the new interchange with US-95. Because no local jurisdiction was willing to maintain the path, it was not paved. The City of Athol is now willing to maintain and operate the bike path if the Department will contribute towards paving it. The District would enter into a cooperative agreement with the City of Athol for maintenance and operation of the path. Staff requests $10,000 from the FY19 Board Unallocated Account for the bike path project and authority to add the project to the FY18-24 Idaho Transportation Improvement Program.

4) Request to Approve Consultant Agreements. In accordance with Board Policy 4001 Authority to Sign Contracts, Agreements, and Grants and Requirement to Report Certain Contracts, staff requests approval to exceed the $1 million agreement limit for the following projects: US-20/26, Locust Grove to Eagle Widening, key #19944 for design, right-of-way, and engineer of record services with Parametrix for $750,000; and Blacks Creek Road Interchange, key #19874 for design and engineer of record services with H.W. Lochner for $1.6 million.
5) Contract for Award. The low bid on keys #13387 and #13932 – SH-55/US-95, SH-55, Junction US-95 to Snake River Bridge, District 3, was more than ten percent over the engineer’s estimate, requiring justification. A significant portion of the difference in cost came from bridge and related items. The existing bridge will have to be demolished and the new bridge constructed almost exclusively from temporary work platforms. These temporary platforms will only be accessible from the north side of the river due to environmental protections for the park on the south side. A significant opening has to be maintained for river navigation in accordance with Coast Guard requirements. A review of the engineer’s estimate for this access did not reflect these restrictions and was underestimated. Working from the platforms affects the cost of virtually every element of bridge construction. Staff does not believe re-bidding the project would result in different prices due to the relatively close bids received from the three bidders and the limited number of qualified bidders for this type of work. It recommends awarding the project. Low bidder: Wadsworth Brothers Construction Company Inc. - $20,921,628.


The list of projects currently being advertised was provided.

2) Professional Services Agreements and Term Agreement Work Tasks Report. From June 29 through July 26, 25 new professional services agreements and work tasks were processed, totaling $5,056,238. Four supplemental agreements to existing professional services agreements were processed during this period in the amount of $99,500.

3) State Infrastructure End of Year Plan for FY18. All FY18 state infrastructure projects have Plans, Specifications and Estimates delivered. About 95% of the federal obligation authority was expected to be used for 2018 programmed projects and currently 91% has been made available. Eight projects will require redistribution dollars to cover their programmed budgets totaling over $5 million, and $1.6 million has been requested for budget increases on three projects. ITD expects to receive about $21 million in redistribution funds. The plan is to fund $6.6 million for the FY18 programmed projects, $10 million to partially obligate an FY19 project to balance the 2019 program, and $4.4 million to partially obligate delivered federal aid FY19 projects for early advertisement.

4) State FY18 Financial Statements. Revenues to the State Highway Account from all state sources finished the fiscal year ahead of projections by 2.5%. Total receipts from the Highway Distribution Account were 1.5% or $3.1 million more than forecast. State revenues to the State Aeronautics Fund were ahead of projections by 12%, or $322,000. Expenditures were within planned budgets. Personnel costs had savings of $17.6 million or 13.4% due to reserves for horizontal career path increases, vacancies, and timing between a position becoming vacant and being filled. During the fiscal year, $10.2 million was transferred to Highways to fund one-
time operating costs. ITD had 106 vacancies at the end of June. Contract construction cash expenditures were $410 million for the fiscal year.

The balance of the long term investments was $165.4 million at the end of June. These funds are obligated against construction projects and encumbrances. The long term investments plus the cash balance of $81.7 million were $25 million less than last year. Expenditures in the Strategic Initiatives Program Fund through June were $11.4 million. Deposits into the new Transportation Expansion and Congestion Mitigation Fund were $22.6 million year-to-date.

5) Monthly Reporting of Federal Formula Program Funding through July. Idaho received obligation authority of $276.4 million through September 30 via the Appropriations Act signed in March. In May the Board resolved to distribute $14.4 million of Highway Infrastructure general funds to ITD and its partners. The combined amount, $290.8 million, corresponds to $290.5 million with match after a reduction for indirect costs. Idaho has received apportionments and general funds via notices through April 17 of $316.6 million, which includes Redistribution of Certain Authorized Funds. Currently, obligation authority is 91.85% of apportionments. Of the $290.6 million allotted, $21.8 million remains.

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

7) Summary of FY18 Budget vs. Actual Out-of-State Travel. FY18 out-of-state travel expenditures totaled $345,935. The budgeted amount was $368,280. In comparison, $302,353 was spent on out-of-state travel in FY17 while $368,280 was budgeted. In FY18, $1,538,724 was expended on in-state travel, compared to $1,420,648 in FY17.

8) Return Check Report for FY18. During FY18, $33,654,792 in checks were received, while 69 checks, or .46%, totaling $154,417 were returned. Collection of returned checks equaled $118,057 for an annual collection rate of 76.45%.

9) Performance Measurement Report for the Division of Financial Management. Staff presented the FY18 Performance Measurement Report, which is required by Idaho Code to be submitted to the Division of Financial Management before September 1. It includes an agency overview, the core functions of the Department, revenues and expenditures, and cases managed and key services provided.

**Director’s Monthly Report on Activities.** Director Ness thanked District 1 for the tour yesterday and its hospitality during his employee visits last week. Districts 4, 5, and 6 saved $5 million by combining 17 bridge replacement projects into one. He commended employees for their exemplary response to an overhead sign that was struck on US-95 in District 1, receiving an award for their preparation and public outreach for last year’s solar eclipse, and educational and highway safety outreach. He also reported that the Emerging Leaders Program that ITD implemented for the Western Association of State Highway and Transportation Officials’ organization has been well received, and the American Association of State Highway and Transportation Officials are pursuing creating a similar program.
Chief Deputy Stokes said the Department moved the driver’s licenses and identification cards from the mainframe computer to a more reliable and secure system this past weekend. Overall, he believes the transition was successful, and he commended employees and the county partners for their efforts.

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

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

Delegation – Boundary County. County Commissioner Dan Dinning expressed appreciation for the numerous improvements to the transportation system in northern Idaho and for ITD’s assistance. He supports the US-95, McArthur Lake project and a new traffic signal on US-95 in Bonners Ferry.

Chairman Whitehead thanked Commissioner Dinning for his remarks.

Delegation – Boundary County Road and Bridge. County Road and Bridge Supervisor Clint Kimball thanked the Board for improvements to the highways, noting that everybody benefits from a good transportation system. He also expressed appreciation for all of ITD’s assistance, and added that the Local Highway Technical Assistance Council (LHTAC) is also an excellent partner.

Chairman Whitehead thanked Mr. Kimball for his comments.

Delegation – City of Bonners Ferry. Mayor David Sims thanked the Board for its time. He also expressed support for the US-95, McArthur Lake project and a new traffic signal in Bonners Ferry. A recent US-95 corridor study concluded that the City’s congestion is mainly due to the local streets’ lack of connectivity. Motorists have to access US-95 to travel within the municipality. The City will look into that. As a Public Transportation Advisory Council member, Mayor Sims expressed appreciation for the Department’s assistance. Selkirk Pend Oreille Transit’s ridership continues to grow, and it’s service is very beneficial for the region.

Chairman Whitehead thanked Mayor Sims for his comments.

Delegation – Bonner County Area Transportation Team (BCATT). BCATT Chairman Glen Bailey welcomed the Board to northern Idaho. He believes BCATT has been instrumental in addressing the region’s transportation issues, and the diverse makeup of the team has been beneficial. He thanked the District for its assistance and participation on the team; LHTAC for its partnership, particularly for the training it provides; and the Board for improvements to US-95.

Chairman Whitehead thanked BCATT Chairman Bailey for his comments.

Delegation – Independent Highway District. Highway District Commissioner Mel Bailey summarized the highway district’s responsibilities. The Schweitzer area is expanding and becoming a four-season resort, which is bringing some transportation challenges. He thanked the District for its assistance and is looking forward to continuing the good partnership with ITD.
Chairman Whitehead thanked Commissioner Bailey for his remarks.

Delegation – City of Sandpoint. Public Works Director Amanda Wilson thanked the Board for its time. She summarized the improvements underway or recently completed in Sandpoint, focusing on the downtown revitalization that has been possible because of the US-95, Sand Creek Byway. A new transportation master plan will be developed soon. The City still has some concerns with US-2 traffic traveling through town. She appreciates the District’s responsiveness and assistance.

Chairman Whitehead thanked Public Works Director Wilson for her remarks.

Delegation – City of Ponderay. Mayor Steve Geiger thanked the Board for its time, and District staff for its assistance. He expressed concern with pedestrian safety and requested improvements to SH-200.

Chairman Whitehead thanked Mayor Geiger for his comments.

Delegation – City of Kootenai. Mayor Nancy Lewis thanked the Board for its time. The community is pleased with the scheduled improvements to SH-200. She added that a new housing development is planned, which will increase traffic on the highway.

Chairman Whitehead thanked Mayor Lewis for her comments. Vice Chairman Coleman mentioned that there is extensive growth occurring throughout the state. The growth puts pressure on the infrastructure, but ITD cannot collect impact fees to help fund growth-related projects. He encouraged local public agencies to help the Department.

Delegation – City of Priest River and Oldtown. Consultant Bryan Quayle relayed Priest River Mayor James Martin’s and Oldtown Mayor Lonnie Orr’s regrets that they could not attend the meeting. He read letters from both officials. Mayor Martin expressed appreciation for the US-2 and SH-97 intersection improvements, the new Americans with Disabilities Act ramps, and for planned projects in the area. He encouraged the development of a long-term plan for US-2 because he believes as US-95 gets more congested, motorists will use US-2 for east-west travel instead of US-95 south to I-90. Mayor Orr thanked the Board for its service, support, and the SH-41 bridge project, and District staff for its responsiveness.

Chairman Whitehead thanked Mr. Quayle for sharing the municipalities’ comments.

Delegation – Kootenai Metropolitan Planning Organization (KMPO). KMPO Executive Director Glenn Miles thanked the Board for visiting District 1. He summarized KMPO’s 15-year history and successes, including securing several federal transportation grants. Construction on a new transit center will begin soon. He believes the area will need a regional traffic management center in the near future. He expressed appreciation for various partnerships, the investments the Board has made in the area, and ITD staff for its exemplary service.

The Board thanked Executive Director Miles for the informative report.
Delegation – Worley Highway District. Highway District Commissioner James Mangan mentioned that the highway district was able to complete some small projects due to some additional funding it received. He thanked the Board for its assistance and service.

Chairman Whitehead thanked Commissioner Mangan for his remarks.

Chairman Whitehead welcomed Representative Dixon to the meeting.

Delegation – Shoshone County. County Commissioner Mike Fitzgerald thanked the Board for the numerous improvements to the transportation system in the region and for the planned bridge projects. He also expressed appreciation for the partnerships with ITD and LHTAC.

Chairman Whitehead thanked Commissioner Fitzgerald for his comments.

Delegation – City of Plummer. Mayor William Weems thanked the Board for its time and for the bridge project over the railroad tracks, which is almost complete. He expressed concern with pedestrian traffic, even though there is a flashing cross walk, and requested improvements to the US-95 and SH-5 intersection.

Chairman Whitehead thanked Mayor Weems for his comments.

Delegation – Benewah County. County Commissioner Phil Lambert also expressed concern with the US-95 and SH-5 intersection and pedestrian safety. He requested improvements to address safety on SH-5 and to SH-3 north of St. Maries.

Chairman Whitehead thanked Commissioner Lambert for his comments. Vice Chairman Coleman acknowledged the Commissioner’s concerns, but added that the Department does not have sufficient funds to address all of its needs. He also said that environmental issues, particularly on SH-3, complicate projects and are more time consuming.

Delegation – City of St. Maries. Mayor Tom Carver thanked the Board for its time and for the recently completed bridge project and sealcoat on SH-3. It is difficult for the City to come up with matching funds for projects. He asked the Board to consider improvements to SH-5, which is the City’s Main Street. He thanked the Board for its support and invited it to visit St. Maries during its tour next year.

Chairman Whitehead thanked Mayor Carver for his comments.

Adopt-A-Highway (AAH) Presentation. Vice Chairman Coleman thanked Skip Robinette and Family for its participation in the AAH Program. The group has been picking up litter along a two-mile stretch of I-90 since 2016.

Zero Fatalities Award. Highway Safety Manager (HSM) John Tomlinson commended Benewah County for recording zero highway fatalities in 2017. He recognized the Benewah
County Sheriff, Benewah County Commissioners, Idaho State Police, and ITD’s maintenance staff for their partnership and exemplary service keeping the roads and traveling public safe.

**Work Zone Safety.** HSM Tomlinson said there were nine highway fatalities in work zones in 2017, although none were construction workers. The Department is making a concerted effort to address work zone safety. He showed two recently-developed Public Service Announcements that are part of the Shift Campaign, focusing on engaged driving.

Idaho State Police Captain John Kempf said enforcement in work zones can be difficult due to restricted travel lanes. He elaborated on a fatal crash in an I-90 work zone last year due to excessive speed and impairment. He also said that motorists appear to have difficulty making decisions while driving, so simplifying construction zones and limiting options may be helpful.

Vice Chairman Coleman suggested including funding in the project for law enforcement to patrol construction zones. The Department has to provide traffic control, so enforcement should be considered as part of that. Captain Kempf believes his troopers would welcome that.

Chairman Whitehead thanked HSM Tomlinson and Captain Kempf for the informative presentation.

**District 1 Report.** District 1 Engineer (DE) Damon Allen reported on performance metrics. All of the FY18 projects plus seven additional ones were delivered by the due date. The FY17 final construction cost of the contract award was 101%, which was within the goal of 95% to 105%. Staff achieved a winter mobility metric of roads being clear of ice and snow 88% of the time, exceeding the goal of 73%. He highlighted partnerships, innovations, and employee safety efforts, and provided an update on the US-95 GARVEE projects.

Chairman Whitehead thanked DE Allen for the report and for his leadership.

**Long-Range Transportation Plan.** Freight Program Manager Jeff Marker reported on the emerging technology component of the long-range transportation plan. The focus is on vehicles, infrastructure, fuels, driver services, funding, and data. There are physical, economic, safety, and legal barriers to new and emerging technologies.

Planning Services Manager Ken Kanownik added that based on stakeholder input, most respondents are receptive to investing in new technology if the Department is open and honest because they trust our judgment.

Chairman Whitehead thanked the gentlemen for the update on the long-range plan.

**Program Management Office Estimating Manager’s Update.** Program Management Office Manager (PMOM) Randy Gill said two estimators have been hired and have identified improvements to develop better engineer’s estimates. Timing is a big factor for bidding projects. The Office’s short-term goals are to do damage control, such as determine the age of the estimate; provide current data to staff; and evaluate training needs. Its roles and responsibilities
are to develop and provide training, develop and implement tools, and identify estimating improvements. The intent is to provide more consistency with the engineer’s estimates.

Chairman Whitehead thanked PMOM Gill for the update and for his efforts on this important issue.

Executive Session on Personnel and Legal Issues. Member Vassar made a motion to meet in executive session at 12:45 PM to discuss personnel and legal issues as authorized in Idaho Code Section 74-206(b), (c), and (f). Member DeLorenzo seconded the motion and it passed 5-0 by individual roll call vote.

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

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

Division of Human Resources (DHR). DHR Administrator Susan Buxton reported that a legislative interim committee is reviewing benefits and costs for state employees. A statewide employee survey will be released later this month, and she encouraged all ITD employees to participate because changes to benefits could have big impacts to them.

The Board thanked Administrator Buxton for the information. Vice Chairman Coleman noted that the pay for some classifications is significantly below the market rate. He expressed concern that it will be more difficult to recruit and retain employees if their pay is negatively impacted by benefit changes.

August 2018 Revenue Forecast and FY20 Appropriation Request. Economist Bob Thompson presented the revised revenue forecast. The projected FY20 revenue from all sources is $697.37 million.

Financial Manager Joel Drake presented the proposed FY20 budget request. An FY19 supplemental request for spending authority of $62.1 million for the General Fund transfer to the Strategic Initiatives Program Fund and the $90.2 million Federal Highway Administration INFRA Grant will be submitted. Other highlights include an increase of $1.15 million for a 1% change in employee compensation; an increase of $.42 million for employer benefit costs; $66.9 million for debt service; and $22.96 million for equipment. The request also includes 11 line items totaling $43.2 million, with $42.8 million in one-time costs.

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

RES. NO. ITB18-26 WHEREAS, the FY20 Idaho Transportation Department budget request will be prepared in accordance with instructions in the Division of Financial Management’s Budget Development Manual; and

WHEREAS, the Idaho Transportation Board has reviewed the proposed FY20 budget request summary.
NOW THEREFORE BE IT RESOLVED, that the Board has reviewed the budget request estimates reflected in the Department Summary and Certification, submitted for approval August 16, 2018, as shown as Exhibit #501, which is made a part hereof with like effect, and authorizes the estimates and guidance provided to serve as the basis for the FY20 budget request submitted to the Division of Financial Management and Legislative Services Office.

Chairman Whitehead thanked staff for the presentation.

Proposed Draft Legislation. Governmental Affairs Manager (GAM) Mollie McCarty reported that the Division of Financial Management disapproved the Department’s three legislative proposals: changing the flag size dimension for overhanging loads, clarification regarding the physical surrendering of a driver’s license, and distracted driving.

Member DeLorenzo thanked GAM McCarty for the draft legislation. She believes the Department should submit the distracted driving idea again next year. Chairman Whitehead and Member Vassar concurred.

Commercial Motor Vehicle Permit Rules. Governmental Affairs Program Specialist (GAPS) Ramon Hobday-Sanchez referenced last month’s presentation on negotiated rulemaking for commercial motor vehicle permitting, which resulted in the consolidation of 22 administrative rules into 8 and 17 permits into 8. Staff acknowledged the industry’s concern with eliminating the annual overweight/oversize permit. It reincorporated this permit back into IDAPA 39.03.03 – Rules Governing Special Permits, General Conditions and Requirements; 39.03.04 – Rules Governing Special Permits, Overweight Non-Reducible; and 39.03.05 – Rules Governing Special Permits, Oversize Non-Reducible.

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

RES. NO. WHEREAS, the 2nd Regular Session of the 64th Idaho Legislature (2018) ITB18-27 passed Senate Concurrent Resolution 130 which directed the Idaho Transportation Department to conduct negotiated rulemaking in an effort to streamline and consolidate the commercial motor vehicle permitting process; and

WHEREAS, the Department formally initiated the negotiated rulemaking process on May 2, 2018, and staff:
  - Began contacting stakeholders on April 24, 2018,
  - Provided a dedicated rulemaking webpage,
  - Consolidated 22 administrative rules into 8,
  - Consolidated 17 permits into 8; and

WHEREAS, Department staff held two (2) 5-hour negotiated rulemaking meetings by conducting and coordinating statewide, simulcast videoconferences in ITD Districts 1, 2, 4, 5, 6 and ITD Headquarters; and
WHEREAS, there has been an open comment period from May 2, 2018, and based on comments received, industry and stakeholders have been very pleased with the process and streamlining efforts; and

WHEREAS, in response to comments received from the public, the Department will continue with the issuance of annual overweight/oversize permits; and

WHEREAS, the proposed administrative rules and consolidation have been approved by the Division of Financial Management, within the Idaho Governor’s Office.

NOW THEREFORE BE IT RESOLVED, that the Idaho Transportation Board approves this rule consolidation and as it relates to this year’s rulemaking, the Department will continue to issue annual overweight/oversize permits; and

BE IT FURTHER RESOLVED, that the Board approves that these rules be published in the Idaho Administrative Bulletin, commencing the formal proposed rulemaking process and the rules are to be presented to the 2019 Idaho Legislature in accordance to Senate Concurrent Resolution 130.

2019 IDAPA Rules. GAPS Hobdey-Sanchez said staff is proposing two temporary/proposed administrative rule changes for the 2019 legislative session. IDAPA 39.02.46 - Rules Governing Temporary Motor Vehicle Registration Permit would align the rule with the standard business practice. IDAPA Rule 39.03.48 - Rules Governing Routes Exempt from Local Plans and Ordinances references an antiquated system that should be removed.

Member Vassar made a motion, seconded by Vice Chairman Coleman, and passed unopposed to approve the following resolution:
RES. NO.  WHEREAS, the Idaho Transportation Department staff has proposed changes to two (2) administrative rules:
ITB18-28   ▪ 39.02.46 - Rules Governing Temporary Motor Vehicle Registration Permit
             ▪ 39.03.48 - Rules Governing Routes Exempt From Local Plans and Ordinances; and

WHEREAS, the changes being made to 39.02.46 - Rules Governing Temporary Motor Vehicle Registration Permit reflect staff’s efforts to ensure the rule is in alignment with the Division of Motor Vehicles’ current business practices; and

WHEREAS, the changes being made to 39.03.48 - Rules Governing Routes Exempt From Local Plans and Ordinances includes the removal of an outdated system referenced in rule; and

WHEREAS, the temporary/proposed administrative rules being presented today were submitted to the Division of Financial Management, within the Idaho Governor’s Office, and were approved; and
WHEREAS, these temporary/proposed administrative rules will therefore, have an effective date of August 16, 2018.

NOW THEREFORE BE IT RESOLVED, that the Idaho Transportation Board approves that these two (2) administrative rules be published in the Idaho Administrative Bulletin as temporary/proposed and be presented to the 2019 Idaho Legislature.

Chairman Whitehead thanked GAPS Hobdey-Sanchez for presenting the rules.

WHEREUPON, the Idaho Transportation Board’s regular monthly meeting adjourned at 3:00 PM.

_________________________________
JERRY WHITEHEAD, Chairman
Idaho Transportation Board

Read and Approved
____________________, 2018
____________________, Idaho
**BOARD MEETING DATES**

2018

<table>
<thead>
<tr>
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"X" = holiday
"-----" = conflicts such as AASHTO/WASHTO conferences (or Board/Director conflicts)

**Other dates of interest:**
September 20-24: AASHTO annual meeting – Atlanta, GA

**Action:** Approve the Board meeting schedule.
# BOARD MEETING DATES

**2019**

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<thead>
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<th>January</th>
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"X" = holiday  
"-----" = conflicts such as AASHTO/WASHTO conferences (or Board/Director conflicts)

**Other dates of interest:**
- April 16-17: Highway Safety Summit – Lewiston  
- May 20-23: AASHTO spring meeting – Park City, UT  
- June 9-12: WASHTO spring meeting – Glendale, AZ  
- October 5-9: AASHTO annual meeting – St. Louis, MO

**Action:** Approve the Board meeting schedule.
WHEREAS, consent calendar items are to be routine, non-controversial, self-explanatory items that can be approved in one motion; and

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

NOW THEREFORE BE IT RESOLVED, that the Board approves the public transportation board and administrative policy updates and contracts for award.
Meeting Date  September 13th, 2018

Consent Item [ ] Information Item [ ] Amount of Presentation Time Needed ____________

<table>
<thead>
<tr>
<th>Presenter's Name</th>
<th>Presenter's Title</th>
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<tr>
<td>Kim McGourty</td>
<td>Public Transportation Manager</td>
<td>KM</td>
<td>LSS</td>
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<tr>
<td>Kim McGourty</td>
<td>Public Transportation Manager</td>
<td>KM</td>
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Subject
Public Transportation Board and Admin Policy Updates

Key Number  District  Route Number

Background Information

Idaho Transportation Board Policy 4039 outlines the Public Transportation Advisory Council (PTAC), and has been updated to reflect revisions to the membership section of the policy. Changes include reference to in-person attendance, as well as outlines the process for electing a PTAC chair.

Additionally this consent item addresses changes made to Administrative Policy 5038 which implements Board Policy 4038 regarding the Department’s Public Transportation Program activities. Revisions include updated description of the applicable Idaho code’s as well as removes outdated language regarding the Public Transportation Office within the ITD organization chart.

Recommendations

Approve the changes made to Board Policy 4039 and Admin Policy 5038 as shown in the supporting documents

Board Action

[ ] Approved  [ ] Deferred ________________________________

[ ] Other ________________________________
PUBLIC TRANSPORTATION ADVISORY COUNCIL (PTAC)

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

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

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

Idaho Code 40-528: – ITD and the Director are the designated recipients of FTA funds for
distribution within the State of Idaho.

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

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

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

The PTAC is authorized to meet three (3) times per year, with additional meetings as authorized
by the Board. Each committee member will make a good faith effort to attend each full advisory
committee meeting. Attendance in person is preferred, but if that is not possible, attendance may be by teleconference or by videoconference. If a given District is unrepresented for two consecutive meetings, the Chairperson or a majority of the committee has the discretion to ask for the removal of said individual from the committee. The members shall be reimbursed for attending the PTAC meetings according to the provisions of Section 59-509(g), Idaho Code. The members shall also be reimbursed by the Department for travel and expenses according to the limits specified in Section 67-2008, Idaho Code. Applications to serve on PTAC will be coordinated by the Department. A call for applications must remain open for at least 30 calendar days, and applications received must be posted for public comment for at least 30 calendar days. Applications will then be reviewed by the seated members of the PTAC and a final appointment will be made by the Idaho Transportation Board.

Chair Election

A Chair is elected for a one (1) year term from among the PTAC members by a majority vote of the PTAC members, at the last meeting of the calendar year. The Chair’s responsibilities include:

- Serving as the group’s spokesperson,
- Partnering with the ITD-Public Transportation Office to assist in program recommendations,
- Participating in agenda development activities on behalf of the group, and
- Other functions as appropriate.

Conflict Of Interest

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

Approved by the Board on:

Date: __________________

Jerry Whitehead
Board Chairman
PUBLIC TRANSPORTATION ADVISORY COUNCIL (PTAC)

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

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

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

Idaho Code 40-528: – ITD and the Director are the designated recipients of FTA funds for distribution within the State of Idaho.

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

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

The PTAC is authorized to meet three (3) times per year, with additional meetings as authorized by the Board. Each committee member will make a good faith effort to attend each full advisory committee meeting. Attendance in person is preferred, but if that is not possible, attendance may be by teleconference or by videoconference. If a given District is unrepresented for two consecutive meetings, the Chairperson or a majority of the committee has the discretion to ask for the removal of said individual from the committee.
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- Partnering with the ITD-Public Transportation Office to assist in program recommendations
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- Other functions as appropriate.

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Approved by the Board on:

_________________________________________   Date: ________________

Jerry Whitehead
Board Chairman
Public Transportation Program

Purpose

This policy implements Board Policy 4038 regarding the Department’s Public Transportation Program activities.

Legal Authority

Federal Transit Administration Circular 9040.1G
Idaho Code 40-312(6) — Powers and Duties — Rules and Regulations — The Board shall establish a statewide comprehensive plan for public transportation.
Idaho Code 40-528: Federal Transit Administration Authority — ITD and the Director are the designated recipients of FTA funds for distribution within the State of Idaho.

Administration:

The Public Transportation Manager, located within the Contracting Services Section of the Division of Engineering Services, shall administer the Idaho Transportation Department’s Public Transportation Program to implement the provisions of Idaho Code 40-312, 40-514, and 40-528 as well as the Federal Transit Administration Master Agreement and all subsequent Federal Transit Administration requirements.

The Public Transportation Manager is responsible for the management and guidance of all rural and assigned small urban programs and all State of Idaho funding dedicated to public transportation. Program duties include:

- Document the state’s procedures in a state management plan (SMP);
- Notify eligible local entities of the availability of the program;
- Plan for future transportation needs, and ensure integration and coordination among diverse transportation modes and providers;
- Solicit applications;
- Develop project selection criteria;
- Provide project technical review and recommendations for ITD Board approval;
• Forward an annual program of projects and grant application to FTA;
• Certify eligibility of applicants and project activities;
• Ensure compliance with federal requirements by all subrecipients;
• Monitor local project activity;
• Oversee project audit and closeout;
• File a National Transit Database (NTD) report each year for itself and each subrecipient;
• Support the Public Transportation Advisory Council (PTAC) and the Interagency Working Group (IWG);
• Maintain a comprehensive statewide plan for public transportation.

The Public Transportation Manager shall report to the Idaho Transportation Board annually on the Public Transportation Program.

_____________________________  Date ________________
Brian W. Ness
Director
Public Transportation Program

Purpose

This policy implements Board Policy 4038 regarding the Department’s Public Transportation Program activities.

Legal Authority

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

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

Idaho Code 40-528: – ITD and the Director are the designated recipients of FTA funds for distribution within the State of Idaho.

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The Public Transportation Manager, shall administer the Idaho Transportation Department’s Public Transportation Program to implement the provisions of Idaho Code 40-312, 40-514, and 40-528 as well as the Federal Transit Administration Master Agreement and all subsequent Federal Transit Administration requirements.

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• Support the Public Transportation Advisory Council (PTAC) and the Interagency Working Group (IWG);
• Maintain a comprehensive statewide plan for public transportation.

The Public Transportation Manager shall report to the Idaho Transportation Board annually on the Public Transportation Program.

_________________________________________  Date ________________
Brian W. Ness
Director
Meeting Date  September 13, 2018

Consent Item  x  Information Item  □  Amount of Presentation Time Needed

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<td>Blake Rindlisbacher, PE</td>
<td>Engineering Services Administrator</td>
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<td>LSS</td>
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<td>Monica Crider, P.E.</td>
<td>Contracting Services Engineer</td>
<td>MC</td>
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Subject

Board Approval of Contracts for Award

Background Information

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

Justification is attached for awarding of contract.

Since the last Board Agenda report Contracting Services has Bid 4 projects, 3 of them needing Board approval to award.

FY18 – 10/1/2017 to 6/29/2018 Contracting Services has bid 108 projects, 34 of them needing Board Approval to award, 7 needing Board approval to reject.

Recommendations

In accordance with board policy 4001, the construction contract(s) on the attached report is(are) recommended for award with board approval.
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<thead>
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## Monthly Status Report to the Board

### CONTRACT(S) FOR BOARD APPROVAL

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DATE OF BID OPENING - JULY 31, 2018 - FEDERAL & STATE FINANCED PROJECT

Idaho Federal Aid Project No. A012(122)
E 1300 N, ORA ROAD BRIDGE
Fremont County, Key No. 12122

DESCRIPTION: The work on this project consists of constructing a new bridge across the Henry’s Fork of the Snake River, realignment and widening of the existing roadway to tie in to the newly constructed bridge. Removal of the existing bridge and roadway

BIDDERS:

Cascade Bridge LLC
Vancouver, WA 98685
$7,830,395.65

DL Beck, Inc.
Rexburg, ID 83440
$7,997,550.08

Cannon Builders, Inc.
Blackfoot, ID 83221
$8,955,637.47

Knife River Corporation - Mountain West
Boise, ID 83709
$8,998,037.35

Wadsworth Brothers Construction Company, Inc.
Draper, UT 84020-8567
$9,361,373.98

5 BIDS ACCEPTED

ENGINEER'S ESTIMATE - $5,638,351.38

LOW BID - 139 Percent of the Engineer's Estimate

(AWARD) (REJECT) (REQUIRES BOARD APPROVAL)

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

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

Monica Crider, P.E.
Contracting Services Engineer
8/31/18
Date
Date: August 17, 2018
Project No.: A012(122)

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

From: Jeff R. Miles, PE
Administrator

RE: Justification of Bid for Award

Bids were opened on July 31, 2018, for the E 1300 N, Ora Road Bridge bid package for construction intended to reconstruct the bridge crossing the Henry’s Fork of the Snake River approximately 3 miles west of Ashton in Fremont County.

Five bids were received. The low bid was 38.9% above the engineers estimate, the second bid was 41.8% higher than engineers estimate, the third bid was 58.8% higher than the engineers estimate. The fourth and fifth bidders were 59.6% and 66.0% higher than engineers estimate respectively. The Engineer’s Estimate was $5,638,351.39. Cascade Bridge LLC submitted the lowest bid ($7,830,395.65) at 138.9% of the Engineer’s Estimate which amounts to $2,192,044 over the engineers estimate. The lowest two bids were $167,154 apart.

There are seven items showing the largest difference over the engineer’s estimate:

- 502-375A      Prestressed Bulb Tee Girders – 72” Depth  $727,077
- S501-25A      SP Bridge – Temporary Work Bridge    $356,000
- Z629-05A      Mobilization                         $266,400
- 502-310A      Concrete Class 40 AF Schedule No. 2  $254,695
- S500-11A      Dewatering Foundation                $121,950
- S501-17A      MSE Retaining Wall                   $119,509
- 502-140A      Concrete Class 40-A Schedule No. 1   $ 95,430

$1,941,062

These seven items add up to $1,941,062 or 89% of the additional cost over the estimate.

This project consists of constructing a four span 484-foot long bridge replacement with concrete girders up to 135-feet long. The bridge deck is nearly 50 feet above the river. Due to the remote location, the girders, concrete, and retaining wall bids were above what the engineer could predict. Since it is world class fishing
habitat, costs for the dewatering and temporary work bridge could not be anticipated. These cost increases are also tied to the timing of the bid and the current market, as there is a lot of construction occurring in the spring and summer now and demand for these materials is at its highest point.

All five bidders had large increased costs for the girders over the estimate. Mobilization was the item with the highest differences or in the top three items for all bidders. The engineers estimate normally uses a percent of construction cost for mobilization being 9.1% versus the low bidder at 10% of a higher construction estimate.

Fremont County supports awarding of this project to the lowest bidder and has provided a support letter which states they are prepared to cover the additional share of the costs (see attached).

Therefore, it is the desire of the Sponsor and LHTAC to award the construction project to the apparent low bidder. The funds to cover the project advancement have been arranged with ITD District 6 and obligation authority has been made available for the additional costs. LHTAC is working with District 6 for a payback schedule in the next fiscal year. The Sponsor is prepared to cover the additional 7.34% local share of the cost estimated to be $185,000.

Sincerely,

Jeff R. Miles, PE
Administrator

cc: Fremont County Commissioners
August 20, 2018

Jeff Miles, P.E.
Local Highway Technical Assistance Council
3330 W. Grace St.
Boise, ID 83703

RE: KN 12122 Ora Bridge Justification of Bid for Award

Dear Mr. Miles:

The Fremont County Board of County Commissioners supports moving forward with the award and construction of the Ora Bridge. The County has been working on replacing the existing bridge for almost a decade. The bridge is nearly failed and will soon be closed to traffic. In December of 2017, a height restriction was placed on both ends of the bridge to help limit heavy loads from crossing. This bridge is a major farm to market road and will create a 10 mile detour if closed.

The County has reviewed the bids to determine if there are ways to reduce cost. From our review, there are no modifications that could be made to the design that would significantly reduce costs. Our commitment to get this bridge constructed is evident in the additional money that the County has already contributed; the additional money is nearly double the required match. Furthermore, the County is willing to pay the 7.34% match towards the higher bid costs in addition to the money already contributed.

We support the Local Highway Technical Assistance Council in seeking bid justification to construct Ora Bridge.

Sincerely,

Jordon Stoddard
BOCC Chairman

cc: Abbie Mace, Fremont County Clerk
    Brandon Harris, P.E., Fremont County Public Works Director
DATE OF BID OPENING - AUGUST 14, 2018 - STATE FINANCED PROJECT

Idaho Project No. A019(699)
Rock Creek Culvert
Blaine County, Key No. 19699

DESCRIPTION:  The work on this project consists of replacing an existing culvert where Rock Creek crosses under US-20 at MP 172.8 with a new single span bridge

BIDDERS:

Knife River Corporation - Mountain West
Boise, ID 83709

Concrete Placing Co., Inc.
Boise, ID 83709

Cannon Builders, Inc.
Blackfoot, ID 83221

Wadsworth Brothers Construction Company, Inc.
Draper, UT 84020-8567

\$3,077,778.00
\$3,323,845.78
\$4,329,382.52
\$4,354,710.23

4 BIDS ACCEPTED

ENGINEER'S ESTIMATE - \$2,507,938.80

LOW BID - 123 Percent of the Engineer's Estimate

(AWARD) (REJECT) (REQUIRES BOARD APPROVAL)

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

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

[Signature]
Monica Crider, P.E.
Contracting Services Engineer

8/23/18
Date
On August 14, 2018 bids were received for the above mentioned project, with four bidders. All bids were greater than Engineer’s Estimate. The Engineer’s Estimate was based on the 2016 Average Unit Price Report, discussions with suppliers, and project location. The unique aspect of the project made it difficult to estimate.

The apparent low bidder is Knife River Corporation – Mountain West which was $569,840 (122%) greater than the Engineer’s Estimate of $2,507,938.

In review of the bid abstract of the bid results the main difference between the Engineer’s Estimate and the apparent low bidder is the mobilization item; which resulted in about half of the difference. Knife River bid the mobilization at 16%, while the Engineer’s Estimate is based on 10%. The remaining difference is based on the cumulative amount of many items that were slightly higher.

The second lowest bid was another $250,000 away from the low. All four bids were similar in cost for and mobilization.

The unique aspects of the project, general market trends, and analysis of all four bids D4 does not feel ITD would obtain a better cost if the project was to be re-bid. Based on the review of the bid abstract it is recommended to award the contract to Knife River Corporation – Mountain West. The District and HQ Bridge desires to complete the project as quickly as possible.
DATE OF BID OPENING - AUGUST 14, 2018 - STATE FINANCED PROJECT

Idaho  Project No. A018(742)
Willow Creek BR
Blaine County, Key No. 18742

DESCRIPTION:  The work on this project consists of replacing the existing culvert with a steel bridge and removing existing fill to natural ground, Willow Creek Br

BIDDERS:

Knife River Corporation - Mountain West
Boise, ID  83709  
Concrete Placing Co., Inc.
Boise, ID  83709
Cannon Builders, Inc.
Blackfoot, ID  83221
Wadsworth Brothers Construction Company, Inc.
Draper, UT  84020-8567

$2,967,587.00  
$3,287,226.45  
$3,935,760.80  
$4,181,954.21

4 BIDS ACCEPTED

ENGINEER'S ESTIMATE - $2,000,929.27

LOW BID - 148 Percent of the Engineer's Estimate

(AWARD)  
(REJECT)

(REQUIRES BOARD APPROVAL)

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

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

Monica Crider, P.E.
Contracting Services Engineer

8/23/16

Date
DATE: 8/15/18  

TO: Monica Crider, P.E.  
Contraacting Services Engineer  

FROM: Devin Rigby, P.E.  
District Engineer  

RE: Justification for award of bid  

On August 14, 2018 bids were received for the above mentioned project, with four bidders. All bids were greater than Engineer’s Estimate. 

The Engineer’s Estimate was based on the 2016 Average Unit Price Report, discussions with suppliers, and project location. The unique aspect of the project made it difficult to estimate. 

The apparent low bidder is Knife River Corporation – Mountain West which was $967,657.73 (148%) greater than the Engineer’s Estimate, which was $2,000,929. 

In review of the bid abstract of the bid results the following items resulted in the major difference between the Engineer’s Estimate and the apparent low bidder: 

<table>
<thead>
<tr>
<th>Item Number</th>
<th>Description</th>
<th>Engineers Estimate</th>
<th>Knife River</th>
<th>Difference</th>
</tr>
</thead>
<tbody>
<tr>
<td>504-005A</td>
<td>Stl Bridge</td>
<td>$362,000.00</td>
<td>$600,000.00</td>
<td>$238,000.00</td>
</tr>
<tr>
<td>Z629-05A</td>
<td>Mobilization</td>
<td>$182,000.00</td>
<td>$461,000.05</td>
<td>$279,000.05</td>
</tr>
</tbody>
</table>

These two items resulted in the largest difference of $519,000. Part of the difference is the increase cost of manufactured steel in the U.S and the requirements for transport. Knife River bid the mobilization at 15%, while the Engineer’s Estimate is based on 10%. The remaining difference is based on the cumulative amount of many items that were slightly higher. 

The second lowest bid was another $300,000 away from the low. All four bids were similar in cost for both the steel bridge item and mobilization. 

The unique aspects of the project, general market trends, and analysis of all four bids DI does not feel ITD would obtain a better cost if the project was to be re-bid. Based on the review of the bid abstract it is recommended to award the contract to Knife River Corporation – Mountain West. The District and HQ Bridge desires to complete the project as quickly as possible.
Meeting Date  September 13, 2018

Consent Item  [ ]  Information Item  ☑  Amount of Presentation Time Needed  ___________

<table>
<thead>
<tr>
<th>Presenter's Name</th>
<th>Presenter's Title</th>
<th>Initials</th>
<th>Reviewed By</th>
</tr>
</thead>
<tbody>
<tr>
<td>Blake Rindlisbacher, PE</td>
<td>Engineering Services Administrator</td>
<td>BR</td>
<td>LSS</td>
</tr>
</tbody>
</table>

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

Subject

Contract Awards and Advertisements

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

Background Information

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

Also attached is the Current Advertisement Report.

Since the last Board Agenda report Contracting Services has Bid 4 projects, 3 of them needing Board approval to award.

FY18 – 10/1/2017 to 6/29/2018 Contracting Services has bid 108 projects, 34 of them needing Board Approval to award, 7 needing Board approval to reject.

Recommendations

For Information Only.
<table>
<thead>
<tr>
<th>Board Action</th>
</tr>
</thead>
<tbody>
<tr>
<td>□ Approved  □ Deferred _______</td>
</tr>
</tbody>
</table>
MONTHLY STATUS REPORT TO THE BOARD

CONTRACT(S) ACCEPTED BY STAFF SINCE LAST BOARD MEETING

<table>
<thead>
<tr>
<th>District</th>
<th>Key No.</th>
<th>Route</th>
<th>Opening Date</th>
<th>No. of Bids</th>
<th>Eng. Est.</th>
<th>Low Bid</th>
<th>Net +/-</th>
</tr>
</thead>
<tbody>
<tr>
<td>3</td>
<td>20796</td>
<td>I-84</td>
<td>7/31/2018</td>
<td>4</td>
<td>$4,870,390.83</td>
<td>$5,041,098.45</td>
<td>$170,707.62</td>
</tr>
</tbody>
</table>

Karcher IC to Franklin Blvd IC Temp. Shoulder

Contractor: Sunroc Corporation

Federal

104%
## Monthly Contract Advertisement As of 08-27-2018

<table>
<thead>
<tr>
<th>District</th>
<th>Key No.</th>
<th>Route</th>
<th>Opening Date</th>
<th>Notes</th>
</tr>
</thead>
</table>
| 3        | 19949   | US-30       | 8/28/2018    | Federal
|          |         | US-30, Noble Canal Culvert, Near New Plymouth |              | $250,000 to $500,000        |
| 5        | 19970   | SH-38       | 9/11/2018    | Federal
|          |         | SH-38, 50 South St. Malad Idaho |              | $500,000 to $1,000,000      |
| 5        | 20314   | I-15        | 9/11/2018    | State
|          |         | I-15 Northgate IC |              | $10,000,000 to $15,000,000  |
| 5        | 19382   | US-30       | 9/18/2018    | State
|          |         | US-30, Georgetown Summit to Nounan Road |              | $5,000,000 to $10,000,000   |
| 5        | 20064   | I-15        | 9/25/2018    | Federal
|          |         | I-15, Wye O'Pass to Fort Hall Boundary |              | $5,000,000 to $10,000,000   |
| 1        | 13411   | I-90        | 9/25/2018    | Federal
|          |         | I-90, WA State Line to Bike/Ped Bridge, Post Falls |              | $5,000,000 to $10,000,000   |
|          |         | US-30 N 400 W to Parke Avenue, Burley |              | $5,000,000 to $10,000,000   |
| 4        | 13397   | US-30/I-84B | 9/25/2018    | Federal
|          |         | US-30 (I-84B) & UPRR Bridge |              | $5,000,000 to $10,000,000   |
Meeting Date  September 13, 2018

Consent Item  [ ]  Information Item  [x]  Amount of Presentation Time Needed  

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

<table>
<thead>
<tr>
<th>Preparer's Name</th>
<th>Preparer's Title</th>
<th>Initials</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mike Cram</td>
<td>Project Manager</td>
<td>MWC</td>
</tr>
</tbody>
</table>

Subject

REPORT ON PROFESSIONAL SERVICES AGREEMENTS AND TERM AGREEMENT WORK TASKS

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

Background Information

For all of ITD:

Consultant Services processed nineteen (19) new professional services agreements and work tasks totaling $2,552,745 and seven (7) supplemental agreements to existing professional services agreements totaling $128,337 from July 27, 2018 through August 23, 2018.

New Professional Services Agreements and Work Tasks

<table>
<thead>
<tr>
<th>Reason Consultant Needed</th>
<th>District</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>1 2 3 4 5 6  HQ</td>
<td></td>
</tr>
<tr>
<td>Resources not Available</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Design</td>
<td>1 1 2</td>
<td>4</td>
</tr>
<tr>
<td>Environmental</td>
<td>1 1 2</td>
<td>4</td>
</tr>
<tr>
<td>Public Involvement</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Geotechnical</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>Traffic</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>Surveying</td>
<td>1 1</td>
<td>2</td>
</tr>
<tr>
<td>Construction</td>
<td>3 1 1</td>
<td>5</td>
</tr>
<tr>
<td>Bridge</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>Local Public Agency Projects</td>
<td>0 0 0 1 0 0 0</td>
<td>1</td>
</tr>
</tbody>
</table>

Total 2 1 6 5 1 3 1 19
For ITD District Projects:

Eighteen (18) new professional services agreements and work tasks were processed during this period totaling $2,368,745. Three (3) supplemental agreements were processed totaling $105,000.

### District 1

<table>
<thead>
<tr>
<th>Project</th>
<th>Reason Consultant Needed</th>
<th>Description</th>
<th>Selection Method</th>
<th>Consultant</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>SH 200, McGhee to Kootenai St, Bonner Co</td>
<td>Resources not available: Surveying</td>
<td>Surveying and Mapping Services</td>
<td>RFI from Term Agreement</td>
<td>Glahe &amp; Associates</td>
<td>$ 98,500</td>
</tr>
<tr>
<td>US-95, Junction SH 53 Interchange, Garwood Rd, UPRR Bridge, &amp; Frontage Rds</td>
<td>Resources not available: Design</td>
<td>Pathway Design</td>
<td>RFI from Term Agreement</td>
<td>Welch Comer &amp; Associates</td>
<td>$341,330</td>
</tr>
</tbody>
</table>

### District 2

<table>
<thead>
<tr>
<th>Project</th>
<th>Reason Consultant Needed</th>
<th>Description</th>
<th>Selection Method</th>
<th>Consultant</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>US-95, Mission Creek to Webb Rd Passing Lanes, Nez Perce Co</td>
<td>Resources not available: Environmental</td>
<td>Ethnographic Resource Studies</td>
<td>Direct from Term Agreement</td>
<td>Nez Perce Tribe</td>
<td>$71,385</td>
</tr>
</tbody>
</table>

### District 3

<table>
<thead>
<tr>
<th>Project</th>
<th>Reason Consultant Needed</th>
<th>Description</th>
<th>Selection Method</th>
<th>Consultant</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>SH-45, Snake River Bridge, Walters Ferry</td>
<td>Resources not available: Construction</td>
<td>Engineer of Record Services</td>
<td>Individual Project Solicitation</td>
<td>Forsgren Associates</td>
<td>Prev: $550,800 This: $ 39,750 Total: $590,550</td>
</tr>
<tr>
<td>I-84, FY24 Blacks Creek Rd Interchange, Ada Co</td>
<td>Resources not available: Design</td>
<td>Preliminary Design of the Interchange &amp; Upgrade of the Ramps for</td>
<td>Individual Project Solicitation</td>
<td>H.W. Lochner</td>
<td>$674,930</td>
</tr>
</tbody>
</table>
| Current Standards                                      | Resources not available: Construction | Engineer of Record Services | Individual Project Solicitation | Parametrix | Prev:$10,784,700  
This: $23,400  
Total: $10,808,100  
Board Approved > $1 M during April 2018 meeting |
|-------------------------------------------------------|---------------------------------------|----------------------------|---------------------------------|------------|---------------------------------------------------------------|
| I-84, Karcher Interchange to Franklin Blvd Temp Shoulder | Resources not available: Construction | Engineer of Record Services | Individual Project Solicitation | Parametrix | Prev:$10,784,700  
This: $23,400  
Total: $10,808,100  
Board Approved > $1 M during April 2018 meeting |
| SH-44, Canyon Canal Bridge, Middleton                  | Resources not available: Construction | Hazardous Materials Testing | Direct from Term Agreement      | Geo-Engineers | $4,500                                                          |
| SH-19, OR State Line to Caldwell, Corridor Plan        | Resources not available: Traffic      | Traffic Studies             | Direct from Term Agreement      | Keller Associates | $76,100                                                        |
| US-20, Parma to Caldwell, Corridor Plan                | Resources not available: Traffic      | Traffic Studies             | Direct from Term Agreement      | Keller Associates | $76,100                                                        |
| US-95, OR line to New Meadows, Corridor Plan           | Resources not available: Environmental| Cultural Resource Documentation | Direct from Term Agreement | TAG Historical Research & Consulting | $1,200                                                           |
| State, Meridian Maintenance Yard Replacement Facilities | Resources not available: Environmental| Cultural Resource Documentation | Direct from Term Agreement | TAG Historical Research & Consulting | $1,200                                                           |

**District 4**

<table>
<thead>
<tr>
<th>Project</th>
<th>Reason Consultant Needed</th>
<th>Description</th>
<th>Selection Method</th>
<th>Consultant</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>US-93, Marley Rd to Jim Byrne Slough, Lincoln Co</td>
<td>Resources not available: Geotechnical</td>
<td>Coring &amp; Sub-Surface Sampling of Roadway in Preparation for Material Phase Reports</td>
<td>Direct from Term Agreement</td>
<td>Cartwright Northwest</td>
<td>$25,150</td>
</tr>
<tr>
<td>SH-74, Junction SH-74/US-93</td>
<td>Resources not available: Environmental</td>
<td>Cultural Resources Survey Work</td>
<td>Direct from Term Agreement</td>
<td>Bionomics Environmental</td>
<td>$17,200</td>
</tr>
</tbody>
</table>
### Board Agenda Item

<table>
<thead>
<tr>
<th>SH-74, Junction SH-74/US-93</th>
<th>Resources not available: Environmental</th>
<th>Waters and Wetland Delineation Report</th>
<th>Direct from Term Agreement</th>
<th>The Wetlands Group</th>
<th>$10,000</th>
</tr>
</thead>
</table>
| US-20, Rock Creek Culvert, Blaine Co | Resources not available: Construction | Engineer of Record Services | Individual Project Solicitation | CH2M Hill | Prev: $418,800  
This: $ 44,100  
Total: $462,900 |

**District 5**

<table>
<thead>
<tr>
<th>Project</th>
<th>Reason Consultant Needed</th>
<th>Description</th>
<th>Selection Method</th>
<th>Consultant</th>
<th>Amount</th>
</tr>
</thead>
</table>
This: $50,000  
Total: $94,325 |

**District 6**

<table>
<thead>
<tr>
<th>Project</th>
<th>Reason Consultant Needed</th>
<th>Description</th>
<th>Selection Method</th>
<th>Consultant</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>US-20, Sheep Falls to Pinehaven Passing Lanes, Fremont Co</td>
<td>Resources not available: Design</td>
<td>Initial Start-up Prior to Alternate Development, Preliminary Engineering, and Final Design</td>
<td>Individual Project Solicitation</td>
<td>J-U-B Engineers</td>
<td>$262,000</td>
</tr>
<tr>
<td>US-20, Pinehaven to Buffalo River Bridge, Fremont Co</td>
<td>Resources not available: Construction</td>
<td>Construction Engineering and Inspection Services</td>
<td>RFI from Term Agreement</td>
<td>H.W. Lochner</td>
<td>$415,800</td>
</tr>
<tr>
<td>US-20, Buffalo River Bridge to Island Park Lodge, Fremont Co</td>
<td>Resources not available: Construction</td>
<td>Construction Engineering and Inspection Services</td>
<td>RFI from Term Agreement</td>
<td>H.W. Lochner</td>
<td>$415,800</td>
</tr>
<tr>
<td>US-91, York Rd to Holmes Ave, Idaho Falls</td>
<td>Resources not available: Construction</td>
<td>Construction Engineering and Inspection Services</td>
<td>RFI from Term Agreement</td>
<td>H.W. Lochner</td>
<td>$415,800</td>
</tr>
<tr>
<td>US-20, N Holmes to US-20 Interchange, Idaho Falls</td>
<td>Resources not available: Construction</td>
<td>Construction Engineering and Inspection Services</td>
<td>RFI from Term Agreement</td>
<td>H.W. Lochner</td>
<td>$415,800</td>
</tr>
<tr>
<td>State, FY19 D6 Signals Upgrade</td>
<td>Resources not available: Construction</td>
<td>Construction Engineering and Inspection Services</td>
<td>RFI from Term Agreement</td>
<td>H.W. Lochner</td>
<td>$415,800</td>
</tr>
</tbody>
</table>
### Board Agenda Item

#### ITD 2210 (Rev. 10-13)

<table>
<thead>
<tr>
<th>I-15, Exit 113 Roundabout, Bonneville Co</th>
<th>Resources not available: Design</th>
<th>Aerial Mapping</th>
<th>Direct from Term Agreement</th>
<th>Aero-Graphics</th>
<th>$13,400</th>
</tr>
</thead>
</table>

#### Headquarters

<table>
<thead>
<tr>
<th>Project</th>
<th>Reason Consultant Needed</th>
<th>Description</th>
<th>Selection Method</th>
<th>Consultant</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>State, FY18 SHS Sign Inspection</td>
<td>Resources not available: Bridge</td>
<td>Overhead Sign Structure Inspections</td>
<td>RFI from Term Agreement</td>
<td>Collins Engineers</td>
<td>$200,000</td>
</tr>
</tbody>
</table>

#### Supplemental Agreements to Existing ITD Professional Service Agreements

<table>
<thead>
<tr>
<th>District</th>
<th>Project</th>
<th>Consultant</th>
<th>Original Agreement Date/Description</th>
<th>Supplemental Agreement Description</th>
<th>Total Agreement Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>3</td>
<td>I-84, Northside Blvd to Grant St, Canyon Co</td>
<td>Horrocks Engineers</td>
<td>7/17 Construction Engineering, Inspection &amp; Sampling Services</td>
<td>Add’l Construction Engineering, Inspection Services</td>
<td>Prev: $354,000 This: $48,000 Total: $402,000</td>
</tr>
<tr>
<td>6</td>
<td>US-20, SH-87 to MT State Line (Targhee Pass) Phase 1</td>
<td>Langdon Group</td>
<td>12/16 2nd Phase of Public Involvement Services</td>
<td>Add’l Public Involvement Services</td>
<td>Prev: $250,600 This: $39,000 Total: $289,600</td>
</tr>
<tr>
<td>HQ</td>
<td>Local, FY17 Local/Off System Bridge Inspection State, FY17 Bridge Inspection</td>
<td>HDR Engineering</td>
<td>3/17 Bridge Load Rating</td>
<td>Add’l Effort to Load Rate Bridge 15505 plus Add’l Bridge Load Ratings</td>
<td>Prev: $766,893 This: $18,000 Total: $784,893</td>
</tr>
</tbody>
</table>

For Local Public Agency Projects:
One (1) new professional services agreements totaling $184,000 was processed during this period. Four (4) supplemental agreements were processed totaling $23,337.

<table>
<thead>
<tr>
<th>Project</th>
<th>Sponsor</th>
<th>Description</th>
<th>Selection Method</th>
<th>Consultant</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>River St; Walnut to Galena</td>
<td>City of Hailey</td>
<td>Roadway Design, Phase I: Concept/Charter Approval</td>
<td>Local Project RFI from Term Agreement</td>
<td>Stanley Consultants</td>
<td>$184,000</td>
</tr>
</tbody>
</table>

**Supplemental Agreements to Existing Local Professional Services Agreements**

<table>
<thead>
<tr>
<th>District</th>
<th>Project</th>
<th>Consultant</th>
<th>Original Agreement Date/Description</th>
<th>Supplemental Agreement Description</th>
<th>Total Agreement Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>N Government Way; Hanley Ave to Prairie Ave, City of Coeur D’Alene</td>
<td>Welch Comer &amp; Associates</td>
<td>11/17 Engineer of Record Services</td>
<td>Add’l Engineer of Record Services</td>
<td>Prev: $13,600 This: $ 6,000 Total: $19,600</td>
</tr>
<tr>
<td>2</td>
<td>Clear Creek Bridge, Idaho Co</td>
<td>TD&amp;H Engineering</td>
<td>5/17 Bridge Design – Phase II: Preliminary Design through PS&amp;E</td>
<td>Update Phase IV Foundation Investigation Report</td>
<td>Prev: $290,800 This: $ 4,500 Total: $295,300</td>
</tr>
<tr>
<td>3</td>
<td>Farmway Rd / Highway 44, Parma HD#2</td>
<td>T-O Engineers</td>
<td>9/17 Construction Engineering, Inspection, Sampling and Testing Services</td>
<td>Add’l Construction Engineering and Inspection Services</td>
<td>Prev: $264,400 This: $ 5,137 Total: $269,537</td>
</tr>
<tr>
<td>3</td>
<td>FY19 Capital Maintenance, Local, ACHD</td>
<td>Kittelson &amp; Associates</td>
<td>9/17 Pavement Rehabilitation &amp; Upgrades to Adjacent Pedestrian Ramps</td>
<td>Design Necessary to Add Pavement Markings and to Extend the Project Limits 300’</td>
<td>Prev: $78,100 This: $ 7,700 Total: $85,800</td>
</tr>
</tbody>
</table>

**Recommendations**

For Information Only
State Fiscal Year 2019 Financial Statements

The financial operations of the Department as of July 31, 2018 begin this fiscal year with revenue coming in ahead of forecast year-to-date after one month and the expenditures are following projected budgets.

- Revenues to the State Highway Account from all state sources are ahead of forecast by 10.8%. Of that total, receipts from the Highway Distribution Account are ahead of forecast by 9.7% or $1.6M. State revenues to the State Aeronautics Fund are ahead of forecast by 24% or $46,000. Since it is too early to see any trend, staff will continue to monitor revenue and provide future updates.

- Expenditures are within planned budgets YTD. The differences are simply timing differences between planned and actual expenditures plus encumbrances estimated through the first month of the year. Personnel costs have savings of $972,000 or 9% is due to reserves for horizontal career path increases, vacancies and timing between a position becoming vacant and filled.

- Contract construction cash expenditures for July of this year has exceeded any from the past three years: FY19 = $56.6 M; FY18 = $48.5 M; FY17 = $26.1M. After one month in this fiscal year this is a very positive result and will assist in helping ITD achieve its objective to reduce the outstanding obligated but un-spent balances in this category.

The balance of the long term investments as of the end of July is $165.7 Million. These funds are obligated against both construction projects and encumbrances. The long term investments plus the cash balance ($60.5M) totals $226M, however that is $21M less than the end of June.

Expenditures in the Strategic Initiatives Program Fund (GF Surplus), for the month of July, were $2M. Projects obligated from these funds are now in the construction season and higher payouts will occur over the next few months.

Deposits into the new Transportation Expansion and Congestion Mitigation Fund of $1.47M is 3% ahead of forecast. The receipts into this fund for FY19 is committed to providing match on the INFRA grant.

Recommendations
<table>
<thead>
<tr>
<th>Board Action</th>
</tr>
</thead>
<tbody>
<tr>
<td>☐ Approved</td>
</tr>
<tr>
<td>☐ Other</td>
</tr>
</tbody>
</table>
## Expenditures by Type

<table>
<thead>
<tr>
<th></th>
<th>FY18 Actual</th>
<th>FY19 Actual</th>
<th>FY19 Budget</th>
<th>FY19 to FY18 Actual</th>
<th>FY19 to Budget</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Personnel</strong></td>
<td>8,634</td>
<td>9,512</td>
<td>10,484</td>
<td>10.2%</td>
<td>-9.3%</td>
</tr>
<tr>
<td><strong>Operating</strong></td>
<td>5,901</td>
<td>21,652</td>
<td>22,204</td>
<td>267.0%</td>
<td>-2.5%</td>
</tr>
<tr>
<td><strong>Capital Outlay</strong></td>
<td>996</td>
<td>6,347</td>
<td>7,389</td>
<td>537.3%</td>
<td>-14.1%</td>
</tr>
<tr>
<td><strong>Sub-Grantee</strong></td>
<td>1,391</td>
<td>1,300</td>
<td>987</td>
<td>-6.5%</td>
<td>31.8%</td>
</tr>
<tr>
<td><strong>Totals Operations Expenses:</strong></td>
<td><strong>16,921</strong></td>
<td><strong>38,812</strong></td>
<td><strong>41,065</strong></td>
<td><strong>129.4%</strong></td>
<td><strong>-5.5%</strong></td>
</tr>
<tr>
<td><strong>Contract Construction</strong></td>
<td>50,053</td>
<td>57,230</td>
<td>97,518</td>
<td>14.3%</td>
<td>-41.3%</td>
</tr>
<tr>
<td><strong>Totals (excluding Transfers):</strong></td>
<td><strong>66,975</strong></td>
<td><strong>96,041</strong></td>
<td><strong>138,583</strong></td>
<td><strong>43.4%</strong></td>
<td><strong>-30.7%</strong></td>
</tr>
</tbody>
</table>

## Funds Received

<table>
<thead>
<tr>
<th></th>
<th>FY18 Actual YTD</th>
<th>FY19 Actual YTD</th>
<th>FY19 Forecast YTD</th>
<th>FY19 to FY18 Actual</th>
<th>FY 19 to Forecast</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>State Highway Account</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Federal Reimbursements</td>
<td>22,460</td>
<td>23,585</td>
<td>42,954</td>
<td>5.0%</td>
<td>-45.1%</td>
</tr>
<tr>
<td>State (Inc. H.D.A.)</td>
<td>27,003</td>
<td>29,298</td>
<td>26,438</td>
<td>8.5%</td>
<td>10.8%</td>
</tr>
<tr>
<td>Local</td>
<td>246</td>
<td>857</td>
<td>1,971</td>
<td>247.7%</td>
<td>-56.5%</td>
</tr>
<tr>
<td><strong>Total State Highway Account:</strong></td>
<td>49,709</td>
<td>53,740</td>
<td>71,362</td>
<td>8.1%</td>
<td>-24.7%</td>
</tr>
<tr>
<td><strong>State Aeronautics Fund</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Federal Reimbursements</td>
<td>29</td>
<td>14</td>
<td>96</td>
<td>-51.8%</td>
<td>-85.6%</td>
</tr>
<tr>
<td>State</td>
<td>191</td>
<td>234</td>
<td>188</td>
<td>22.4%</td>
<td>24.2%</td>
</tr>
<tr>
<td><strong>Total State Aeronautics Fund:</strong></td>
<td>220</td>
<td>248</td>
<td>284</td>
<td>12.7%</td>
<td>-12.9%</td>
</tr>
<tr>
<td><strong>Total Fund Received:</strong></td>
<td>49,929</td>
<td>53,988</td>
<td>71,646</td>
<td>8.1%</td>
<td>-24.6%</td>
</tr>
</tbody>
</table>

## Disbursements (includes Encumbrances)

<table>
<thead>
<tr>
<th></th>
<th>FY18 Actual YTD</th>
<th>FY19 Actual YTD</th>
<th>FY19 Budget YTD</th>
<th>FY19 to FY18 Actual</th>
<th>FY 19 to Budget</th>
</tr>
</thead>
<tbody>
<tr>
<td>Construction Payouts</td>
<td>50,053</td>
<td>57,230</td>
<td>97,518</td>
<td>14.3%</td>
<td>-41.3%</td>
</tr>
<tr>
<td><strong>Total Operations Expenses:</strong></td>
<td><strong>16,921</strong></td>
<td><strong>38,812</strong></td>
<td><strong>41,065</strong></td>
<td><strong>129.4%</strong></td>
<td><strong>-5.5%</strong></td>
</tr>
<tr>
<td><strong>Transfers</strong></td>
<td>25</td>
<td>25</td>
<td>25</td>
<td>0.0%</td>
<td>0.0%</td>
</tr>
<tr>
<td><strong>Total Transfers:</strong></td>
<td>25</td>
<td>25</td>
<td>25</td>
<td>0.0%</td>
<td>0.0%</td>
</tr>
<tr>
<td><strong>Total Disbursements:</strong></td>
<td><strong>67,000</strong></td>
<td><strong>96,066</strong></td>
<td><strong>138,608</strong></td>
<td><strong>43.4%</strong></td>
<td><strong>-30.7%</strong></td>
</tr>
</tbody>
</table>

## Idaho Transportation Department

**SUMMARY OF RECEIPTS AND DISBURSEMENTS**

**STATE HIGHWAY ACCOUNT AND STATE AERONAUTICS FUND**

**BUDGET TO ACTUAL**

**FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDING 7/31/2018**

(all amounts in '000)
State Highway Fund 0260
Fiscal Year 2019
State Revenue Source Forecast vs Actual
July - For Period Ending 7/31/2018

<table>
<thead>
<tr>
<th></th>
<th>Jul</th>
<th>Aug</th>
<th>Sep</th>
<th>Oct</th>
<th>Nov</th>
<th>Dec</th>
<th>Jan</th>
<th>Feb</th>
<th>Mar</th>
<th>Apr</th>
<th>May</th>
<th>Jun</th>
</tr>
</thead>
<tbody>
<tr>
<td>FY17 Actual Revenue</td>
<td>24.386</td>
<td>51.275</td>
<td>80.145</td>
<td>107.095</td>
<td>131.576</td>
<td>158.480</td>
<td>188.080</td>
<td>214.414</td>
<td>240.295</td>
<td>264.866</td>
<td>306.932</td>
<td>335.742</td>
</tr>
<tr>
<td>FY18 Actual Revenue</td>
<td>27.003</td>
<td>54.686</td>
<td>82.976</td>
<td>110.644</td>
<td>136.997</td>
<td>164.897</td>
<td>195.901</td>
<td>222.483</td>
<td>249.311</td>
<td>273.673</td>
<td>299.623</td>
<td>326.714</td>
</tr>
<tr>
<td>FY19 Current</td>
<td>29.298</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
Aeronautics Fund 0221
Fiscal Year 2019
State and Interagency Revenue Sources Forecast vs Actual
July - For Period Ending 7/31/2018

<table>
<thead>
<tr>
<th></th>
<th>Jul</th>
<th>Aug</th>
<th>Sep</th>
<th>Oct</th>
<th>Nov</th>
<th>Dec</th>
<th>Jan</th>
<th>Feb</th>
<th>Mar</th>
<th>Apr</th>
<th>May</th>
<th>Jun</th>
</tr>
</thead>
<tbody>
<tr>
<td>FY17 Actual Revenue</td>
<td>0.201</td>
<td>0.459</td>
<td>0.789</td>
<td>1.059</td>
<td>1.256</td>
<td>1.559</td>
<td>1.780</td>
<td>1.967</td>
<td>2.123</td>
<td>2.280</td>
<td>2.491</td>
<td>2.699</td>
</tr>
<tr>
<td>FY18 Actual Revenue</td>
<td>0.191</td>
<td>0.524</td>
<td>0.834</td>
<td>1.159</td>
<td>1.338</td>
<td>1.546</td>
<td>1.913</td>
<td>2.162</td>
<td>2.354</td>
<td>2.558</td>
<td>2.780</td>
<td>3.015</td>
</tr>
<tr>
<td>FY19 Current</td>
<td>0.234</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>FY19 Forecast</td>
<td>0.188</td>
<td>0.447</td>
<td>0.739</td>
<td>1.037</td>
<td>1.233</td>
<td>1.506</td>
<td>1.771</td>
<td>1.953</td>
<td>2.155</td>
<td>2.327</td>
<td>2.522</td>
<td>2.731</td>
</tr>
</tbody>
</table>
Aeronautics Fund 0221
Fiscal Year 2019
Expenditures
July - For Period Ending 7/31/2018

<table>
<thead>
<tr>
<th>Month</th>
<th>FY17 Actual Expenditures</th>
<th>FY18 Actual Expenditures</th>
<th>FY19 Current</th>
<th>FY19 Forecast</th>
</tr>
</thead>
<tbody>
<tr>
<td>Jul</td>
<td>0.170</td>
<td>0.645</td>
<td>0.193</td>
<td>0.199</td>
</tr>
<tr>
<td>Aug</td>
<td>0.330</td>
<td>0.778</td>
<td></td>
<td>0.359</td>
</tr>
<tr>
<td>Sep</td>
<td>0.697</td>
<td>0.999</td>
<td></td>
<td>0.808</td>
</tr>
<tr>
<td>Oct</td>
<td>0.832</td>
<td>1.131</td>
<td></td>
<td>0.934</td>
</tr>
<tr>
<td>Nov</td>
<td>1.246</td>
<td>1.262</td>
<td></td>
<td>1.112</td>
</tr>
<tr>
<td>Dec</td>
<td>1.390</td>
<td>1.411</td>
<td></td>
<td>1.278</td>
</tr>
<tr>
<td>Jan</td>
<td>1.532</td>
<td>1.685</td>
<td></td>
<td>1.473</td>
</tr>
<tr>
<td>Feb</td>
<td>1.637</td>
<td>1.894</td>
<td></td>
<td>1.670</td>
</tr>
<tr>
<td>Mar</td>
<td>1.767</td>
<td>2.299</td>
<td></td>
<td>2.418</td>
</tr>
<tr>
<td>Apr</td>
<td>1.878</td>
<td>2.522</td>
<td></td>
<td>2.605</td>
</tr>
<tr>
<td>May</td>
<td>2.258</td>
<td>2.909</td>
<td></td>
<td>2.870</td>
</tr>
<tr>
<td>Jun</td>
<td>2.514</td>
<td>4.949</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Current = Actual Payments and Encumbrances
### Idaho Transportation Department

**OPERATING FUND BALANCE SHEET**

**FOR THE PERIOD ENDED 7/31/2018**

<table>
<thead>
<tr>
<th></th>
<th>State Aeronautics Fund</th>
<th>State Highway Fund</th>
<th>Transportation Expansion and Congestion Mitigation Fund</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>0221</td>
<td>0260</td>
<td>0269</td>
</tr>
<tr>
<td><strong>ASSETS</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Cash on Hand (Change Fund)</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Cash in Bank (Daily Operations)</td>
<td>1,888,897</td>
<td>1,916,076</td>
<td>22,689,664</td>
</tr>
<tr>
<td>Investments (Long Term: STO - Diversified Bond Fund)</td>
<td>825,657</td>
<td>826,986</td>
<td>24,180,950</td>
</tr>
<tr>
<td><strong>Total Cash &amp; Investments</strong></td>
<td><strong>2,714,554</strong></td>
<td><strong>2,743,062</strong></td>
<td><strong>247,127,575</strong></td>
</tr>
<tr>
<td>Receivables - Other</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>- Due From Locals (Project Overruns)</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>- Inter Agency</td>
<td>3,436</td>
<td>5,178</td>
<td>0</td>
</tr>
<tr>
<td><strong>Total Receivables</strong></td>
<td><strong>8,160</strong></td>
<td><strong>5,178</strong></td>
<td><strong>3,454,093</strong></td>
</tr>
<tr>
<td>Inventory on Hand</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td><strong>Total Assets:</strong></td>
<td><strong>2,722,714</strong></td>
<td><strong>2,748,240</strong></td>
<td><strong>267,744,639</strong></td>
</tr>
</tbody>
</table>

|                     |                        |                    |                                                       |
| **LIABILITIES**     |                        |                    |                                                       |
| Vouchers Payable    | 0                      | 0                   | 0                                                     |
| Sales Tax Payable   | 0                      | 0                   | 0                                                     |
| Deferred Revenue (Local Projects Match) | 0                     | 0                   | 0                                                     |
| Accounts Receivable Overpayment | 0                     | 0                   | 0                                                     |
| Contractor Retained % (In Lieu Of Performance Bond) | 0                     | 0                   | 0                                                     |
| **Total Liabilities:** | **0**                 | **0**               | **19,875,622**                                        |

|                     |                        |                    |                                                       |
| **FUND BALANCE**    |                        |                    |                                                       |
| Reserve for Encumbrance | 296,754               | 267,499             | 22,689,664                                           |
| Fund Balance        | 2,425,961              | 2,480,741           | 24,180,950                                           |
| **Total Fund Balance:** | **2,722,714**          | **2,748,240**       | **247,869,018**                                       |

|                     |                        |                    |                                                       |
| **Total Liabilities and Fund Balance** | **2,722,714**          | **2,748,240**       | **267,744,639**                                       |
## Idaho Transportation Department

**OPERATING FUND BALANCE SHEET**

**FOR THE PERIOD ENDED 7/31/2018**

<table>
<thead>
<tr>
<th>ASSETS</th>
<th>Strategic Initiatives Fund</th>
<th>Strategic Initiatives Fund</th>
<th>Total Strategic Initiatives Fund</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>(State Share)</td>
<td>(Local Share)</td>
<td></td>
</tr>
<tr>
<td></td>
<td>0270.02</td>
<td>0270.05</td>
<td>0270</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Jun-18</strong></td>
<td><strong>Jul-18</strong></td>
<td><strong>Jun-18</strong></td>
<td><strong>Jul-18</strong></td>
</tr>
<tr>
<td><strong>Cash on Hand (Change Fund)</strong></td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td><strong>Cash in Bank (Daily Operations)</strong></td>
<td>25,039,247</td>
<td>59,271,006</td>
<td>18,051</td>
</tr>
<tr>
<td><strong>Investments (Long Term: STO - Diversified Bond Fund)</strong></td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td><strong>Total Cash &amp; Investments</strong></td>
<td>25,039,247</td>
<td>59,271,006</td>
<td>18,051</td>
</tr>
<tr>
<td><strong>Receivables - Other</strong></td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>- <strong>Due From Locals (Project Overruns)</strong></td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>- <strong>Inter Agency</strong></td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td><strong>Total Receivables</strong></td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td><strong>Inventory on Hand</strong></td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td><strong>Total Assets:</strong></td>
<td>25,039,247</td>
<td>59,271,006</td>
<td>18,051</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>LIABILITIES</th>
<th>Strategic Initiatives Fund</th>
<th>Strategic Initiatives Fund</th>
<th>Total Strategic Initiatives Fund</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>(State Share)</td>
<td>(Local Share)</td>
<td></td>
</tr>
<tr>
<td></td>
<td>0270.02</td>
<td>0270.05</td>
<td>0270</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Jun-18</strong></td>
<td><strong>Jul-18</strong></td>
<td><strong>Jun-18</strong></td>
<td><strong>Jul-18</strong></td>
</tr>
<tr>
<td><strong>Vouchers Payable</strong></td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td><strong>Sales Tax Payable</strong></td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td><strong>Deferred Revenue (Local Projects Match)</strong></td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td><strong>Accounts Receivable Overpayment</strong></td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td><strong>Contractor Retained % (In Lieu Of Performance Bond)</strong></td>
<td>24,285</td>
<td>24,285</td>
<td>0</td>
</tr>
<tr>
<td><strong>Total Liabilities:</strong></td>
<td>24,285</td>
<td>24,285</td>
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</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>FUND BALANCE</th>
<th>Strategic Initiatives Fund</th>
<th>Strategic Initiatives Fund</th>
<th>Total Strategic Initiatives Fund</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>(State Share)</td>
<td>(Local Share)</td>
<td></td>
</tr>
<tr>
<td></td>
<td>0270.02</td>
<td>0270.05</td>
<td>0270</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Jun-18</strong></td>
<td><strong>Jul-18</strong></td>
<td><strong>Jun-18</strong></td>
<td><strong>Jul-18</strong></td>
</tr>
<tr>
<td><strong>Reserve for Encumbrance</strong></td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td><strong>Fund Balance</strong></td>
<td>25,014,962</td>
<td>59,246,721</td>
<td>18,051</td>
</tr>
<tr>
<td><strong>Total Fund Balance:</strong></td>
<td>25,014,962</td>
<td>59,246,721</td>
<td>18,051</td>
</tr>
<tr>
<td><strong>Total Liabilities and Fund Balance</strong></td>
<td>25,039,247</td>
<td>59,271,006</td>
<td>18,051</td>
</tr>
<tr>
<td>Fiscal Year: 2019</td>
<td>Budget Fiscal Year: 2019</td>
<td></td>
<td></td>
</tr>
<tr>
<td>------------------</td>
<td>-------------------------</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**REVENUES**

**Federal Sources**
- FHWA - Highway: 37,974,770 20,567,055 20,567,055 0 (17,407,715) -45.84% 419,082,719 398,515,664 95.09%
- FHWA - Indirect Cost Allocation: 3,375,800 1,771,627 1,771,627 0 (1,604,173) -47.52% 25,000,000 23,228,373 92.91%
- Federal Transit Authority: 1,200,000 1,038,467 1,038,467 0 (161,533) -13.46% 12,771,200 11,732,733 91.87%
- NHTSA - Highway Safety: 400,000 170,208 170,208 0 (229,792) -57.45% 4,546,900 4,376,692 96.26%
- Other Federal Aid: 3,000 38,092 38,092 0 35,092 1169.72% 4,130,000 4,091,908 99.08%

**Total Federal Sources:** 42,953,570 23,585,449 23,585,449 0 (19,368,121) -45.09% 465,530,819 441,945,370 94.93%

**State Sources**
- Equipment Buy Back: 0 0 0 0 0 0 0.00% 7,043,000 7,043,000 100.00%
- Miscellaneous Revenues: 2,675,213 3,413,880 3,413,880 0 738,667 27.61% 29,171,914 25,758,034 90.57%

**Total State Sources:** 2,675,213 3,413,880 3,413,880 0 738,667 27.61% 36,214,914 32,801,034 90.57%

**Local Sources**
- Match For Local Projects: 1,970,645 504,902 504,902 0 (1,465,743) -74.38% 28,850,432 28,345,530 98.25%
- Other Local Sources: 0 352,081 352,081 0 352,081 0.00% 0 (352,081) 0.00%

**Total Local Sources:** 1,970,645 856,982 856,982 0 (1,113,663) -56.51% 28,850,432 27,993,450 97.03%

**TOTAL REVENUES:** 47,599,428 27,856,311 27,856,311 0 (19,743,117) -41.48% 530,596,165 502,739,854 94.75%

**TRANSFERS-IN**
- Highway Distribution Account: 16,762,800 18,388,713 18,388,713 0 1,625,913 9.70% 211,444,100 193,055,387 91.30%
- Fuel/Registration Direct: 5,478,523 5,871,642 5,871,642 0 393,119 7.18% 65,905,200 60,033,558 91.09%
- Ethanol Fuels Tax: 1,521,200 1,623,623 1,623,623 0 102,423 6.73% 18,300,000 16,676,377 91.13%

**TOTAL TRANSFERS-IN:** 23,762,523 25,883,979 25,883,979 0 2,121,456 8.93% 295,649,300 269,765,321 91.25%

**TOTAL REV AND TRANSFERS-IN:** 71,361,951 53,740,290 53,740,290 0 (17,621,662) -24.69% 826,245,465 772,505,176 93.50%
Idaho Transportation Department  
STATEMENT OF REVENUES AND EXPENDITURES  
BUDGET TO ACTUAL  
FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 7/31/2018  

<table>
<thead>
<tr>
<th>Fiscal Year:</th>
<th>2019</th>
</tr>
</thead>
<tbody>
<tr>
<td>Budget Fiscal Year:</td>
<td>2019</td>
</tr>
</tbody>
</table>

### EXPENDITURES

#### Operations Expense

<table>
<thead>
<tr>
<th>Description</th>
<th>Year to Date Allotment</th>
<th>Year to Date Actual</th>
<th>Current Month Activity</th>
<th>Year to Date Encumbrance</th>
<th>Variance Favorable / Unfavorable</th>
<th>Percent Variance</th>
<th>Annual Appropriation</th>
<th>Appropriation Balance</th>
<th>Percent Remaining</th>
</tr>
</thead>
<tbody>
<tr>
<td>Permanent Staff Salaries</td>
<td>6,788,328</td>
<td>6,053,416</td>
<td>6,053,416</td>
<td>0</td>
<td>734,912</td>
<td>10.83%</td>
<td>88,231,933</td>
<td>82,178,517</td>
<td>93.14%</td>
</tr>
<tr>
<td>Board, Hourly, OT, Shift Diff</td>
<td>24,465</td>
<td>81,194</td>
<td>81,194</td>
<td>0</td>
<td>(56,729)</td>
<td>-231.88%</td>
<td>1,404,690</td>
<td>1,323,496</td>
<td>94.22%</td>
</tr>
<tr>
<td>Fringe Benefits</td>
<td>3,569,855</td>
<td>3,274,601</td>
<td>3,274,601</td>
<td>0</td>
<td>295,254</td>
<td>8.27%</td>
<td>40,677,777</td>
<td>37,403,176</td>
<td>91.95%</td>
</tr>
<tr>
<td>In State Travel Expense</td>
<td>134,565</td>
<td>115,981</td>
<td>115,981</td>
<td>0</td>
<td>18,584</td>
<td>13.81%</td>
<td>1,389,594</td>
<td>1,273,613</td>
<td>91.65%</td>
</tr>
<tr>
<td>Out of State Travel Expense</td>
<td>53,280</td>
<td>41,193</td>
<td>41,193</td>
<td>0</td>
<td>12,087</td>
<td>22.69%</td>
<td>350,480</td>
<td>309,287</td>
<td>88.25%</td>
</tr>
<tr>
<td>Technology Operating Expense</td>
<td>13,026,116</td>
<td>679,877</td>
<td>679,877</td>
<td>8,048,578</td>
<td>4,297,661</td>
<td>32.99%</td>
<td>27,430,183</td>
<td>18,701,728</td>
<td>68.18%</td>
</tr>
<tr>
<td>Operating Expense</td>
<td>8,942,627</td>
<td>3,148,725</td>
<td>3,148,725</td>
<td>9,557,677</td>
<td>(3,763,776)</td>
<td>-42.09%</td>
<td>61,742,257</td>
<td>49,035,854</td>
<td>79.42%</td>
</tr>
<tr>
<td>Technology Equipment Expense</td>
<td>71,000</td>
<td>2,686</td>
<td>2,686</td>
<td>95,696</td>
<td>(27,382)</td>
<td>-38.57%</td>
<td>2,242,600</td>
<td>2,144,218</td>
<td>95.61%</td>
</tr>
<tr>
<td>Capital Equipment Expense</td>
<td>5,818,100</td>
<td>11,791</td>
<td>11,791</td>
<td>22,138</td>
<td>1,466,072</td>
<td>97.74%</td>
<td>3,265,000</td>
<td>3,231,072</td>
<td>98.96%</td>
</tr>
<tr>
<td>Capital Facilities Expense</td>
<td>1,500,000</td>
<td>11,791</td>
<td>11,791</td>
<td>22,138</td>
<td>(335,147)</td>
<td>-35.77%</td>
<td>17,757,000</td>
<td>16,484,903</td>
<td>92.84%</td>
</tr>
<tr>
<td>Trustee &amp; Benefit Payments</td>
<td>936,950</td>
<td>1,272,097</td>
<td>1,272,097</td>
<td>0</td>
<td>(335,147)</td>
<td>-35.77%</td>
<td>17,757,000</td>
<td>16,484,903</td>
<td>92.84%</td>
</tr>
</tbody>
</table>

#### Total Operations Expense: 40,865,286 14,687,888 14,687,888 23,931,158 2,246,241 5.50% 265,266,214 226,647,169 85.44%

#### Contract Construction

<table>
<thead>
<tr>
<th>Description</th>
<th>Year to Date Allotment</th>
<th>Year to Date Actual</th>
<th>Current Month Activity</th>
<th>Year to Date Encumbrance</th>
<th>Variance Favorable / Unfavorable</th>
<th>Percent Variance</th>
<th>Annual Appropriation</th>
<th>Appropriation Balance</th>
<th>Percent Remaining</th>
</tr>
</thead>
<tbody>
<tr>
<td>Technology Operating Expense</td>
<td>0</td>
<td>544,836</td>
<td>544,836</td>
<td>36,040</td>
<td>(580,876)</td>
<td>0.00%</td>
<td>0</td>
<td>(580,876)</td>
<td>0.00%</td>
</tr>
<tr>
<td>Operating Expense</td>
<td>1,307,400</td>
<td>338,583</td>
<td>338,583</td>
<td>565,397</td>
<td>403,420</td>
<td>30.86%</td>
<td>11,900,795</td>
<td>10,996,815</td>
<td>92.40%</td>
</tr>
<tr>
<td>Capital Projects</td>
<td>95,660,700</td>
<td>55,562,590</td>
<td>55,562,590</td>
<td>0</td>
<td>40,098,110</td>
<td>41.92%</td>
<td>715,445,616</td>
<td>659,883,027</td>
<td>92.23%</td>
</tr>
<tr>
<td>Trustee &amp; Benefit Payments</td>
<td>549,900</td>
<td>182,085</td>
<td>182,085</td>
<td>0</td>
<td>367,815</td>
<td>66.89%</td>
<td>4,933,796</td>
<td>4,751,711</td>
<td>96.31%</td>
</tr>
</tbody>
</table>

#### Total Contract Construction: 97,518,000 56,628,093 56,628,093 601,437 40,288,470 41.31% 732,280,207 675,050,678 92.18%

### TOTAL EXPENDITURES: 138,383,286 71,315,981 71,315,981 24,532,595 42,534,711 30.74% 997,546,422 901,697,846 90.39%

#### TRANSFERS OUT

<table>
<thead>
<tr>
<th>Type</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Statutory</td>
<td>25,000</td>
</tr>
<tr>
<td>Operating</td>
<td>0</td>
</tr>
</tbody>
</table>

#### TOTAL TRANSFERS OUT: 25,000 25,000 25,000 0 0 0.00% 53,200,467 53,200,467 100.00%

#### TOTAL EXPD AND TRANSFERS OUT: 138,408,286 71,340,981 71,340,981 24,532,595 42,534,711 30.73% 1,050,771,889 954,898,313 90.88%

Net for Fiscal Year 2019: (67,046,335) (17,600,691) (17,600,691) 24,913,049 (224,526,423) (182,393,138)
# Idaho Transportation Department

**STATEMENT OF REVENUES AND EXPENDITURES**

**BUDGET TO ACTUAL**

**FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 7/31/2018**

<table>
<thead>
<tr>
<th>Fiscal Year:</th>
<th>2019</th>
</tr>
</thead>
<tbody>
<tr>
<td>Budget Fiscal Year:</td>
<td>2019</td>
</tr>
</tbody>
</table>

## Contract Construction

### Operating Expenditures

<table>
<thead>
<tr>
<th>Category</th>
<th>Type</th>
<th>Year to Date Allotment</th>
<th>Year to Date Actual</th>
<th>Current Month Activity</th>
<th>Year to Date Encumbrance</th>
<th>Variance Favorable / Unfavorable</th>
<th>Percent Variance</th>
<th>Annual Appropriation</th>
<th>Appropriation Balance</th>
<th>Percent Remaining</th>
</tr>
</thead>
<tbody>
<tr>
<td>Operating Expenditures</td>
<td>Dedicated</td>
<td>126,100</td>
<td>72,444</td>
<td>72,444</td>
<td>47,225</td>
<td>6,430</td>
<td>5.10 %</td>
<td>2,880,951</td>
<td>2,761,282</td>
<td>95.85 %</td>
</tr>
<tr>
<td>Operating Expenditures</td>
<td>Federal</td>
<td>1,165,900</td>
<td>810,967</td>
<td>810,967</td>
<td>554,211</td>
<td>(199,279)</td>
<td>-17.09 %</td>
<td>8,634,510</td>
<td>7,269,331</td>
<td>84.19 %</td>
</tr>
<tr>
<td>Operating Expenditures</td>
<td>Local</td>
<td>15,400</td>
<td>7</td>
<td>7</td>
<td>0</td>
<td>15,393</td>
<td>99.95 %</td>
<td>385,334</td>
<td>385,327</td>
<td>100.00 %</td>
</tr>
</tbody>
</table>

### Total Operating Expenditures

<table>
<thead>
<tr>
<th>Year to Date Allotment</th>
<th>Year to Date Actual</th>
<th>Current Month Activity</th>
<th>Year to Date Encumbrance</th>
<th>Variance Favorable / Unfavorable</th>
<th>Percent Variance</th>
<th>Annual Appropriation</th>
<th>Appropriation Balance</th>
<th>Percent Remaining</th>
</tr>
</thead>
<tbody>
<tr>
<td>1,307,400</td>
<td>883,419</td>
<td>883,419</td>
<td>601,437</td>
<td>(177,456)</td>
<td>-13.57 %</td>
<td>11,900,795</td>
<td>10,415,940</td>
<td>87.52 %</td>
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</tbody>
</table>

## Capital Outlay

<table>
<thead>
<tr>
<th>Category</th>
<th>Type</th>
<th>Year to Date Allotment</th>
<th>Year to Date Actual</th>
<th>Current Month Activity</th>
<th>Year to Date Encumbrance</th>
<th>Variance Favorable / Unfavorable</th>
<th>Percent Variance</th>
<th>Annual Appropriation</th>
<th>Appropriation Balance</th>
<th>Percent Remaining</th>
</tr>
</thead>
<tbody>
<tr>
<td>Capital Outlay</td>
<td>Dedicated</td>
<td>35,848,800</td>
<td>26,773,179</td>
<td>26,773,179</td>
<td>0</td>
<td>9,075,621</td>
<td>25.32 %</td>
<td>268,465,959</td>
<td>241,692,781</td>
<td>90.03 %</td>
</tr>
<tr>
<td>Capital Outlay</td>
<td>Federal</td>
<td>50,663,100</td>
<td>24,408,825</td>
<td>24,408,825</td>
<td>0</td>
<td>26,254,275</td>
<td>51.82 %</td>
<td>376,190,119</td>
<td>351,781,294</td>
<td>93.51 %</td>
</tr>
<tr>
<td>Capital Outlay</td>
<td>FICR</td>
<td>5,839,200</td>
<td>3,821,041</td>
<td>3,821,041</td>
<td>0</td>
<td>2,018,159</td>
<td>34.56 %</td>
<td>43,242,712</td>
<td>39,421,671</td>
<td>91.16 %</td>
</tr>
<tr>
<td>Capital Outlay</td>
<td>Local</td>
<td>3,309,600</td>
<td>559,545</td>
<td>559,545</td>
<td>0</td>
<td>2,750,055</td>
<td>83.09 %</td>
<td>27,546,826</td>
<td>26,987,281</td>
<td>97.97 %</td>
</tr>
</tbody>
</table>

### Total Capital Outlay

<table>
<thead>
<tr>
<th>Year to Date Allotment</th>
<th>Year to Date Actual</th>
<th>Current Month Activity</th>
<th>Year to Date Encumbrance</th>
<th>Variance Favorable / Unfavorable</th>
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<th>Annual Appropriation</th>
<th>Appropriation Balance</th>
<th>Percent Remaining</th>
</tr>
</thead>
<tbody>
<tr>
<td>95,660,700</td>
<td>55,562,590</td>
<td>55,562,590</td>
<td>0</td>
<td>40,098,110</td>
<td>41.92 %</td>
<td>715,445,616</td>
<td>659,883,027</td>
<td>92.23 %</td>
</tr>
</tbody>
</table>

## Trustee & Benefit Payments

<table>
<thead>
<tr>
<th>Category</th>
<th>Type</th>
<th>Year to Date Allotment</th>
<th>Year to Date Actual</th>
<th>Current Month Activity</th>
<th>Year to Date Encumbrance</th>
<th>Variance Favorable / Unfavorable</th>
<th>Percent Variance</th>
<th>Annual Appropriation</th>
<th>Appropriation Balance</th>
<th>Percent Remaining</th>
</tr>
</thead>
<tbody>
<tr>
<td>Trustee &amp; Benefit Payments</td>
<td>Dedicated</td>
<td>76,100</td>
<td>18</td>
<td>18</td>
<td>0</td>
<td>76,082</td>
<td>99.98 %</td>
<td>882,835</td>
<td>882,817</td>
<td>100.00 %</td>
</tr>
<tr>
<td>Trustee &amp; Benefit Payments</td>
<td>Federal</td>
<td>464,500</td>
<td>182,067</td>
<td>182,067</td>
<td>0</td>
<td>282,433</td>
<td>60.80 %</td>
<td>3,439,790</td>
<td>3,257,723</td>
<td>94.71 %</td>
</tr>
<tr>
<td>Trustee &amp; Benefit Payments</td>
<td>Local</td>
<td>9,300</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>9,300</td>
<td>100.00 %</td>
<td>611,171</td>
<td>611,171</td>
<td>100.00 %</td>
</tr>
</tbody>
</table>

### Total Trustee & Benefit Payments

<table>
<thead>
<tr>
<th>Year to Date Allotment</th>
<th>Year to Date Actual</th>
<th>Current Month Activity</th>
<th>Year to Date Encumbrance</th>
<th>Variance Favorable / Unfavorable</th>
<th>Percent Variance</th>
<th>Annual Appropriation</th>
<th>Appropriation Balance</th>
<th>Percent Remaining</th>
</tr>
</thead>
<tbody>
<tr>
<td>549,900</td>
<td>182,085</td>
<td>182,085</td>
<td>0</td>
<td>367,815</td>
<td>66.89 %</td>
<td>4,933,796</td>
<td>4,751,711</td>
<td>96.31 %</td>
</tr>
</tbody>
</table>

## Total Contract Construction

<table>
<thead>
<tr>
<th>Year to Date Allotment</th>
<th>Year to Date Actual</th>
<th>Current Month Activity</th>
<th>Year to Date Encumbrance</th>
<th>Variance Favorable / Unfavorable</th>
<th>Percent Variance</th>
<th>Annual Appropriation</th>
<th>Appropriation Balance</th>
<th>Percent Remaining</th>
</tr>
</thead>
<tbody>
<tr>
<td>97,518,000</td>
<td>56,628,093</td>
<td>56,628,093</td>
<td>601,437</td>
<td>40,288,470</td>
<td>41.31 %</td>
<td>732,280,207</td>
<td>675,050,678</td>
<td>92.18 %</td>
</tr>
</tbody>
</table>
# Idaho Transportation Department

## STATEMENT OF REVENUES AND EXPENDITURES

BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 7/31/2018

**Fund:** 0269  Transportation Expansion and Congestion Mitigation Fund

<table>
<thead>
<tr>
<th>Fiscal Year: 2019</th>
<th>Year to Date Allotment (A)</th>
<th>Year to Date Actual (B)</th>
<th>Current Month Activity (C)</th>
<th>Year to Date Encumbrance (D)</th>
<th>Variance Favorable / Unfavorable (E = A - B - D)</th>
<th>Percent Variance (F = E / A)</th>
<th>Annual Appropriation (G)</th>
<th>Appropriation Balance (H = G - B - D)</th>
<th>Percent Remaining (I = H / G)</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>REVENUES</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Miscellaneous Revenues</td>
<td>5,900</td>
<td>29,742</td>
<td>29,742</td>
<td>0</td>
<td>23,842</td>
<td>404.10 %</td>
<td>71,000</td>
<td>41,258</td>
<td>58.11 %</td>
</tr>
<tr>
<td><strong>TOTAL REVENUES:</strong></td>
<td>5,900</td>
<td>29,742</td>
<td>29,742</td>
<td>0</td>
<td>23,842</td>
<td>404.10 %</td>
<td>71,000</td>
<td>41,258</td>
<td>58.11 %</td>
</tr>
<tr>
<td><strong>TRANSFERS-IN</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Cigarette Tax</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0.00 %</td>
<td>809,100</td>
<td>809,100</td>
<td>100.00 %</td>
</tr>
<tr>
<td>Sales Tax</td>
<td>1,433,900</td>
<td>1,475,846</td>
<td>1,475,846</td>
<td>0</td>
<td>41,946</td>
<td>2.93 %</td>
<td>16,000,700</td>
<td>14,524,854</td>
<td>90.78 %</td>
</tr>
<tr>
<td><strong>TOTAL TRANSFERS-IN:</strong></td>
<td>1,433,900</td>
<td>1,475,846</td>
<td>1,475,846</td>
<td>0</td>
<td>41,946</td>
<td>2.93 %</td>
<td>16,809,800</td>
<td>15,333,954</td>
<td>91.22 %</td>
</tr>
<tr>
<td><strong>TOTAL REV AND TRANSFERS-IN:</strong></td>
<td>1,439,800</td>
<td>1,505,588</td>
<td>1,505,588</td>
<td>0</td>
<td>65,788</td>
<td>4.57 %</td>
<td>16,880,800</td>
<td>15,375,212</td>
<td>91.08 %</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>EXPENDITURES</th>
<th>Year to Date Allotment</th>
<th>Year to Date Actual</th>
<th>Current Month Activity</th>
<th>Year to Date Encumbrance</th>
<th>Variance Favorable / Unfavorable</th>
<th>Percent Variance of Appropriation</th>
<th>Annual Appropriation</th>
<th>Appropriation Balance</th>
<th>Percent Remaining</th>
</tr>
</thead>
<tbody>
<tr>
<td>Contract Construction - Capital Projects</td>
<td>2,847,400</td>
<td>14,303</td>
<td>14,303</td>
<td>0</td>
<td>2,833,097</td>
<td>99.50 %</td>
<td>37,967,477</td>
<td>37,953,174</td>
<td>99.96 %</td>
</tr>
<tr>
<td><strong>TOTAL EXPENDITURES:</strong></td>
<td>2,847,400</td>
<td>14,303</td>
<td>14,303</td>
<td>0</td>
<td>2,833,097</td>
<td>99.50 %</td>
<td>37,967,477</td>
<td>37,953,174</td>
<td>99.96 %</td>
</tr>
<tr>
<td><strong>TOTAL EXPD AND TRANSFERS OUT:</strong></td>
<td>2,847,400</td>
<td>14,303</td>
<td>14,303</td>
<td>0</td>
<td>2,833,097</td>
<td>99.50 %</td>
<td>37,967,477</td>
<td>37,953,174</td>
<td>99.96 %</td>
</tr>
</tbody>
</table>

Net for Fiscal Year 2019: (1,407,600) 1,491,286 1,491,286 2,898,886 (21,086,677) (22,577,962)
### Idaho Transportation Department

**STATEMENT OF REVENUES AND EXPENDITURES**

**BUDGET TO ACTUAL**

**FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 7/31/2018**

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

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Year to Date Allotment</th>
<th>Year to Date Actual</th>
<th>Current Month Activity</th>
<th>Year to Date Encumbrance</th>
<th>Variance Favorable / Unfavorable</th>
<th>Percent Variance</th>
<th>Annual Appropriation</th>
<th>Appropriation Balance</th>
<th>Percent Remaining</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>(A)</td>
<td>(B)</td>
<td>(C)</td>
<td>(D)</td>
<td>(E = A - B - D)</td>
<td>(F = E / A)</td>
<td>(G)</td>
<td>(H = G - B - D)</td>
<td>(I = H / G)</td>
</tr>
<tr>
<td><strong>REVENUES</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>State Sources - Miscellaneous Revenues</td>
<td>63,400</td>
<td>38,036</td>
<td>38,036</td>
<td>0</td>
<td>(25,364)</td>
<td>-40.01%</td>
<td>741,200</td>
<td>703,164</td>
<td>94.87%</td>
</tr>
<tr>
<td><strong>TOTAL REVENUES:</strong></td>
<td>63,400</td>
<td>38,036</td>
<td>38,036</td>
<td>0</td>
<td>(25,364)</td>
<td>-40.01%</td>
<td>741,200</td>
<td>703,164</td>
<td>94.87%</td>
</tr>
<tr>
<td><strong>TRANSFERS-IN</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Statutory</td>
<td>36,177,825</td>
<td>60,296,374</td>
<td>60,296,374</td>
<td>0</td>
<td>24,118,549</td>
<td>66.67%</td>
<td>36,177,825</td>
<td>(24,118,549)</td>
<td>-66.67%</td>
</tr>
<tr>
<td><strong>TOTAL TRANSFERS-IN:</strong></td>
<td>36,177,825</td>
<td>60,296,374</td>
<td>60,296,374</td>
<td>0</td>
<td>24,118,549</td>
<td>66.67%</td>
<td>36,177,825</td>
<td>(24,118,549)</td>
<td>-66.67%</td>
</tr>
<tr>
<td><strong>TOTAL REV AND TRANSFERS-IN:</strong></td>
<td>36,241,225</td>
<td>60,334,410</td>
<td>60,334,410</td>
<td>0</td>
<td>24,093,185</td>
<td>66.48%</td>
<td>36,919,025</td>
<td>(23,415,385)</td>
<td>-63.42%</td>
</tr>
</tbody>
</table>

| **EXPENDITURES** |                          |                     |                        |                          |                                 |                  |                      |                      |                   |
| Contract Construction - Capital Projects | 6,190,555 | 1,984,102 | 1,984,102 | 0 | 4,206,454 | 67.95% | 24,762,222 | 22,778,120 | 91.99% |
| **TOTAL EXPENDITURES:** | 6,190,555 | 1,984,102 | 1,984,102 | 0 | 4,206,454 | 67.95% | 24,762,222 | 22,778,120 | 91.99% |
| **TRANSFERS OUT** |                          |                     |                        |                          |                                 |                  |                      |                      |                   |
| Operating | 0 | 24,118,550 | 24,118,550 | 0 | (24,118,550) | 0.00% | 0 | (24,118,550) | 0.00% |
| **TOTAL TRANSFERS OUT:** | 0 | 24,118,550 | 24,118,550 | 0 | (24,118,550) | 0.00% | 0 | (24,118,550) | 0.00% |
| **TOTAL EXPD AND TRANSFERS OUT:** | 6,190,555 | 26,102,652 | 26,102,652 | 0 | (19,912,096) | -321.65% | 24,762,222 | (1,340,430) | -5.41% |

**Net for Fiscal Year 2019:**

30,050,670 34,231,759 34,231,759 4,181,089 12,156,803 (22,074,956)
# Idaho Transportation Department

**STATEMENT OF REVENUES AND EXPENDITURES**

**BUDGET TO ACTUAL**

**FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 7/31/2018**

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

<table>
<thead>
<tr>
<th>Fiscal Year:</th>
<th>2019</th>
</tr>
</thead>
<tbody>
<tr>
<td>Budget Fiscal Year:</td>
<td>2019</td>
</tr>
</tbody>
</table>

## REVENUES

<table>
<thead>
<tr>
<th>Revenues</th>
<th>Year to Date Allotment (A)</th>
<th>Year to Date Actual (B)</th>
<th>Current Month Activity (C)</th>
<th>Year to Date Encumbrance (D)</th>
<th>Variance Favorable / Unfavorable (E = A - B - D)</th>
<th>Percent Variance (F = E / A)</th>
<th>Annual Appropriation (G)</th>
<th>Appropriation Balance (H = G - B - D)</th>
<th>Percent Remaining (I = H / G)</th>
</tr>
</thead>
<tbody>
<tr>
<td>State Sources - Miscellaneous Revenues</td>
<td>42,300</td>
<td>30</td>
<td>30</td>
<td>0</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>TOTAL REVENUES:</td>
<td>42,300</td>
<td>30</td>
<td>30</td>
<td>0</td>
<td>(42,270)</td>
<td>-99.93%</td>
<td>325,900</td>
<td>325,870</td>
<td>99.99%</td>
</tr>
</tbody>
</table>

## TRANSFERS-IN

| Statutory | 24,118,550 | 24,118,550 | 24,118,550 | 0 | (0) | 0.00% | 24,118,550 | 0 | 0.00% |
| TOTAL TRANSFERS-IN: | 24,118,550 | 24,118,550 | 24,118,550 | 0 | (0) | 0.00% | 24,118,550 | 0 | 0.00% |

## TOTAL REV AND TRANSFERS-IN:

| TOTAL REV AND TRANSFERS-IN: | 24,160,850 | 24,118,580 | 24,118,580 | 0 | (42,270) | -0.17% | 24,444,450 | 325,870 | 1.33% |

**Net for Fiscal Year 2019:**

<table>
<thead>
<tr>
<th>Fiscal Year Allotment</th>
<th>Year to Date Actual</th>
<th>Current Month Activity</th>
<th>Year to Date Encumbrance</th>
<th>Variance Favorable / Unfavorable</th>
<th>Percent Variance</th>
<th>Annual Appropriation</th>
<th>Appropriation Balance</th>
<th>Percent Remaining</th>
</tr>
</thead>
<tbody>
<tr>
<td>24,160,850</td>
<td>24,118,580</td>
<td>24,118,580</td>
<td>0</td>
<td>(42,270)</td>
<td>-0.17%</td>
<td>24,444,450</td>
<td>325,870</td>
<td>1.33%</td>
</tr>
</tbody>
</table>
## Idaho Transportation Department
STATEMENT OF REVENUES AND EXPENDITURES
BUDGET TO ACTUAL
FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 7/31/2018

### Fund: 0375  GARVEE Debt Service Fund

<table>
<thead>
<tr>
<th>Fiscal Year:</th>
<th>2019</th>
<th>Year to Date Allotment</th>
<th>Year to Date Actual</th>
<th>Current Month Activity</th>
<th>Year to Date Encumbrance</th>
<th>Variance Favorable / Unfavorable</th>
<th>Percent Variance</th>
<th>Annual Appropriation</th>
<th>Appropriation Balance</th>
<th>Percent Remaining</th>
</tr>
</thead>
<tbody>
<tr>
<td>Budget Fiscal Year:</td>
<td>2019</td>
<td>(A)</td>
<td>(B)</td>
<td>(C)</td>
<td>(D)</td>
<td>(E = A - B - D)</td>
<td>(F = E / A)</td>
<td>(G)</td>
<td>(H = G - B - D)</td>
<td>(I = H / G)</td>
</tr>
</tbody>
</table>

### REVENUES
- State Sources - Miscellaneous Revenues
  - 0 | 14,606 | 14,606 | 0 | 14,606 | 0.00 % | 0 | (14,606) | 0.00 %

**TOTAL REVENUES:**
- 0 | 14,606 | 14,606 | 0 | 14,606 | 0.00 % | 0 | (14,606) | 0.00 %

### TRANSFERS-IN
- Operating
  - 0 | 1,205,532 | 1,205,532 | 0 | 1,205,532 | 0.00 % | 0 | (1,205,532) | 0.00 %

**TOTAL TRANSFERS-IN:**
- 0 | 1,205,532 | 1,205,532 | 0 | 1,205,532 | 0.00 % | 0 | (1,205,532) | 0.00 %

**TOTAL REV AND TRANSFERS-IN:**
- 0 | 1,220,138 | 1,220,138 | 0 | 1,220,138 | 0.00 % | 0 | (1,220,138) | 0.00 %

### EXPENDITURES
- Bond Principal / Interest
  - 0 | 41,761,938 | 41,761,938 | 0 | (41,761,938) | 0.00 % | 0 | (41,761,938) | 0.00 %

**TOTAL EXPENDITURES:**
- 0 | 41,761,938 | 41,761,938 | 0 | (41,761,938) | 0.00 % | 0 | (41,761,938) | 0.00 %

**TOTAL EXPD AND TRANSFERS OUT:**
- 0 | 41,761,938 | 41,761,938 | 0 | (41,761,938) | 0.00 % | 0 | (41,761,938) | 0.00 %

**Net for Fiscal Year 2019:**
- 0 | (40,541,801) | (40,541,801) | (40,541,801) | 0 | 40,541,801
# Idaho Transportation Department

## STATEMENT OF REVENUES AND EXPENDITURES

### BUDGET TO ACTUAL

FOR THE FISCAL YEAR TO DATE - FOR THE PERIOD ENDED 7/31/2018

<table>
<thead>
<tr>
<th>Fiscal Year: 2019</th>
<th>Year to Date Allotment (A)</th>
<th>Year to Date Actual (B)</th>
<th>Current Month Activity (C)</th>
<th>Year to Date Encumbrance (D)</th>
<th>Variance Favorable / Unfavorable (E = A - B - D)</th>
<th>Percent Variance (F = E / A)</th>
<th>Annual Appropriation (G)</th>
<th>Appropriation Balance (H = G - B - D)</th>
<th>Percent Remaining (I = H / G)</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>REVENUES</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Federal Sources - FAA</td>
<td>95,900</td>
<td>13,819</td>
<td>13,819</td>
<td>0</td>
<td>(82,081)</td>
<td>-85.59%</td>
<td>666,000</td>
<td>652,181</td>
<td>97.93%</td>
</tr>
<tr>
<td>State Sources - Miscellaneous Revenues</td>
<td>6,643</td>
<td>8,011</td>
<td>8,011</td>
<td>0</td>
<td>1,368</td>
<td>20.60%</td>
<td>330,500</td>
<td>322,489</td>
<td>97.58%</td>
</tr>
<tr>
<td>Interagency Sources - Miscellaneous Revenues</td>
<td>17,700</td>
<td>17,803</td>
<td>17,803</td>
<td>0</td>
<td>103</td>
<td>0.58%</td>
<td>250,000</td>
<td>232,197</td>
<td>92.88%</td>
</tr>
<tr>
<td><strong>TOTAL REVENUES:</strong></td>
<td><strong>120,243</strong></td>
<td><strong>39,633</strong></td>
<td><strong>39,633</strong></td>
<td><strong>0</strong></td>
<td><strong>(80,610)</strong></td>
<td><strong>-67.04%</strong></td>
<td><strong>1,246,500</strong></td>
<td><strong>1,206,867</strong></td>
<td><strong>96.82%</strong></td>
</tr>
<tr>
<td><strong>TRANSFERS-IN</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Operating</td>
<td>163,905</td>
<td>207,988</td>
<td>207,988</td>
<td>0</td>
<td>44,083</td>
<td>26.90%</td>
<td>2,150,000</td>
<td>1,942,012</td>
<td>90.33%</td>
</tr>
<tr>
<td><strong>TOTAL TRANSFERS-IN:</strong></td>
<td><strong>163,905</strong></td>
<td><strong>207,988</strong></td>
<td><strong>207,988</strong></td>
<td><strong>0</strong></td>
<td><strong>44,083</strong></td>
<td><strong>26.90%</strong></td>
<td><strong>2,150,000</strong></td>
<td><strong>1,942,012</strong></td>
<td><strong>90.33%</strong></td>
</tr>
<tr>
<td><strong>TOTAL REV AND TRANSFERS-IN:</strong></td>
<td><strong>284,148</strong></td>
<td><strong>247,620</strong></td>
<td><strong>247,620</strong></td>
<td><strong>0</strong></td>
<td><strong>(36,528)</strong></td>
<td><strong>-12.86%</strong></td>
<td><strong>3,396,500</strong></td>
<td><strong>3,148,880</strong></td>
<td><strong>92.71%</strong></td>
</tr>
<tr>
<td><strong>EXPENDITURES</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Permanent Staff Salaries</td>
<td>59,646</td>
<td>53,302</td>
<td>53,302</td>
<td>0</td>
<td>6,344</td>
<td>10.64%</td>
<td>773,094</td>
<td>719,792</td>
<td>93.11%</td>
</tr>
<tr>
<td>Board, Hourly, OT, Shift Diff</td>
<td>11,000</td>
<td>18,136</td>
<td>18,136</td>
<td>0</td>
<td>(7,136)</td>
<td>-64.88%</td>
<td>56,500</td>
<td>38,364</td>
<td>67.90%</td>
</tr>
<tr>
<td>Fringe Benefits</td>
<td>30,838</td>
<td>31,343</td>
<td>31,343</td>
<td>0</td>
<td>(505)</td>
<td>-1.64%</td>
<td>344,706</td>
<td>313,363</td>
<td>90.91%</td>
</tr>
<tr>
<td>In State Travel Expense</td>
<td>6,240</td>
<td>4,953</td>
<td>4,953</td>
<td>0</td>
<td>1,287</td>
<td>20.63%</td>
<td>67,904</td>
<td>62,951</td>
<td>92.71%</td>
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<tr>
<td>Out of State Travel Expense</td>
<td>0</td>
<td>1,927</td>
<td>1,927</td>
<td>0</td>
<td>(1,927)</td>
<td>0.00%</td>
<td>17,800</td>
<td>15,873</td>
<td>89.17%</td>
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<tr>
<td>Technology Operating Expense</td>
<td>4,227</td>
<td>1,898</td>
<td>1,898</td>
<td>0</td>
<td>2,329</td>
<td>55.09%</td>
<td>40,780</td>
<td>38,882</td>
<td>95.35%</td>
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<tr>
<td>Operating Expense</td>
<td>37,420</td>
<td>46,687</td>
<td>46,687</td>
<td>4,950</td>
<td>(14,217)</td>
<td>-37.99%</td>
<td>1,137,216</td>
<td>1,085,579</td>
<td>95.46%</td>
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<tr>
<td>Technology Equipment Expense</td>
<td>0</td>
<td>1,395</td>
<td>1,395</td>
<td>0</td>
<td>(1,395)</td>
<td>0.00%</td>
<td>5,200</td>
<td>3,805</td>
<td>73.17%</td>
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<tr>
<td>Capital Equipment Expense</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0.00%</td>
<td>587,500</td>
<td>587,500</td>
<td>100.00%</td>
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<tr>
<td>Capital Facilities Expense</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0.00%</td>
<td>260,000</td>
<td>260,000</td>
<td>100.00%</td>
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<td>Trustee &amp; Benefit Payments</td>
<td>50,000</td>
<td>28,248</td>
<td>28,248</td>
<td>0</td>
<td>21,752</td>
<td>43.50%</td>
<td>1,658,549</td>
<td>1,630,301</td>
<td>98.30%</td>
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<tr>
<td><strong>TOTAL EXPENDITURES:</strong></td>
<td><strong>199,371</strong></td>
<td><strong>187,890</strong></td>
<td><strong>187,890</strong></td>
<td><strong>4,950</strong></td>
<td><strong>6,531</strong></td>
<td><strong>3.28%</strong></td>
<td><strong>4,949,249</strong></td>
<td><strong>4,756,409</strong></td>
<td><strong>96.10%</strong></td>
</tr>
<tr>
<td><strong>TOTAL EXPD AND TRANSFERS OUT:</strong></td>
<td><strong>199,371</strong></td>
<td><strong>187,890</strong></td>
<td><strong>187,890</strong></td>
<td><strong>4,950</strong></td>
<td><strong>6,531</strong></td>
<td><strong>3.28%</strong></td>
<td><strong>4,949,249</strong></td>
<td><strong>4,756,409</strong></td>
<td><strong>96.10%</strong></td>
</tr>
<tr>
<td><strong>Net for Fiscal Year 2019:</strong></td>
<td>84,777</td>
<td>59,731</td>
<td>59,731</td>
<td>(29,996)</td>
<td>(1,552,749)</td>
<td>(1,607,530)</td>
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Subject
Status: FY2020 Appropriation Request

Background Information
The department’s FY2020 Appropriation Request was submitted to DFM and LSO on September 4, 2018.

The FY2020 Appropriation Request carries these changes from the Proposed Request reviewed with the Board in August:

<table>
<thead>
<tr>
<th>FTP’s Spending Authority</th>
<th>FY20 Proposed Request reviewed with the Board (08-16-18)</th>
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<tbody>
<tr>
<td>$695,172,200</td>
<td>Operating Expenditures: increase for additional line items and refined operating costs</td>
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<tr>
<td>$137,300</td>
<td>Equipment: refined cost estimates for replacement items</td>
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<tr>
<td>$165,200</td>
<td>Trustee &amp; Benefits: pass-through increase in FAST Act, discretionary, and Aero IAAP line items</td>
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<tr>
<td>$2,813,900</td>
<td>Contract Construction: Increase in Contract Construction funding</td>
</tr>
<tr>
<td>$9,133,500</td>
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</tr>
<tr>
<td>$1,648,000</td>
<td>$707,422,100 FY20 Original Appropriation Request (09-04-18)</td>
</tr>
<tr>
<td>$12,249,900</td>
<td>Net Change</td>
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</tbody>
</table>

Summary values carried in the FY2020 Appropriation Request
$651,664,200 FY20 Base
-1,162,800 Base Adjustments
$650,501,400 Adjusted FY20 Base
56,920,700 Line Items
$707,422,100 Total FY20 Spending Authority
66,875,000 Debt Service
$774,297,100 FY20 Total Program Funding

Exhibits
- Comparison: FY2020 Appropriation Request (09-04-18) to Proposed Request (08-16-18)
- Appropriation Request Summary

Recommendations
Information Item for the Board
### Board Agenda Item

#### Board Action

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<tr>
<td>☐</td>
<td>Deferred</td>
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<tr>
<td>☐</td>
<td>Other</td>
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Page 2 of 2
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<tr>
<th>Proposed Budget 08-16-18</th>
<th>Original Request 09-04-18</th>
<th>$ Change</th>
<th>Description of Change from June Draft</th>
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<tr>
<td><strong>Revenue</strong></td>
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<td>Federal</td>
<td>336.3</td>
<td>336.3</td>
<td>338.9</td>
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<td>Fed - Obligated Unspent</td>
<td>40.0</td>
<td>40.0</td>
<td>40.0</td>
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<td>State</td>
<td>338.9</td>
<td>343.7</td>
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<td>Interagency</td>
<td>0.6</td>
<td>0.6</td>
<td>0.3</td>
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<tr>
<td>Local</td>
<td>4.7</td>
<td>4.7</td>
<td>4.7</td>
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<tr>
<td>TECM</td>
<td>16.8</td>
<td>16.8</td>
<td>21.5</td>
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<tr>
<td><strong>Total Revenue</strong></td>
<td><strong>737.3</strong></td>
<td><strong>742.1</strong></td>
<td><strong>749.0</strong></td>
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<td><strong>Expenditures</strong></td>
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<tr>
<td>Personnel</td>
<td>139.0</td>
<td>134.5</td>
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<td>Operating</td>
<td>90.6</td>
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<td>Capital Facilities</td>
<td>5.4</td>
<td>5.4</td>
<td>5.4</td>
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<tr>
<td>Equipment</td>
<td>26.5</td>
<td>25.8</td>
<td>26.0</td>
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<tr>
<td>Trustee &amp; Benefits</td>
<td>18.4</td>
<td>18.4</td>
<td>21.2</td>
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<td>Contract Construction</td>
<td>424.9</td>
<td>420.4</td>
<td>429.6</td>
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<tr>
<td><strong>Total Expenditures</strong></td>
<td><strong>704.8</strong></td>
<td><strong>695.2</strong></td>
<td><strong>707.4</strong></td>
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<tr>
<td>Anticipated Reversions</td>
<td>(0.6)</td>
<td>(1.2)</td>
<td>(1.2)</td>
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<td>Dept of Comm Transf ($25K)</td>
<td>0.0</td>
<td>0.0</td>
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<tr>
<td><strong>Total Program Funding</strong></td>
<td><strong>771.7</strong></td>
<td><strong>762.1</strong></td>
<td><strong>774.3</strong></td>
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<tr>
<td><strong>CASH, Ending</strong></td>
<td>(0.8)</td>
<td>22.0</td>
<td>23.0</td>
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<td></td>
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<tr>
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</tbody>
</table>

### Notes:
- $+5,142,700 increased TECM revenue prior to FY20, due to DFM Forecast received August 21st
- $+3,491,200 increase for ATCMTD federal grant and local match
- $-357,800 reduction in Interagency revenue to the State Highway Account (revised Aug 2018 forecast)
- $+481,700 reduction in pre-FY20 federal Emergency Relief funds
- $2.2M State Highway Account - reserved for FY20 CEC above 1%
- $18.6M State Highway Account - reserved for FY21 Capital Facilities needs
- $1.1M Aeronautics Fund - reserved for future program funding
- $1.1M GARVEE Debt Service Fund - for use in matching future year bond payments
<table>
<thead>
<tr>
<th>Line Items</th>
<th>Funding</th>
<th>FTE's</th>
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<tbody>
<tr>
<td><strong>FY20 BASE</strong></td>
<td><strong>$ 651,664,200</strong></td>
<td><strong>1,648.0</strong></td>
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<tr>
<td><strong>Adjustments</strong></td>
<td></td>
<td></td>
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<tr>
<td>Change In Benefit Costs</td>
<td><strong>$ 419,500</strong></td>
<td></td>
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<tr>
<td>Change in Employee Compensation (1.0%)</td>
<td><strong>1,145,000</strong></td>
<td></td>
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<tr>
<td>Statewide Cost Allocation (will receive from DFM late-September 2018)</td>
<td><strong>-</strong></td>
<td></td>
</tr>
<tr>
<td>Replacement Equipment</td>
<td><strong>23,126,200</strong></td>
<td></td>
</tr>
<tr>
<td>1,475,000</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Statewide Cost Allocation (will receive from DFM late-September 2018)</td>
<td><strong>-</strong></td>
<td></td>
</tr>
<tr>
<td><strong>FY20 ADJUSTED BASE</strong></td>
<td><strong>$ 650,501,400</strong></td>
<td><strong>1,648.0</strong></td>
</tr>
<tr>
<td><strong>Line Items</strong> (15 line items, by Division)</td>
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<tr>
<td>Construction: Pre-FY20 funds - Emergency Relief, Federal, Local</td>
<td><strong>$ 37,192,400</strong></td>
<td></td>
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<tr>
<td>Construction: TECM fund Revenue Increase</td>
<td><strong>8,737,400</strong></td>
<td></td>
</tr>
<tr>
<td>Highway Operations: Road and Shop Equipment - additional units</td>
<td><strong>2,343,200</strong></td>
<td></td>
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<tr>
<td>Highway Operations: Integrated Enterprise Linear Referencing System</td>
<td><strong>1,255,000</strong></td>
<td></td>
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<tr>
<td>Highway Operations: Federal Funding - FAST Act increase</td>
<td><strong>582,900</strong></td>
<td></td>
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<tr>
<td>Highway Operations: Federal Funding - FTA Discretionary grants</td>
<td><strong>1,416,000</strong></td>
<td></td>
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<tr>
<td>Motor Vehicles: DMV Equipment for County Offices</td>
<td><strong>8,800</strong></td>
<td></td>
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<tr>
<td>Motor Vehicles: Issue ID Cards at Department of Corrections Facilities</td>
<td><strong>45,600</strong></td>
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<tr>
<td>Capital Facilities: Statewide Capital Facilities needs</td>
<td><strong>2,100,000</strong></td>
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<tr>
<td>Administration: Video Conferencing Equipment Replacement / Upgrade</td>
<td><strong>458,000</strong></td>
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<tr>
<td>Administration: Replacement Solution - Information Technology Service Mgmt</td>
<td><strong>1,235,000</strong></td>
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<tr>
<td>Administration: Network Access Control &amp; Security - Wired Connections</td>
<td><strong>200,000</strong></td>
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<td>Administration: Software License Compliance (timesheets and payroll)</td>
<td><strong>146,400</strong></td>
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<td>Administration: Federal Funding - Discretionary Job Training grant</td>
<td><strong>750,000</strong></td>
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<td>Aeronautics: Increase to Idaho Airport Aid Program (IAAP)</td>
<td><strong>450,000</strong></td>
<td></td>
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<tr>
<td><strong>FY20 TOTAL APPROPRIATION</strong></td>
<td><strong>$ 707,422,100</strong></td>
<td><strong>1,648.0</strong></td>
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<tr>
<td><strong>GARVEE Bond Debt Service</strong></td>
<td><strong>$ 66,875,000</strong></td>
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<td><strong>FY20 TOTAL PROGRAM FUNDING</strong></td>
<td><strong>$ 774,297,100</strong></td>
<td><strong>1,648.0</strong></td>
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</table>
Subject

FFY2018 Redistribution of Federal Formula Funds August 30, 2018

Key Number

District
N/A

Route Number
N/A

Background Information

On August 30, 2018 the Federal Highway Administration (FHWA) informed the states of additional FY 2018 formula obligation authority (OA) through redistribution. Nationwide, $4.2 billion was redistributed. Idaho’s share of redistributed FFY2018 OA is $33,961,632 and must be obligated prior to September 30, 2018.

Of the $33,931,632 redistribution:

- $25,802,475 brought OA to 100% of FFY2018 Apportionment, and
- $ 8,129,157 exceeded the FFY2018 Apportionment.

The August 2018 Redistribution – Proposed Allotments exhibit is included on page 2 of this item.

- The “to 100% Apportionment” allotments (columns D-F) are based on existing IT Board policy and federal regulations and can be obligated immediately.
- The “above 100% Apportionment” allotments (columns H-J) are based on extending existing IT Board policy and federal regulations and are contingent on ITD Board approval of the resolution at the end of this item.

As part of Redistribution, Transportation Alternatives Program staff request that SH 6, Potlatch Sidewalk Enhancement, Phase 2 (Key No. 19831) be advanced from FY 2019 to 2018 at $422,604 to utilize the TAP’s portion of Redistribution. The full amount assumes Board approval of this item. Without approval, only $341,628 will be advanced. The City of Potlatch has verbally agreed to this arrangement.

Recommendations

Approve Resolution on Page 78.

Board Action

☐ Approved  ☐ Deferred
☐ Other
<table>
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<tr>
<th>Program</th>
<th>Federal Formula Funds</th>
<th>Match</th>
<th>Total Program Funding</th>
<th>Federal Formula Funds</th>
<th>Match</th>
<th>Total Program Funding</th>
<th>Federal Formula Funds</th>
<th>Match</th>
<th>Total Program Funding</th>
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<th>Total Program Funding</th>
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<td>341,657.06</td>
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<td>23,390.91</td>
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<td>23,390.91</td>
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<td>2 Transportation Alternatives</td>
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<td>3 Recreational Trails</td>
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<td>754,642.78</td>
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<tr>
<td>4 STBG - Local Urban</td>
<td>810,119.95</td>
<td>59,462.80</td>
<td>869,582.75</td>
<td>810,119.95</td>
<td>59,462.80</td>
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<td>869,582.75</td>
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<td>5 Transportation Alternatives - TMA</td>
<td>1,118,715.57</td>
<td>1,251,482.78</td>
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<td>1,118,715.57</td>
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<td>2,502,514.30</td>
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<td>2,502,514.30</td>
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<td></td>
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<tr>
<td>11 Total</td>
<td>9,802,470.00</td>
<td>0</td>
<td>9,802,470.00</td>
<td>9,802,470.00</td>
<td>0</td>
<td>9,802,470.00</td>
<td>9,802,470.00</td>
<td>0</td>
<td>9,802,470.00</td>
<td>9,802,470.00</td>
<td>0</td>
<td>9,802,470.00</td>
<td>9,802,470.00</td>
<td>0</td>
<td>9,802,470.00</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Notes:**
- * indicates programs that are provided 100% Obligation Authority and do not participate in redistribution
- ** indicates contingent on ITD Board resolution September 13, 2018
- *** indicates contingent on FHWA's decision to receive additional funding from ITD and program's annual funding from FHWA August 30, 2018
RESOLUTION

WHEREAS, it is in the public interest for the Department to accomplish a current, realistic and fiscally constrained Idaho Transportation Investment Program; and

WHEREAS, it is the intent of the Transportation Board to effectively utilize all available Federal-aid Highway Funding; and

WHEREAS, the State was notified on August 30, 2018 by the Federal Highway Administration (FHWA) that Idaho’s share of redistributed FY 2018 Obligation Authority was $33,961,632; and

WHEREAS, within the $33,931,632 redistribution $25,802,475 brought Obligation Authority to 100% FFY2018 Apportionment and $8,129,157 exceeded the FFY2018 Apportionment, and

WHEREAS, it is the intent to fully utilize the FY 2018 federal highway redistribution allocations proportionately across state and local projects;

NOW THEREFORE BE IT RESOLVED, that the Idaho Transportation Board approves the allotments of August 2018 redistribution as shown in the accompanying exhibit page 77 and authorizes staff to fund advances and cost increases to fully utilize the funding over 100% of OA.

BE IT FURTHER RESOLVED, that staff is authorized to advance SH 6, Potlatch Sidewalk Enhancement, Phase 2 from FY 2019 to FY 2018 for $__________________, and

BE IT FURTHER RESOLVED, that staff is authorized to make the appropriate changes to the Idaho Transportation Improvement Program.
Meeting Date  September 13, 2018  Amount of Time Needed for Presentation  15 minutes

Presenter's Name  Joel Drake and Adam Rush  Presenter's Title  Financial Mgr. – FP&A  Initials  JD, AR  Reviewed By
Preparer's Name  Nathan Hesterman  Preparer's Title  Sr. Planner – Programming  Initials  NH

Subject
Recommended FY 2019 - 2025 Idaho Transportation Investment Program

Route Number  Various  Project Number  Various  Key Number  Various
District  Various  Location  Various

Background Information
The Recommended FY 2019 - 2025 Idaho Transportation Investment Program (ITIP) is provided for the Board’s review and approval. The Recommended ITIP includes the Highways, Public Transportation, and Aeronautics Programs as of August 30th. The Recommended ITIP is provided under separate cover and indicates changes between the draft ITIP as reviewed at the Board's June Workshop and this Recommended ITIP. The Recommended ITIP includes summarized preliminary engineering, right-of-way acquisition, and construction costs for each project.

A total of 281 comments were received on a variety of concerns. Public comments and requests were considered and incorporated into the Recommended ITIP by the Districts when appropriate. Additional changes to the program are expected after Redistribution of Obligation Authority Not Used By Other States is received at the end of August along with resulting end-of-year actions. Other changes since the June Workshop include:

1. A $2.5 million loan of state obligation authority to KN 12122 East 1300 North, Ora Bridge, Fremont Co. with payback from the Local Highway Technical Assistance Council (LHTAC) in FY19 of the Off-System Bridge Program,
2. Fiscally constrained changes requested by stakeholders, and
3. Correction of errors.

The Office of Communication managed public involvement of the draft ITIP. The comment period was conducted from July 1st through July 30, 2018. A press release was sent statewide to media announcing (continued on the next page)

Recommendations
Approval of the attached resolution on page 85.

Board Action
☐ Approved  ☐ Deferred
☐ Other

Page 1 of 4
the start of the public comment period. In addition, newspaper ads were placed in the majority of the daily newspapers. The following groups were also sent e-mails announcing the public comment period:

- Idaho's five metropolitan planning organizations
- The Association of Idaho Cities
- The Association of Idaho Counties
- Associated General Contractors of Idaho
- The Local Highway Technical Assistance Council (LHTAC)
- Idaho Association of Highway Districts
- Tribal Employment Rights Offices for the Native American Tribes in Idaho
- Chairmen or transportation planners for the Native American Tribes in Idaho
- The Bureau of Indian Affairs in Portland, Ore

During the 30-day public comment period on this year’s draft ITIP, a total of 277 comments were received. 194 of those comments were regarding the widening of U.S. 20-26 (Chinden Boulevard) and expressed support for widening the highway corridor sooner rather than later. Several of the other comments expressed support for highway changes that would improve safety for wildlife and drivers on U.S. 20 in District 6, and support for improving the safety of the Idaho 55/Banks-to-Lowman intersection in District 3.

**District 1**

**Total Comments Received:** 6.
**Nature of Comments:** Comments expressed support for improvements to the intersection of Lakeshore Drive and U.S. 95, support for a center turn lane being added to U.S. 95 and the Fairmont Loop intersection area, support for a traffic light at U.S. 95 and Sagle Road and support for improving the McArthur Lake area.

**District 2**

**Total Comments Received:** 12.
**Nature of Comment:** Comments expressed opposition to moving forward with funding for the U.S. 95 Thorncreek to Moscow E-2 alternative until all legal and permitting matters have been settled, and opposition to the E-2 alternative in general.

**District 3**

**Total Comments Received:** 225.
**Nature of Comments:** 194 comments expressed support for widening U.S. 20-26 sooner than the year 2021. Other comments expressed support for safety improvements to the Idaho 55/Banks-to-Lowman intersection, support for right-turn lanes on Highway 69 at Hubbard and Lake Hazel, support for a stop light at Highway 69 and Calderwood, and support for a flashing yellow left-turn light at the intersection of S. Eagle Road and Idaho 44, among other subjects.

**District 4**

**Total Comments Received:** 1.
**Nature of Comments:** The comment expressed support for adding safety improvements as part of the Kimberly Interchange Bridge Replacement project.

**District 5**

**Total Comments Received:** 1.
Board Agenda Item

Nature of Comments: The comment expressed support for moving the Chubbuck Road Overpass project up in the schedule.

District 6

Total Comments Received: 33.
Nature of Comments: Comments expressed support for making safety improvements to the U.S. 20 corridor that would reduce vehicle-wildlife collisions.

Statewide Comments

Total Comments Received: 3.
Nature of Comments: Two comments expressed support for projects that improve safety for people and wildlife, and one comment expressed support for adding bicycle and pedestrian facilities to transportation department projects statewide.
### Program Targets (Year-of-Expenditure Dollars at 2% Annual Inflation)

**Available Dollars vs Program Levels (Program Update Manual)**

<table>
<thead>
<tr>
<th>Ref. No.</th>
<th>Funding Source</th>
<th>FY19</th>
<th>FY20</th>
<th>FY21</th>
<th>FY22</th>
<th>FY23</th>
<th>FY24/FY25</th>
<th>FY19 to FY25</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>National Hwy Performance Program</td>
<td>168,043</td>
<td>172,037</td>
<td>171,341</td>
<td>171,360</td>
<td>171,564</td>
<td>343,128</td>
<td>1,197,473</td>
</tr>
<tr>
<td>2</td>
<td>National Freight Program</td>
<td>9,410</td>
<td>10,483</td>
<td>10,446</td>
<td>10,446</td>
<td>10,446</td>
<td>20,892</td>
<td>72,124</td>
</tr>
<tr>
<td>3</td>
<td>STBG-StateFlex/Equity Bonus</td>
<td>50,419</td>
<td>51,757</td>
<td>51,576</td>
<td>51,576</td>
<td>51,576</td>
<td>103,151</td>
<td>360,054</td>
</tr>
<tr>
<td>4</td>
<td>SHS Federal Total</td>
<td>227,872</td>
<td>234,217</td>
<td>233,363</td>
<td>233,382</td>
<td>233,566</td>
<td>461,172</td>
<td>1,029,652</td>
</tr>
<tr>
<td>5</td>
<td>State (ST)</td>
<td>28,698</td>
<td>31,419</td>
<td>31,789</td>
<td>31,809</td>
<td>31,809</td>
<td>63,638</td>
<td>118,144</td>
</tr>
<tr>
<td>6</td>
<td>State Board Unallocated (STB)</td>
<td>5,000</td>
<td>5,000</td>
<td>5,000</td>
<td>5,000</td>
<td>5,000</td>
<td>10,000</td>
<td>35,000</td>
</tr>
<tr>
<td>7</td>
<td>State House Bill 312 from SFY15 Legislature (ST2)</td>
<td>70,570</td>
<td>69,838</td>
<td>68,103</td>
<td>68,373</td>
<td>69,154</td>
<td>138,877</td>
<td>484,915</td>
</tr>
<tr>
<td>8</td>
<td>State Surplus Eliminator (STSI)</td>
<td>37,698</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>37,698</td>
</tr>
<tr>
<td>9</td>
<td>Federal Indirect Cost Recovery Estimate (FICR)</td>
<td>25,000</td>
<td>25,000</td>
<td>25,000</td>
<td>25,000</td>
<td>25,000</td>
<td>50,000</td>
<td>175,000</td>
</tr>
<tr>
<td>10</td>
<td>State Transportation Expansion &amp; Congestion Mitigation (STECM)</td>
<td>18,111</td>
<td>20,618</td>
<td>22,022</td>
<td>23,446</td>
<td>23,446</td>
<td>46,892</td>
<td>159,826</td>
</tr>
<tr>
<td>11</td>
<td>State Rail (STX)</td>
<td>250</td>
<td>250</td>
<td>250</td>
<td>250</td>
<td>250</td>
<td>500</td>
<td>750</td>
</tr>
<tr>
<td>12</td>
<td>State Forces (STF Personnel at 10% of ST, ST2, FICR, STCM)</td>
<td>3,235</td>
<td>3,309</td>
<td>3,298</td>
<td>3,298</td>
<td>3,298</td>
<td>6,596</td>
<td>23,034</td>
</tr>
</tbody>
</table>

### Notes:
- FAST Act ends in FY20, FY21 and later estimates are flat-lined at FY20 levels.
- Undiscounted Dollars
  - STBG means "Surface Transportation Block Grant"
  - FAST means "Fixing America's Surface Transportation"
  - Assumptions 100% OA
  - Programs within District targets
  - OA reduction from 100% Formula Debt Service absorbed here
  - Must be held at 100% OA

### Performance Program Total from HFP

<table>
<thead>
<tr>
<th>Ref. No.</th>
<th>Program</th>
<th>FY25 Target</th>
<th>FY20</th>
<th>FY19</th>
<th>FY21</th>
<th>FY22</th>
<th>FY23</th>
<th>FY24/FY25</th>
<th>FY19 to FY25</th>
</tr>
</thead>
<tbody>
<tr>
<td>10</td>
<td>Pavement Preservation (commercial routes)</td>
<td>18,000</td>
<td>18,000</td>
<td>18,000</td>
<td>18,000</td>
<td>18,000</td>
<td>36,000</td>
<td>110,662</td>
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</tr>
<tr>
<td>11</td>
<td>Restoration</td>
<td>69.9%</td>
<td>138,253</td>
<td>115,120</td>
<td>108,654</td>
<td>84,454</td>
<td>77,559</td>
<td>155,536</td>
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<tr>
<td>12</td>
<td>Freight Program</td>
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<td>25,000</td>
<td>25,000</td>
<td>25,000</td>
<td>25,000</td>
<td>50,000</td>
<td>175,000</td>
<td></td>
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<tr>
<td>13</td>
<td>Bridge Preservation</td>
<td>15,000</td>
<td>15,742</td>
<td>15,742</td>
<td>15,742</td>
<td>15,742</td>
<td>31,484</td>
<td>92,968</td>
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<tr>
<td>14</td>
<td>Bridge Restoration</td>
<td>0,000</td>
<td>0,000</td>
<td>0,000</td>
<td>0,000</td>
<td>0,000</td>
<td>0,000</td>
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<tr>
<td>15</td>
<td>Hwy Safety Improvement Program (HSIP)</td>
<td>16,649</td>
<td>17,914</td>
<td>17,884</td>
<td>17,884</td>
<td>17,884</td>
<td>35,767</td>
<td>123,981</td>
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<tr>
<td>16</td>
<td>Concession Mitigation/Air Quality</td>
<td>3,235</td>
<td>3,309</td>
<td>3,298</td>
<td>3,298</td>
<td>3,298</td>
<td>6,596</td>
<td>23,034</td>
<td></td>
</tr>
</tbody>
</table>

### Performance Program Targets ($000)

- FY2019 - 2025 Targets Based Upon Programmed Projects, Model Runs for FY25
- SHS Strategic
- Full Use & Recreation Program Levels ($000)
- Performance Program Total ($000)
- Performance Program Balance (should be zero)
- District Targeted Programs

### Other Program Levels

<table>
<thead>
<tr>
<th>Ref. No.</th>
<th>Program</th>
<th>FY19</th>
<th>FY20</th>
<th>FY21</th>
<th>FY22</th>
<th>FY23</th>
<th>FY24/FY25</th>
<th>FY19 to FY25</th>
</tr>
</thead>
<tbody>
<tr>
<td>41</td>
<td>STBG - Local Urban</td>
<td>8,718</td>
<td>8,748</td>
<td>8,748</td>
<td>8,748</td>
<td>8,748</td>
<td>17,496</td>
<td>61,206</td>
</tr>
<tr>
<td>42</td>
<td>STBG - Transportation Management Area (TMA)</td>
<td>10,503</td>
<td>10,948</td>
<td>10,949</td>
<td>10,949</td>
<td>10,949</td>
<td>21,897</td>
<td>76,194</td>
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<tr>
<td>43</td>
<td>Transportation Alternatives - Local TMA</td>
<td>3,943</td>
<td>3,822</td>
<td>3,822</td>
<td>3,822</td>
<td>3,822</td>
<td>7,643</td>
<td>26,874</td>
</tr>
<tr>
<td>44</td>
<td>STBG - Local Rural</td>
<td>5,447</td>
<td>5,447</td>
<td>5,447</td>
<td>5,447</td>
<td>5,447</td>
<td>10,894</td>
<td>36,128</td>
</tr>
<tr>
<td>45</td>
<td>Bridge - Off System</td>
<td>4,085</td>
<td>4,085</td>
<td>4,085</td>
<td>4,085</td>
<td>4,085</td>
<td>8,170</td>
<td>28,594</td>
</tr>
<tr>
<td>46</td>
<td>Bridge - Urban</td>
<td>127,872</td>
<td>128,872</td>
<td>128,872</td>
<td>128,872</td>
<td>128,872</td>
<td>257,744</td>
<td>815,732</td>
</tr>
<tr>
<td>47</td>
<td>Bridge - Local</td>
<td>18,847</td>
<td>19,847</td>
<td>19,847</td>
<td>19,847</td>
<td>19,847</td>
<td>39,694</td>
<td>122,388</td>
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<tr>
<td>48</td>
<td>Local Programs Total</td>
<td>47,498</td>
<td>48,326</td>
<td>48,326</td>
<td>48,326</td>
<td>48,326</td>
<td>96,652</td>
<td>337,453</td>
</tr>
</tbody>
</table>

### Other Program Levels

- Federal Formula & State Program Targets
- Full Use & Recreation Program Levels ($000)
- Local Use & Recreation Totals
- Metropolitan Planning
- State Planning & Research
- State House Bill 312 from SFY15 Legislature
- State Rail (STX)
- State Transportation Expansion & Congestion Mitigation (STCM)
- State Surplus Eliminator (STSI)
- Surface Transportation Block Grant
- Surface Transportation Block Grant (STBG)
- State House Bill 312 from SFY15 Legislature (ST2)
- State Transportation Expansion & Congestion Mitigation (STCM)
## Available Funding Vs. Programmed Projects Summary

<table>
<thead>
<tr>
<th>Ref. No.</th>
<th>Program Name</th>
<th>FY19</th>
<th>FY20</th>
<th>FY21</th>
<th>FY22</th>
<th>FY23</th>
<th>FY24/25 Sum</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Highways Estimated Apportionments</td>
<td>517,960</td>
<td>470,655</td>
<td>467,131</td>
<td>466,873</td>
<td>461,827</td>
<td>924,339</td>
</tr>
<tr>
<td>2</td>
<td>Highways Programmed Dollars</td>
<td>504,338</td>
<td>457,616</td>
<td>473,909</td>
<td>458,143</td>
<td>447,834</td>
<td>904,028</td>
</tr>
<tr>
<td>3</td>
<td>Balance</td>
<td>13,622</td>
<td>13,039</td>
<td>(6,778)</td>
<td>8,730</td>
<td>13,993</td>
<td>20,311</td>
</tr>
<tr>
<td>4</td>
<td>Percent of Apportionment Estimates</td>
<td>97.4%</td>
<td>97.2%</td>
<td>101.5%</td>
<td>98.1%</td>
<td>97.0%</td>
<td>97.8%</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Program Name</th>
<th>Available Program</th>
<th>Available $000 in Year-Of-Expenditure Dollars</th>
<th>Average $000 in Year-Of-Expenditure Dollars</th>
<th>Balance</th>
<th>% of Avail</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pavement Preservation (Commerce)</td>
<td>233,013</td>
<td>59,037</td>
<td>33,288</td>
<td>27,720</td>
<td>83.3%</td>
</tr>
<tr>
<td>Pavement Preservation (Non-Commerce)</td>
<td>110,662</td>
<td>50,308</td>
<td>15,809</td>
<td>7,187</td>
<td>45.5%</td>
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<tr>
<td>Restoration</td>
<td>679,576</td>
<td>660,278</td>
<td>68,546</td>
<td>72,107</td>
<td>97.2%</td>
</tr>
<tr>
<td>SHS Pavements</td>
<td>1,023,251</td>
<td>904,623</td>
<td>146,179</td>
<td>129,232</td>
<td>88.4%</td>
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<td>Bridge Preservation</td>
<td>107,052</td>
<td>112,568</td>
<td>15,293</td>
<td>16,081</td>
<td>105.2%</td>
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<tr>
<td>Bridge Restoration</td>
<td>479,822</td>
<td>504,746</td>
<td>68,546</td>
<td>72,107</td>
<td>105.2%</td>
</tr>
<tr>
<td>SHS Bridges</td>
<td>586,874</td>
<td>617,313</td>
<td>83,839</td>
<td>88,187</td>
<td>105.2%</td>
</tr>
<tr>
<td>Safety &amp; Capacity (Safety)</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>(788)</td>
<td>105.2%</td>
</tr>
<tr>
<td>Safety &amp; Capacity (Mobility)</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>(3,561)</td>
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<tr>
<td>Safety &amp; Capacity Total</td>
<td>535,369</td>
<td>550,298</td>
<td>76,481</td>
<td>78,614</td>
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<tr>
<td>Early Development</td>
<td>945</td>
<td>370</td>
<td>135</td>
<td>53</td>
<td>82</td>
</tr>
<tr>
<td>Formula Debt Service + Fees &amp; Interest</td>
<td>521,440</td>
<td>521,440</td>
<td>74,491</td>
<td>74,491</td>
<td>100.0%</td>
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<tr>
<td>System Support</td>
<td>45,383</td>
<td>48,279</td>
<td>6,483</td>
<td>8,169</td>
<td>99.4%</td>
</tr>
<tr>
<td>HSIP LHS</td>
<td>57,518</td>
<td>57,183</td>
<td>8,217</td>
<td>8,169</td>
<td>105.2%</td>
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<tr>
<td>Railroad Crossings</td>
<td>15,491</td>
<td>11,337</td>
<td>2,213</td>
<td>1,620</td>
<td>73.2%</td>
</tr>
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<td>State Board Unallocated</td>
<td>35,000</td>
<td>35,000</td>
<td>5,000</td>
<td>5,000</td>
<td>100.0%</td>
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<tr>
<td>Other</td>
<td>675,777</td>
<td>673,609</td>
<td>96,540</td>
<td>96,230</td>
<td>310</td>
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<tr>
<td>Systems Planning</td>
<td>3,408</td>
<td>8,221</td>
<td>487</td>
<td>1,174</td>
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<tr>
<td>Metropolitan Planning (MPOs)</td>
<td>13,221</td>
<td>13,221</td>
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<td>1,889</td>
<td>100.0%</td>
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<tr>
<td>State Planning and Research</td>
<td>49,328</td>
<td>49,279</td>
<td>7,047</td>
<td>7,040</td>
<td>7</td>
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<tr>
<td>Hwy Planning</td>
<td>65,957</td>
<td>70,721</td>
<td>9,422</td>
<td>10,103</td>
<td>(681)</td>
</tr>
<tr>
<td>Transportation Alternatives (TAP)</td>
<td>26,875</td>
<td>26,204</td>
<td>3,839</td>
<td>3,743</td>
<td>96</td>
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<tr>
<td>Congestion Mitigation/Air Quality (CMAQ)</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Recreational Trails</td>
<td>11,976</td>
<td>11,977</td>
<td>1,711</td>
<td>1,711</td>
<td>100.0%</td>
</tr>
<tr>
<td>Hwy Statewide Competitive</td>
<td>38,851</td>
<td>38,181</td>
<td>5,550</td>
<td>5,454</td>
<td>96</td>
</tr>
<tr>
<td>STP - Local Urban</td>
<td>61,206</td>
<td>76,070</td>
<td>8,744</td>
<td>10,867</td>
<td>(2,123)</td>
</tr>
<tr>
<td>STP - Transportation Mgt Area</td>
<td>76,196</td>
<td>74,604</td>
<td>10,885</td>
<td>10,658</td>
<td>227</td>
</tr>
<tr>
<td>TAP - Transportation Mgt. Area</td>
<td>3,360</td>
<td>3,168</td>
<td>480</td>
<td>453</td>
<td>27</td>
</tr>
<tr>
<td>STP - Local Rural</td>
<td>103,097</td>
<td>96,357</td>
<td>14,728</td>
<td>13,765</td>
<td>963</td>
</tr>
<tr>
<td>Bridge - Local</td>
<td>38,129</td>
<td>46,068</td>
<td>5,447</td>
<td>6,581</td>
<td>(1,134)</td>
</tr>
<tr>
<td>Bridge - Off System</td>
<td>28,595</td>
<td>33,337</td>
<td>4,085</td>
<td>4,762</td>
<td>(677)</td>
</tr>
<tr>
<td>LHTAC Programs</td>
<td>227,339</td>
<td>232,945</td>
<td>32,477</td>
<td>33,278</td>
<td>(801)</td>
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<tr>
<td>Hwy Local</td>
<td>310,583</td>
<td>329,604</td>
<td>44,369</td>
<td>47,086</td>
<td>(2,717)</td>
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<tr>
<td>Hwy Federal Formula &amp; State Funds</td>
<td>3,308,785</td>
<td>3,245,867</td>
<td>472,684</td>
<td>463,695</td>
<td>8,988</td>
</tr>
</tbody>
</table>

Funds expressed in Thousands of Year-Of-Expenditure Dollars assuming 2% annual inflation.

1 GARVEE bonds provide no net additional transportation funding as they are repaid with future federal funds via debt service.
Available Funding vs. Programmed Projects
FY 2019-2025 Federal Formula & State Capital Hwy Funds
7-Year Average

Includes Federal Formula & State Funded Capital Investments in Year-of-Expenditure Dollars with match

GARVEE Debt Service ($74.5M)
RESOLUTION

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

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

WHEREAS, the 2016 Fixing America’s Surface Transportation (FAST) transportation act requires that a fiscally constrained list of projects covering a 4-year minimum be provided in a statewide transportation improvement program; and

WHEREAS, the Divisions of Highways and Aeronautics have recommended new projects and updated the costs and schedules for projects in the Recommended FY 2019 - 2025 ITIP; and

WHEREAS, the Recommended FY 2019 - 2025 ITIP was developed in accordance with all applicable federal, state, and policy requirements including adequate opportunity for public involvement and comment; and

WHEREAS, the Recommended FY 2019 - 2025 ITIP incorporated public involvement and comment whenever appropriate while maintaining a fiscally constrained Program; and

WHEREAS, it is understood that continued development and construction of improvements are entirely dependent upon the availability of future federal and state capital investment funding in comparison to the scope and costs of needed improvements;

NOW THEREFORE BE IT RESOLVED, that the Idaho Transportation Board approves the Recommended FY 2019 - 2025 Idaho Transportation Investment Program (ITIP).

BE IT FURTHER RESOLVED, that staff is authorized to submit the federal version of ITIP (the Statewide Transportation Improvement Program; or STIP) for federal approval in accordance with the provisions of FAST.
Meeting Date   September 13, 2018

Consent Item [ ]  Information Item [ ]  Amount of Presentation Time Needed 10 minutes

<table>
<thead>
<tr>
<th>Presenter's Name</th>
<th>Presenter's Title</th>
<th>Initials</th>
<th>Reviewed By</th>
</tr>
</thead>
<tbody>
<tr>
<td>John Tomlinson</td>
<td>Highway Safety Manager</td>
<td>JT</td>
<td>LSS</td>
</tr>
</tbody>
</table>

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<tr>
<th>Preparer's Name</th>
<th>Preparer's Title</th>
<th>Initials</th>
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</thead>
<tbody>
<tr>
<td>John Tomlinson</td>
<td>Highway Safety Manager</td>
<td>JT</td>
</tr>
</tbody>
</table>

Subject
Zero Fatalities Award D6

Background Information

Clark and Teton County are two of the four counties in Idaho with zero fatalities on their roadways in 2017. The Clark and Teton County Sheriff's Office, County Commissioners, ISP D6 and the ITD Shed in those areas will be recognized for their efforts and dedication to highway safety.

Clark and Teton County joins Camas and Benewah County as the only counties with zero fatalities in 2017.

Recommendations

For information.
### Board Agenda Item

**Board Action**

<p>| | | |</p>
<table>
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<tr>
<td>☐</td>
<td>Approved</td>
<td>☐</td>
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<tr>
<td>☐</td>
<td>Other</td>
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87
Meeting Date: September 13, 2018

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

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<th>Presenter's Title</th>
<th>Initials</th>
<th>Reviewed By</th>
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</thead>
<tbody>
<tr>
<td>John Tomlinson/Kevin Greene</td>
<td>President/GM Idaho Falls Chukars</td>
<td>JT/KG</td>
<td>LSS</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Preparer's Name</th>
<th>Preparer's Title</th>
<th>Initials</th>
</tr>
</thead>
<tbody>
<tr>
<td>John Tomlinson</td>
<td>Highway Safety Manager</td>
<td>JT</td>
</tr>
</tbody>
</table>

Subject: Chukars/OHS Partnership

Background Information:

The vision of the Idaho Office of Highway Safety is to reduce fatalities and serious injuries as we work Toward Zero Deaths. That is why OHS and the Idaho Falls Chukars teamed up this baseball season to spread the message of Shift. This positive messaging campaign fits right in with the demographic that Shift targets. President and General Manager Kevin Greene will talk about some of the events that took place over the season at Melaleuca Field. Highway Safety Manager John Tomlinson will also provide more details about the partnership, and what messaging was used for this specific area of Idaho.

Recommendations:

For information.

Board Action:

☐ Approved  ☐ Deferred  ☐ Other
Meeting Date 9/12/2018

Consent Item ☐  Information Item ☐  Amount of Presentation Time Needed 20 Minutes

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<tbody>
<tr>
<td>Ken Kanownik</td>
<td>PSM</td>
<td>KJK</td>
</tr>
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<tr>
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<th>Preparer's Title</th>
<th>Initials</th>
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</thead>
<tbody>
<tr>
<td>Ken Kanownik</td>
<td>PSM</td>
<td>KJK</td>
</tr>
</tbody>
</table>

Subject

Idaho Transportation Department Long-Range Transportation Plan

Background Information

As presented during the April 2018 Board meeting, “Idaho on the Move” is the department’s current Long-Range Transportation Plan (LRTP) adopted by the Idaho Transportation Board in December of 2010. The current LRTP is a vision based planning document that unified our mission of safety, mobility and economic opportunity. The updated LRTP will serve as a vision and guidance based document that will provide high-level guidance to pursue our mission over the next twenty years.

Staff will present the guidance materials under the topic of Modal Transportation Planning. This includes what staff recommends defining as a “mode” of transportation and how the department can ensure we will meet future needs.

Recommendations

Staff seeks the Board’s comments on this portion of the Long Range Transportation Plan.

Board Action

☐ Approved  ☐ Deferred __________________________

☐ Other __________________________
<table>
<thead>
<tr>
<th>Board Action</th>
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<tr>
<td>☐ Approved</td>
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<td>☐ Deferred</td>
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<tr>
<td>☐ Other</td>
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Approved
Deferred
Other
Meeting Date  9.13.2018

Consent Item   Information Item   Amount of Presentation Time Needed   15 minutes

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<th>Initials</th>
<th>Reviewed By</th>
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<tbody>
<tr>
<td>Travis McGrath</td>
<td>Chief Operations Officer</td>
<td>TM</td>
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</tbody>
</table>

<table>
<thead>
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<th>Preparer's Title</th>
<th>Initials</th>
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</thead>
<tbody>
<tr>
<td>Michelle Yankovich</td>
<td>Internal Review Manager</td>
<td>MY</td>
<td></td>
</tr>
</tbody>
</table>

Subject

Enterprise Risk Management  Annual Update to the Board

Key Number

District

Route Number

Background Information

The Chief Operations Officer will provide an update on the Enterprise Risk Management process to the Board of Directors.

Recommendations

For information.

Board Action

☐ Approved  ☐ Deferred

☐ Other
### ERM At Year One

**Idaho Transportation Department**

**ERM Implementation Timeline**

<table>
<thead>
<tr>
<th>2017</th>
<th>2018 and Beyond</th>
<th>Future Years and Months</th>
</tr>
</thead>
<tbody>
<tr>
<td>March/April/May</td>
<td>June/July/August</td>
<td>September/October/November</td>
</tr>
<tr>
<td><strong>Planning and Organization</strong></td>
<td><strong>Senior Leadership Team</strong></td>
<td><strong>District and headquarters</strong></td>
</tr>
<tr>
<td></td>
<td><strong>Training and Board Update</strong></td>
<td><strong>Training and Event Identification</strong></td>
</tr>
<tr>
<td></td>
<td><strong>Risk Assessment – Senior Leadership Team</strong></td>
<td></td>
</tr>
</tbody>
</table>

**IMPLEMENTATION PROCESSES**

*We are here*
# ERM Action Plan Status

## Enterprise Risk Management

### ITD Summary of Original and Residual Risk Ratings

<table>
<thead>
<tr>
<th>Number</th>
<th>Risk Title</th>
<th>Original Overall Risk Rating*</th>
<th>Residual Risk Rating*</th>
<th>Number</th>
<th>Risk Title</th>
<th>Original Overall Risk Rating*</th>
<th>Residual Risk Rating*</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Procurement Challenges</td>
<td>VH</td>
<td>VH</td>
<td>12</td>
<td>Noncompliance due to inability to follow current policies and regulations</td>
<td>H</td>
<td>H</td>
</tr>
<tr>
<td>2</td>
<td>Challenges recruiting and retaining key personnel / skills</td>
<td>VH</td>
<td>VH</td>
<td>13</td>
<td>Funding decrease or challenges with funding programs</td>
<td>H</td>
<td>H</td>
</tr>
<tr>
<td>3</td>
<td>Challenges managing current data and reliance of data used in performing critical functions</td>
<td>VH</td>
<td>H</td>
<td>14</td>
<td>Increased funding (Opportunity)</td>
<td>H</td>
<td>H</td>
</tr>
<tr>
<td>4</td>
<td>Lack of successful implementation of new information systems</td>
<td>VH</td>
<td>H</td>
<td>15</td>
<td>Challenges with internal communication</td>
<td>H</td>
<td>H</td>
</tr>
<tr>
<td>5</td>
<td>Lag in updating technology systems, both support and infrastructure</td>
<td>VH</td>
<td>H</td>
<td>16</td>
<td>Challenges with work zone traffic control</td>
<td>H</td>
<td>H</td>
</tr>
<tr>
<td>6</td>
<td>Uncertainty in emerging vehicle technologies, and how we respond</td>
<td>H</td>
<td>H</td>
<td>17</td>
<td>Challenges maintaining the transportation system (resources, warranties, etc.)</td>
<td>H</td>
<td>M</td>
</tr>
<tr>
<td>7</td>
<td>Compliance challenges with environmental requirements</td>
<td>H</td>
<td>H</td>
<td>18</td>
<td>Inadequate facility maintenance or changes in facilities</td>
<td>H</td>
<td>M</td>
</tr>
<tr>
<td>8</td>
<td>Inadequate change management for policies</td>
<td>H</td>
<td>M</td>
<td>19</td>
<td>Inefficient delivery of projects (internal delivery issues)</td>
<td>M</td>
<td>M</td>
</tr>
<tr>
<td>9</td>
<td>Inadequate fatigue management (policy and implementation)</td>
<td>H</td>
<td>H</td>
<td>20</td>
<td>Challenges forecasting future transportation system needs</td>
<td>H</td>
<td>H</td>
</tr>
<tr>
<td>10</td>
<td>Significant Data Breach</td>
<td>H</td>
<td>H</td>
<td>21</td>
<td>Challenges increasing the transportation system capacity to meet the need</td>
<td>H</td>
<td>H</td>
</tr>
<tr>
<td>11</td>
<td>Inability to quickly recover from system outages, or system resources are not sufficient</td>
<td>H</td>
<td>H</td>
<td>22</td>
<td>Challenges responding to changing system user demographics</td>
<td>H</td>
<td>H</td>
</tr>
</tbody>
</table>

*Overall Risk Rating from ITD Risk Assessment Fall - 2017  
Residual Risk Remaining after Risk Response - Spring 2018
ERM Is An Ongoing Process

Continuous Monitoring and Reassessment of Risk Management Actions and Effectiveness

- Status updates are conducted with the risk owner every 6 months to monitor progress

- ERM reassessment will occur annually, beginning in November of 2018 with the Senior Leadership Group and include discussions about the following:
  - new risks that have been identified since the original assessment
  - significant changes that could impact the risk ratings assessed in the prior year
CLOSING – COMMENTS
Meeting Date 9/13/2018

Consent Item □ Information Item □ Amount of Presentation Time Needed 20 Minutes

<table>
<thead>
<tr>
<th>Presenter's Name</th>
<th>Presenter's Title</th>
<th>Initials</th>
<th>Reviewed By</th>
</tr>
</thead>
<tbody>
<tr>
<td>Devin Rigby</td>
<td>DE</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Preparer's Name</th>
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<th>Initials</th>
</tr>
</thead>
<tbody>
<tr>
<td>Devin Rigby</td>
<td>DE</td>
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</tbody>
</table>

Subject

District Four Office reconstruction.

<table>
<thead>
<tr>
<th>Key Number</th>
<th>District</th>
<th>Route Number</th>
</tr>
</thead>
<tbody>
<tr>
<td>Four</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Background Information

Over the past year District 4 and the Headquarters Facilities Group worked with the Division of Public Works (DPW) to develop a District 4 Administrative Building Feasibility Study. In addition we became aware of the possibility of collocating facilities with the Department of Corrections and the Military Division in the Twin Falls area which raised the potential for sharing costs. To determine the feasibility of collocating with other agencies a Utility Master Plan was needed and has been completed.

Based on the current and comprehensive construction costs identified in the feasibility study and including additional contingency costs the estimated total cost for the District 4 office is $15,000,000. The Feasibility Study Final Report also identified the future needed square footage for a new facility as 26,188 for 81 employees or 323 SF/employee. Based on our experience the estimated square foot requirements per employee should be between 228 and 238 SF/Employee. For future needs including conference and training needs this will result in approximately a 20,000 to 21,000 SF Building.

With this information the board is being asked to approve inclusion of a $15,000,000 line item in the FY2020 ITD Budget Request. In conjunction with this the Board is also being asked to approve advancing to FY2020 from FY2021 the $15,000,000 project for the District 4 office in FY2019-FY2024 Six Year Capital Facilities Program as reported to the Board in July of 2018.

To continue working towards an October presentation to the Board to select the office location the Board is being asked to authorize staff to negotiate with the Department of Corrections and the Military Division to determine the feasibility of collocating with and sharing costs with these agencies.

The Feasibility Study also provides a location recommendation, however the Board is not being asked to act on that information at this time.

The District Four Administrative Building Feasibility Study and District Four Administrative Building Utility Master plan are provided under separate cover.

Recommendations

Approve the attached resolution on page 97.

Board Action

☐ Approved ☐ Deferred

☐ Other
RESOLUTION NO.

WHEREAS, in September 2016 the Idaho Transportation Board approved the construction of a new District Four Headquarters Office building; and

WHEREAS, the Board directed the district to work with the Division of Public Works to develop a District Four Administrative Building feasibility Study; and

WHEREAS, the District Four Administrative Building estimated cost including contingencies is $15,000,000; and

WHEREAS, there is potential for cost sharing if collocation is possible with the Department of Corrections and/or the Military Division.

NOW THEREFORE BE IT RESOLVED that, the Idaho Transportation Board authorizes inclusion of a $15,000,000 line item in the FY2020 ITD Budget Request for the District 4 Administrative Building; and

BE IT FURTHER RESOLVED that, the Idaho Transportation Board authorizes advancing to FY2020 from FY2021 the $15,000,000 project for the District 4 Administrative Building in the FY2019 –FY2024 Six Year Capital Facilities Program; and

BE IT FURTHER RESOLVED that, the Idaho Transportation Board authorizes staff to continue working with the Division of Public Works and to negotiate with the Department of Corrections and the Military Division to determine the feasibility of collocating with and sharing costs with these agencies.
Meeting Date: September 13, 2018

Consent Item [ ] Information Item [ ] Amount of Presentation Time Needed: 10 minutes

<table>
<thead>
<tr>
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</tr>
</thead>
<tbody>
<tr>
<td>Kim McGourty</td>
<td>Public Transportation Manager</td>
<td>KM</td>
<td>LSS</td>
</tr>
</tbody>
</table>

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<tr>
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<th>Initials</th>
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<tbody>
<tr>
<td>Rachel T. Pallister</td>
<td>Grants/Contracts Officer</td>
<td>RP</td>
</tr>
</tbody>
</table>

**Subject**

Public Transportation Advisory Council Appointments: Districts 4 and 6

<table>
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<tr>
<th>Key Number</th>
<th>District</th>
<th>Route Number</th>
</tr>
</thead>
<tbody>
<tr>
<td>N/A</td>
<td>4 and 6</td>
<td>N/A</td>
</tr>
</tbody>
</table>

**Background Information**

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

In early 2018 the Public Transportation (PT) Office solicited applications for the D4 and D6 PTAC member positions which are up for appointment beginning July 1, 2017 (D4 position) and December 2018 (D6 position). Two applications in District 4 and three applicants in District 6 were submitted to the PT office and brought before PTAC during the July 24th, 2018 meeting.

The PTAC moved by unanimous consensus that both applicants in District 4 and all three applicants in District 6 are fit to serve on the PTAC.

The District 4 member term will begin July 1, 2018 and expire June 30, 2021. In an effort to streamline the member terms to better correspond with the meetings that take place, the District 6 member term will begin January 2019 and expire June 30, 2021. This will better align all the member’s terms with the schedule of the PTAC meetings.

**Action:** The Public Transportation Office hereby requests the Idaho Transportation Board reviews the applications and makes a selection to fill the District 4 and 6 positions.

**Recommendations**

Board approval of the attached resolution. Page 147.

**Board Action**

☐ Approved  ☐ Deferred  ☐ Other
Public Transportation Advisory Committee (PTAC) Application Form

Required for Submission

Please include the following information:

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

Contact Information

Full Name: Brenda Knight
Street Address: 650 Addison Ave W Ste 101 City/State/Zip: Twin Falls ID 83301
Phone: 208-736-2140 Email: bknight@idobi.idaho.gov

Organization Affiliation (if any):

Name: Idaho Commission for Blind & Visually Impaired
Street Address: 341 Washington City/State/Zip: Boise ID 83720

District you are applying for:

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

Updated April 2018
Funding Review Functions

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

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

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

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

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

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

Brenda Knight

Print Name

Brenda Knight

Signature

5 24 18

Date

Updated April 2018
May 15, 2018

Dear Members of the Public Transportation Advisory Council,

I am recommending Brenda Knight, as a representative of the blind and visually impaired, to sit on your public transportation advisory council. Brenda has worked for Idaho Commission for the Blind and Visually Impaired (ICBVI) for twenty years, her first position with ICBVI as the Vocational Rehabilitation Assistant, and more recently, as the Region IV Rehabilitation Teacher.

Brenda is very knowledgeable about the transportation needs of our clients and the difficulties our clients face due to the lack of adequate transportation alternatives. Brenda travels Region IV eight county area on a daily basis, visiting clients in his/her home teaching how to access computers, use low vision aids, and read Braille, for example. Brenda also assists clients to connect with other service provider resources; one very important need with limited resources is transportation assistance.

Thank you for your consideration to include Brenda as part of the public transportation advisory council.

Sincerely,

Linda Upton, MRC, CRC
Vocational Rehabilitation Counselor
Idaho Commission for the Blind and Visually Impaired
Dear Members of the Public Transportation Advisory Council,

It is an honor for me to recommend to you Brenda Knight, as a representative of the blind and visually impaired, as you plan for future endeavors with the council. Brenda is very knowledgeable about the transportation needs of our clients and will represent them with integrity.

As you can imagine, transportation issues are among the most difficult for blind and visually impaired individuals to overcome. It is a terrible loss of freedom and independence when a person experiences a vision loss and is unable to drive. Many do not have family or concerned neighbors to provide transportation and most would rather be independent. Good public transportation can definitely lessen the impact of the loss of one’s vision and keep individuals as independent as they desire to be. Brenda Knight knows these challenges and will be able to speak to the needs of the elderly, blind and visually impaired population. Your council will be greatly enhanced with Brenda onboard!

Thank you for your consideration and best of luck as you plan for the transportation needs of your community.

Heidi Gainan, MA
Orientation and Mobility Specialist
Idaho Commission for the Blind
BRENDA KNIGHT
650 Addison Ave W Suite 101 | Twin Falls ID 83301 | 208-736-2140 | bknight@icbvi.idaho.gov

OBJECTIVE
To represent people with visual impairments regarding public transportation needs.

SKILLS & ABILITIES
- Customer Service
- Evaluating client needs and goals
- Critical Questioning and Interviewing
- Lesson Plan Development
- Explain technical information
- Instructor of low vision and blind alternatives
- Braille
- Computer skills with Word, Excel, Internet, Email

EXPERIENCE
Rehabilitation Teacher, State of Idaho Commission for the Blind & Visually Impaired
Twin Falls, ID
10/2010 – Present
- Evaluate clients for training needs to obtain skills to be independent in education, work and community
- Recommend tools and instruct in low vision and blind alternatives
- Develop lesson plans
- Provide instruction in activities of daily living, orientation and mobility, using public transportation, braille and assistive technology
- Manage Independent Living and Older Blind programs for eight-county region, that includes determining eligibility and services, documenting services, authorizing expenditures, processing bills and managing program budget
- Connect people to community resources

Vocational Rehabilitation Assistant, State of Idaho Commission for the Blind & Visually Impaired
Twin Falls, ID
1/1997 – 9/2010
- Assistant to Vocational Rehabilitation Counselor. Authorized planned services, processed bills, scheduled services, maintained vendor information.
- Managed Sight Restoration Program. Interviewed applicants, determined eligibility, developed and managed services, processed bills and managed program budget.
- Storekeeper for low vision and blind aids. Inventory control and sales.
EDUCATION

**Hadley School for the Blind – Rockford, IL - Certification**
- Transitioning From School Years to Adult Services 2017
- Eccentric Viewing 2017
- Independent Living: Cooking 2015
- Braille 2014
- Self-Esteem and Adjusting with Blindness 2007

**University of Washington – Certification**
- Emerging Leaders 2016

**American Foundation for the Blind, New York, NY – Certification**
- Building Self-Esteem & Self-Confidence in Older Person with Visual Impairment 2016
- Attitudes & Customer Outcomes, A Positive Approach 2014
- Exploring the Link between Listening and Literacy Skill Development 2013
- Listening and Technology 2013
- Listening and Orientation and Mobility: Hearing the Whole Picture 2013
- Age Related Macular Degeneration 2013
- Working with Job Seekers Who are Blind or Visually Impaired 2013

**University of Wisconsin Stout Vocational Rehabilitation Institute, Menomonie, WI – Certification**
- Dual Sensory Loss: Hearing and Vision 2015

**University of Washington Center for Continuing Education in Rehabilitation, Mountlake Terrace, WA – Certification**
- Traumatic Brain Injury and Vision Loss 2011
- The Function of the Brain in Acquired Sight Loss 2011
- The ADA Amendments Act 2009

**Freedom Scientific, Inc., St. Petersburg, FL – Certification**
- JAWS Training for Teachers and AT Trainers 2012
Public Transportation Advisory Council (PTAC)

APPLICATION

District Appointment:
District 4 & 6

Contact – Rachel Pallister, Grants/Contracts Officer

Rachel.Pallister@itd.idaho.gov or (208) 334-8822
Idaho Statute 40-514

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

Public Transportation Advisory Council (PTAC)

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

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

MEMBER COUNTY REPRESENTATION
District #1: Bonner, Boundary, Shoshone, Kootenai, and Benewah
District #2: Latah, Clearwater, Nez Perce, Lewis, and Idaho
District #3: Valley, Adams, Washington, Payette, Ada, Boise, Canyon, Gem, Elmore, and Owyhee
District #4: Blaine, Camas, Lincoln, Twin Falls, Jerome, Gooding, Cassia, and Minidoka
District #5: Bingham, Caribou, Bear Lake, Franklin, Power, Bannock, and Oneida
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COMPOSITION
The PTAC shall be composed of six (6) members appointed by the Idaho Transportation Board. These members shall be representatives for local governments and agencies, private organizations, citizens groups and private providers that have an interest in public transportation, and people with disabilities and the elderly who utilize public transportation.

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

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

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

ATTENDANCE IN MEETINGS

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

EXPENSES

Per Diem and mileage will be compensated consistent with State of Idaho per diem rules. PTAC members shall be reimbursed in accordance with section 59-509 (g), Idaho Code
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As a member of the Public Transportation Advisory Council (PTAC), you will be leading and participating in meetings and processes related to public transportation.

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

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

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

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

Carleen M. Herring

Signature

Print Name

May 25, 2018

Date

Updated April 2018
PTAC Application Process

1. April 30, 2018: Application Released

2. May 29, 2018: Application Close


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

5. Public Transportation Advisory Council: PTAC will meet to determine recommendations to
   Idaho Transportation Board

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

Required for Submission

Please include the following information:

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

Contact Information

Full Name: Carleen M. Herring

Street Address: 3681 North 2700 East  City/State/Zip: Twin Falls, ID 83301

Phone: (208) 732-5727 x 3010  Email: careen@rivda.org

Organization Affiliation (if any):

Name: Region IV Development Association

Street Address: 202 Falls Avenue  City/State/Zip: Twin Falls, ID 83301

District you are applying for:

District 1 ___  District 2 ___  District 3 ___  District 4 ___  District 5 ___  District 6 ___
CARLEEN M. HERRING
3681 North 2700 East Twin Falls, Idaho 83301 (208) 731-9754

EDUCATION
Knox College  Galesburg, Illinois 61401
Bachelor of Arts Degree, June 1982
  Major: Economics and Business Administration
  Second Major: Spanish

Universidad de Barcelona  Barcelona, Spain
September 1980 to June 1981
  Classes at the University included: Economics, Literature, and Art

EXPERIENCE

President
April 1986 to Present

Senior Vice President and Chief Operating Officer
Manager—Economic Development Division
Economic Development Planner
Procurement Outreach Specialist
Region IV Development Association, Inc.
P.O. Box 5079  Twin Falls, Idaho 83303-5079
(208) 732-5727 x 3010
e-mail: carleen@rivda.org

Duties include:
* Directing the operations and management of a regional non-profit organization tasked with making economic and community development happen in South-Central Idaho;
* Providing assistance to units of local government in the development, financing and implementation of community infrastructure improvement projects;
* Drafting grant applications and providing administrative services to local governments and area non-profits;
* Preparing annual comprehensive economic development strategy for eight counties of South-Central Idaho;
* Providing counseling and technical assistance to small business, including financial packaging, credit analysis, loan application processing, loan closing, and loan servicing — portfolio management for regional revolving loan fund and Small Business Administration;
* Hiring, oversight, motivation and evaluation of staff
* Supporting the organization’s board of directors

COMPUTER SKILLS
Literate in Windows environment for IBM-compatible PC; Programs include Microsoft Office – Excel, Word, Publisher, etc. Able to learn new programs easily - on the job.

FACILITATION SKILLS
Small to large group facilitation — strategic planning, public forum consensus building

AFFILIATIONS
Southern Idaho Economic Development Organization Board of Directors — 2014 to present
May 7, 2018

Idaho Transportation Department
Rachel Pallister

Dear Ms. Pallister,

The Gooding County Board of Commissioners recommend Carleen Herring to serve on the Idaho Transportation Department Public Advisory Board.

Thank you for time and consideration.

Mark Bolduc, Commissioner

Helen P. Edwards, Commissioner

Wayne Chandler, Commissioner
May 9, 2018

Rachel Pallister
Idaho Transportation Department
311 W. State Street
PO BOX 7129
Boise, ID 83707-1129

RE: Idaho Transportation Department’s Public Transportation Advisory Committee

Dear Ms. Pallister,

Please let this letter serve as my recommendation to have Carleen Herring serve on the Idaho Transportation Department’s Public Advisory Committee.

Carleen has a tremendous amount of experience in economic development in the Magic Valley and throughout Idaho. Through Carleen’s extensive experience she has become one of the go-to individuals when there is a project, big or small, because of her knowledge, professionalism, and constant willingness to help.

The Magic Valley is experiencing significant growth and I can think of no one who could better represent the needs, opportunities, and challenges to the transportation infrastructure, particularly as it relates to all the other components that impact economic development and growth in the region.

I have no doubt that she would be an asset to the Advisory Committee. If you should have any questions regarding my recommendation, please don’t hesitate to contact me.

Sincerely,

Connie Stopher
Executive Director
May 7, 2018

Ms. Rachel Pallister
Idaho Transportation Department

RE: Carleen Herring PTAC Recommendation

Ms. Pallister,

As the Chief Executive Officer of a non-profit organization that provides services to economically disadvantaged citizens of the eight Magic Valley counties, I would like to recommend Carleen Herring, President of Region IV Development Association Inc. to represent District 4 in south central Idaho for the Public Transportation Advisory Council (PTAC).

Carleen will bring many years of leadership and expertise around workforce and community development. She is dedicated to improving the quality of life for all people of the Magic Valley including mobility options. Therefore, I feel Carleen will make a great representative for the Idaho Transportation Department PTAC for District 4.

Sincerely,

[Signature]

Ken J. Robinette
Chief Executive Officer
May 24, 2018

Attention: Rachel Pallister
Idaho Transportation Department
P.O. Box 7129
Boise, ID  83707-1129

RE: Letter of Recommendation for Carleen Herring - Idaho Transportation Department’s Public Transportation Advisory Committee

Dear Ms. Pallister:

I am writing this letter to offer my support of Carleen Herring for the Region IV Idaho Transportation Department’s Public Transportation Advisory Committee. I have had the pleasure of working with Mrs. Herring for a number of years on behalf of the City of Rupert, and feel she would be an outstanding candidate for this advisory board.

I worked with Carleen at Region IV Development Association (RIVDA) for 6 years as she managed the Community and Economic Development Division. As the City Administrator for the City of Rupert, I have utilized Carleen and RIVDA for many grant applications. With each grant application and presentation, Carleen exhibited her knowledge of the industry and the Region IV area. She is now functioning as Executive Director of RIVDA. Based on her leadership skills and knowledge, I would expect the organization to continue and grow with the same degree of success.

Carleen has demonstrated that she is an advocate of our region and its communities by assisting with solutions for a variety of economic hurdles. She has shown leadership skills in various areas ranging from facilitating meetings to developing financial strategies for communities. Her regional awareness and people skills would be an invaluable tool for any board she is part of. I am confident that Carleen Herring would be an effective leader and addition to the Idaho Transportation Department’s Public Transportation Advisory Committee.

Sincerely,

Kelly Arthur Anthon
City of Rupert Administrator

‘The City of Rupert is an equal opportunity provider and employer.’
May 24, 2018

Ms. Rachel Pallister
Idaho Transportation Department

Dear Ms. Pallister,

I would like to recommend Carleen Herring to serve on the Idaho Transportation Department Public Transportation Advisory Council.

I have known Carleen in a professional capacity for several years and can vouch for her passion in economic and community development. I have no doubt that she’ll provide valuable input and leadership to the PTAC.

Sincerely,

[Signature]

Mike Williams
City Administrator
May 24, 2018

Attention: Rachel Pallister
Idaho Transportation Department
311 W. State Street
P.O. Box 7129
Boise, ID 83707-1129

RE: Letter of Recommendation for Carleen Herring for the Idaho Transportation Department’s Public Transportation Advisory Committee

Dear Ms. Pallister,

It is my pleasure to write this letter of recommendation on behalf of Carleen Herring. I highly recommend Mrs. Herring for the Idaho Transportation Department’s Public Transportation Advisory Committee.

I worked with Carleen at Region IV Development Association (RIVDA) for 10 years as she managed the Community and Economic Development Division. During that time, she demonstrated tremendous leadership and mentoring skills as she taught me the knowledge of the industry and skills of the trade. She was recently promoted to serve as the Executive Director of the organization and is leading the company in a direction that will prove to be successful.

For over 32 years, Carleen has demonstrated great leadership as she assisted community leaders develop solutions to a variety of challenging issues. She has the ability to work in a variety of settings to creatively develop solutions, facilitate meetings and discussions, and develop strategies into action. She has a great passion, knowledge, and understanding of the communities throughout South-Central Idaho, particularly focused on transportation issues.

Carleen Herring is a great leader and advocate of the region. She would prove to be a great addition to the Idaho Transportation Department’s Public Transportation Advisory Committee.

If you should have any questions or would like to discuss her qualifications in greater detail, please contact me at (208) 436-9600.

Sincerely,

Jeffrey C. McCurdy, CFO/Treasurer
Public Transportation Advisory Council (PTAC)

APPLICATION

District Appointment:

District 4 & 6

Contact – Rachel Pallister, Grants/Contracts Officer

Rachel.Pallister@itd.idaho.gov or (208) 334-8822
Idaho Statute 40-514

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**RESPONSIBILITY: 40-514**

1) Participate in planning activities
2) Identify transportation needs
3) Promote coordinated transportation systems

**MEMBER COUNTY REPRESENTATION**

**District #1:** Bonner, Boundary, Shoshone, Kootenai, and Benewah

**District #2:** Latah, Clearwater, Nez Perce, Lewis, and Idaho

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**COMPOSITION**

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

______________________________
Rod Furniss
Print Name

______________________________
Rod Furniss
Signature

______________________________
4/30/18
Date
PTAC Application Process

1. **April 30, 2018**: Application Released

2. **May 29, 2018**: Application Close

3. **May 30, 2018 – June 29, 2018**: Public Comment

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

5. **Public Transportation Advisory Council**: PTAC will meet to determine recommendations to Idaho Transportation Board

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Public Transportation Advisory Committee (PTAC) Application Form

Required for Submission

Please include the following information:

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

Contact Information

Full Name: ________________________________

Street Address: __________________________ City/State/Zip: __________

Phone: ________________________________ Email: ________________________________

Organization Affiliation (if any):

Name: __________________________________________

Street Address: __________________________ City/State/Zip: ________________________________

District you are applying for:

District 1 ___  District 2 ___  District 3 ___  District 4 ___  District 5 ___  District 6 ___

Rodney G. Furniss
346 N 4456 E 
Rigby  Idaho  83442
208-589-1100 
rodfurniss1@gmail.com
Rod Furniss, CLU, ChFC

Helping clients since 1986
(208) 542-9500 Office (208) 529-6800 Fax (208)589-1100 Cell

Specializing in Life Insurance, Health Insurance and Employee Benefits.
He is from Rigby where he resides with his wife, 4 daughters, and a son.
Representing many select companies.

Currently Serving With Partners and Staff:
Over 3000 Individual Life Insurance Policy Holders
And over 5000 Group and Individual Health Insurance Policy Holders

Chartered Life Underwriter (CLU)

Chartered Financial Consultant (ChFC)

Idaho State University
Bachelor Degree in Business Administration, Finance.

Brigham Young University Idaho
Associate Degree

Industry Activity:
Past President of the Idaho Association of Insurance and Financial Advisors
Past President of the Idaho Falls Association of Insurance and Financial Advisors
Past President of the Idaho Falls Society of Financial Service Professionals
Past President of the Idaho Falls Estate Planning Council
Qualified for the Million Dollar Round Table, Court of the Table and Top of the Table National Sales Achievement and National Quality Award
Life Diamond Award Northwestern Mutual
Servicing Millions of Life Insurance Death Benefits
Servicing Many Pension Plans
Premier Broker Blue Cross
Platinum Life Concierge Prudential
Top Agent Rocky Mountain Agency (Denver, Wyoming, Idaho, Utah) 2012 &2013
Top Independent Agent Idaho
Public Transportation Advisory Council (PTAC)

APPLICATION

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Available Appointment by District

State of Idaho
State Highway System

1
2
3
4
5
6

1 2 3 4 5 6

Updated April 2018
Description of Responsibilities
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I have read and fully understand this Conflict of Interest Statement (Attachment A) and will immediately advise the presiding PTAC Chair or the Public Transportation Program Manager of any potential conflict during my term on the PTAC.

______________________________
Mike O’Blleness
Print Name

______________________________
Signature

05/29/2018
Date
PTAC Application Process

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Street Address: ______________________________ City/State/Zip: ______________________
Phone: ____________________________ Email: ____________________________

Organization Affiliation (if any):

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Street Address: ______________________________ City/State/Zip: ______________________

District you are applying for:

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

Michael O’Bleness
2121 Santalema Drive
Idaho Falls, Idaho 83404
208 520-1713
mike.obleness@dwinc.org

Development Workshop and TRPTA
555 West 25th street
Idaho Falls, Idaho 83402
MICHAEL V. O'BLENNESS

EDUCATION

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

- Graduated Cum Laude

WORK EXPERIENCE

1983 - 1985 Idaho Falls School District #91 Idaho Falls, ID
Work Study Coordinator

- Supervised work-study program at an alternative high school.
- Taught classes in job seeking survival skills.
- Assisted administrator in operations of the alternative high school.

1985 - Present Development Workshop, Inc. Idaho Falls, ID

Pre-Vocational Coordinator

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

Projects with Industry Coordinator

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

Director of Rehabilitation

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

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

President and CEO 2008 to present

- Reorganized the corporate structure from location based to areas or excellence.
- Expanded size of Rexburg program by relocating the program to a newly remolded 48,000 square foot building and selling old location.
- Completed a backlog of deferred building improvements to bring buildings into compliance with ADA

CERTIFICATIONS


COMMUNITY ACTIVITIES

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

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

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

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

Served as Board Member TRPTA (currently serving as chair) 2014 – Present
Public Transportation Advisory Committee (PTAC) Application Form

Required for Submission

Please include the following information:

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

Contact Information

Full Name: ____________________________
Street Address: 3498 N Hartland Ave, City/State/Zip: Ammon ID 83406
Phone: 208-523-4164, Email: dmyler52@gmail.com

Organization Affiliation (if any):

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

District you are applying for:

District 1 __ District 2 __ District 3 __ District 4 __ District 5 __ District 6 X
Funding Review Functions

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

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

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

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

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

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

Denise Myler  
Signature

May 2, 2018

Date

Updated April 2018
May 11, 2018

Public Transportation Advisory Committee

To Whom is May Concern:

My name is Mel Leviton. I’m the Executive Director of the Idaho State Independent Living Council (SILC). I highly recommend Denise Myler for the District 6 position on the Idaho Public Transportation Advisory Committee (PTAC). Denise is a volunteer, gubernatorial appointee to the Idaho SILC.

Denise is a member of the SILC policy committee. She helps other SILC members understand local, state and federal legislation, laws and policies that affect people with disabilities across our state. She researches issues, statutes and rules to formulate thoughtful action plans that include community members and lead to effective progress across Idaho. She is involved in workforce development, and transportation, healthcare and youth initiatives specific to people with disabilities and their families across our state. Denise is tireless in her pursuit of public policy initiatives that benefit all Idahoans.

Denise has more than 15 years’ experience serving on committees and boards related to transportation concerns in both rural and urban of our state. She has proven a vital asset to our Council. She demonstrates extensive knowledge about the needs of both people who use public transit, including the elderly and people with disabilities, as well as the concerns of those who operate such systems.

The Council recently selected Denise to represent the Idaho SILC on an upcoming trip to Washington D.C. in order to learn more about the needs of our communities, resources across our country and have an opportunity to meet with Idaho’s Congressional delegation. Her ability to speak on many issues to policy makers and community members is impressive. Her depth of knowledge is an asset to any project or group who is lucky enough to have her on their team.

Please don’t hesitate to contact me directly at 208-332-1710, if I can provide any additional assistance.

Best,

Mel Leviton
Executive Director
Idaho State Independent Living Council

May 24, 2018

Idaho Transportation Department
Division of Public Transportation

Dear ITD Representative,

It is with pleasure that I submit this letter of support for Denise Myler for the District 6 PTAC representative. I have greatly enjoyed working with Denise over the years on various disability access issues and on public transportation. Denise was heavily involved in support of public transportation at various levels over the years, and is clearly dedicated to positive outcomes for the programs.

Denise has served in various capacities not only on behalf of public transportation directly through CTAI, regional PTACs, etc., but also indirectly as a result of her advocacy work with the Idaho State Independent Living Council and LIFE, Inc. in southeast Idaho.

I think Denise brings a lot to the table and believe that she will serve with integrity and dedication.

Sincerely,

Mark Leeper
Disability Action Center - NW, Inc.
505 North Main St.
Moscow, ID 83843
May 23, 2018

To whom it may concern:

Please accept this letter of reference for Denise Myler for the PTAC. I have known Denise for years, and can attest to her commitment to improving the lives of citizens in our communities here in Idaho.

Denise serves alongside me on the Idaho State Independent Living Council, where she is a valuable asset. She is constantly keeping me and other members of the Council updated on issues that affect people with disabilities.

She is also a long-time board member for Living Independently for Everyone (LIFE), the center for independent living headquartered in Pocatello. LIFE is the sister organization to my own, LINC, and I know on a firsthand basis that she has made many contributions there. If she resided in the Treasure Valley, I would be proud to have her join my own board of directors.

Denise has had a long interest in public transportation, and is sure to serve the PTAC with the same level of commitment I have observed in her other roles.

Please consider her seriously for membership in the PTAC.

Sincerely

Roger Howard

Roger Howard
Executive Director
May 25, 2018

To Whom It May Concern:

I would like to recommend Ms. Denise Myler for the PTAC committee. Ms. Myler has in the past been involved with transportation issues and served on committees advising and recommending the problem solving of transportation issues.

Ms. Myler also comes from representing a very important population segment that is most dependent on transportation issues and that is the disability population. Transportation is always ranked in the top three most needed and important issues in all studies of individuals with disabilities to live independently in their communities.

As the Executive Director of an organization that assists individuals with disabilities I can certainly testify to the fact that transportation plays a major role in the lives of many, many people. As a person with a disability herself, Ms. Myler can be very instrumental in being a vocal and knowledgeable part of this committee.

Sincerely,

Dean Nielson

Executive Director, LIFE, Inc.
Denise Myler
3698 Heartland Circle
Ammon, Idaho 83406
dmyler5@gmail.com
208-523-4164

Objective: Public Transportation Advisory Committee, District Six

Work Experience:


1998 to Present. Living Independently For Everyone, Inc. (LIFE), Board of Directors.

2008 to 2011. I-WAY District Six Coordinator for Idaho Transportation Department – Division of Transportation Performance (formerly Public Transportation).


1995 to 2000. Regional Public Transportation Advisory Committee for Idaho Transportation Department.

Background: Bachelors Degree in Liberal Arts

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

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

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

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

WHEREAS, applications were solicited from interested parties to fill the position in District 4 and District 6; and the Department received three applications in each District. The applications from all who submitted were brought forward to PTAC members in July 2018 for review; and

WHEREAS, the ITD – Public Transportation Office hereby brings forth the PTAC applicants that have been reviewed by the seated members of the PTAC and all found by unanimous consensus to be fit candidates for the open seat in Districts 4 and 6.

NOW THEREFORE BE IT RESOLVED, that the Transportation Board has determined to appoint ______________ for the District 4 PTAC position for a term from July 1, 2018 through June 30, 2021.

BE IT FURTHER RESOLVED, that the Transportation Board has determined to appoint ______________ as the District 6 PTAC member for a term from January 1, 2019 through June 30, 2021.
Meeting Date: September 13, 2018

Consent Item [ ]  Information Item [ ]  Amount of Presentation Time Needed: 10 minutes

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<thead>
<tr>
<th>Presenter's Name</th>
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<tbody>
<tr>
<td>Alberto Gonzalez/Chris Victory</td>
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<tr>
<th>Preparer's Name</th>
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<tbody>
<tr>
<td>Scott Stokes</td>
<td>Chief Deputy</td>
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Subject: DMV Status

Background Information:

Alberto Gonzalez and Chris Victory will present the status of the Driver’s License issuances within the Division of Motor Vehicles.

Recommendations:

For information.

Board Action:

- [ ] Approved
- [ ] Deferred
- [ ] Other
Meeting Date  9/13/18

Consent Item  □  Information Item  □  Amount of Presentation Time Needed  45 minutes

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<tbody>
<tr>
<td>Karen Hiatt</td>
<td>Engineering Manager II</td>
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<tr>
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<tr>
<td>Megan Stark</td>
<td>Public Info. Specialist</td>
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**Subject**

US-20 Corridor

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<tbody>
<tr>
<td>6</td>
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<td>US-20</td>
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**Background Information**

- Karen Hiatt – ITD Engineer Manager II – US-20 Corridor Plan Opening Remarks and Targhee Pass Project Update – 10 minutes
- Speaking in favor of wildlife mitigation
  - Tim Reynolds – Fremont County Local Resident – 5 minutes
  - Jean Bjerke – Island Park Safe Wildlife Passage – 5 minutes
- Speaking about wildlife crossing structure concerns and Fremont County & Island Park future planning
  - LeRoy Miller - Fremont County Commissioner – 5 minutes
  - Ken Watts – Island Park Preservation Coalition (IPPC) – 5 minutes
- Representative Karey Hanks - Speaking about wildlife crossing structure concerns and Fremont County & Island Park future planning – 10 minutes
- Chairman Jerry Whitehead – Closing Remarks - 5 minutes

**Recommendations**

For information.

**Board Action**

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

Page 1 of 1