

IDAHO TRANSPORTATION BOARD

EXHIBITS #422 - #435

2013

EXHIBIT NUMBER	DATE	DESCRIPTION
422	3/13	Freight Advisory Committee charter
423	4/13	Valley Regional Transit project changes to the FY13 Program
424	5/13	Board Subcommittee on 129,000 Pound Truck Routes charter
425	6/13	2013 Safety Rest Areas and Oasis Partnership Program & map
426	6/13	Alternative A:Local Public Agency share of federal formula funding
427	6/13	Revised Subcommittee on Audits charter
428	8/13	FY13 accounts to be written off (over \$1,000)
429	8/13	FY13 end-of-year adjustments to federal-aid program (Summary of 2013 Highway Program Proposed Revisions)
430	8/13	FY15 budget summary and certification
431	9/13	2014 GARVEE Working Plan Summary
432	11/13	FY13 certification of receipts and disbursements
433	11/13	FY14 Public Transit Program adjustments
434	11/13	Revised 2014 GARVEE Working Plan Summary
435	12/13	Community Choices for Idaho Program: selected projects for funding

## Idaho Freight Advisory Committee

## Draft Charter

**Purpose**

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

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

**Member Expectations**

It is expected that FAC members will:

- Work collaboratively, helping to ensure that the process and products balance the varied interests of statewide freight stakeholders
- Serve as ambassadors for the Freight Study recommendations, disseminating information and collecting feedback from their networks of industry contacts and affiliated interest groups
- Review and provide recommendations to the Idaho Transportation Department on project products and deliverables that best meet the needs of the state as a whole.
- Accept and adhere to the parameters outlined in this charter.

**Appointments**

The FAC will consist of 13 private industry stakeholders who bring a statewide freight perspective from diverse stakeholder groups. Interest in the FAC will be solicited by ITD, and the Idaho Transportation Board will make final appointments.

One representative from each of the following stakeholder interest groups:

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

**Ex-Officio Members**

Representatives from the following public agencies will be asked to serve as ex-officio members.

- Federal
  - Federal Highway Administration

## Draft Charter

- Federal Motor Carrier Safety Administration
- Federal Railroad Administration
- US Maritime Administration
- State/Regional
  - Idaho Public Utilities
  - Idaho Department of Agriculture
  - Idaho Department of Commerce
  - Idaho Department of Labor
  - Idaho Department of Transportation
  - Idaho State Police
- Region
  - Metropolitan Planning Organizations (one representative)

### Term of Service

Non ex-officio members shall serve staggered two (2) year terms to allow up to seven (7) members to be appointed or reappointed each year, the terms to expire on December 31, after their respective one or two year appointment. Initially, six (6) members shall serve until December 31, 2013 and seven (7) members shall serve until December 31, 2014.

Each non ex-officio member shall serve after the expiration of his own term until a successor has been appointed by the Board. Within fifteen (15) days prior to the expiration of a term, the FAC shall make a replacement recommendation(s). Each member may recommend succeeding themselves. Should any member resign, die, or move from the State, the Board may, within sixty (60) days, appoint a successor from representing the same stakeholder interest to serve for the remainder of the retiring member's unexpired term.

Members may be removed for non-attendance of one-half (50%) of the FAC meetings in a calendar year. Extreme situations must be reviewed by the FAC. If removed, a Member is excluded from reappointment.

### Chair and Vice Chair

A Chair is elected for one one-year term, for a total of two consecutive terms, from among the FAC members at the first meeting of the State Fiscal Year in which the election is due. The Chair's responsibilities include:

- Serving as the group' spokesperson,
- Working membership issues as needed,
- Issuing letters and notices as appropriate,
- Participating in agenda development activities on behalf of the group, and
- Other functions as appropriate.

A Vice Chair will be elected at the same election as the Chair. The election of the Vice Chair will occur after the Chair is selected, to ensure a 2/3 majority vote on each selection. The Vice Chair will assume the responsibilities of the Chair when the Chair is not able.

## Draft Charter

Subcommittees will be convened on an as-needed and ad hoc basis.

FAC members shall receive no salary for their services. Members are reimbursed for attending meetings according to the provisions of Section 59-509 (m), Idaho Code. They are also reimbursed by the Department for travel and expenses according to the limits specified in Section 67-2008, Idaho Code.

### Meetings

The FAC shall meet at least twice each year but every effort will be made to meet on a quarterly basis. Additional meetings shall be at the discretion of the Chair. The first meeting of the calendar year will establish goals and a work plan for the remainder of the year. Every effort will be made to combine one of the meetings with a field trip to a freight related site (i.e. dry port, railroad, transload facility, etc.). In addition, the FAC shall present to the Board each December a report of the activities of the Committee during the preceding year.

It is anticipated that the 2013 work plan will include identifying a freight priority corridor; monitoring implementation of the freight study and performance measures; recommending project identification, selection and prioritization policies.

Notice of regular meetings shall be made at least ten (10) days prior to the meeting by the ITD liaison. Meeting agendas will be prepared and distributed by the ITD liaison as determined by the Chair. Special meetings may be called by the FAC Chair and the ITD Director; notice to be made to FAC members by the ITD liaison.

The FAC maintains no quorum requirement. Members are expected to provide their contributions during and between meetings. FAC members in attendance will continue to discuss, work, and make decisions on the work plan per the meeting agenda and priorities. Members who have not participated are expected to not oppose those decisions or revisit those discussions.

### Decision-making

FAC recommendations shall be made using consensus-building processes. Consensus means that all members of the group agree to support a group recommendation, having sought to understand all perspectives and generating a recommendation that they think is best for the whole. Members might not completely agree with the action, but they do agree to support it, both within and outside the group. Consensus is not a majority vote.

Members who do not feel comfortable supporting the consensus opinion are individually responsible to disclose their concerns during the discussion, and those concerns will be reflected in the committee's submitted product.

### Staff Support

The Idaho Transportation Department shall act as the lead agency and will provide administrative support.



## Board Agenda Item

<b>Valley Regional Transit Project Changes to FY 2013</b>			
<i>Cost in Thousands</i>			
Key No.	Funding	Project	Federal-Aid
<b>Add Projects</b>			
New	5307/5339	Capital Lease or Purchase and Maintenance, Boise	312
New	5310	Capital Purchase of Service, Boise	210
New	5307	Operations Fixed Line and Demand Response	15
New	5339	Technology Implementation, Valley Regional Transit	80
New	5307	Capital Lease or Purchase and Maintenance, Nampa	22
New	5310	Capital Purchase of Service, Nampa	147
		Sum	786
<b>Remove Projects</b>			
12753	5307	Capital, Safety and Security, Boise	-27
12766	5316	Job Access Reverse Commute Development, Boise	-121
12768	5316	New Freedom Initiative Development, Boise	-78
12769	5317	New Freedom Initiative Administration, Boise	-8
13229	5307	Replacement Vehicles, Boise	-373
		Sum	-607
<b>Increase Cost</b>			
12754	5307	Associated Capital Enhancements, Boise	5
12756	5307	Demand Response Operations, Boise	38
12757	5307	Planning, Boise	36
12760	5307	Associated Capital Improvement, Nampa	677
12762	5307	Operations Fixed Line, Nampa	193
12764	5307	Transit Planning, Nampa	10
12767	5307	Mobility Program, Boise	108
13225	5307	Valley Regional Technology, Boise	16
		Sum	1083
<b>Decrease Cost</b>			
12755	5307	Capital Lease or Purchase and Maintenance, Boise	-317
12758	5307	Preventive Maintenance, Boise	-81
12761	5307	Capital Lease or Purchase and Maintenance, Nampa	-162
12763	5307	Demand Response Operations, Nampa	-77
12765	5307	Preventive Maintenance, Nampa	-122
		Sum	-759
<b>Total Project Cost Changes</b>			<b>503</b>
5307 Urbanized Area Funds (18 projects)—additional funding from FY13 apportionment			14
5339 Bus and Bus Facilities (2 projects)—additional funding from FY13, new MAP-21 item			339
5310 Elderly Persons & Persons w/Disability (2 projects)—additional funding from FY13			357
5316 Job Access Reverse Commute (2 projects)—cancelled projects			-199
5317 New Freedom (1 project)—cancelled projects			-8
<b>Total by Funding Type</b>			<b>503</b>

## 129,000# Ad Hoc Subcommittee Charter

This Charter is developed from guidance provided in the combination of 2013 Senate Bills 1064, and 1117, House Bill 322 and the Governor's transmittal of Senate Bill 1117 to the Secretary of State on April 1, 2013. Membership of the Ad Hoc Committee shall include Idaho Transportation Board (ITB) members, Idaho Transportation Department staff, and advisors as determined by the Chairman of the Board.

The Idaho Transportation Board, in collaboration with ISP, *must draft rules both for criteria that will be used in assessing the suitability of any nominated stretch of road and for the public participation process in considering any proposed designation.* (The Governor "...must be satisfied with the process before any rules are approved".)

Safety must be the highest priority, addressing necessary and prudent restrictions on use of designated routes, enforcement processes from jurisdiction to jurisdiction, mechanical requirements for trucks and trailers, driver certification requirements, pavement and roadbed conditions, bridge conditions and load carrying capacities, geographic conditions, weather conditions and other factors unique to each area in question. The process of considering nominated routes also must include timely, well-noticed public hearings and notification of adjacent property owners.

Rules developed by the Idaho Transportation Department and approved by the Idaho legislature for the 129,000 Pound Pilot Project referenced in Senate Bill 1064 shall be incorporated as baseline for implementing the thirty five (35) routes made permanent by SB1064. Rules for assessing the suitability of any additional routes that are nominated by the state or any local highway jurisdiction having authority over a nominated highway or highway segment will be developed for consideration and approval by the Idaho legislature as part of the formal rules review process.

The 129,000# Ad Hoc Subcommittee will meet on an as-needed basis. Subcommittee meetings shall be open to the public and minutes will be taken.

### Membership

#### Chairman

Jim Kempton - Member, District 4, Idaho Transportation Board

#### Board Members

Jim Coleman - Vice Chairman, District 1, Idaho Transportation Board

An additional board member, to be determined on a meeting-by meeting basis\*

#### Staff

Tom Cole – Chief Engineer, Idaho Transportation Department (ITD)

Greg Laragan – Highway Operations Engineer, ITD

Kathleen Slinger – Bridge Asset Management Engineer, ITD

JK:SSH:129k^charter;05/13/2013

Alan Frew – Motor Vehicles Administrator, ITD  
Tim Horn – Lieutenant, Idaho State Police  
Sue Higgins – Executive Assistant to the Board

Advisors

Dwight Horsch – Board Member, District 5  
Larry Allen - Deputy Attorney General  
Brent Jennings – Highway Safety Manager, ITD  
Jeff Stratten – Communications Officer, ITD  
Mollie McCarty – Government Affairs Manager, ITD  
ITD District Engineer from requested route's District  
Representative from the Department of Commerce  
Chairman, Idaho Trucking Advisory Council  
Representative from the Local Highway Technical Assistance Council  
Others as required

When the Subcommittee is ready to consider routes, the third board member on the Subcommittee will be the one representing the district that the route under consideration is in. If the route is in a permanent board members' district (either 1 or 4), the chairman will decide which member will serve for that meeting on a rotational basis.

May 9, 2013

Notes on Establishing a  
Board Subcommittee on 129,000 Pound Routes

May 13, 2013 adjustments for Ad Hoc Committee Consideration

Jerry Whitehead asked Jim Kempton to chair this subcommittee. Kempton asked for a roll call at 1:30 PM. Subcommittee Chairman Kempton and member Jim Coleman participated via teleconference. Staff members Chief Engineer Tom Cole, Highway Operations Engineer Greg Laragan, Bridge Asset Management Engineer Kathleen Slinger, Motor Vehicles Administrator Alan Frew, and Executive Assistant to the Board Sue Higgins were present at the Idaho Transportation Department, Room 209, Boise, Idaho.

Also in attendance were advisors Whitehead, Deputy Attorney General Larry Allen, Highway Safety Manager Brent Jennings, and Motor Carrier Services Manager Reymundo Rodriguez.

Kempton provided a draft charter for review. Membership of the Subcommittee was discussed. The proposal also includes Lieutenant Tim Horn, Idaho State Police as a staff member and a representative from the Department of Commerce, the Chairman of the Idaho Trucking Advisory Council, and a representative from the Local Highway Technical Assistance Council as advisors. The group agreed to add Communications Officer Jeff Stratten and Government Affairs Manager Mollie McCarty as advisors.

Discussion followed on the rule requirements and timeframes. It was noted that existing rules will be modified to make the current 129,000 pound pilot project routes permanent and then to address Senate Bill 1117, which allows the appropriate highway jurisdiction to authorize 129,000 pound vehicles on additional routes upon request and confirmation that neither the infrastructure nor safety will be jeopardized. The intent is to keep the rules basic, not detailed.

Kempton referenced Governor Otter's April 1 transmittal letter on S1117. It states that the Board, in collaboration with ISP, must draft rules for criteria to be used in assessing the suitability of nominated stretches of road and for the public participation process in considering proposed designations. The Governor must be satisfied with the process before any rules are approved.

To meet the deadline for legislative approval during the 2014 session, the Board must approve rules by August 30. Frew believes staff will have proposed rule changes ready for the Subcommittee's review by the May 23 Board meeting. Whitehead suggested a meeting with the Governor next month to ensure he is satisfied with the direction the Subcommittee is taking.

**Action:** Whitehead will contact the Governor's Office to schedule a meeting, ideally in conjunction with the June 18-19 Board meeting in Boise.



Discussion followed on the process when a request is received to designate a route for 129,000 pound gross vehicle weights. The consensus was for the process to consist of:

1. The Department receives a request for a 129,000 pound route.
2. Staff reviews the proposed route ~~to ensure~~ and makes a preliminary determination that engineering and safety standards are met.
3. If the preliminary determination is that engineering and safety standards are not met, the Chief Engineer notifies the Subcommittee for action in returning the request to the originator, leaving open the potential for additional consideration by the requestor.
4. If the preliminary determination is that engineering and safety standards are met, ~~The~~ Chief Engineer presents the request to the Subcommittee.\*
5. A. if upon further review the route does not meet engineering and safety criteria, the Subcommittee ~~should~~ shall make a recommendation to the full Board to not adopt it the proposed route and the process stops.  
B. if upon further review the route meets the engineering and safety criteria, the Subcommittee shall recommends to the Board that a public hearing be held.
6. A public hearing is conducted using an independent Administrative Hearing Officer.
7. The Hearing Officer compiles the data, including a transcript of oral testimony, and provides that information to the Chief Engineer for review.
8. "Findings" are established by staff with Chief Engineer oversight.
9. The Chief Engineer presents the "findings" to the Board for review and action.
10. "Action" shall be to Approve, Disapprove or Return to Staff for Additional Analysis.

\*The District Engineer, legislators, and local elected officials from that District will be invited to the Subcommittee meeting. The meeting shall be an "open meeting" for the general public but testimony will not be taken.

Other discussion items included the potential for requestors (i.e. private companies) to make infrastructure improvements so the route meets the identified engineering and safety criteria and the appeal process, which would go to the district court.

Whitehead asked if the Department receives a request to allow 129,000 pound gross vehicle weights on a route before the rules have been approved, could staff start the evaluation process? Kempton thought starting the process as a "test" would be acceptable providing the "test" process stops short of a public hearing<sup>1</sup>. He asked about enforcement. Frew said the responsible law enforcement agency (i.e. Idaho State Police for state highways) has authority to enforce weight limits. Roving scales are available. Allen added that the routes that the vehicle is authorized to travel are specified in the permit. It would be easy to identify commercial vehicles operating illegally. Frew said if a vehicle is in violation, the driver can be cited for being overweight, which could result in a substantial fine.

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<sup>1</sup> The underlined detail was not vocalized during the teleconference, but is a logical provision since moving to a hearing ahead of Legislative approval of rules of procedure would violate conditions of the Ad Hoc Committee Charter.

Whitehead also asked about requests to operate between 105,500 and 129,000 pounds. Allen suggested that the same process would be used: the route would need to be designated for 129,000 pounds, but the operator would not have to haul at the maximum amount.

Whitehead also noted that there are a lot of misconceptions about the higher weight limits. Education will be an important component of this initiative.

The consensus was for the Board Subcommittee on 129,000 Pound Routes to conduct open meetings and take minutes of those meetings.

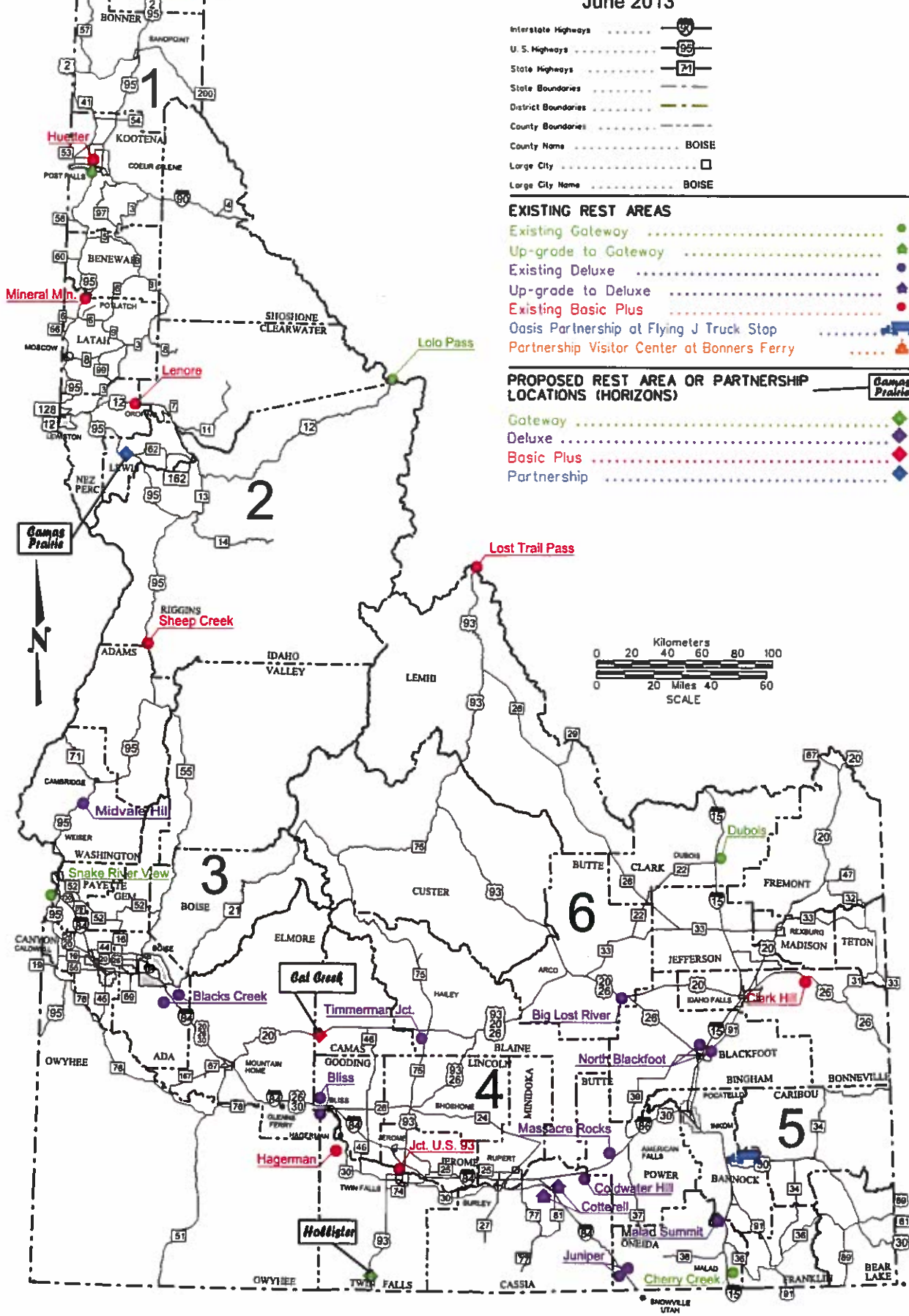
The meeting adjourned at 2:50 PM.

DRAFT

# IDAHO TRANSPORTATION DEPARTMENT SAFETY REST AREAS AND OASIS PARTNERSHIPS PLANNING MAP

EXHIBIT 425

June 2013



- Interstate Highways .....
- U. S. Highways .....
- State Highways .....
- State Boundaries .....
- District Boundaries .....
- County Boundaries .....
- County Name ..... BOISE
- Large City .....
- Large City Name ..... BOISE

- ### EXISTING REST AREAS
- Existing Gateway .....
  - Up-grade to Gateway .....
  - Existing Deluxe .....
  - Up-grade to Deluxe .....
  - Existing Basic Plus .....
  - Oasis Partnership at Flying J Truck Stop .....
  - Partnership Visitor Center at Bonners Ferry .....

- ### PROPOSED REST AREA OR PARTNERSHIP LOCATIONS (HORIZONS)
- Gateway .....
  - Deluxe .....
  - Basic Plus .....
  - Partnership .....



**2013**  
**SAFETY REST AREAS AND OASIS PARTNERSHIPS PROGRAM**

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

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

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

**SAFETY REST AREA CLASSIFICATION**

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

PROG FY	REST AREA TYPE	REST AREA LOCATION	DIST	RTE	APPROX. M.P.	HWY ADT 2012
MR	Basic Plus	Sheep Creek	2	US-95	189	2,100
MR	Basic Plus	Mineral Mountain	2	US-95	371	2,500
*	Basic Plus	Lenore	2	US-12	28	3,300
MR	Deluxe	Midvale	3	US-95	101	2,300
MR	Deluxe	Blacks Creek EB	3	I-84	62	20,500
MR	Deluxe	Blacks Creek WB	3	I-84	62	20,500
MR	Gateway	Snake River View	3	I-84	1	16,500
*	Basic Plus	Jct. US-93 WB	4	I-84	171	21,500
MR	Deluxe	Bliss EB	4	I-84	133	15,000
MR	Deluxe	Bliss WB	4	I-84	133	15,000
MR	Deluxe	Juniper NB	4	I-84	269	7,200
MR	Deluxe	Juniper SB	4	I-84	269	7,200
MR	Gateway	Cherry Creek	5	I-15	7	9,300
MR	Basic Plus	Clark Hill	6	US-26	357	3,400

**Existing Safety Rest Area (or Proposed Reconstruction Upgrade)**

PROG FY	REST AREA TYPE	REST AREA LOCATION	DIST	RTE	APPROX. M.P.	HWY ADT 2012
*	Basic Plus	Huetter WB	1	I-90	8	50,500
*	Gateway	Huetter EB	1	I-90	8	50,500
MR	Deluxe	Timmerman	4	US-20 /SH-75	177/101	1,400/ 2,900
MR	Basic Plus	Hagerman	4	US-30	184	1,900
2013	Deluxe	Cotterell EB	4	I-84	229	7,200
2013	Deluxe	Cotterell WB	4	I-84	229	7,200
*	Deluxe	Malad Summit	5	I-15	25	8,400
*	Deluxe	North Blackfoot NB	5	I-15	101	20,500
*	Deluxe	North Blackfoot SB	5	I-15	101	20,500
*	Deluxe	Coldwater	5	I-86	19	6,400
*	Deluxe	Massacre Rocks	5	I-86	31	6,400
MR	Deluxe	Big Lost River	6	US-20/26	265	2,200
MR	Gateway	Dubois	6	I-15	167	3,100

**Public/Private & Oasis Partnerships**

PROG FY	PUBLIC/PRIVATE STOP LOCATION	DIST	RTE	APPROX. M.P.	HWY ADT 2012/ FUNDING
MR	Oasis Partnership at Flying J Truck Stop at McCammon	5	I-15B	4	7,000 ADT
2013	Camas Prairie	2	US-95	252	2,900 ADT \$352,270

**Partnership Rest Area/Visitor Center**

PROG FY	VISITOR CENTER LOCATION	PARTNER	DIST.	RTE	APPROX M.P.	HWY ADT 2012/ FUNDING
MR	Visitor Center at Bonners Ferry	City of Bonners Ferry	1	US-95B	507	12,000 ADT
MR	Rest Area at Lost Trail Pass (Gateway)	Montana Department of Transportation	6	US-93	350	600 ADT
MR	Rest Area at Lolo Pass (Gateway)	U.S. Forest Service/ MDOT	2	US-12	174	560 ADT \$13,000 annually

**Proposed Safety Rest Areas (Horizons)**

PROG FY	REST AREA TYPE	REST AREA LOCATION	DIST	RTE	APPROX. M.P.	HWY ADT 2012
*	Basic Plus	Cat Creek	4	US-20	137	1,300
*	Gateway	Hollister	4	US-93	26	3,200

\* – Indicates projects are in horizons, not currently programmed or not been assigned a specific project year. Safety Rest Area(s) may be moved ahead of schedule or moved to a different category based on amount of funds available in Safety Rest Area, Oasis Partnership Program, Public/Private Partnership Programs, delays in projects, and facility assessments.

MR – Indicates rest areas that currently meet requirements and are included in the normal cycle and schedule for rehabilitation or reconstruction program.

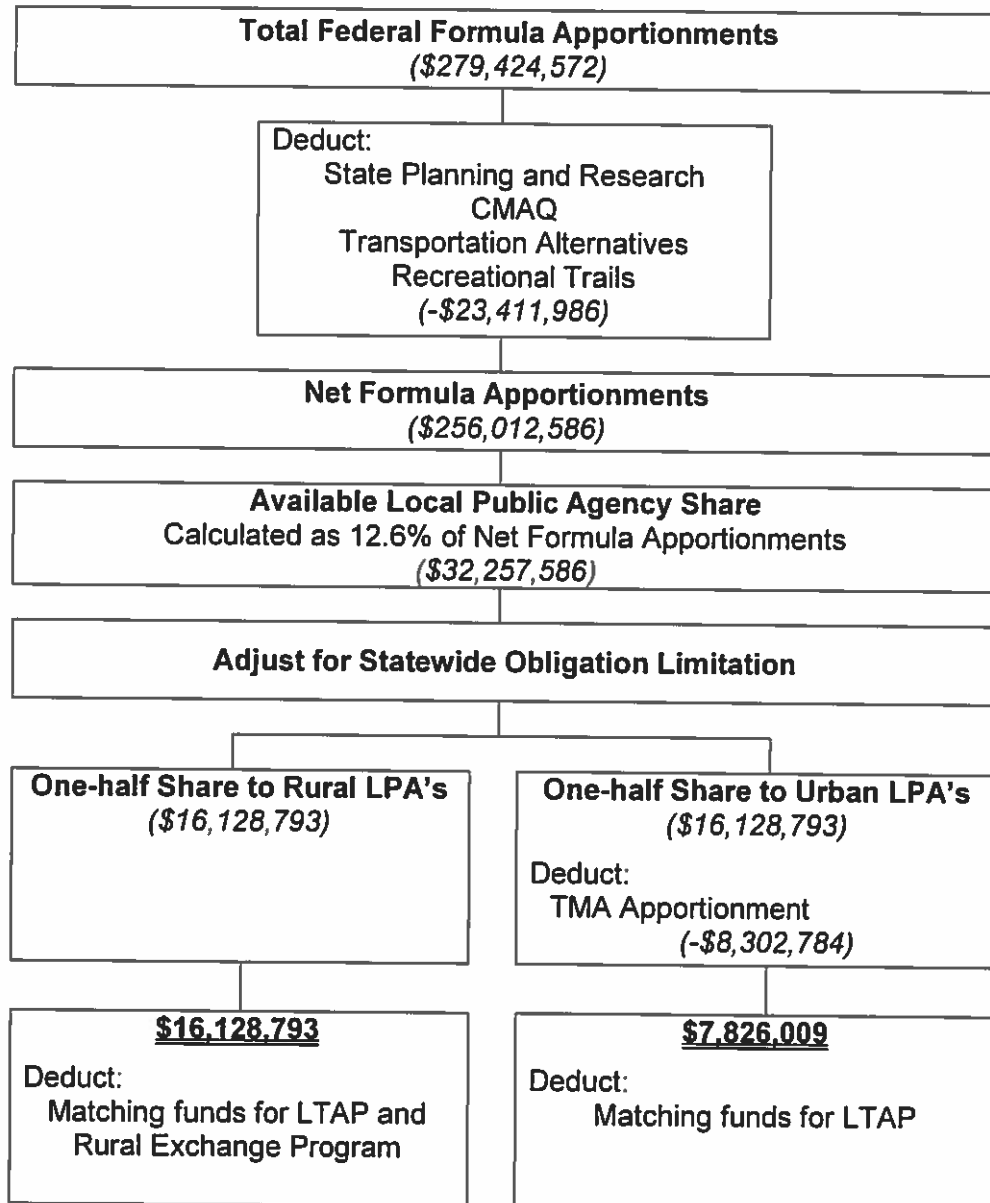
# LOCAL PUBLIC AGENCY SHARE OF FEDERAL FORMULA FUNDING

Board-Established Method for Allocation of Federal Aid Apportionments to Local Public Agencies

## ALTERNATIVE A

Status Quo – Maintain Allocations as per Current Policy B-11-04 Calculations

(Using FY 2014 Federal Funding Projections)



## Idaho Transportation Board

### Subcommittee on Audits

#### Charter

Pursuant to the decision of the Idaho Transportation Board at its meeting of January 15, 2003, an Audit Committee, later known as a Subcommittee on Audits, was established and charged with interacting with internal and external auditors and performing specific financially related assignments as the Committee and Board deem appropriate, and with providing periodic reports to the Board.

1. The Subcommittee on Audits is a standing committee composed of one or two Board Members, serving at the pleasure of the Chairman of the Board, to serve for such term as agreed to by the Chairman and the member(s) of the Subcommittee.
2. The Subcommittee on Audits shall be responsible in accomplishing the following:
  - a. External Legislative Audits: 1) Legislative Audit Reports will be reviewed by ITD management in accordance with Administrative Policy A-01-05 prior to presentation of preliminary draft responses to the Subcommittee on Audits. Preliminary draft responses will be presented to the Subcommittee by management (Director, Chief Administrative Officer and Controller) with the Office of Internal Review Manager present. 2) The Subcommittee on Audits may meet with the Legislative Auditor to review the results of the independent audit, including the auditor's recommendations for improvements and management's preliminary responses. Management should be included in these meetings if deemed appropriate. 3) Final draft Legislative Audit Report responses will be presented to the full Board by the Subcommittee for acceptance.
  - b. Internal and other External Reviews/Audits: Periodically meet with the ITD Office of Internal Review Manager to review the results of internal audits and other external reviews/audits performed by entities other than the Legislative Auditors, including management's responses. Management should be included in these meetings if deemed appropriate.
  - c. Meet at least annually, or more often as the Subcommittee desires, with the Chief Administrative Officer and Controller for a briefing and analysis of the department's financial statements, system of internal controls and briefing of financial policies and issues.
  - d. Report the results of Subcommittee on Audits' meetings to the Board.
  - e. Review peer reviews reported on the Office of Internal Review.
  - f. Perform other duties as appropriate.

ACCOUNT TO BE WRITTEN OFF

Fiscal Year 2013

Over (\$1,000)

Account	Name	Amount	Mileage Tax	Registration	Returned Check	Audit	Reinstatement	Damage Claim	Permits	Final Comments
3100494	ALEX TRANSPORT LSE	\$6,673.73	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$6,673.73	\$0.00	Past statute of limitations.
1100360	BRUNNER, JESSICA	\$6,171.10	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$6,171.10	\$0.00	Past statute of limitations.
1167073	PERFORMANCE DISTRIBUTION SYSTEM INC	\$4,517.86	\$0.00	\$0.00	\$4,477.86	\$0.00	\$40.00	\$0.00	\$0.00	Past statute of limitations.
2292300	44 LAND & LIVESTOCK INC	\$2,957.80	\$0.00	\$0.00	\$2,957.80	\$0.00	\$0.00	\$0.00	\$0.00	Past statute of limitations.
3100612	SMITH, BRANDUN J	\$2,651.81	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$2,651.81	\$0.00	Past statute of limitations.
3609235	DANCO TRANSPORTATION INC	\$2,340.04	\$0.00	\$2,300.04	\$0.00	\$0.00	\$40.00	\$0.00	\$0.00	Past statute of limitations.
3125432	LIMBAUGH SAND & GRAVEL INC	\$1,770.50	\$0.00	\$1,770.50	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	Past statute of limitations. Paid \$50 of 1820.50 balance
2982404	FLOYD AGRICULTURE LLC	\$1,703.74	\$0.00	\$1,663.74	\$0.00	\$0.00	\$40.00	\$0.00	\$0.00	Past statute of limitations.



Account Name Amount Mileage Tax Registration Return Check Audit Reinstatement Damage Claim Permits Final Comments

3267466	SUPER GRADE INC	\$1,486.14	\$0.00	\$1,446.14	\$0.00	\$0.00	\$40.00	\$0.00	\$0.00	\$0.00	Past statute of limitations. No assets. Cased closed 11/2/10
1622544	PLUM CRAZY TRUCKING	\$1,399.36	\$0.00	\$1,359.36	\$0.00	\$0.00	\$40.00	\$0.00	\$0.00	\$0.00	Past statute of limitations. Ch 7 files 7/15/09. Cased closed/discharged 11/3/09
1207237	FULTS TRUCKING	\$1,174.94	\$0.00	\$1,134.94	\$0.00	\$0.00	\$40.00	\$0.00	\$0.00	\$0.00	Past statute of limitations.
4234677	KROUS TRUCKING	\$1,135.30	\$0.00	\$1,095.30	\$0.00	\$0.00	\$40.00	\$0.00	\$0.00	\$0.00	Past statute of limitations. Paid 1 of 4 registration installments.
3654370	CAPITAL TRUCKING ENTERPRISES	\$1,045.66	\$0.00	\$1,005.66	\$0.00	\$0.00	\$40.00	\$0.00	\$0.00	\$0.00	Past statute of limitations. Ch 7 filed 5/28/10. case discharged 9/7/10

Total of Accounts: 13 \$35,027.98 \$0.00 \$11,775.68 \$7,435.66 \$0.00 \$320.00 \$15,496.64 \$0.00

Approved by:  August 15, 2013  
 Idaho Transportation Board Chairman

SUMMARY OF 2013 HIGHWAY PROGRAM PROPOSED REVISIONS

As of July 31, 2013

Who	KeyNo	Route	Location	Program Year	Program	FY 2013 Schedule (\$000)	Phase	Action
<b>Anticipated Delays &amp; Requested Removals</b>								
State Highway System								
3	12355	SH 55	DYNAMIC MESSAGE SIGN, McCALL	2013	Traffic Operations	115	CE/CN	Remove
HQ	12126	STATE	FY13 PUBLIC/PRIVATE PARTNERSHIP DEVELOPMENT	2013	Rest Area	50	CN	Remove
						Sum of SHS Delays/Removals		
						165		
Local Highway System								
3	12360	STC-3845	S ORCHARD ACCESS RD, RRX, ADA CO	2013	STP - Rail (Protection) (L)	250	CE/CN	Delay
5	07508	STC-7271	CHEYENNE SOUTH VALLEY CONNECTOR, POCATELLO	2013	STP - Local Urban	2,750	CN	Delay
5	SUL00	LOCAL	STATE-URBAN OA LOAN FOR CHEYENNE	2013	STP - Local Urban	(2,750)	CN	Delay
5	12450	OFFSYS	FALLS & LINCOLN SIDEWALKS, AMERICAN FALLS SR2	2013	Safe Routes to School	100	CN	Delay
						Sum of LHS Delays/Removals		
						350		
						<b>Total Requested Delays/Removals</b>		
						<b>515</b>		

Who	KeyNo	Route	Location	Program Year	Program	Scheduled	Obligated	Estimate	Increase SHS W/FICR	Phase	Action Requested
<b>Cost Increase to Existing Projects</b>											
LHTAC-1	08768	OFFSYS	OLD COUNTY RD BR, BENEWAH CO	2013	Bridge - Off System	2,670	-	3,571	901	UT/CE/CN	Cost Increase
LHTAC-6	12271	STC-6868	TRAIL CR HIGHWAY, CUSTER CO, STG 1	2013	STP - Local Rural	-	-	1,082	1,082	CN	Cost Increase
								<b>Total of Cost Increases</b>	<b>1,983</b>		

Ready Projects for End of Year Funding Balance and Redistribution

Who	KeyNo	Route	Location	Program Year	Program	Scheduled	Obligated	Estimate	Increase SHS W/FICR	Phase	Action Requested
State Highway System											
6	12453	STATE	FY14 D6 GUARDRAIL UPGRADES	2014	Safety	-	-	177	200	CE/CN	Advance
1	13413	I 90	NORTHWEST BLVD SIGNAL UPGRADES, CDA	2014	Safety	-	-	687	775	CE/CN	Advance
1	12292	I 90	PLEASANT VIEW & SPOKANE ST, OPASS SIGNAL UPGRADE	2014	Safety	-	-	1,086	1,225	CE/CN	Advance
4	12401	SH 50	INT 3800 E RD, TWIN FALLS CO	2015	Safety	-	-	205	231	CE/CN	Advance
4	12396	I 84	FY14 D4 PAVEMENT STRIPING	2014	Traffic Operations	-	-	394	444	CE/CN	Advance
4	12342	I 84	FY14 D3 PAVEMENT STRIPING	2014	Traffic Operations	-	-	266	300	CE/CN	Advance
1	12970	STATE	FY14 D1 DISTWIDE BROOMING	2014	Traffic Operations	-	-	257	290	CE/CN	Advance
4	12407	US 30	SNAKE RV GRIDLEY BR	2014	Bridge	-	-	1,685	1,901	CN	Advance
2	12929	US 95	LEWIS RD LEFT TURNBAY, LATAH CO	2014	Restoration	-	-	1,193	1,346	CE/CN	Advance
5	12095	US 30	BANKS VALLEY RD TO PEGRAM RD, BEAR LAKE CO	2014	Pavement Preservation	-	-	3,208	3,619	CE/CN	Advance
5	12423	SH 61	WYOMING ST LN TO JCT US 89, BEAR LAKE CO	2014	Pavement Preservation	-	-	83	94	CE/CN	Advance
4	12390	I 84	JCT SH 81 IC #228 TO IC #245 WB, CASSIA CO	2014	Pavement Preservation	-	-	5,308	5,987	CE/CN	Advance
4	12391	I 84	IC #245 TO SWEETZER IC #254 WB, CASSIA CO	2014	Pavement Preservation	-	-	3,105	3,502	CE/CN	Advance
4	12389	I 84	IC #245 TO SWEETZER IC #254 EB, CASSIA CO	2014	Pavement Preservation	-	-	2,792	3,149	CE/CN	Advance
2	12321	SH 8	TROY TO OSTERBERG RD, LATAH CO	2014	Pavement Preservation	-	-	1,965	2,217	CE/CN	Advance
2	13434	SH 8	OSTERBERG RD TO JCT SH 3, LATAH CO	2015	Pavement Preservation	-	-	1,139	1,285	CE/CN	Advance
6	12467	US 20	S REXBURG IC #332 TO S FK TETON RV BR	2014	Pavement Preservation	-	-	4,270	4,817	CE/CN	Advance
6	11675	US 20	ISLAND PARK LODGE TO MT ST LN	2014	Pavement Preservation	-	-	4,084	4,607	CE/CN	Advance
4	11605	US 30	4TH ST TO 3850E RD, HANSEN	2014	Pavement Preservation	-	-	1,471	1,659	CE/CN	Advance

SUMMARY OF 2013 HIGHWAY PROGRAM PROPOSED REVISIONS

As of July 31, 2013

Who	KeyNo	Route	Location	Program Year	Program	Scheduled	FY 2013 (\$000)			Phase	Action Requested
							Obligated	Estimate	Increase SHS W/FICR		
5	12426	US 91	FERRY BUTTE RD TO JCT I 15, BINGHAM CO	2014	Pavement Preservation	-	244	275	CE/CN	Advance	
5	12418	I 15	S OF BLACKFOOT IC #89 TO FORT HALL BDRY	2014	Pavement Preservation	-	257	290	CE/CN	Advance	
5	12424	I 86	JCT I 86 IC # 36 TO IDAHO ST, AMERICAN FALLS	2014	Pavement Preservation	-	219	247	CE/CN	Advance	
5	12422	SH 39	SHEEP TRAIL RD TO RIVERSIDE WCL, BINGHAM CO	2014	Pavement Preservation	-	480	541	CE/CN	Advance	
2	12322	US 95	MOSCOW MOUNTAIN OVERLAY, LATAH CO	2015	Pavement Preservation	-	666	751	CE/CN	Advance	
4	12393	US 26	BLISS TO GOODING	2015	Pavement Preservation	-	3,080	3,474	CE/CN	Advance	
1	12968	SH200	KOOTENAI TO DELTA VIEW RD, BONNER CO	2016	Pavement Preservation	-	3,200	3,610	CE/CN	Advance	
HQ	13654	STATE	FY13 SIX RWIS SITES	2013	Traffic Operations	-	2,000	2,256	CN	New work-Add 20 sites	
								<u>49,092</u>			
Local Highway System											
COMPASS	11581	LOCAL	FY13 ACHD OVERLAYS	2013	STP - TMA	3,109	3,109	509	CN	Cost Increase	
LHTAC-4	09854	SMA-7522	21ST STREET RECONSTRUCTION, HEYBURN	2015	STP - Local Urban	-	2,300	2,300	CE/CN	Advance	
BMPO-6	13585	SMA-7406	17TH ST, HOLMES TO S WOODRUFF, IDAHO FALLS	PREL	STP - Local Urban	-	1,189	1,189	CE/CN	Advance	
COMPASS	12761	TRANSIT	NAMPA URBANIZED AREA	2013	STP - Local Urban	-	200	200	CN	New Work-Bus Purchase	
COMPASS	13509	LOCAL	FY13 MAINTENANCE SET ASIDE, VRT	2013	STP - TMA	-	450	450	CN	New Work-Bus Purchases	
COMPASS	13818	OFFSYS	BOISE BIKE SHARE PROGRAM, PH 1	2013	TAP - Flex	-	53	53	CN	New Work-Adv Phs II	
COMPASS	13514	LOCAL	GARDEN CITY TO AMERICANA BLVD GREENBELT	PREL	STP - TMA	175	175	15	PC	Cost Increase Out Year	
								<u>4,716</u>			
Total Ready Projects for Balance and Redistribution								<u>53,808</u>			

DEPARTMENT SUMMARY AND CERTIFICATION  
 AGENCY: IDAHO TRANSPORTATION DEPARTMENT  
 FUNCTION: \_\_\_\_\_  
 ACTIVITY: N/A

Agency Number: 290  
 Function Number: \_\_\_\_\_  
 Activity Number: 00  
 FY 2015 Request  
 Page \_\_\_ of \_\_\_ Pages  
 Original Submission Date \_\_\_ or Revision Request Date \_\_\_\_\_

In accordance with 67-3503, Idaho Code, I certify the attached forms properly state the receipts and expenditures of the department (agency, office, or institution) for the fiscal years indicated. The summary of expenditures by major program, fund source, and standard class is indicated below.

- PROPOSED REQUEST - SUBJECT TO BOARD REVIEW AND APPROVAL						
By Major Programs	FY 2013 Total Appropriation	FY 2013 Actual Expenditures	FY2014 Original Appropriation	FY 2014 Estimated Expenditures*	FY 2015 Total Request	
290 01 Administration	22,560,400	21,414,700	23,272,400	23,125,000	24,082,000	
290 02 Planning	-	-	-	-	-	
290 03 Motor Vehicles	31,926,000	26,768,200	32,300,900	32,300,900	41,617,700	
290 04 Highway Operations	165,075,400	158,331,600	170,135,000	172,233,500	173,271,900	
290 05 Capital Facilities	2,850,000	2,866,000	3,960,000	3,960,000	3,315,000	
290 06 Contract Construction & Right-of-Way Acquisition	451,107,200	299,023,300	245,227,400	400,510,300	259,385,700	
290 07 Aeronautics	3,663,100	2,078,000	2,436,400	3,724,200	2,567,500	
290 08 Transportation Performance	11,254,800	11,929,900	14,394,600	14,576,500	14,428,200	
<b>TOTAL</b>	<b>688,436,900</b>	<b>522,411,700</b>	<b>491,726,700</b>	<b>650,430,400</b>	<b>618,678,000</b>	
By Fund Source	Total Appropriation	Actual Expenditures	Original Appropriation	Estimated Expenditures	Total Request	
0260-02 d State Highway	348,522,000	250,410,200	242,564,600	336,633,400	251,753,200	
0260-03 f State Highway	320,771,700	261,318,800	242,241,100	298,910,200	259,712,900	
0260-04 i State Highway	411,400	319,600	410,100	410,100	413,700	
0260-05 o State Highway	5,513,400	2,911,500	4,050,400	6,481,400	4,180,700	
0260-46 f Stimulus Funds - Title XII ARRA	9,582,900	5,335,900	-	4,247,000	-	
0346-00 f Stimulus Funds - Title XIV ARRA	-	-	-	-	-	
0221-02 d Aeronautics	3,072,900	1,592,400	1,965,600	3,253,400	2,117,800	
0221-03 f Aeronautics	362,600	323,300	320,500	320,500	322,500	
0221-04 i Aeronautics	200,000	200,000	174,400	174,400	177,200	
0001-00 g General Fund	-	-	-	-	-	
<b>TOTAL</b>	<b>688,436,900</b>	<b>522,411,700</b>	<b>491,726,700</b>	<b>650,430,400</b>	<b>618,678,000</b>	
By Object	Total Appropriation	Actual Expenditures	Original Appropriation	Estimated Expenditures	Total Request	
Personnel Costs	115,340,700	105,855,800	114,935,700	116,836,100	119,537,200	
Operating Expenditures	100,442,400	79,765,300	101,082,200	114,713,300	108,086,100	
Capital Outlay	452,725,700	318,435,200	255,615,600	396,121,800	270,961,500	
Trustee and Benefit Payments	19,928,100	18,355,400	20,093,200	22,759,200	20,093,200	
Lump Sum	-	-	-	-	-	
<b>TOTAL</b>	<b>688,436,900</b>	<b>522,411,700</b>	<b>491,726,700</b>	<b>650,430,400</b>	<b>618,678,000</b>	
<b>TOTAL FTP</b>	<b>1,827.5</b>	<b>1,827.5</b>	<b>1,814.0</b>	<b>1,814.0</b>	<b>1,810.0</b>	
<b>FUNDED FTP</b>	<b>1,827.5</b>	<b>1,827.5</b>	<b>1,814.0</b>	<b>1,814.0</b>	<b>1,810.0</b>	

\* FY 2014 Estimated Expenditures include reappropriated spending authority.

**GARVEE PROGRAM CORRIDOR BUDGETS**

**September 2013**

(millions of dollars, rounded)

Project	Phase	GARVEE FUNDS							FORMULA FUNDS	TOTAL FUNDING
		2007	2008	2009	2010	2011	2012	TOTAL		
<b>US 95, Garwood to Sagle</b>										
Environmental clearance for the 31.5 mile corridor. Reconstruct 15.8 miles of U.S. 95, from Garwood to Granite with 3 new interchanges and select frontage roads.	PE & PC	18.3	5.6	-	-	-	-	23.9	-	23.9
	ROW	8.8	14.6	0.4	0.2	-	-	24.0	5.2	29.2
	CN	0.1	31.7	0.5	-	-	56.0	88.3	3.0	91.3
<b>Corridor Total</b>		<b>27.2</b>	<b>51.9</b>	<b>0.9</b>	<b>0.2</b>	<b>-</b>	<b>56.0</b>	<b>136.2</b>	<b>8.2</b>	<b>144.4</b>
<b>US 95, Worley North</b>										
Reconstruct 4.2 miles of U.S. 95 to 4-lane divided highway with new interchange at Idaho 58.	PE & PC	0.2	-	-	-	-	-	0.2	-	0.2
	ROW	-	-	-	0.3	-	-	0.3	-	0.3
	CN	49.5	4.6	0.6	-	-	-	54.7	-	54.7
<b>Corridor Total</b>		<b>49.7</b>	<b>4.6</b>	<b>0.6</b>	<b>0.3</b>	<b>-</b>	<b>-</b>	<b>55.2</b>	<b>-</b>	<b>55.2</b>
<b>Idaho 16, JCT I-84 to Emmett</b>										
Environmental clearance of 6.7 miles of new alignment from Jct I-84 to Idaho 44 of 4-lane highway. Construct new highway from U.S. 20/26 (Chinden) to Idaho 44 (State).	PE & PC	7.4	9.1	0.1	4.9	-	-	21.5	-	21.5
	ROW	1.0	6.0	5.0	17.8	3.4	-	33.2	8.5	41.7
	CN	0.4	7.1	6.1	6.6	8.1	20.0	48.3	-	48.3
<b>Corridor Total</b>		<b>8.8</b>	<b>22.2</b>	<b>11.2</b>	<b>29.3</b>	<b>11.5</b>	<b>20.0</b>	<b>103.0</b>	<b>8.5</b>	<b>111.5</b>
<b>I-84, Caldwell to Meridian</b>										
Environmental clearance of 18 miles of I-84 from Karcher IC to Five Mile Road. Reconstruct and widen the Interstate from Franklin IC to Meridian IC.	PE & PC	23.9	8.2	1.5	-	-	-	33.6	5.7	39.3
	ROW	4.7	18.1	0.8	-	-	-	23.6	2.6	26.2
	CN	23.9	72.4	42.9	44.5	-	25.7	209.4	7.6	217.0
<b>Corridor Total</b>		<b>52.5</b>	<b>98.7</b>	<b>45.2</b>	<b>44.5</b>	<b>-</b>	<b>25.7</b>	<b>266.6</b>	<b>15.9</b>	<b>282.5</b>
<b>I-84, Orchard to Isaacs Canyon</b>										
Rehabilitate pavement between Broadway and Eisenman. Reconstruct Interstate from Cole/Overland to Broadway. Reconstruct the Orchard and Vista interchanges.	PE & PC	8.7	4.9	-	-	-	-	13.6	12.8	26.4
	ROW	0.6	5.2	0.7	-	-	-	6.5	0.4	6.9
	CN	18.9	19.9	53.3	-	-	54.5	146.6	35.2	181.8
<b>Corridor Total</b>		<b>28.2</b>	<b>30.0</b>	<b>54.0</b>	<b>-</b>	<b>-</b>	<b>54.5</b>	<b>166.7</b>	<b>48.4</b>	<b>215.1</b>
<b>US 30, McCammon to Lava Hot Springs</b>										
Reconstruct nearly 9.5 miles of U.S. 30 from McCammon to Lava Hot Springs, including the Topaz Bridge the Portneuf River Bridges.	PE & PC	3.6	2.5	0.3	-	-	-	6.4	-	6.4
	ROW	-	-	-	-	-	-	-	-	-
	CN	24.2	34.0	16.4	3.8	-	0.6	79.0	-	79.0
<b>Corridor Total</b>		<b>27.8</b>	<b>36.5</b>	<b>16.7</b>	<b>3.8</b>	<b>-</b>	<b>0.6</b>	<b>85.4</b>	<b>-</b>	<b>85.4</b>
<b>Program Management</b>		<b>20.4</b>	<b>8.5</b>	<b>5.4</b>	<b>3.9</b>	<b>0.5</b>	<b>5.2</b>	<b>43.9</b>	<b>-</b>	<b>43.9</b>
<b>Phase Total</b>	PE & PC	<b>82.5</b>	<b>38.8</b>	<b>7.3</b>	<b>8.8</b>	<b>0.5</b>	<b>5.2</b>	<b>143.1</b>	<b>18.5</b>	<b>161.6</b>
<b>Phase Total</b>	ROW	<b>15.1</b>	<b>43.9</b>	<b>6.9</b>	<b>18.3</b>	<b>3.4</b>	<b>-</b>	<b>87.6</b>	<b>16.7</b>	<b>104.3</b>
<b>Phase Total</b>	CN	<b>117.0</b>	<b>169.7</b>	<b>119.8</b>	<b>54.9</b>	<b>8.1</b>	<b>156.8</b>	<b>626.3</b>	<b>45.8</b>	<b>672.1</b>
<b>Total by Fiscal Year</b>		<b>214.6</b>	<b>252.4</b>	<b>134.0</b>	<b>82.0</b>	<b>12.0</b>	<b>162.0</b>	<b>857.0</b>	<b>81.0</b>	<b>938.0</b>

STATE OF IDAHO  
IDAHO TRANSPORTATION DEPARTMENT  
STATE HIGHWAY FUND  
CERTIFICATION OF RECEIPTS AND DISBURSEMENTS CASH BASIS  
JULY 1, 2012 - JUNE 30, 2013

Cash Balance - July 1, 2012 \$49,436,500

Receipts

Transfer From Highway Distribution Account	\$ 180,132,600	
Miscellaneous Receipts	<u>\$ 46,673,900</u>	
Total State Receipts	\$ 226,806,500	
Federal Aid - Formula	\$ 303,226,500	
Federal Aid - ARRA Title XII	\$ 2,741,600	
Transfers In - Ethanol Exemption Elimination	\$ 15,281,900	
Transfers In - Direct Investment Pool	\$ 23,993,000	
City & County Contributions	<u>\$ 5,454,800</u>	
<b>Total Receipts</b>		<b>\$ 577,504,300</b>

Disbursements

Expenditures - Fund 0260	\$ 516,841,400	
Expenditures - ARRA Title XII	\$ 5,335,900	
Transfers Out - To Long Term Investment Fund	\$ 1,889,300	
Transfers Out - Garvee Debt Service Fund - Fed	\$ 48,603,400	
Transfers Out - Garvee Debt Service Fund - State	\$ 4,013,700	
Transfers Out - Department of Commerce	<u>\$ 25,000</u>	
Total Disbursements		<u><b>\$ 576,708,700</b></u>
<b>Net Change in Cash Balance</b>		<b>\$ 795,600</b>

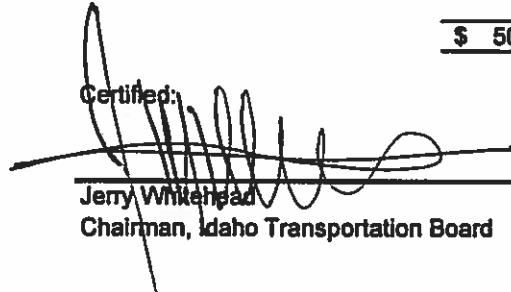
Cash Balance - June 30, 2013 **\$ 50,232,100**

Prepared By:



David Tolman, Controller  
Idaho Transportation Department

Certified:



Jerry Whitehead  
Chairman, Idaho Transportation Board

## FY 2014 Public Transit Program Adjustments

<i>Key No.</i>	<i>Name</i>	<i>\$000 FA</i>	<i>FTA Fund</i>
<b>Delay from FY 2013 to 2014</b>			
12178	Capital, Safety, and Security (FY 2012), Nampa	11	5307 Small Urban
12754	Capital Enhancements (2013), Boise	32	5307 Large Urban
12755	Capital Lease or Purchase & Maintenance (2012), Boise	73	5307 Large Urban
12756	Demand Response Operations, Boise	348	5307 Large Urban
12757	Planning, Boise	143	5307 Large Urban
12758	Preventive Maintenance, Boise	1378	5307 Large Urban
12759	Capital, Safety, and Security (FY 2013), Nampa	11	5307 Small Urban
12760	Associated Capital Improvements, Nampa	713	5307 Small Urban
12761	Capital Lease or Purchase & Maintenance (2012), Nampa	38	5307 Small Urban
12762	Fixed Line Operations, Nampa	518	5307 Small Urban
12763	Demand Response Operations, Nampa	27	5307 Small Urban
12764	Planning, Nampa	122	5307 Small Urban
12765	Preventive Maintenance, Nampa	186	5307 Small Urban
12767	Job Access Reverse Commute Administration, Boise	121	5307 Large Urban
13225	Valley Regional Transit Technology, Boise	80	5307 Large Urban
13332	Capital Enhancements (2012), Boise	22	5307 Large Urban
13343	Alternatives Analysis; Boise Circulator System	375	5339 State of Good Repair
13713	Go-Ride Job Access, Valley Regional Transit	33	5316 Job Access & Reverse Commute
13778	Maintenance Facility Improvements, Boise VRT	200	5309 Bus & Bus Facility Grants
13827	Capital Lease or Purchase & Maintenance (2013), Boise	259	5339 State of Good Repair
13830	Technology Implementation, VRT	80	5339 State of Good Repair
13831	Capital Lease or Purchase & Maintenance (2013), Nampa	22	5307 Small Urban
13835	Capital Lease or Purchase & Maintenance (2013), Boise	53	5307 Large Urban
<b>Add New Projects</b>			
New	Capital Other (PC Tablets), Lewiston	2	5307 Small Urban
New	Bus Signs, Lewiston	5	5307 Small Urban
14300	FY17 Idaho Falls/Ammon Paratransit Service	75	5307 Small Urban
14301	FY17 Idaho Falls/Ammon Capital Buses	235	5307 Small Urban
14302	FY17 Idaho Falls/Ammon Training	15	5307 Small Urban
14303	FY17 Idaho Falls/Ammon Capital Other	75	5307 Small Urban

**GARVEE PROGRAM CORRIDOR BUDGETS**

**November 2013**

(millions of dollars, rounded)

Project	Phase	GARVEE FUNDS							FORMULA FUNDS	TOTAL FUNDING
		2007	2008	2009	2010	2011	2012	TOTAL		
<b>US 95, Garwood to Sagle</b> Environmental clearance for the 31.5 mile corridor. Reconstruct 15.8 miles of U.S. 95, from Garwood to Granite with 3 new interchanges and select frontage roads.	PE & PC	18.3	5.6	-	-	-	-	23.9	-	23.9
	ROW	8.8	14.6	0.4	0.2	-	-	24.0	5.2	29.2
	CN	0.1	31.7	0.5	-	-	37.0	69.3	22.0	91.3
<b>Corridor Total</b>		<b>27.2</b>	<b>51.9</b>	<b>0.9</b>	<b>0.2</b>	<b>-</b>	<b>37.0</b>	<b>117.2</b>	<b>27.2</b>	<b>144.4</b>
<b>US 95, Worley North</b> Reconstruct 4.2 miles of U.S. 95 to 4-lane divided highway with new interchange at Idaho 58.	PE & PC	0.2	-	-	-	-	-	0.2	-	0.2
	ROW	-	-	-	0.3	-	-	0.3	-	0.3
	CN	49.5	4.6	0.6	-	-	-	54.7	-	54.7
<b>Corridor Total</b>		<b>49.7</b>	<b>4.6</b>	<b>0.6</b>	<b>0.3</b>	<b>-</b>	<b>-</b>	<b>55.2</b>	<b>-</b>	<b>55.2</b>
<b>Idaho 16, JCT I-84 to Emmett</b> Environmental clearance of 6.7 miles of new alignment from Jct I-84 to Idaho 44 of 4-lane highway. Construct new highway from U.S. 20/26 (Chinden) to Idaho 44 (State).	PE & PC	7.4	9.1	0.1	4.9	-	-	21.5	-	21.5
	ROW	1.0	6.0	5.0	17.8	3.4	-	33.2	8.5	41.7
	CN	0.4	7.1	6.1	6.6	8.1	20.0	48.3	-	48.3
<b>Corridor Total</b>		<b>8.8</b>	<b>22.2</b>	<b>11.2</b>	<b>29.3</b>	<b>11.5</b>	<b>20.0</b>	<b>103.0</b>	<b>8.5</b>	<b>111.5</b>
<b>I-84, Caldwell to Meridian</b> Environmental clearance of 18 miles of I-84 from Karcher IC to Five Mile Road. Reconstruct and widen the Interstate from Franklin IC to Meridian IC.	PE & PC	23.9	8.2	1.5	-	-	6.1	39.7	-	39.7
	ROW	4.7	18.1	0.8	-	-	1.7	25.3	-	25.3
	CN	23.9	72.4	42.9	44.5	-	25.7	209.4	8.1	217.5
<b>Corridor Total</b>		<b>52.5</b>	<b>98.7</b>	<b>45.2</b>	<b>44.5</b>	<b>-</b>	<b>33.5</b>	<b>274.4</b>	<b>8.1</b>	<b>282.5</b>
<b>94, Orchard to Isaacs Canyon</b> Rehabilitate pavement between Broadway and Eisenman. Reconstruct Interstate from Cole/Overland to Broadway. Reconstruct the Orchard and Vista interchanges.	PE & PC	8.7	4.9	-	-	-	10.9	24.5	-	24.5
	ROW	0.6	5.2	0.7	-	-	0.3	6.8	-	6.8
	CN	18.9	19.9	53.3	-	-	54.5	146.6	37.2	183.8
<b>Corridor Total</b>		<b>28.2</b>	<b>30.0</b>	<b>54.0</b>	<b>-</b>	<b>-</b>	<b>65.7</b>	<b>177.9</b>	<b>37.2</b>	<b>215.1</b>
<b>US 30, McCammon to Lava Hot Springs</b> Reconstruct nearly 9.5 miles of U.S. 30 from McCammon to Lava Hot Springs, including the Topaz Bridge the Portneuf River Bridges.	PE & PC	3.6	2.5	0.3	-	-	-	6.4	-	6.4
	ROW	-	-	-	-	-	-	-	-	-
	CN	24.2	34.0	16.4	3.8	-	0.6	79.0	-	79.0
<b>Corridor Total</b>		<b>27.8</b>	<b>36.5</b>	<b>16.7</b>	<b>3.8</b>	<b>-</b>	<b>0.6</b>	<b>85.4</b>	<b>-</b>	<b>85.4</b>
<b>Program Management</b>		<b>20.4</b>	<b>8.5</b>	<b>5.4</b>	<b>3.9</b>	<b>0.5</b>	<b>5.2</b>	<b>43.9</b>	<b>-</b>	<b>43.9</b>
<b>Phase Total</b>	PE & PC	<b>82.5</b>	<b>38.8</b>	<b>7.3</b>	<b>8.8</b>	<b>0.5</b>	<b>22.2</b>	<b>160.1</b>	<b>-</b>	<b>160.1</b>
<b>Phase Total</b>	ROW	<b>15.1</b>	<b>43.9</b>	<b>6.9</b>	<b>18.3</b>	<b>3.4</b>	<b>2.0</b>	<b>89.6</b>	<b>13.7</b>	<b>103.3</b>
<b>Phase Total</b>	CN	<b>117.0</b>	<b>169.7</b>	<b>119.8</b>	<b>54.9</b>	<b>8.1</b>	<b>137.8</b>	<b>607.3</b>	<b>67.3</b>	<b>674.6</b>
<b>Total by Fiscal Year</b>		<b>214.6</b>	<b>252.4</b>	<b>134.0</b>	<b>82.0</b>	<b>12.0</b>	<b>162.0</b>	<b>857.0</b>	<b>81.0</b>	<b>938.0</b>



## Selected Projects Recommended to the IT Board

### INFRASTRUCTURE

District	Route	Name/Location	FY 2014	FY 2015	FY 2016	Total Project Cost
<b>RURAL POPULATIONS</b>						
1	SH 97	Traffic Calming, Harrison	\$20,000	\$281,000		\$301,000
1	US 95	Bonner Mall Way Bike/Ped Path, Ponderay	\$23,000	\$236,000		\$259,000
2	Local	Sidewalk Enhancement, Pottlatch	\$42,000	\$337,000		\$379,000
3	US 95	Sidewalk Improvements, Cambridge	\$138,000		\$401,000	\$539,000
6	Local	W Little Ave Sidewalk, Driggs	\$ 300,000			\$300,000
<b>URBAN POPULATIONS</b>						
1	Local	Middle School Alternative Routes, Sandpoint	\$106,050			\$106,050
1	SH 41	SH 53, School Zone Crossings, Rathdrum	\$2,500	\$66,878		\$69,378
1	SH 41	Seltice Way to Mullan Ave Bike/Ped Trail, Post Falls	\$80,000	\$720,000		\$800,000
2	Local	18th Avenue from 8th to 10th Streets, Lewiston	\$18,000	\$199,000		\$217,000
2	Local	Middle Schools SR2S Safety Improvements, Moscow	\$55,000	\$485,000		\$540,000
3	Local	N Middleton Rd Sidewalk, Middleton	\$8,000	\$52,000		\$60,000
3	Local	Redevelopment Area Sidewalks, McCall	\$66,000	\$332,000		\$398,000
3	Local	S Midland Blvd Pedestrian Signal, Nampa	\$13,000	\$180,672		\$193,672
3	Local	Orchard St Sidewalk Extension, Kuna	\$21,000	\$71,000		\$92,000
4	SH 75	Cobblestone Lane Sidewalk, Hailey	\$10,000	\$147,000		\$157,000
4	SH 75	East Fork Road Pathway, Ketchum	\$15,000			\$15,000
5	Local	MLK Complete Streets, Pocatello	\$15,000	\$628,000		\$643,000
6	Local	ADA Pedestrian Ramps, Idaho Falls	\$35,000	\$256,500		\$291,500
			<b>\$967,550</b>	<b>\$3,992,050</b>	<b>\$401,000</b>	<b>\$5,360,600</b>

### NON - INFRASTRUCTURE (URBAN)

District	Route	Name/Location	FY 2014	FY 2015	FY 2016	Total Project Cost
2	Local	FY14, U of I Moscow SR2S Coordinator	\$30,116			\$30,116
3	Local	FY14/15, Nampa SR2S Coordinator	\$33,101	\$33,101		\$66,202
3	Local	FY14, Treasure Valley SR2S Coordinator	\$43,200			\$43,200
4	Local	FY14, Blaine Co SR2S Coordinator	\$25,000			\$25,000
6	Local	FY14, Bonneville SR2S Coordinator	\$50,000			\$50,000
			<b>\$181,417</b>	<b>\$33,101</b>	<b>\$ -</b>	<b>\$214,518</b>
<b>Grand Total</b>			<b>\$1,148,967</b>	<b>\$4,025,151</b>	<b>\$401,000</b>	<b>\$5,575,118</b>